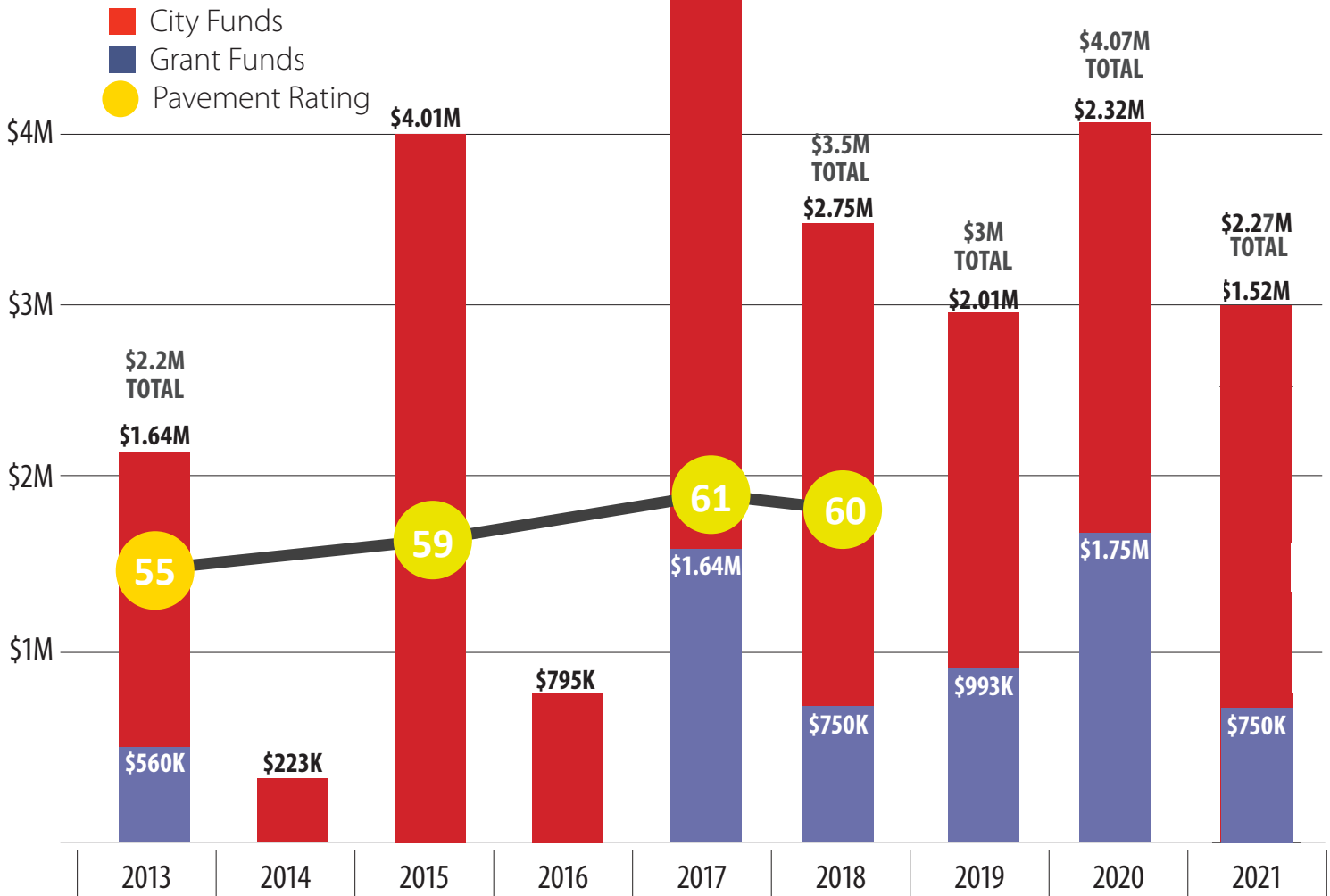
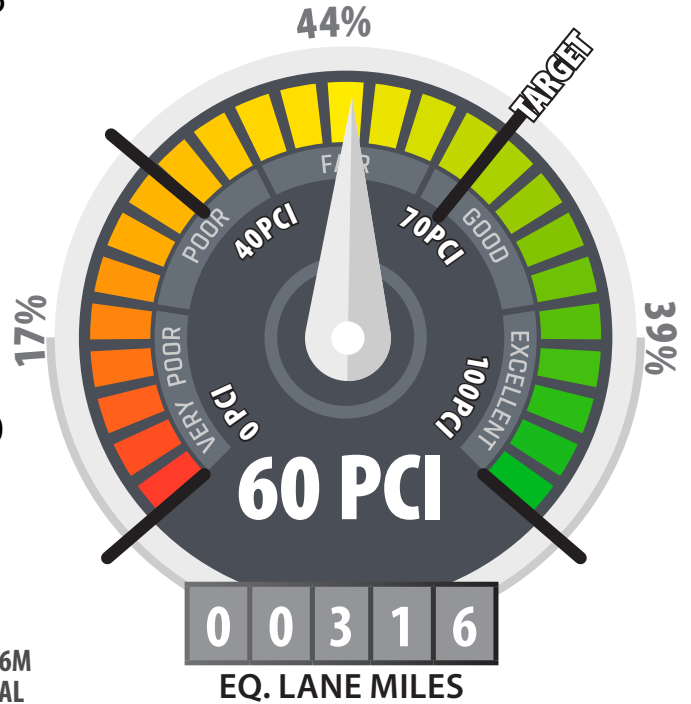


