



TRANSPORTATION ADVISORY COMMISSION AGENDA

Tuesday, August 25, 2026

This meeting includes in-person and virtual participation.

Santiam Room, City Hall

333 Broadalbin Street SW

Or join the meeting here:

<https://council.albanyoregon.gov/groups/tac/zoom>

You can use your microphone or dial in using your phone.

Phone: 1 (253) 215-8782 (Long distance charges may apply)

Meeting ID: 825 1857 5813; Passcode: 053593

Please help us get Albany's work done.

Be respectful and refer to the rules of conduct posted by the main door to the Chambers and on the website.

1. Call to order
2. Roll call
3. Approval of June 23, 2026, minutes

4. Public Comment:

Persons wanting to provide testimony during public hearings may:

- 1- *Email written comments to the staff contact listed below, including your name and subject of the public hearing, before noon on the day of the meeting.*
- 2- *To testify virtually during the public hearing, register by emailing the staff contact listed below, before noon on the day of the meeting, with your name; phone number; and whether you are speaking for, against, or neutral on the subject. The chair will call upon those who have registered to speak.*
- 3- *Appear in person at the meeting and register to speak using the sign-up sheet on the table.*

The staff contact for written comments for this meeting is:

Andrew.Monaco@albanyoregon.gov

The staff contact to register to speak at this meeting is: Andrew.Monaco@albanyoregon.gov

albanyoregon.gov



5. Scheduled business
 - a. Discussion and deliberation from walking tour.
 - b. Street Maintenance Fee update. Paul Trombino III, Public Works Director
6. Business from the Commission
7. Business from Staff
8. Next meeting date: Thursday, September 22, 2026
9. Adjournment

This meeting is accessible to the public via video connection. The location for in-person attendance is accessible to people with disabilities. If you have a disability that requires accommodation, please notify city staff at least 48 hours in advance of the meeting at: Andrew.Monaco@albanyoregon.gov or 541-917-7656.

Testimony provided at the meeting is part of the public record. Meetings are recorded, capturing both in-person and virtual participation, and are posted on the City website.



TO: Albany City Council

VIA: Peter Troedsson, City Manager
Kayla Barber, Deputy City Manager

FROM: Paul Trombino III, P.E., Director of Public Works

DATE: August 12, 2026, City Council Meeting

SUBJECT: Street Maintenance Fee Structure — Recommended Phased Funding Approach for Local Street Preservation

Purpose:

To present options for Council consideration regarding implementation of the approved Street Maintenance Fee (Ordinance No. 6050 (2024)), including a recommended rate structure and phased funding approach as outlined in the attached analysis.

Background/Discussion:

Albany's local street network (about 34 million square feet across ~1,600 segments) sits at an area-weighted Pavement Condition Index (PCI) of about 60 — the low end of “fair.” Roughly 29% of the network is already Very Poor or Failed, and the deferred-maintenance backlog is about \$125 million. A parcel-level condition analysis joined to the three council wards shows the need is citywide: Ward 1 \$51.0M, Ward 2 \$40.6M, and Ward 3 \$33.9M (\$125.5M total). No ward can be set aside.

Public Works receives roughly \$16.8–17.3 million per biennium for transportation, but almost all of it is committed or restricted. The State gas tax is largely consumed by operations and the Capital Improvement Program, and federal STBG and Transportation SDCs are restricted to arterials and collectors. Of currently existing transportation-related revenues, In-Lieu-of-Franchise funds provide the only flexible funding source available to support local-street preservation, and can only do so on a limited basis. Local streets therefore need a dedicated local funding source; a Street Maintenance Fee is what makes the program durable. Federal law (28 CFR 35.151) makes resurfacing an “alteration” that triggers ADA curb-ramp upgrades, and those costs are built into every figure.

Staff frames three options against recommended pavement goals (a weighted-PCI floor of 68 and a guardrail of no more than 10% of network area Very Poor or Failed): (1) Do Nothing — condition continues to decline and the backlog grows; (2) Fully Fund — a steady ~\$14 million per year meets both goals by 2046, but costs about \$25.48/month for a single-family residence, the highest street fee among Oregon peers; and (3) the Recommended approach — delivery-first, starting smaller,

showing results quickly, keeping fees peer-competitive, and building toward the goals. Staff recommends this approach.

The Recommended approach includes four key actions:

- **Expand street preservation efforts immediately.** In 2026, the City will continue the expanded street maintenance program by reprioritizing \$180,000 for additional inlay milling and paving and implementing a new pavement rejuvenator program designed to extend the useful life of newer streets before more costly repairs are needed.
- **Temporarily redirect existing flexible resources to street preservation.** Beginning in 2027, the City will temporarily reprioritize \$2 million per biennium of In-Lieu-of-Franchise Fees revenue toward neighborhood street preservation. This funding will allow construction to begin immediately in the Area 3 neighborhood east of Lyon Street while minimizing impacts to other Capital Improvement Program priorities as Street Maintenance Fee revenues ramp up.
- **Implement a phased Street Maintenance Fee.** Beginning July 1, 2027, the Street Maintenance Fee would be established at \$11.28 per month for a standard single-family residence (single-family rates are tiered by home size, ranging from about \$7.11 to \$15.12 in 2027) and gradually increase to \$15.28 per month for the standard home by 2031, after which it would be adjusted annually based on the ENR Construction Cost Index. This approach provides a dedicated, sustainable funding source while allowing residents and businesses to see results before reaching the full long-term investment level.
- **Build toward long-term funding needs.** Through the Transportation System Plan process currently underway, staff will return to Council in 2028 to discuss additional transportation funding strategies, including potential Transportation System Development Charges and a local gas tax, to further address long-term pavement needs and diversify transportation funding sources.

The recommended \$11.28 launch lands mid-pack among Oregon peers (Corvallis \$12.28, Oregon City \$12.26, Portland \$12.00; Bend \$10.50, Medford \$6.31); about 31 Oregon cities levy a comparable fee. In its first four years the plan visibly improves about 200 of the worst street segments — roughly 24 centerline miles (about 47 lane-miles) across all three wards — and holds the Very Poor/Failed share steady (about 27–30%) rather than letting it grow, while do-nothing climbs toward ~47%. The interim treatments are a 5–8-year fix, not a permanent rebuild; reaching the PCI 68 / ≤10% targets requires the added 2028 revenue legs.

The following compares the three paths at the end of the five-year ramp (2031) and over the long run (2046):

Measure	Option 1: Do Nothing	Option 2: Fully Funded	Recommended
By 2031 — Weighted PCI	45	62	57
% Very Poor + Failed	47%	32%	30%
Deferred backlog	\$192M	\$128M	\$138M
By 2046 — Weighted PCI	10	85	52
% Very Poor + Failed	92%	9%	47%
Deferred backlog	\$343M	\$34M	\$177M
Residential fee / month	\$0	\$25.48	\$11.28 → \$15.28
Meets pavement goals?	No	Yes (2046)	Not alone

Option 1: Do Nothing (Status Quo) nearly doubles the Very Poor/Failed share by 2031 and collapses the network by 2046. Option 2: Fully Funded reaches the goals but requires the highest fee immediately. The Recommended approach holds condition and delivers visible early results for residents and businesses at a peer-competitive fee.

Strategic Plan Impact:

Reliable & Sustainable Infrastructure: A dedicated street preservation program supports the City's goal of maintaining reliable infrastructure by creating a sustainable funding source for neighborhood street preservation, improving pavement conditions, and protecting one of the City's largest public assets. Sustainable funding for the City's system is also a specific objective under this vision area.

High-Performing Government: The Recommended approach supports responsible financial stewardship by using existing resources first, demonstrating measurable results, incorporating performance measures, and returning to Council with additional transportation funding options as part of the Transportation System Plan process.

Budget/Staff Impact:

The \$2 million per-biennium franchise reprioritization draws from unrestricted In-Lieu-of-Franchise funds with minimal CIP impact, offset as the SMF grows. Street Maintenance Fee revenue ramps from about \$6.26 million (FY2027) to about \$8.48 million (FY2031); with the franchise contribution, the combined program reaches roughly \$9.5 million per year, after which the fee indexes to Engineering News-Record Construction Cost (ENR). ADA curb-ramp costs are included in the program. No significant new staffing is anticipated to launch the program, which uses existing

crews and contracts. Low-income assistance would reduce qualifying residential bills but is accounted for in the recommended fee structure.

Staff Recommendation:

Staff recommends that the City Council direct staff to work with our Utility Billing vendor to build out rate structures and bring back a resolution before the end of the year to establish the fee structure for 2027. This will give staff sufficient time to work with our vendor to build out necessary custom software structures and workflows.

