AGENDA
STAYTON CITY COUNCIL
Monday, November 18, 2024

Stayton Community Center
400 W. Virginia Street
Stayton, Oregon 97383

HYBRID MEETING

The Stayton City Council will be holding a hybrid meeting utilizing Zoom video conferencing software. The meeting will be in-person but can also be live streamed on the City of Stayton's YouTube account. Please use the following option to view the meeting:

City Council Regular Session – https://youtube.com/live/qoRzVbZhbWk

Public Comment and Public Hearing Testimony: Meetings allow for in-person, virtual, or written public comment. If a community member has a barrier which prevents them from participating via one of the methods below, they should contact City staff at citygovernment@staytonoregon.gov **no less than three hours prior to the meeting start time** to make arrangements to participate.

Comments and testimony are limited to three minutes. All parties interested in providing public comment or testifying as part of a public hearing shall participate using one of the following methods:

- **In-Person Comment**: Parties interested in providing in-person verbal public comment shall fill out a "Request for Recognition" form available at the meeting. Forms must be filled out and submitted to the Assistant City Manager or designee prior to the meeting start time.
- **Video or Audio Conference Call**: Parties interested in providing virtual public comment shall contact City staff at citygovernment@staytonoregon.gov **at least three hours prior to the meeting start time** with their request. Staff will collect their contact information and provide them with information on how to access the meeting to provide comments.
- **Written Comment**: Written comment submitted to citygovernment@staytonoregon.gov **at least three hours prior to the meeting start time** will be provided to the public body in advance of the meeting and added to the City Council's webpage where agenda packets are posted.

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1. **CALL TO ORDER**

2. **FLAG SALUTE**

3. **ANNOUNCEMENTS**
   a. Additions to the agenda
   b. Declaration of Ex Parte Contacts, Conflict of Interest, Bias, etc.

4. **PUBLIC COMMENT**

5. CONSENT AGENDA

a. November 4, 2024 City Council Regular Session Minutes
b. Resolution No. 1120, Authorizing the City of Stayton to Submit the Stayton Total Maximum Daily Load (TMDL) Report Matrix to the Oregon Department of Environmental Quality (DEQ)
c. Resolution No. 1121, Awarding Contract for the Stayton Safety Action Plan

6. PRESENTATIONS

7. PUBLIC HEARING

8. GENERAL BUSINESS

a. Resolution No. 1122, Establishing a Comprehensive Street Improvement Funding Strategy and Amending the Fee Schedule to Increase the Street **ACTION**

1. Staff Report – Julia Hajduk
2. Public Comment
3. Council Discussion
4. Council Decision

b. Resolution No. 1123, Authorizing a One-Year Contract Extension with The Santiam Water Control District for Water Conveyance **ACTION**

1. Staff Report – Julia Hajduk
2. Public Comment
3. Council Discussion
4. Council Decision

c. Charter Review Discussion – Section 4 **DISCUSSION**

1. Staff Report – Ross Williamson
2. Public Comment
3. Council Discussion

9. COMMUNICATION FROM CITY STAFF

10. COMMUNICATION FROM MAYOR AND COUNCIL

11. ADJOURN

The meeting location is accessible to people with disabilities. A request for an interpreter for the hearing impaired or other accommodations for persons with disabilities should be made at least 48 hours prior to the meeting. If you require special accommodations, contact City Hall at (503) 769-3425.