2018 STATE OF OUR STREETS DASHBOARD

There are 91 equivalent lane miles of collector streets with an average PCI of 64. There are 225 equivalent lane miles of arterial streets with an average PCI of 60. The average condition rating for arterial and collector streets combined is 60, which has increased from 55 in 2013 indicating that prior and present re-building and preservation efforts have improved overall conditions. However, the 70 PCI target has not yet been reached, and will not be reached without increased sustainable funding. The average condition dropped from 61 in 2017 to 60 in 2018, which could be due to variations between inspected and estimated PCI ratings or could indicate additional funding is needed to sustain a stable PCI rating.

Funding Note: The arterial and collector preservation programs rely heavily on grant funding. No grant funding has currently been secured beyond 2021.

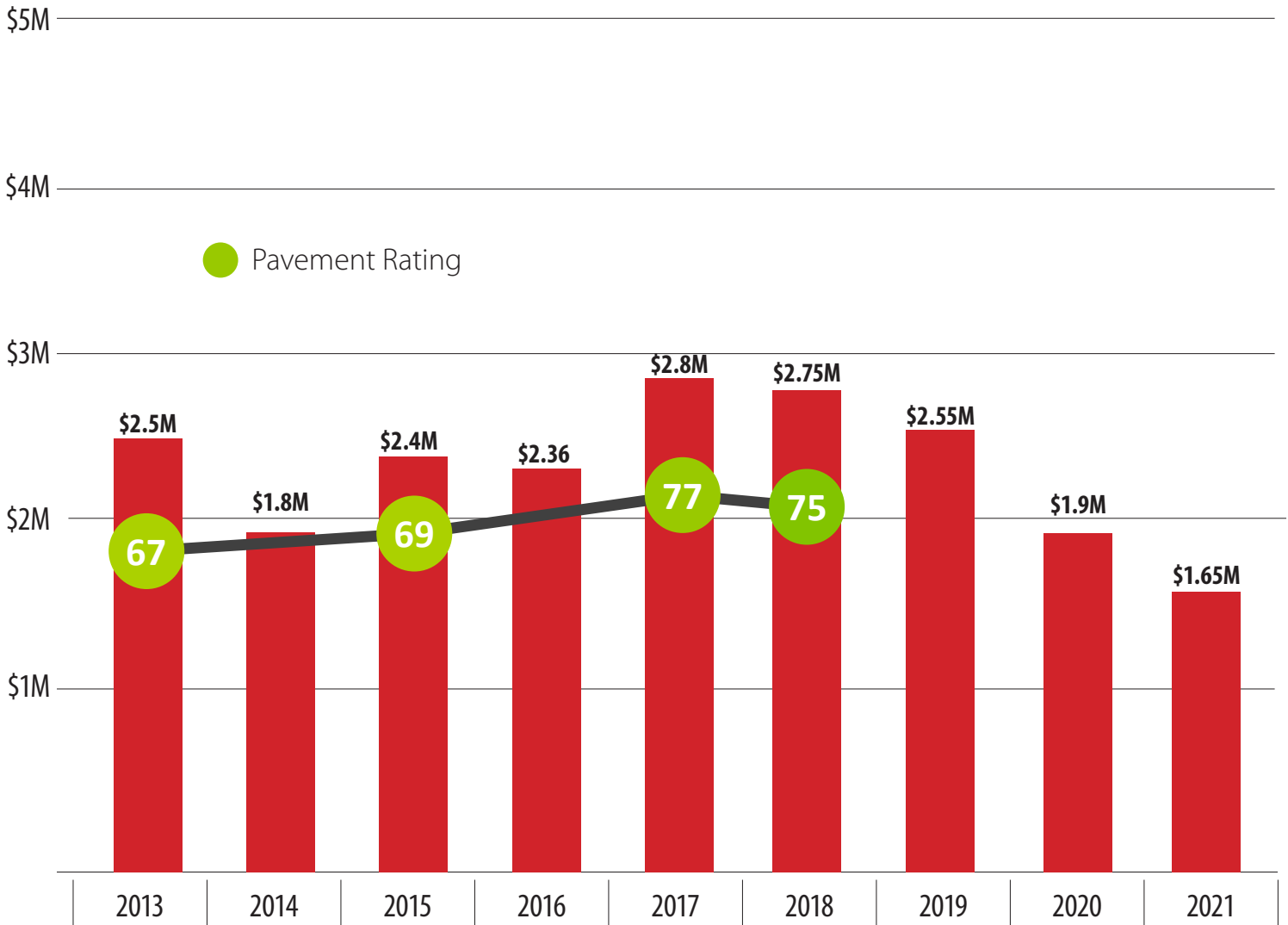
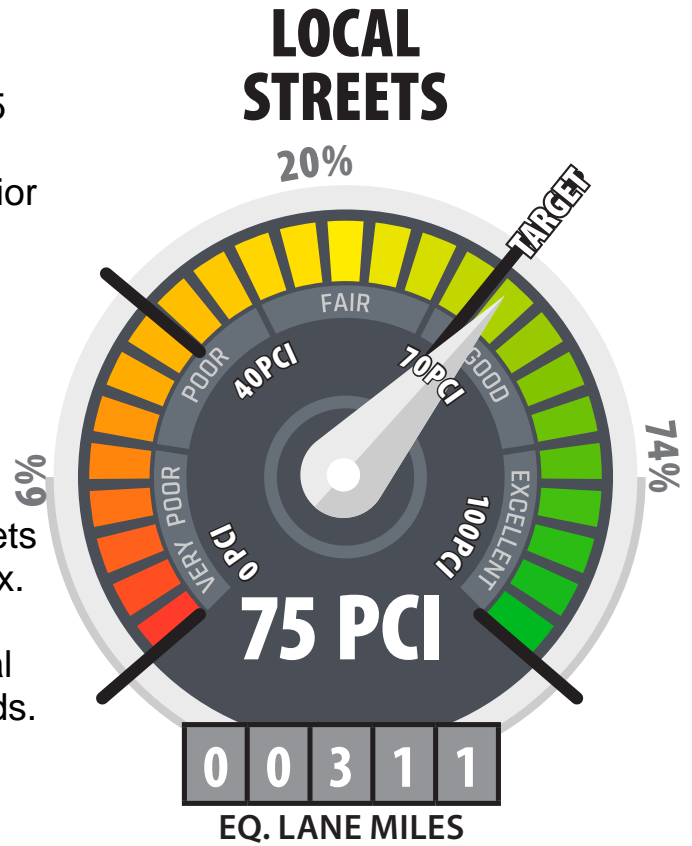
ARTERIAL & COLLECTOR STREETS



2018 STATE OF OUR STREETS DASHBOARD

The average condition rating for local streets of 75 is slightly above the City's goal of 70. This rating has increased from 67 in 2013, which indicates prior and present re-building and preservation efforts have been effective. However, the average condition has dropped from 77 in 2017 to 75 in 2018. This could be due to variations between inspected and estimated PCI ratings or could indicate additional funding is needed to sustain a stable PCI rating.

Funding Note: From 2013 to 2019, the local streets program was funded by new construction sales tax. In 2019 and 2020, the program is spending down the program fund balance with some supplemental funding from Real Estate Excise Tax (REET) funds. Funding source(s) for the program in 2021 and beyond have not yet been identified.



2018 STATE OF OUR STREETS DASHBOARD

Overall Assessment: Despite the completion of several large paving projects in 2018, the overall condition of streets in the City degraded slightly from 2017 to 2018. A portion of this decline may be due to the 2018 ratings being estimated using approximate methods while the 2017 ratings were physically inspected and calculated. The pavement ratings will be physically inspected in Summer 2019 and the estimated pavement ratings adjusted accordingly. Regardless, the ratings indicate that additional funding is needed for our preservation programs to continue re-building poor/very poor streets and preserving fair/good streets.

ALL CITY STREETS