Alternatives:

1. Option 1: Do Nothing (Status Quo)- Does not require Council action
2. Option 2: Fully Funded-Staff would recommend bringing back a resolution before the end of the year to ensure all necessary software structures can be accommodated.
3. Option 3: Phased (Recommended)- Staff would recommend bringing back a resolution before the end of the year to ensure all necessary software structures can be accommodated.

Attachments:

1. Street Segment List (Years 1–4)
2. Street Maintenance Fee Process Map
3. Year-1 SMF Model Output
4. Street Maintenance Fee Technical Report

Albany SMF Report

Street Maintenance Fee Options — Technical Analysis

From: Paul Trombino, Public Works Director **Date:** July 24, 2026

Executive Summary

Purpose: This report provides the technical analysis supporting the proposed phased Street Maintenance Fee presented to the Albany City Council.

Key Findings:

- Albany has a \$125 million pavement maintenance backlog.
- Without additional investment, the pavement maintenance backlog is projected to grow by approximately \$10.9 million annually.
- About 42% of streets are already in Poor or worse condition ($PCI \leq 55$) — the roads residents feel every day — including nearly 30% that are Very Poor or Failed ($PCI \leq 40$).
- Existing transportation revenues cannot fund neighborhood street preservation.
- Three funding scenarios were evaluated.
- Recommended approach because it balances affordability with visible near-term improvements while creating a path toward long-term pavement sustainability.
- The recommended approach includes affordability protections for qualifying low-income residents through an expansion of the City's existing utility assistance program.

Street Maintenance Fee Options

Option	Monthly Residential Fee	Outcome
Do Nothing (Status Quo)	\$0	Conditions continue to decline
Fully Funded	Immediate \$25.48 with index to ENR	Achieves long-term goals
Recommended	Phased start at \$11.28 with a five-year ramp up to \$15.28, then indexed to ENR	Stabilizes the system while building toward long-term pavement goals through future transportation funding discussions.

Analysis

Why we are here

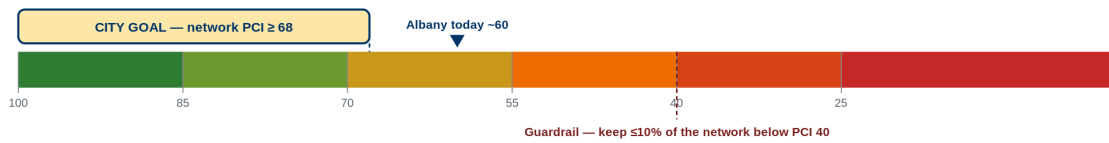
Albany's street system is reaching a critical point. The estimated cost to restore the system has grown to approximately \$125 million, and without a dedicated funding source, street conditions will continue to decline and repairs will become more expensive over time. Albany's street network includes approximately 34 million square feet of pavement across more than 1,600 street segments. The City's overall Pavement Condition Index (PCI), the industry standard for measuring pavement condition, is approximately 60, which is at the low end of "Fair." About 42% of the network is already in Poor or worse condition ($PCI \leq 55$) — the streets residents notice every day — and roughly 29% is in the worst Very Poor or Failed condition ($PCI \leq 40$), the guardrail the City tracks against its pavement goals. State and federal dollars (state gas tax, STBG, SDCs) have been fully committed to operations, the Capital Improvement Program, or are legally restricted to arterials and collectors, so local streets need a local funding source.

Understanding the Pavement Condition Index (PCI)

PCI is the industry-standard 0–100 scale (ASTM D6433) for rating pavement condition. The graphic below summarizes the six condition categories, the recommended treatment for each, and the sharp rise in cost as a street declines — which is why preserving good streets early is so much cheaper than rebuilding failed ones.

Pavement Condition Index (PCI) — Condition Categories

Industry-standard 0–100 scale (ASTM D6433). Albany's network averages about 60 — the low end of "Fair."



Good PCI 86–100	Newer or well-preserved pavement with little visible distress. Treatment: Crack seal / routine • Strategy: Preservation • Cost: ~\$0.28/sf
Satisfactory PCI 71–85	Sound surface with only minor cracking; still in good shape. Treatment: Slurry seal • Strategy: Preservation • Cost: ~\$0.55/sf
Fair PCI 56–70	Moderate cracking and surface wear — the window to act cheaply is closing. Treatment: Thin overlay • Strategy: Light rehabilitation • Cost: ~\$2.75/sf
Poor PCI 41–55	Extensive cracking, rutting, and frequent patching. Treatment: Mill & overlay • Strategy: Rehabilitation • Cost: ~\$4.50/sf
Very Poor PCI 26–40	Severe cracking and potholes; the pavement base is weakening. Treatment: Thick rehab overlay • Strategy: Heavy rehabilitation • Cost: ~\$6.75/sf
Failed PCI 0–25	Structurally failed — the base has broken down. Treatment: Full reconstruction • Strategy: Reconstruction • Cost: ~\$11.00/sf

Cost of waiting: preserving a Good street runs about \$0.28/sq ft; once it Fails, reconstruction runs about \$11.00/sq ft — roughly 40× more. Keeping good streets good is the cheapest way to manage the network.

Pavement Condition Index categories, typical treatments, and unit costs (ASTM D6433).

Current transportation funding (per biennium)

Existing transportation revenues cannot adequately fund neighborhood street preservation. Public Works receives roughly \$16.8–17.3 million per biennium for transportation, with a portion of it legally restricted or committed. State gas tax revenues are largely committed to operating and maintaining the existing system, while federal grants and transportation SDCs are legally restricted to major streets. Reprioritizing In-Lieu-of-Franchise Fees revenue temporarily provides an important first step, but a dedicated Street Maintenance Fee is needed to create a sustainable long-term preservation program.

Funding source	~ / Biennium	Permitted use / restriction	Local-street preservation?
State Gas Tax	~\$9.0M	Operations & maintenance within right-of-way (patching, resurfacing, sealing, ADA ramps) on the existing system	Largely committed to operations and CIP
Federal STBG (via Albany MPO)	~\$0.8M	Arterials & collectors only (major collector or higher)	No
Transportation SDCs	~\$1.5–2.0M	Growth-related projects in the Transportation System Plan (arterials & collectors)	No
In-Lieu-of-Franchise Fees (sewer/water/stormwater)	~\$5.5M	Flexible	Currently committed to major construction projects. Recommended source of temporary reprioritization
Total	~\$16.8–17.3M	—	—

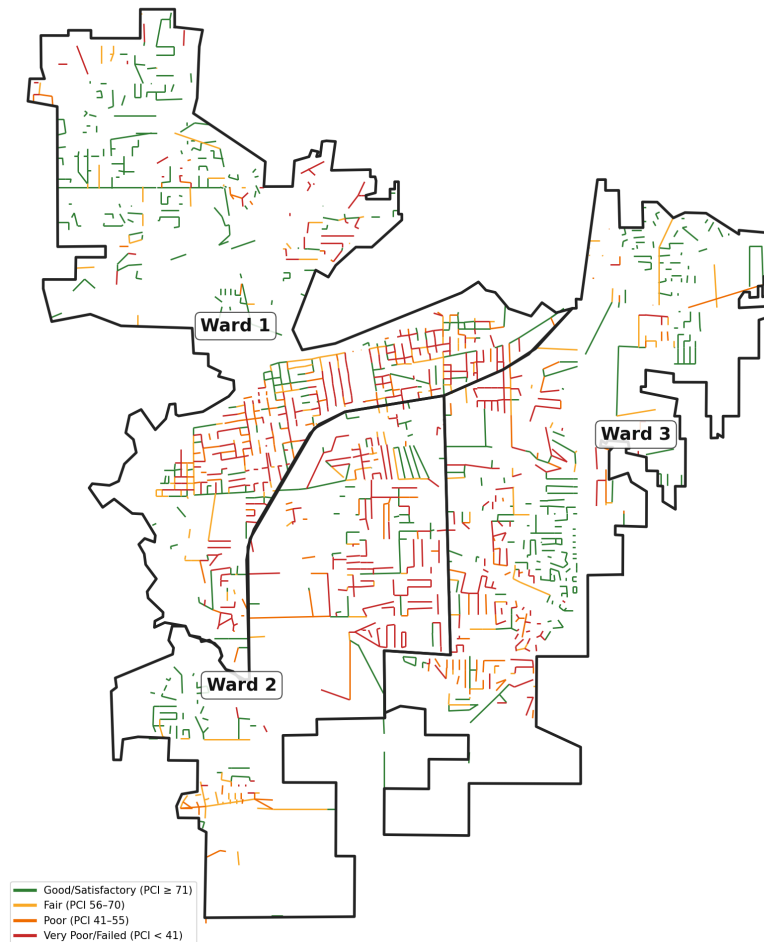
Takeaway: the gas tax is mostly consumed by day-to-day operations, and STBG and SDCs are restricted to arterials and collectors — none is a reliable source for local-street preservation. Reprioritizing In-Lieu-of-Franchise Fees is a first step; a dedicated Street Maintenance Fee is what makes the program durable.