CALENDAR OF EVENTS

NOVEMBER 2024				
Monday	November 18	City Council	7:00 p.m.	https://youtube.com/live/qoRzVbZhbWk
Wednesday	November 20	Library Board	6:00 p.m.	Stayton Public Library
Monday	November 25	Planning Commission	7:00 p.m.	Stayton Community Center
Thursday	November 28	**CITY OFFICES CLOSED IN OBSERVANCE OF THANKSGIVING DAY HOLIDAY**		
Friday	November 29			
DECEMBER 2024				
Monday	December 2	City Council	7:00 p.m.	https://youtube.com/live/7CbTDLDwomI
Tuesday	December 3	Parks and Recreation Board	6:00 p.m.	Public Works / Planning Offices
Monday	December 16	City Council	7:00 p.m.	https://youtube.com/live/9pOSKMkR7vc
Wednesday	December 18	Library Board	6:00 p.m.	Stayton Public Library
Tuesday	December 24	**CITY OFFICES CLOSED IN OBSERVANCE OF CHRISTMAS HOLIDAY**		
Wednesday	December 25			
Monday	December 30	Planning Commission	7:00 p.m.	Stayton Community Center
JANUARY 2025				
Wednesday	January 1	**CITY OFFICES CLOSED IN OBSERVANCE OF NEW YEARS DAY HOLIDAY**		
Monday	January 6	City Council	7:00 p.m.	
Tuesday	January 7	Parks and Recreation Board	6:00 p.m.	Public Works / Planning Offices
Wednesday	January 15	Library Board	6:00 p.m.	Stayton Public Library
Thursday	January 16	Public Arts Commission	6:00 p.m.	Public Works / Planning Offices
Monday	January 20	**CITY OFFICES CLOSED IN OBSERVANCE OF MARTIN LUTHER KING JR. HOLIDAY**		
Tuesday	January 21	City Council	7:00 p.m.	
Monday	January 27	Planning Commission	7:00 p.m.	Stayton Community Center
FEBRUARY 2025				
Monday	February 3	City Council	7:00 p.m.	
Tuesday	February 4	Parks and Recreation Board	6:00 p.m.	Public Works / Planning Offices
Monday	February 17	**CITY OFFICES CLOSED IN OBSERVANCE OF PRESIDENTS' DAY HOLIDAY**		
Tuesday	February 18	City Council	7:00 p.m.	
Wednesday	February 19	Library Board	6:00 p.m.	Stayton Public Library
Thursday	February 20	Public Arts Commission	6:00 p.m.	Public Works / Planning Offices
Monday	February 24	Planning Commission	7:00 p.m.	Stayton Community Center
MARCH 2025				
Monday	March 3	City Council	7:00 p.m.	
Tuesday	March 4	Parks and Recreation Board	6:00 p.m.	Public Works / Planning Offices
Monday	March 17	City Council	7:00 p.m.	
Wednesday	March 19	Library Board	6:00 p.m.	Stayton Public Library
Thursday	March 20	Public Arts Commission	6:00 p.m.	Public Works / Planning Offices
Monday	March 31	Planning Commission	7:00 p.m.	Stayton Community Center

City of Stayton
City Council Minutes
November 4, 2024

LOCATION: STAYTON COMMUNITY CENTER, 400 W. VIRGINIA, STAYTON
Time Start: 7:00 P.M. Time End: 8:25 P.M.

COUNCIL MEETING ATTENDANCE LOG

COUNCIL	STAYTON STAFF
Council President Stephen Sims	Julia Hajduk, City Manager
Councilor David Giglio (joined at 7:02)	Alissa Angelo, Assistant City Manager
Councilor Ben McDonald (excused)	Gwen Johns, Police Chief
Councilor Jordan Ohrt	Janna Moser, Library Director
Councilor David Patty	James Brand, Finance Director
	Jennifer Siciliano, Community & Economic Development Director
	Melanie Raba, Administrative Special Projects (excused)

AGENDA	ACTIONS
REGULAR MEETING	
Presentations a. Veterans of Foreign Wars and Guitars for Heroes b. Abigail Scott Duniway Chapter of the Daughters of the American Revolution c. Honoring Heroes	 David Welch shared information on Veterans of Foreign Wars and Guitars for Heroes. Jeanne Barnes and Linda Bannister spoke regarding their chapter of the Daughters of the American Revolution. Mark Bucholz shared the goals and work done by his non-profit, Honoring Heroes.
Announcements a. Additions to the agenda b. Declaration of Ex Parte Contacts, Conflict of Interest, Bias, etc.	 None. None.
Public Comment a. James Loftus, Stayton	 Mr. Loftus spoke about an interaction that occurred in September involving himself and the Stayton Police Department. Ms. Hajduk and Chief Johns responded.
Presentations **Consent Agenda** a. October 21, 2024 City Council Regular Session Minutes	 Motion from Councilor Patty, seconded by Councilor Ohrt, to approve the Consent Agenda as presented. **Motion passed 4:0.**
Public Hearing **Consideration of Legislative Code Amendment to Permit 'General Merchandise' Use in the Interchange Development (ID) Zone** a. Commencement of Public Hearing	 Councilor Sims opened the hearing at 7:35 p.m.