The need is in every ward

A parcel-level condition analysis, joined to the three council wards, shows the deficit is citywide — no ward can be set aside. Every ward carries \$34–\$51M of need. This means every ward will benefit from future investments.

Ward	Avg PCI	% Very Poor+Failed	Streets (segments)	Maintenance Deficit
Ward 1	59.5	30%	811	\$51.0M
Ward 2	53.3	36%	334	\$40.6M
Ward 3	63.7	23%	481	\$33.9M
Citywide	59.3	29%	1,626	\$125.5M

City of Albany — Pavement Condition by Ward (2025 PCI)



Pavement Condition by Ward (2025 PCI).

Proposed City Pavement Goals frame the options

- **Target 1:** Maintain the City's overall pavement condition at a PCI of at least 68, which is generally considered the threshold between "Fair" and "Good" and aligns with a common national target of 70. This is our condition floor.
- **Target 2:** Reduce the percentage of streets in Very Poor or Failed condition (PCI below ~40) to no more than 10 percent. This is our guardrail for measuring if program changes may be needed.
- **Target 3:** Ensure the City's ADA requirements are included in project scopes and costing. Federal law (28 CFR 35.151) makes resurfacing an "alteration" that requires compliant curb ramps.

Three options are evaluated against these targets: (1) Do Nothing (the baseline), (2) Fully Fund at ~\$14M/yr, and (3) the Recommended approach. They are described below and compared side-by-side under "Comparing the three paths."

Option 1 – Do Nothing (Status Quo)

Under this option, the City would continue relying on existing transportation funding sources without implementing a Street Maintenance Fee or temporarily reprioritizing additional local revenues for neighborhood street preservation. Current funding would continue to support routine maintenance, operations, and existing capital commitments, but it would not be sufficient to address the growing backlog of pavement needs.

Without additional investment, pavement conditions are projected to continue declining as more streets fall into Very Poor and Failed condition. Deferred maintenance costs would increase as lower-cost preservation opportunities are lost and more streets require expensive rehabilitation or full reconstruction. On average, deferred maintenance would increase by \$10.9M annually. By 2031, the percentage of streets in Very Poor or Failed condition is projected to increase from approximately 29% today to about 47%, with the deferred maintenance backlog growing to approximately \$192 million. By 2046, the City's overall pavement condition would deteriorate significantly, resulting in substantially higher long-term costs and reduced service levels. Deteriorating streets can also increase impacts to underground utility systems; as pavement conditions worsen, the City may experience additional costs associated with utility maintenance and rehabilitation, which can place pressure on utility rates over time.

Do Nothing outcome	Today	By 2046
Weighted network PCI	60	10
% Very Poor + Failed	29%	92%
Deferred backlog	\$125M	\$343M
Meets both targets?	—	No

Fee impact: No new Street Maintenance Fee would be implemented. However, delaying investment is expected to substantially increase future repair costs and may require significantly larger funding commitments in the future to restore the street network.

Option 2 — Fully Fund the targets (\$14M/yr)

This option provides the level of annual funding needed to achieve the City's long-term pavement condition goals. With a sustained investment of approximately \$14 million per year (including required ADA curb ramp improvements), Albany's pavement network is projected to reach an overall Pavement Condition Index (PCI) of 68 by approximately 2036 and continue improving to the mid-80s by 2046. At the same time, the percentage of streets in Very Poor or Failed condition is projected to decline from approximately 29% today to about 9%, while the estimated maintenance backlog is reduced from approximately \$125 million to \$34 million.

This option delivers the strongest long-term outcome by preserving streets before they require costly reconstruction and substantially reducing future maintenance needs. However, achieving these results would require implementing the highest level of investment (and the highest monthly Street Maintenance Fee) beginning immediately, which would represent a substantially higher monthly impact for residents compared to the phased approach and other Oregon communities.

Fully Funded outcome	Today	By 2046
Weighted network PCI	60	~85
% Very Poor + Failed	29%	~9%
Deferred backlog	\$125M	~\$34M
Meets both targets?	—	Yes

Fee impact: A single-family residence would pay approximately \$25.48 per month with an annual index to the Engineering News-Record (ENR) Construction Cost Index, making Albany's Street Maintenance Fee the highest among comparable Oregon communities (for example, Lake Oswego \$16.80, Corvallis \$12.28, Bend \$10.50, and Medford \$6.31 per month).

Recommended approach (delivery-first)

The Recommended approach balances affordability with immediate action by combining existing City resources with a gradually implemented Street Maintenance Fee. Rather than implementing the full funding level

immediately, this approach allows the City to begin improving neighborhood streets in 2027, demonstrate visible results, and build toward the long-term pavement condition goals while keeping the initial fee comparable to other Oregon communities.

The recommended approach includes four key actions:

- **Expand street preservation efforts immediately.** In 2026, the City reprioritized \$180,000 for additional inlay milling and paving, effectively doubling current street maintenance funding, and introduced a new pavement rejuvenator program to extend the life of newer streets before they require more costly repairs.
- **Temporarily redirect existing flexible resources to street preservation.** Beginning in 2027 and continuing through 2031, \$2 million per biennium of In-Lieu-of-Franchise Fees revenue will be redirected to neighborhood street preservation. This allows immediate construction to begin in the Area 3 neighborhood east of Lyon Street, one of Albany's highest-priority areas, while minimizing impacts to the Capital Improvement Program as Street Maintenance Fee revenues grow. This temporary reprioritization is intended to bridge the program until Street Maintenance Fee revenues are fully established. Because it relies on delaying other capital investments where feasible, it is not a long-term funding strategy.
- **Implement a phased Street Maintenance Fee.** Beginning July 1, 2027, the monthly residential fee would start at \$11.28 for a single-family residence and gradually increase to \$15.28 by 2031 before being indexed annually to the ENR Construction Cost Index. This phased approach keeps Albany's fee within the range of comparable Oregon cities while providing a stable, dedicated funding source for neighborhood street preservation.
- **Build toward long-term funding needs.** While the phased approach significantly improves the City's ability to preserve neighborhood streets, it does not eliminate the entire maintenance backlog on its own. As part of the Transportation System Plan currently underway, staff will return to Council in 2028 to discuss additional transportation funding options, including Transportation System Development Charges and a potential local gas tax, that together move the City toward its long-term pavement goals while diversifying the City's transportation funding sources and balancing the financial impacts across multiple funding mechanisms.

Funding & Five-Year Fee Ramp Up (combined program):

The phased approach combines a temporary reprioritization of existing In-Lieu-of-Franchise Fees revenue with gradually increasing Street Maintenance Fee revenue, allowing construction activity to ramp up while minimizing impacts to other City priorities.

Starting	In-Lieu-of-Franchise Fees	SMF (collected)	Total program
2027	\$2M (Area 3)	ramping	~\$2M
7/1/2028	\$1M/yr	\$6.81M	\$7.81M
7/1/2029	\$1M/yr	\$7.37M	\$8.37M
7/1/2030	\$1M/yr	\$7.92M	\$8.92M
7/1/2031	\$1M/yr	\$8.48M	\$9.48M
2032+	sunsets	\$8.48M (ENR-indexed)	~\$8.5M+

In-Lieu-of-Franchise Fees revenue can be invested immediately, allowing work to begin in 2027. Because Street Maintenance Fee revenue is collected after the fee takes effect, full annual program funding builds over time as the phased fee schedule is implemented.

Street Maintenance Fee — 5-year schedule (residential & commercial):

Effective 7/1	2027	2028	2029	2030	2031
SMF revenue	\$6.26M	\$6.81M	\$7.37M	\$7.92M	\$8.48M
Single-family Tier 1 (≤1,000 sf)	\$7.11	\$7.74	\$8.37	\$9.00	\$9.63
Single-family Tier 2 (1,001–1,250 sf)	\$9.14	\$9.95	\$10.76	\$11.57	\$12.38
Single-family Tier 3 (1,251–3,000 sf · standard)	\$11.28	\$12.28	\$13.28	\$14.28	\$15.28

Effective 7/1	2027	2028	2029	2030	2031
Single-family Tier 4 (>3,000 sf)	\$15.12	\$16.46	\$17.80	\$19.14	\$20.48
Multifamily (per unit)	\$8.04	\$8.75	\$9.47	\$10.18	\$10.89
Commercial — general office (/1,000 sf)	\$13.03	\$14.18	\$15.33	\$16.49	\$17.64
Example: 3,000 sf office	\$39	\$43	\$46	\$49	\$53

Monthly, policy-based rates from the City SMF model. Single-family is tiered by home living area; Tier 3 (1,251–3,000 sq ft) is the standard home and covers about 82% of residences. Commercial is billed per 1,000 sq ft by trip-generation category (general office shown; retail ≈ \$21.71→\$29.41, medical ≈ \$31.48→\$42.64, warehouse ≈ \$5.43→\$7.35), so bills scale with building size and use. After 2031 the fee indexes to the ENR Construction Cost Index; low-income and senior discounts reduce qualifying residential bills.

Fee Impact: A single-family residence would pay \$11.28 per month beginning July 1, 2027, gradually increasing to \$15.28 per month by 2031, after which the fee would be adjusted annually based on the Engineering News-Record (ENR) Construction Cost Index. This helps to avoid large swings for residents and businesses while also accounting for the needs of the system over time. The proposed starting fee is comparable to similar transportation utility fees charged by many Oregon cities.

Affordability protections will be incorporated into the Street Maintenance Fee program. The City will expand its existing low-income assistance program, which currently provides qualifying customers with a utility credit and a 70% reduction of the City Services Fee, to include a 70% credit toward the Street Maintenance Fee. This ensures qualifying low-income households receive meaningful assistance with the additional monthly charge while maintaining a dedicated funding source for street preservation.

Year-1 revenue by customer class (SMF model output)

Output of the City SMF model at the \$11.28 standard (Tier 3) launch (annualized). Single-family is tiered by home living area. Revenue is deliberately balanced between residential and non-residential customers — **residential 50.8% / non-residential 49.2%**.

Residential class	Accounts / units	Monthly fee	Year-1 revenue
Single-family Tier 1 (≤1,000 sf)	350	\$7.11	\$0.03M
Single-family Tier 2 (1,001–1,250 sf)	700	\$9.14	\$0.08M
Single-family Tier 3 (1,251–3,000 sf · standard)	14,343	\$11.28	\$1.94M
Single-family Tier 4 (>3,000 sf)	2,099	\$15.12	\$0.38M
Multifamily (per unit)	7,092 units	\$8.04	\$0.68M
Other residential (mobile-home, care, affordable)	—	varies	\$0.07M
Residential subtotal	24,584+	—	\$3.18M (50.8%)

Non-residential — six trip-rate bins (billed per 1,000 sq ft by ITE category):

Bin (avg daily trips/unit) — example uses	Accounts	Rate/1,000 sf	Year-1 revenue
Bin 1 (≤5) — warehouse, industrial, storage, care	288	\$5.43	\$0.51M
Bin 2 (5–18) — office, hospital, church, institutional	292	\$13.03	\$0.53M
Bin 3 (18–29) — retail, auto, shopping, public office	283	\$21.71	\$0.95M
Bin 4 (29–38) — medical / dental office	114	\$31.48	\$0.33M
Bin 5 (38–52) — restaurants, supermarkets	61	\$42.34	\$0.34M
Bin 6 (>52) — banks, fast food, high-trip retail	171	\$65.13	\$0.42M
Non-residential subtotal	1,209	—	\$3.08M (49.2%)
Total Street Maintenance Fee (Year 1)			\$6.26M

Data vintage: customer counts and building square footage reflect the City's 2025 data (SMF_Model 8.6.2025), held constant (0% growth). Source: City SMF model, policy-based allocation scaled to the \$11.28 standard (Tier 3) rate. Single-family is tiered by home living area (Tier factors 0.63 / 0.81 / 1.00 / 1.34; distribution ~2% / 4% / 82% / 12% of homes). The model sets residential at ~50% of revenue by policy, then allocates the remainder across the six non-residential trip bins; single-family and multifamily revenue are account/unit counts × monthly rate. Year 1 is annualized at the standard rate; low-income and senior discounts reduce qualifying residential bills.

Key model policy adjustments (from 2025):

- Balanced the overall revenue distribution to approximately 50/50 between residential and non-residential development.
- Gave schools a 50% discount — a typical adjustment other Oregon cities have implemented.
- Gave low-income residents a discount consistent with current City policy.
- Applied trip caps (a reduced fee) for the largest trip generators.

Estimated Years 2–5 — stepped fee and revenue

The fee steps up over the five-year ramp — single-family \$11.28 → \$15.28 — with every class rising proportionally. Revenue scales with the fee and holds the ~50/50 residential / non-residential balance each year. Year 1 (2027) is shown for reference; the 2025 customer base is held constant.

Monthly fee — effective 7/1	2027	2028	2029	2030	2031
Single-family Tier 1 (≤1,000 sf)	\$7.11	\$7.74	\$8.37	\$9.00	\$9.63
Single-family Tier 2 (1,001–1,250 sf)	\$9.14	\$9.95	\$10.76	\$11.57	\$12.38
Single-family Tier 3 (1,251–3,000 sf · standard)	\$11.28	\$12.28	\$13.28	\$14.28	\$15.28
Single-family Tier 4 (>3,000 sf)	\$15.12	\$16.46	\$17.80	\$19.14	\$20.48
Multifamily (per unit)	\$8.04	\$8.75	\$9.47	\$10.18	\$10.89

Monthly fee — effective 7/1	2027	2028	2029	2030	2031
Bin 1 — warehouse/industrial (/1,000 sf)	\$5.43	\$5.91	\$6.39	\$6.87	\$7.35
Bin 2 — office/hospital/institutional	\$13.03	\$14.18	\$15.33	\$16.49	\$17.64
Bin 3 — retail/auto/shopping	\$21.71	\$23.63	\$25.56	\$27.48	\$29.41
Bin 4 — medical/dental office	\$31.48	\$34.27	\$37.06	\$39.85	\$42.64
Bin 5 — restaurants/supermarkets	\$42.34	\$46.10	\$49.85	\$53.60	\$57.35
Bin 6 — banks/fast food/high-trip	\$65.13	\$70.90	\$76.68	\$82.45	\$88.22

Estimated annual revenue:

Revenue — effective 7/1	2027	2028	2029	2030	2031
Residential (50.8%)	\$3.18M	\$3.46M	\$3.75M	\$4.03M	\$4.31M
Non-residential (49.2%)	\$3.08M	\$3.35M	\$3.62M	\$3.89M	\$4.17M
Total Street Maintenance Fee	\$6.26M	\$6.81M	\$7.37M	\$7.92M	\$8.48M

Data vintage: 2025 customer base held constant (0% growth); the schedule scales linearly with the single-family rate. After 2031 the fee indexes to the ENR Construction Cost Index. Revenue annualized; columns may not sum exactly due to rounding. Source: City SMF model (SMF_Model 8.6.2025).

How Albany's proposed fee compares to other Oregon cities

About 31 Oregon cities levy a transportation or street-maintenance utility fee. Among peers with published single-family residential rates, Albany's proposed \$11.28 launch lands mid-pack:

Oregon city	Residential / month	As of
Lake Oswego	\$16.80	2025
Milwaukie	\$13.51	2025
Corvallis	\$12.28	2026
Oregon City	\$12.26	2026
Portland	\$12.00	effective 2027
Albany (proposed)	\$11.28	2027 launch
Hillsboro	\$10.60	2026
Bend	\$10.50	2025
Coos Bay	\$10.00	2019
Ashland	\$9.56	2021
Newberg	\$6.60	2025
Medford	\$6.31	2025

Rates are the most recent published single-family monthly figures and change annually; confirm current amounts with each city or the League of Oregon Cities. Other Oregon cities with transportation/street utility fees include Tigard, Tualatin, Wilsonville, West Linn, Grants Pass, Philomath, Phoenix, Talent, and Canby, among others.

What It Delivers: Residents will see improvements beginning in 2027. During the first four years, the recommended program would visibly improve approximately 200 of Albany's worst street segments, representing about 24 centerline miles (about 47 lane-miles, or approximately 4.3 million square feet of pavement) across all three Council wards. The program is projected to hold the percentage of streets in Very Poor or Failed condition relatively steady at approximately 27–30%, rather than allowing it to increase to approximately 47% under the do-nothing scenario.