b. Staff Report	Ms. Siciliano reviewed the staff report.
c. Questions from Council	Council questions regarding the traffic study, intersection and site improvements. Staff responded.
d. Public Comment	Jennifer Carter (411 Whitney Street) spoke in opposition to the proposed changes.
e. Questions from Council	None.
f. Staff Summary	Ms. Siciliano provided a brief summary. Council questions regarding why the Planning Commission opposed the change. Staff responded.
g. Close of Public Hearing	Councilor Sims closed the hearing at 7:54 p.m.
h. Council Deliberation	All Councilors indicated they do not support moving forward with the change. Ms. Hajduk requested they formalize their consensus in a motion.
i. Council Decision	Motion from Councilor Giglio, seconded by Councilor Ohrt, to take no further action on the consideration of a legislative code amendment to permit 'general merchandise' use in the Interchange Development (ID) zone. **Motion passed 4:0.**
General Business **Quarter 1 Financial Update** a. Staff Report – James Brand	Mr. Brand reviewed the staff report.
b. Public Comment	None.
c. Council Discussion	None.
Communications from City Staff	Ms. Hajduk shared information regarding a rate increase by Republic Services. She also spoke about a concern received regarding the work being done for Comcast. Engineering Associate Michael Schmidt also provided input. Additional updates were also shared regarding the Riverfront Park South project, the status of the Public Works Director vacancy, and an update from the Police Chief.
Communications from Mayor and Council	Council members encouraged everyone to vote. The Council also thanked Cub Scout Pack Unit #7050 for carrying out the flag salute and the veteran groups who spoke earlier in the evening.

APPROVED BY THE STAYTON CITY COUNCIL THIS 18TH DAY OF NOVEMBER 2024, BY A ____ VOTE OF THE STAYTON CITY COUNCIL.

Date:_____ By:_____
Steve Sims, Council President

Date:_____ Attest:_____
Julia Hajduk, City Manager

CITY OF STAYTON

M E M O R A N D U M

TO: **Stayton City Council**

FROM: **Public Works Administration Office**

DATE: **November 18, 2024**

SUBJECT: **2024 TMDL Matrix Report**

ISSUE

Annually, the City is required to submit our annual TMDL Matrix Report to the City Council for review and acceptance.

ENCLOSURE(S)

- Resolution No. 1120 with Exhibit A, the TMDL 2024 Tracking Matrix

BACKGROUND INFORMATION

As part of a watershed approach to water quality problems, the State of Oregon has developed a Total Maximum Daily Load (TMDL) and Water Quality Management Plan (WQMP) for each water body that does not meet specific water quality standards. The Willamette River is among these water quality impaired bodies of water for parameters of *temperature, mercury, and bacteria.*

The United States EPA approved the Willamette River Basin TMDL (WB-TMDL) on September 29, 2006. In the WB-TMDL, the City of Stayton is listed as a Designated Management Agency (DMA) because it is bordered by Mill Creek and the North Santiam River, which are Willamette River tributaries. As a DMA, Stayton is responsible for water quality within its jurisdiction and is required to submit a TMDL Implementation Plan Annual Matrix Report to the Oregon Department of Environmental Quality (DEQ) under Oregon Administrative Rule 340-042-0080(3).

This report provides a comprehensive description of Stayton's ongoing and planned efforts to reduce targeted pollutant loadings in accordance with the WB-TMDL.

Oregon Statewide Land Use Goals

In 1973 the Oregon State Legislature established statewide standards to be used by local government agencies in land use planning. The intent of the standards was to protect Oregon's natural resources and promote economic development. The Department of Land Conservation and Development (DLCD) was created at that time to be the administrative agency to manage these standards.

Over time, these standards have evolved into a set of 19 Land Use and Planning goals covering everything from Citizen Involvement to the Preservation of Ocean Resources. As not all of the goals directly apply to the WB-TMDL, DEQ has shown interest in the position of Stayton in relation to Statewide Land Use and Planning Goals 5 and 6 because these are the pertinent sections with regard to the Implementation Plan.

Statewide Planning Goal 5 is to protect natural resources, and conserve scenic and historic areas and open spaces. In correlation with this goal, local governments are to adopt programs that will achieve this goal. Part of this is to inventory riparian corridors and establish policies to protect them.

Statewide planning Goal 6 is similar to Goal 5 in that the objective is to maintain and improve the quality of the air, water, and land resources of the state. All waste and process discharges cannot exceed the carrying capacity of the water resources nor degrade nor threaten them.

The City's Comprehensive Plan was updated in 2013 and addresses all of the statewide land use goals. The Comprehensive Plan has been acknowledged by DLCD to be compliant with the statewide goals. The City's ongoing land use practices, permitting practices, and development code are consistent with the land use goals and the proposed management strategies in the implementation plan.