By 2031, the City's overall Pavement Condition Index (PCI) is projected to remain near 57, slowing the decline of the street network while delivering visible improvements in the areas of greatest need. The initial inlay and preservation treatments are expected to extend pavement life by approximately five to eight years, providing time to implement the next phase of the City's transportation funding strategy.

While this approach does not eliminate the City's long-term maintenance backlog on its own, it demonstrates immediate results, keeps the Street Maintenance Fee competitive with other Oregon communities, and establishes the foundation for achieving the City's long-term pavement goals through additional funding strategies beginning in 2028.

Comparing the three paths

The table compares Option 1: Do Nothing (Status Quo), Option 2: Fully Funded, and the Recommended approach at the end of the five-year ramp (2031) and over the long run (2046):

Measure	Do Nothing (Status Quo)	Fully Funded	Recommended
By 2031 (end of 5-year ramp)			
Weighted network PCI	45	62	57
% Very Poor + Failed	47%	32%	30%
Deferred backlog	\$192M	\$128M	\$138M
By 2046 (long run)			
Weighted network PCI	10	85	52
% Very Poor + Failed	92%	9%	47%
Deferred backlog	\$343M	\$34M	\$177M
Fee & goals			
Residential fee / month	\$0	\$25.48	\$11.28 → \$15.28
Meets pavement goals?	No	Yes (by 2046)	Not alone — needs Step 2

Do-nothing nearly doubles the Very Poor/Failed share by 2031 and collapses the network by 2046. The recommended option holds condition and delivers visible early wins at a peer-competitive fee; its near-term numbers rival the fully funded option because it targets the worst streets first. The Fully Funded option reaches the pavement goals but requires the highest fee immediately, and its advantage compounds over the long run.

Years 1–4 Cost Reconciliation

The proposed (phased) alternative funds a worst-first program of the **200 lowest-PCI (Failed) segments** — about 23.6 centerline miles — in Years 1–4 (2027–2030). All 200 fit within projected revenue, with reserve remaining. The full list is in Appendix C.

Revenue generated — Years 1–4 (2027–2030):

Source	Amount
2027 — Franchise reprioritization (\$2M/biennium)	\$2.0M
2028 — Street Maintenance Fee + franchise	\$7.8M
2029 — Street Maintenance Fee + franchise	\$8.4M
2030 — Street Maintenance Fee + franchise	\$8.9M
Total revenue, Years 1–4	\$27.1M

Program cost — 200 worst-condition segments:

Work item	Quantity	Unit cost	Amount
3" structural inlay (center ≤ 24 ft)	2,947,000 sf	\$5.50/sf	\$16.2M
Crack seal (full width)	4,336,000 sf	\$0.28/sf	\$1.2M
Slurry seal (Year 2, full width)	4,336,000 sf	\$0.55/sf	\$2.4M
Construction subtotal			\$19.8M
ADA curb ramps (allowance)		8%	\$1.6M
Contingency		15%	\$3.0M
Total program cost			\$24.4M

Reconciliation:

Years 1–4 revenue	\$27.1M
Total program cost (200 segments)	\$24.4M
Reserve remaining	\$2.7M (10.0%)

Basis: treatment is a 3-inch inlay on the center 24 ft, crack seal, and ADA curb ramps, followed by a slurry seal the next year — a cost-effective 5–8-year structural fix, not full reconstruction. The reserve and contingency cover segments found at design to require true reconstruction, plus bid variation; additional segments are delivered as favorable bids and revenue allow (conservative target). Unit costs are 2025–26 PNW/Oregon planning-level benchmarks; refine with an engineer's estimate at design.

Recommended path

Staff recommends that the City Council concur with the Recommended approach as the City's next step for addressing local street preservation needs. This approach provides immediate investment in neighborhood streets, establishes a dedicated and sustainable funding source, and allows the City to demonstrate results while continuing to evaluate long-term transportation funding needs.

Ordinance No. 6050 (2024) authorizes the Street Maintenance Fee, with specific rates established by resolution. A rate resolution is included in the Council packet for consideration to implement the fee beginning July 1, 2027.

The recommended path includes:

- Continuing the expanded 2026 street maintenance program, including additional inlay milling and paving and the new pavement rejuvenator program.
- Redirecting \$2 million per biennium of In-Lieu-of-Franchise Fees revenue toward street preservation beginning in 2027, allowing immediate work to begin in Area 3 east of Lyon Street.
- Implementing the phased Street Maintenance Fee schedule beginning July 1, 2027.
- Returning to Council in 2028 as part of the Transportation System Plan process to discuss additional long-term transportation funding options, including Transportation System Development Charges and a potential local gas tax.

The phased approach is intended to stabilize Albany's street system, deliver visible improvements, and build toward the City's long-term pavement condition goals. The fully funded option of approximately \$14 million annually represents the level of investment needed to achieve those long-term pavement targets. The phased approach is intended to move the City toward that level of service over time while allowing Council to evaluate additional funding options and community impacts.

Appendix A — Cost model & assumptions

Treatment unit costs used for the deficit and scenarios (2025–26 PNW/Oregon benchmarks; confirm with Albany bid tabs).

Deficit = for every segment below PCI 71, its area × the unit cost of its condition band.

Condition band (PCI)	\$/sq ft	Treatment
Good (86–100)	\$0.28	Crack seal (preservation)
Satisfactory (71–85)	\$0.55	Slurry seal
Fair (56–70)	\$2.75	Thin overlay
Poor (41–55)	\$4.50	Mill & overlay
Very Poor (26–40)	\$6.75	Thick rehab overlay
Failed (0–25)	\$11.00	Reconstruction
Rejuvenator (new pavement)	\$0.18	Early-life fog/rejuvenator, yrs 3–5

ADA curb ramps: ~\$9,000/ramp benchmark, applied to alteration treatments; ramp counts derived from the City's actual intersection geometry (2,636 intersections).

Appendix B — Council Talking Points with Constituents (Recommended approach)

Every neighborhood has a street need, so every resident will see a benefit

Albany's street maintenance challenge is citywide. Every Council ward has between \$34 million and \$51 million in identified pavement needs, and this program is designed to invest in neighborhoods throughout the community — not just one area of town.

We are starting with the streets residents tell us need attention most

Residents consistently tell us that the condition of our worst streets (many in neighborhoods) is one of their biggest concerns. The phased approach allows the City to begin work quickly, starting with some of the highest-need areas while continuing to develop a long-term strategy for the entire street system.

Residents will see results beginning in 2027

The phased approach is designed to deliver visible improvements quickly. Work will begin in 2027, with the first investments focused on some of Albany's highest-need neighborhood streets. Over the first four years, the program is projected to address approximately 200 of the City's worst street segments — representing about 24 centerline miles (about 47 lane-miles) of pavement improvements — across all three Council wards. This approach allows residents to see tangible progress while the City continues building a long-term strategy to address the full pavement maintenance backlog.

Existing transportation funding is already committed to maintaining today's system

State gas tax revenues primarily support existing operations and maintenance, while federal transportation funding and transportation SDCs have restrictions on how they can be used. The Street Maintenance Fee creates a dedicated local funding source specifically for neighborhood street preservation.

The fee starts modestly and grows gradually to minimize future shocks

The proposed Street Maintenance Fee would begin at approximately \$11.28 per month for a single-family residence in 2027 and gradually increase to approximately \$15.28 per month by 2031. After this, it would index to the Engineering News-Record Construction Cost Index, which accounts for the annual change in construction material costs. This keeps Albany within the range of similar Oregon communities, allows residents to see improvements before considering other future investments, and addresses changes in cost over time.

We are including assistance for residents who need it most

The City recognizes that even a modest monthly fee can create challenges for some households. The City will expand its existing low-income assistance program to provide qualifying residents with a 70% credit toward the Street Maintenance Fee, consistent with the assistance currently provided for the City Services Fee. This helps ensure that the program improves neighborhood streets while considering the needs of residents on fixed or limited incomes.

We are using existing resources before asking residents to contribute more

Before implementing a new fee, the City is first reprioritizing existing resources. The proposed approach temporarily redirects approximately \$2 million per biennium in In-Lieu-of-Franchise Fees revenue toward street preservation, allowing work to begin sooner while minimizing impacts to other City priorities.

We are improving how we protect our streets

The City is adding new preservation tools, including a pavement rejuvenator program. This lower-cost treatment helps extend the life of newer streets before they require more expensive repairs, allowing available funding to go further at addressing our deferred maintenance backlog.

This is the first step — not the entire solution

The phased Street Maintenance Fee will stabilize the street system and allow the City to make meaningful improvements, but it will not eliminate the entire estimated \$125 million maintenance backlog. Additional transportation funding discussions will continue as part of the City's Transportation System Plan process, including potential future tools such as transportation system development charges and a local gas tax.

ADA improvements are included

Whenever the City resurfaces or significantly improves a street, federal requirements may require upgrades to nearby curb ramps. Those ADA improvements are included in the program costs and help advance the City's ADA Transition Plan so all our residents can stay connected to their community and local amenities.

Residents should expect results, but we want to be transparent

The phased approach is designed to deliver visible improvements quickly, stabilize the streets in the worst condition, and build trust through results. It is a responsible first step toward addressing a challenge that has grown over many years, but it is not a complete solution. We look forward to sharing our results and engaging with residents and businesses to increase understanding of what it takes to preserve our street network and how their dollars are used.

Appendix C — List of Street Segments Addressed in First 4 Years (Recommended approach), 200 segments

The 200 lowest-PCI (Failed) segments addressed worst-first in Years 1–4 — ~23.6 centerline miles. Source: City of Albany 2025_PCI_Condition inventory (ArcGIS).

#	Street	From	To	PCI	Area (sf)
1	OAK STREET	END OF PAVEMENT	38TH AV E	0	9,504
2	MAIN STREET	9TH AV E	PACIFIC BL	3	10,824
3	11TH AVE SE	MONTGOMERY ST N	JACKSON ST N	4	35,904
4	ARLINGTON DR NW	END OF PAVEMENT	VALLEY VIEW DR E	4	26,620
5	BARTLEY PL SE	BARTLEY CT E	HOUSE #3038	4	7,392
6	CHICAGO ST SE	SALEM AV N	2ND AV E	4	6,652
7	HILLCREST ST NW	NORTH ALBANY PARK	VALLEY VIEW DR E	5	16,192
8	CHICAGO ST NE	1ST AV E	RAILROAD TRACKS/BARRICADE	5	11,088
9	GREEN ACRES LANE	BEG. PAVE (S. OF PICARDY LN)	GREEN ACRES LP N	5	7,020
10	2ND AVE SE	MAIN ST N	OAK ST N	6	22,120
11	COLUMBUS ST NE	1ST AV E	RAILROAD TRACKS/BARRICADE	6	11,070
12	32ND AVE SE	JACKSON ST N	MADISON ST N	7	45,619
13	THURSTON STREET	19TH AV E	QUEEN AV E	7	27,456
14	32ND AVE SE	TUDOR WY N	CULDESAC	8	30,412
15	24TH (WALNUT)	END OF PAVEMENT	PACIFIC BL	8	22,809
16	TUDOR WAY	38TH AV E	TUDOR PL E	8	14,520
17	BROADALBIN ST SW	7TH AV E	6TH AV E	8	10,560
18	18TH AVE SE	END OF PAVEMENT	HILL ST N	8	8,400
19	SHERMAN STREET S	9TH AV E	PACIFIC BL	8	7,392
20	PINE PLACE	CUL-DE-SAC	38TH AV E	8	6,336
21	FRONT AVE NE	PRIVATE RD	OAK ST N	8	5,702
22	19TH AVE SW	MAPLE ST N	PACIFIC BL	8	3,168
23	38TH AVE SE	35TH AV E	THURSTON ST N	9	55,080
24	13TH AVE SE	INDUSTRIAL WY N	JACKSON ST N	9	44,280
25	CREST LOOP	KINGSTON WY (S INT)	KINGSTON WY (N INT)	9	30,024
26	BROADALBIN ST SW	9TH AV E	8TH AV E EASTBOUND	9	12,671
27	HARDER LANE	GATE (S.)	QUARRY RD	9	12,518
28	HOOD ST SE	13TH AV E	12TH AV E	9	11,457
29	MONTGOMERY STREET	4TH AV E	3RD AV E	9	11,088
30	HEMLOCK PL SE	CUL-DE-SAC	MOUNTAINVIEW DR E	9	11,087
31	FIR OAKS DR SW	LAKEWOOD DR E	29TH AV N	10	70,272
32	HILL ST SE	38TH AV E	34TH AV E	10	65,950
33	COMMERCIAL WAY SE	SANTIAM HW	ANDERSON PL N	10	38,016
34	PINE PLACE	38TH AV E	35TH AV E	10	33,263
35	4TH AVE SE	COLUMBUS ST N	ERMINE ST N	10	20,580
36	JEFFERSON PLSE	CUL-DE-SAC	36TH AVE SE	10	12,672
37	5TH AVE SE	BRADLEY ST N	COLUMBUS ST N	10	4,751
38	33RD AVE SE	TUDOR WY N	CULDESAC	11	30,412
39	38TH AVE SE	THURSTON ST N	HILL ST N	11	30,384
40	LAKEWOOD DR SW	FIR OAKS DR N	BEG PCC/S CURVE	11	29,160
41	MAYVIEW DRIVE	LOT #1347	ROSA LN	11	27,424
42	16TH AVE SW	UMATILLA ST N	ELM ST N	11	21,964
43	CHICAGO ST SE	END OF PAVEMENT	34TH AV E	11	18,480
44	PINE LANE	CULDESAC	25TH AV E	11	16,631
45	16TH AVE SW	MAPLE ST N	VINE ST N	11	13,305
46	BROADALBIN ST SW	6TH AV E	5TH AV E	11	12,671

#	Street	From	To	PCI	Area (sf)
47	31ST AVE SE	MADISON ST N	HILL ST N	11	11,404
48	19TH AVE SW	WALNUT ST N	MAPLE ST N	11	11,088
49	SHORTRIDGE STREET	CUL-DE-SAC	29TH AV E	11	11,087
50	BROADALBIN ST SW	8TH AV E EASTBOUND	7TH AV E	11	10,560
51	DEVON PL SE	34TH AV E	CUL-DE-SAC	11	9,240
52	SHADY LANE	GREENACRES LN	DEAD END N	11	6,240
53	BRADLEY ST SE	END OF PAVEMENT	5TH AV E	11	3,168
54	5TH AVE SE	LYON ST N	MADISON ST N	12	108,402
55	38TH AVE SE	HILL ST N	END OF PAVEMENT	12	64,548
56	WALNUT STREET	21ST AV E	QUEEN AV E	12	39,900
57	12TH AVE SW	TAKENA ST N	ELM ST N	12	33,760
58	MADISON STREET	34TH AV E	31ST AV E	12	29,540
59	PARK TERRACE SOUTH	QUEEN AV E	13TH AV E	12	25,116
60	LAFAYETTE PLACE	LAFAYETTE ST	CUL-DE-SAC	12	6,270
61	TUDOR PLACE	HILL ST N	TUDOR WY N	12	3,959
62	12TH AVE SE	THURSTON ST N	HILL ST N	13	42,200
63	TUDOR WAY	28TH AV E	24TH AV E	13	40,889
64	27TH AVE SE	TUDOR WY N	OAK ST N	13	29,419
65	FULTON ST SE	27TH AV E	25TH AV E	13	24,024
66	7TH AVE SE	WAVERLY DR N	END OF PAVEMENT	13	19,166
67	36TH AVE SW	36TH CT E	THURSTON ST N	13	19,140
68	SHERWOOD PLACE	CUL-DE-SAC (S)	DOGWOOD LN E	13	15,168
69	MAIN STREET	11TH AV E	10TH AV E	13	10,824
70	CLEVELAND ST NE	1ST AV E	WATER AV E	13	9,504
71	MADISON STREET	29TH AV E	28TH AV E	13	9,240
72	30TH AVE SE	WESTPARK CT N	ERMINE ST N	13	5,702
73	WILT AVE	BARTLEY DR N	HOUSE #3025	13	5,702
74	EMBASSY PLACE	LINCOLN ST N	BEG. LP	13	2,464
75	MADISON STREET	38TH AV E	34TH AV E	14	43,668
76	SHERMAN STREET S	27TH AV E	24TH AV E	14	33,263
77	30TH AVE SE	TUDOR WY N	OAK ST N	14	30,096
78	6TH AVE SE	SHERMAN ST N	PINE ST N	14	24,024
79	COLUMBUS ST SE	5TH AV E	4TH AV E	14	17,740
80	16TH AVE SW	ELM ST N	WALNUT ST N	14	15,523
81	23RD AVE SE	MAIN ST N	OAK ST N	14	14,731
82	COLUMBUS ST SE	PACIFIC BL	5TH AV E	14	13,305
83	WILLET TA STREET	49TH AVE SW	END OF PAVEMENT	14	8,334
84	31ST AVE SE	HILL ST N	GEARY ST N	15	68,400
85	THURSTON STREET	38TH AV E	34TH AV E	15	42,490
86	18TH AVE SE	CUL-DE-SAC	WAVERLY DR N	15	22,176
87	MADISON STREET	31ST AV E	29TH AV E	15	20,328
88	CLAY ST SE	4TH AV E	SALEM AV N	15	19,483
89	COLUMBUS ST SE	4TH AV E	SALEM AV N	15	17,740
90	27TH AVE SE	MARION ST N	JACKSON ST N	15	16,368
91	33RD AVE SE	END OF PAVEMENT	MADISON ST N	15	15,681
92	ERMINE ST SE	PACIFIC BL	4TH AV E	15	15,153
93	26TH AVE SW	LIBERTY ST N	CRESCENT DR N	15	14,731
94	27TH AVE SW	LAWN RIDGE ST N	LIBERTY ST N	15	12,936
95	35TH AVE SE	OAK ST N	PINE ST N	15	10,454
96	29TH AVE SE	CLAY ST N	DAVIDSON ST N	15	9,504
97	30TH AVE SE	DAVIDSON ST N	WESTPARK CT N	15	9,504