Existing Water Quality

Stayton's TMDL efforts focus on the waters within the City's jurisdiction which include the Salem Ditch, the North Santiam River, Mill Creek, and the Power Canal (also known as the Stayton Ditch).

The majority of the City's urban impact is on the Salem Ditch, which travels east to west along the south border of the city, then turns north and runs along the Stayton's west border, ultimately discharging to Mill Creek in the northwest corner of the city limits.

Management Strategies

The following sub-sections describe Stayton's management strategies for reducing temperature, mercury, and bacteria. Some of the strategies are already in place and have been identified in their scheduled implementation as 'ongoing'. Strategies that have been selected as part of this plan to fill the gaps have specific implementation dates as chosen by the City according to the resources available. The strategies, along with the benchmarks and schedules, are summarized in the enclosed Tracking Matrix.

- ***Temperature***

  The WB-TMDL has established a temperature TMDL to create a healthier environment for salmon and trout species found in the Willamette Basin. There is not one target temperature for the entire basin, because the optimum temperatures vary by location according to the fish habitat designation for the area. DEQ would like to see efforts

from Stayton to address temperature concerns through protection, restoration, or creation of riparian vegetation. The effects of temperature loading can be minimized if the waterbody is deep and well shaded.

The City's Land Use and Development Code contains provisions that require riparian setbacks as a measure of protecting the riverbanks and promoting stream health. This code will continue to promote cooler water temperatures as the City develops beyond its current limits. The City's goal is to continue the practice of enforcing the existing land use code through the development review and approval process.

- ***Mercury***

  Mercury is a pollutant of concern because of its toxicity and its tendency to bioaccumulate. Bioaccumulation is the process by which a substance builds up in concentration in living organisms as they take in contaminated air, water, or food because the substances can only be metabolized very slowly. The toxic effects of mercury poisoning range from debilitation to death.

  Mercury is a natural soil component common throughout the Willamette Basin, and soil erosion accounts for nearly half of all the mercury found in the Willamette River and its tributaries. Automobile emissions, dental fillings, light bulbs, and thermometers are a few of the common non-natural sources of mercury.

  The City of Stayton has identified sediment in sediment laden stormwater and air pollution as two primary sources of mercury loading in the surrounding waters. To address sediment carried by stormwater, the City will focus on reducing runoff from construction sites, and reducing sediment loads in stormwater through improved maintenance practices.

  To reduce sediment loading from stormwater, the City currently sweeps the streets on a regular basis and cleans a portion of the stormwater catch basins and stormwater lines annually.

- ***Bacteria***

  Bacteria concentrations in water are typically measured by an indicator group of bacteria such as E. coli in units of Most Probable Number (MPN) per unit volume. Potential sources of bacteria include failing septic systems, leaking sewer lines, substandard wastewater effluent discharges, pet waste, livestock waste, duck feeding areas, and cross-connections.

  Stayton has reviewed the potential sources of bacterial contamination and has determined that pet waste, poorly maintained sewer lines, and cross-connections are the areas on which they will focus their management efforts.
  The City has installed pet waste stations in local parks to encourage owners to clean up after their pets. The City plans to inventory theses stations to determine quantities,

locations, installation years, and other data necessary to assess additional needs. The City will continue to stock and maintain the stations, as well as inventory the existing stations and assess additional needs.

The City currently cleans and inspects the sewer system periodically. The goal is to continue this practice and commit to a schedule of cleaning and inspecting every sewer pipe once every five years. The anticipated outcome of this effort is well maintained lines that will prevent sewage leaking or overflowing and reaching the natural waters surrounding the city.

The specific implementation schedules and benchmarks for each of these strategies are listed in the Tracking Matrix.

STAFF RECOMMENDATION

The TMDL line-item matrix recommends that staff present the 2024 TMDL Matrix Report to City Council for approval. Staff recommends approval of the 2024 TMDL Matrix Report as presented.

MOTIONS

Consent Agenda approval.