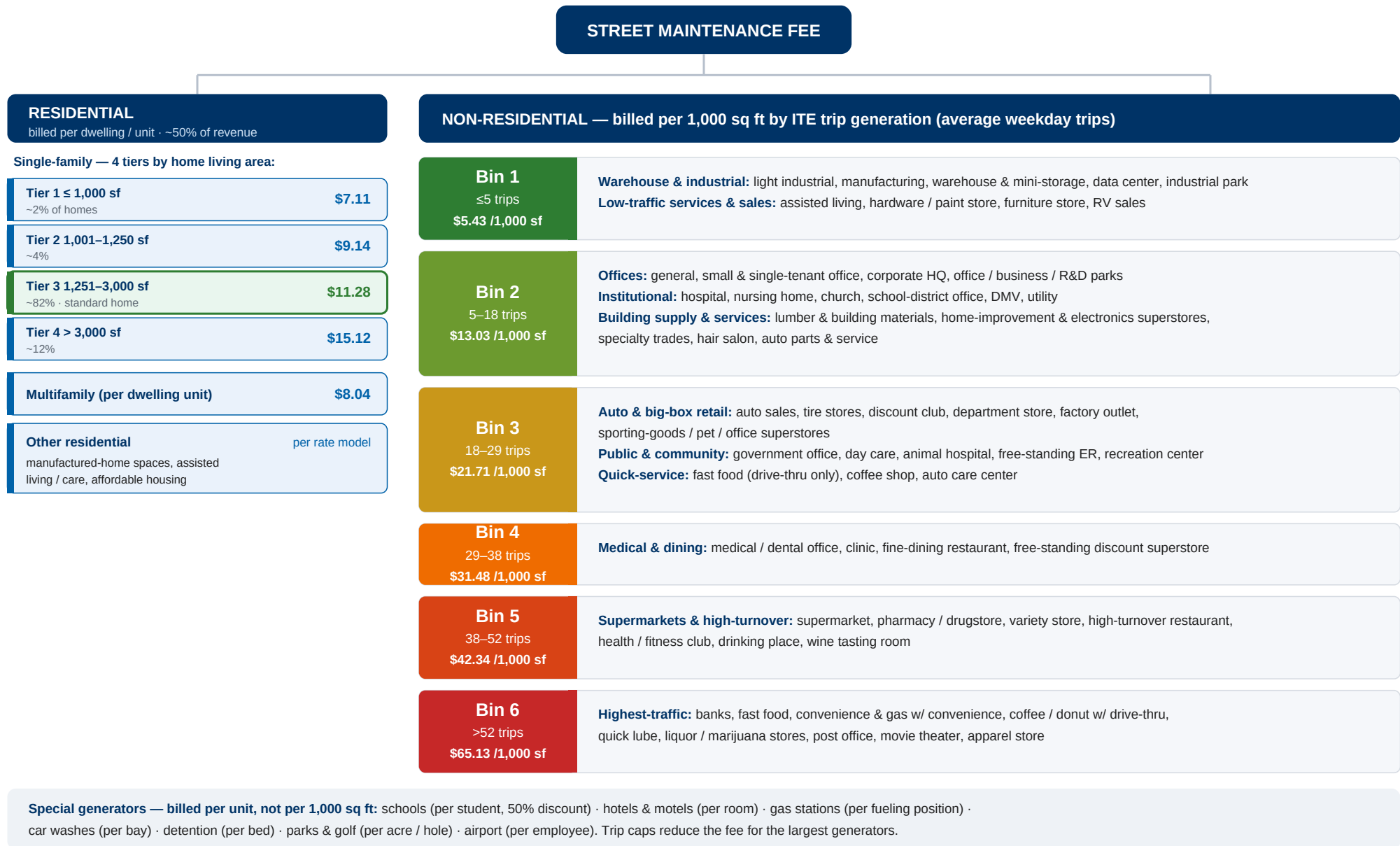
#	Street	From	To	PCI	Area (sf)
98	BREAKWOOD CIR SE	21ST AV E	20TH AV E	16	48,048
99	LAFAYETTE ST SE	38TH AV E	35TH AV E	16	31,416
100	18TH AVE SE	HILL ST N	MAIN ST N	16	22,176
101	5TH AVE SE	CHICAGO ST N	BURKHART ST N	16	20,592
102	23RD CT SE	CUL-DE-SAC	GEARY ST N	16	14,784
103	FULTON ST SE	PACIFIC BL	4TH AV E	16	12,671
104	MONTGOMERY STREET	5TH AV E	4TH AV E	16	11,088
105	VINE STREET (WEST SIDE)	14TH AV E	12TH AV E	16	10,560
106	BAIN ST SE	29TH AV E	28TH AV E	16	9,504
107	16TH AVE SW	LINCOLN ST N	BROADWAY ST N	16	8,448
108	BARTLEY CT SE	CUL-DE-SAC	BARTLEY DR N	16	7,392
109	INDUSTRIAL WAY SW	QUEEN AV E	13TH AV E	17	67,108
110	PEACH TREE LANE	SPRINGHILL RD	DEAD END	17	41,696
111	20TH AVE SE	HILL ST N	TUDOR WY N	17	19,007
112	JEFFERSON CT SE	CUL-DE-SAC	22ND AV E	17	16,631
113	16TH AVE SW	WALNUT ST N	MAPLE ST N	17	15,523
114	30TH PL SE	CUL-DE-SAC	MARION ST N	17	14,784
115	36TH CT SE	CUL-DE-SAC	36TH AV E	17	12,672
116	35TH AVE SE	LAFAYETTE ST N	MADISON ST N	17	11,404
117	FRONT AVE NE	CLEVELAND ST N	DENVER ST N	17	11,404
118	MONTGOMERY STREET	6TH AV E	5TH AV E	17	11,088
119	JACKSON ST SE	5TH AV E	4TH AV E	17	10,824
120	MAIN STREET	10TH AV E	9TH AV E	17	10,824
121	RAILROAD STREET	2ND AV E	1ST AV E	17	10,824
122	22ND AVE SE	WASHINGTON ST	FERRY ST SW	17	10,620
123	COLUMBUS ST NE	RAILROAD TRACKS/BARRICADE	FRONT ST E	17	10,619
124	22ND PL SE	CUL-DE-SAC	22ND AVE	17	9,504
125	8TH AVE SE	BRADLEY ST N	COLUMBUS ST N	17	6,336
126	26TH AVE SW	CRESCENT DR N	CUL-DE-SAC	17	4,910
127	LAUREL HEIGHTS	QUARRY RD E	LAUREL OAKS DR E	17	4,844
128	LYON STREET	25TH AV E	105 FT N OF 25TH AVE SE	17	3,696
129	4TH AVE SE	END OF PAVEMENT	BRADLEY ST N	17	3,168
130	JACKSON ST SE	34TH AV E	28TH AV E	18	69,640
131	40TH AVE SE	WAVERLY DR N	SHORTRIDGE ST N	18	32,313
132	25TH AVE SW	LIBERTY ST N	UMATILLA ST N	18	29,462
133	28TH AVE SW	LIBERTY ST N	UMATILLA ST N	18	26,188
134	CLOVERDALE PLACE	DEAD END SOUTH	13TH AVE NW	18	18,560
135	RALEIGH COURT	CUL-DE-SAC	28TH AV E	18	18,480
136	CRESCENT DR SW	LIBERTY ST N	26TH AV E	18	18,004
137	2ND AVE SE	GEARY ST N	CHICAGO ST N	18	13,305
138	JOANNA PL SW	CUL-DE-SAC	COLLEGE PARK DR E	18	12,566
139	LAWN RIDGE STREET	9TH AV E	8TH AV E	18	11,088
140	WALNUT STREET	6TH AV E	5TH AV E	18	11,088
141	JACKSON ST SE	4TH AV E	3RD AV E	18	10,824
142	22ND AVE SE	JACKSON ST N	JEFFERSON ST N	18	10,771
143	16TH AVE SW	GALE ST N	LINCOLN ST N	18	8,448
144	8TH AVE SW	ELLSWORTH ST N	LYON ST N	18	7,380
145	MAPLE STREET	QUEEN AV E	12TH AV E	19	61,992
146	ERMINE ST SE	SANTIAM RD E	PACIFIC BL	19	60,598
147	BROOKSIDE AVE SE	WAVERLY DR N	100 FT E OF BARTLEY DR/HOUSE#3029	19	41,613