RESOLUTION NO. 1120
AUTHORIZING THE CITY OF STAYTON TO SUBMIT THE STAYTON TOTAL MAXIMUM DAILY LOAD REPORT MATRIX TO THE OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY

WHEREAS, the United States Environmental Protection Agency approved the Willamette River Basin Total Maximum Daily Load (TMDL) Implementation Plan (WB-TMDL);

WHEREAS, in the WB-TMDL, Stayton is listed as a Designated Management Agency (DMA) because it is bordered by Mill Creek and the North Santiam River which are Willamette River tributaries;

WHEREAS, the Willamette River is a water quality impaired body of water for the parameters of temperature, mercury and bacteria;

WHEREAS, as a DMA, Stayton is responsible for the water quality within its jurisdiction and is required to submit a TMDL Implementation Plan to the Oregon Department of Environmental Quality (DEQ) under Oregon Administrative Rule 340-042-0080 (3);

WHEREAS, in 2008 the City of Stayton developed a Willamette Basin TMDL Implementation Plan which met the intent and requirements for the development of a TMDL Implementation Plan;

WHEREAS, Stayton's TMDL Implementation Plan is to establish management strategies which will be used to achieve load allocation and reduce pollutant loading;

WHEREAS, management strategies, timelines, completion dates for benchmarks, performance monitoring and evidence of compliance are shown on the Stayton TMDL Tracking Matrix that is submitted to DEQ annually; and

WHEREAS, Item 35 of the TMDL matrix requires that the TMDL Implementation Plan Matrix be brought forward to the City Council for approval prior to submittal to the DEQ.

NOW THEREFORE, THE CITY OF STAYTON RESOLVES:

SECTION 1. The City Council demonstrates its approval of and support for the submittal of the Stayton TMDL Report Matrix (Exhibit A) to the DEQ.

SECTION 2. The City of Stayton, through its City Manager, shall submit the Stayton TMDL Report Matrix to the DEQ.

This Resolution shall become effective upon its adoption by the Stayton City Council.

ADOPTED BY THE STAYTON CITY COUNCIL THIS 18TH DAY OF NOVEMBER 2024.

CITY OF STAYTON

BY:

Signed:_____, 2024 _____
Stephen Sims, Council President

Signed:_____, 2024 ATTEST: _____
Julia Hajduk, City Manager

TMDL Implementation Tracking Matrix: Stayton, Oregon
Compliance Years: 2023 - 2028

FINAL

Revised By PGV/SR
Date November 12, 2024

POLLUTANT *What pollutants does the TMDL address?*	SOURCE *What sources of this pollutant are under your jurisdiction?*	STRATEGY *What is being done, or what will you do to reduce and/or control pollution emanating from this source?*	HOW *Specifically, how will this be done?*	MEASURE *How will you demonstrate successful implementation or completion of this strategy?*	TIMELINE *When will the strategy begin or be completed?*	BENCHMARK *The goal to be met within the indicated timeline.*	STATUS/GOALS MET
All	Variety of Sources	1. Review funding opportunities to acquire property for development of detention basins to manage peak flow runoff into irrigation canals and rivers.	a. Provide summary of potential funding opportunities that could be used for development of detention basins.	Purchase property.	Ongoing	Individual property acquisitions.	**2023 - 2024 -** The City is working on designing a regional stormwater facility that will be part of private development in an industrial zone. The stormwater facility will be a public regional detention facility maintained by the City. The City is continuing to look for funding opportunities to acquire property for stormwater management. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
		2. Report on loan repayment for existing regional stormwater facility.	b. Report status of loan repayment for regional stormwater facility.	Show progress on loan repayment.	Ongoing	Show consistent repayment of 20-year, $700,000 loan for the Mill Creek Park Regional Facility.	**2023 - 2024 -** The $3 Million Mill Creek Park Regional Stormwater Facility was designed and constructed from 2018 to 2019. The City is repaying a 20-year, $700,000 loan for the Mill Creek Park Regional Facility. At the time of submision of this matrix, the City's loan balance is $571,453. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
Temperature	Solar Radiation Input	1. Protect and promote healthy riparian areas.	a. Sustain land use code which requires riparian setbacks.	Track the number of development and redevelopment plans reviewed for conformance with riparian policy.	Ongoing	100% of development and redevelopment plans reviewed for conformance with riparian policy.	**2023 - 2024 -** Six (6) development/redevelopment plans were submitted to the City and 100% were reviewed to conform with the City's riparian policy. One (1) proposed development was located on a parcel in the Natural Resource Overlay (NROD) zone, requiring riparian setbacks. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
			b. Remove invasive plant species along the North Santiam River on City property to reduce competition with native plant species	Track types of plant species removed and implement photo point monitoring	Ongoing	Check site annually for invasive plant management needs and take photo of site.	**2023 - 2024 -** Field investigations by City staff concluded there was a need to remove invasive plant species along the N. Santiam River on City property. The City will continue to monitor the sites and remove invasive species, if they begin to grow again. The City has continued to monitor the sites and removed Himalayan blackberries and scotchbroom on August 28 and 29, 2024 (see Attachment 1 for photos). In 2023 the City began removing Himalayan blackberries in Riverfront park near the Santiam River. Brush clearing will become an annual maintenance project to manually remove additional blackberry bushes closer to the Santiam River. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
			c. Coordinate with North Santiam Watershed Council (NSWC) on promoting revegetation of riparian areas.	Provide a PDF file of the latest NSWC Tree Planting Program brochure. Assess the effectiveness of conveying information with brochure at City Hall, including a qualitative evaluation summarizing the effectiveness of the methods of educating the public. This evaluation will be used to inform future stormwater education and outreach efforts to most effectively convey the educational material to the target audiences.	Implementation deadline is September 30, 2023 per the City's existing TMDL matrix.	Provide latest information pertaining to the NSWC Free Tree Planting Program via a brochure at City Hall.	**2023 - 2024 -** The NSWC brochure continues to be available at City Hall (see attachment 4 for brochure). The free tree planting program is administered via NSWC. The City directs citizens to NSWC resources for more information. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
		2. Work with other agencies on watershed solutions.	a. Maintain active participation with ACWS and continue to participate with North Santiam Watershed Council (NSWC)	Track number of coordination meeting attended annually.	Ongoing	Attend three (3) meetings annually and meet with Soil Water Conservation District (SWCD) staff quarterly.	**2023 - 2024 -** City staff members attended twelve (12) ACWA meetings and seven (7) NSWC meetings. Per a Memorandum of Understanding Agreement (MOU), meetings are to be held quarterly between the City of Stayton and the SWCD. The responsibility of coordinating the meeting alternates between the City and SWCD. The SWCD last held a meeting September 20, 2024. The City Public Works Director and City Manager meet with the SWCD District Manager every other week to discuss common interests and issues. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**