#	Street	From	To	PCI	Area (sf)
148	CHERRY LANE	SPRINGHILL RD	HOUSE #230/END OF CURB	19	36,896
149	29TH AVE SE	TUDOR WY N	OAK ST N	19	30,096
150	ERMINE ST SE	25TH AVE SE	23RD AVE SE	19	29,890
151	ERMINE ST SE	4TH AV E	SALEM AV N	19	23,812
152	14TH AVE SW	WALNUT ST N	MAPLE ST N	19	12,671
153	CHICAGO ST SE	6TH AV E	5TH AV E	19	11,088
154	MONTGOMERY STREET	7TH AV E	6TH AV E	19	11,088
155	RAILROAD STREET	3RD AV E	2ND AV E	19	10,824
156	BURKHART ST SE	6TH AV E	5TH AV E	19	10,560
157	26TH AVE SE	JEFFERSON ST N	THURSTON ST N	19	9,504
158	MONTGOMERY STREET	13TH AVE	11TH AVE	19	9,504
159	15TH AVE SE	JEFFERSON ST N	BARRICADE EAST OF THURSTON ST N	19	9,503
160	BURKHART ST NE	1ST AV E	WATER AV E SOUTH INTERSECTOIN	19	8,448
161	6TH AVE SE	GEARY ST N	CHICAGO ST N	19	7,920
162	FULTON PL SE	CUL-DE-SAC	22ND AV E	19	7,392
163	VINE STREET (WEST SIDE)	5TH AVE	4TH AVE	19	2,376
164	24TH AVE SW	LIBERTY ST N	PACIFIC BLVD N	20	64,272
165	13TH AVE SE	JACKSON ST N	HILL ST N	20	52,200
166	OAK STREET	28TH AV E	24TH AV E	20	49,392
167	THURSTON STREET	QUEEN AV E	13TH AV E	20	44,345
168	18TH AVE SE	FESCUE ST N	THREE WAYS LAKES	20	39,888
169	MAYVIEW DRIVE	ROSA LN N	NEBERGALL (S) LP N	20	22,400
170	33RD AVE SW	FIR OAKS DR N	WILLET TA PL N	20	20,908
171	20TH AVE SW	WASHINGTON ST N	FERRY ST N	20	14,784
172	16TH PL SE	THURSTON ST N	LAFAYETTE ST N	20	11,088
173	CALAPOOIA ST SW	9TH AV E	8TH AV E	20	10,824
174	JACKSON ST SE	6TH AV E	5TH AV E	20	10,824
175	CLEVELAND ST SE	DEAD END S	12TH AVE SE	20	10,020
176	4TH AVE SE	GEARY ST N	CHICAGO ST N	20	9,503
177	5TH AVE SE	GEARY ST N	CHICAGO ST N	20	7,920
178	SOUTHSHORE	BAIN ST N	AIRPORT RD N	21	67,520
179	DEL RIO AVE SE	MORAGA AV E	COLUMBUS ST N	21	66,465
180	8TH AVE SW	TAKENA ST N	ELM ST N	21	35,904
181	TUDOR WAY	21ST AVE SE	19TH AVE SE	21	27,240
182	1ST AVE E	CLEVELAND ST N	GEARY ST N	21	26,544
183	14TH AVE SW	LAWN RIDGE ST N	TAKENA ST N	21	17,424
184	TAKENA STREET	PARK PL E	LAKEWOOD DR E	21	16,368
185	UMATILLA STREET	UMATILLA CT E	PARK PL E	21	11,827
186	CHICAGO ST SE	5TH AV E	4TH AV E	21	11,088
187	PICARDY LANE	GREEN ACRES LN E	END OF PAVEMENT	21	9,324
188	UMATILLA COURT	END OF PAVEMENT	UMATILLA CT E	21	6,758
189	GREEN COURT	CUL-DE-SAC	FAIRWAY DR E	21	5,056
190	CLOVERDALE DRIVE	CLOVERDALE DR N	CUL-DE-SAC	21	4,191
191	4TH AVE SE	LYON ST N	MADISON ST N	22	110,628
192	JEFFERSON ST SE	22ND AV E	QUEEN AV E	22	47,430
193	JEFFERSON ST SE	QUEEN AV E	13TH AV E	22	42,490
194	29TH AVE SE	JACKSON ST N	MADISON ST N	22	39,570
195	COLUMBUS ST SE	SANTIAM RD E	PACIFIC BL	22	37,962
196	ERMINE ST SE	34TH AV E	30TH AV E	22	35,105
197	4TH AVE SE	ERMINE ST N	WAVERLY DR N	22	21,120
198	FULTON CT SE	CUL-DE-SAC	23RD AV E	22	16,631

#	Street	From	To	PCI	Area (sf)
199	WIDMER PLACE	FERGUSON DR N	CUL-DE-SAC	22	16,000
200	CHICAGO ST SE	COLUMBUS PL	North of House 3600	22	13,090

Street Maintenance Fee — How the Fee Is Assessed

Model process map: land-use categories → the six trip-generation bins (City SMF model, 2025 policy-based)



Rate structure: ITE average-weekday trip generation · revenue balanced ~50/50 residential / non-residential · low-income customers receive a 70% credit · rates index to ENR after 2031.

Year-1 SMF Model Output — Revenue by Customer Class

City Street Maintenance Fee model · 2025 customer base · standard (Tier 3) single-family \$11.28 · annualized

\$6.26M

Total Year-1
revenue

Residential \$3.18M · 50.8%

Non-residential \$3.08M · 49.2%

RESIDENTIAL

— billed per dwelling / unit · \$3.18M (50.8%)

Single-family — tiered by home living area:

Tier 1 · ≤ 1,000 sf	350 homes × \$7.11/mo	\$0.03M
Tier 2 · 1,001–1,250 sf	700 × \$9.14/mo	\$0.08M
Tier 3 · 1,251–3,000 sf	14,343 × \$11.28/mo · standard	\$1.94M
Tier 4 · > 3,000 sf	2,099 × \$15.12/mo	\$0.38M
Multifamily (per unit)	7,092 units × \$8.04/mo	\$0.68M
Other residential	mobile-home, care, affordable	\$0.07M
Residential subtotal		\$3.18M · 50.8%

Balanced by design: the model sets residential at ~50% of revenue, then allocates the rest across the six non-residential trip bins. Single-family is tiered by home size (Tier factors 0.63 / 0.81 / 1.00 / 1.34; ~2% / 4% / 82% / 12% of homes). Schools receive a 50% discount and trip caps limit the largest generators (both reflected in the bin rates); low-income customers receive a 70% credit.

NON-RESIDENTIAL

— per 1,000 sq ft by ITE bin · \$3.08M (49.2%)

Bin 1	≤5 · warehouse / industrial 288 acct · \$5.43/1k sf	\$0.51M
Bin 2	5–18 · office / institutional 292 · \$13.03/1k sf	\$0.53M
Bin 3	18–29 · retail / auto / shopping 283 · \$21.71/1k sf	\$0.95M
Bin 4	29–38 · medical / dental 114 · \$31.48/1k sf	\$0.33M
Bin 5	38–52 · restaurants / supermarkets 61 · \$42.34/1k sf	\$0.34M
Bin 6	>52 · banks / fast food 171 · \$65.13/1k sf	\$0.42M
Non-residential subtotal		\$3.08M · 49.2%

Data vintage: 2025 customer counts and building area (SMF_Model 8.6.2025), held constant. Year 1 annualized; 2027 collection is ~a half-year (fee effective 7/1/2027). Rates index to ENR after 2031.