TMDL Implementation Tracking Matrix: Stayton, Oregon
Compliance Years: 2023 - 2028

FINAL

Revised By PGV/SR
Date November 12, 2024

POLLUTANT *What pollutants does the TMDL address?*	SOURCE *What sources of this pollutant are under your jurisdiction?*	STRATEGY *What is being done, or what will you do to reduce and/or control pollution emanating from this source?*	HOW *Specifically, how will this be done?*	MEASURE *How will you demonstrate successful implementation or completion of this strategy?*	TIMELINE *When will the strategy begin or be completed?*	BENCHMARK *The goal to be met within the indicated timeline.*	STATUS/GOALS MET
Bacteria	Pet Waste	1. Reduce pet waste from reaching streams through storm water runoff.	a. Continue support and use of pet waste stations at City parks. Inventory existing stations and assess need for additional stations.	Monitor, provide support, and install pet waste stations as needed.	Ongoing	Report number of new pet waste stations and number of bags used.	The City's Parks Supervisor evaluates and inspects the pet waste stations on a weekly basis to determine if additional stations are necessary or existing stations need to be relocated. As of September 2023, the City has thirteen (13) pet waste station with at least one at each City park. **2023 - 2024 -** The City of Stayton has continued to maintain dog waste disposal systems within the parks system. The City added eight (8) waste stations in 2023-2024 and now has 21 pet waste stations, with at least one at each City park. The City used approximately 14,000 bags this past year. The existing number of dog waste disposal stations is sufficient to promote removal of pet waste in the City parks. The City continues to monitor and evaluate the need for new disposal stations via visual inspections by the Parks Supervisor. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
	Municipal Sewage	2. Reduce municipal sewage from reaching streams through surface water and groundwater pathways.	a. Detect and repair leaking City-owned sanitary sewer lines, as resources allow.	Track percentage of City-owned sanitary sewer lines that are cleaned and inspected on an annual basis.	Ongoing	15% of sanitary sewer lines cleaned and inspected annually.	**2023 - 2024 -** From September 1, 2023 to August 30, 2024, the City cleaned and inspected approximately 6.89 miles or 19.9% of all the sanitary sewer pipe in the City. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**

TMDL Implementation Tracking Matrix: Stayton, Oregon
Compliance Years: 2023 - 2028

FINAL

Revised By PGV/SR
Date November 12, 2024

POLLUTANT *What pollutants does the TMDL address?*	SOURCE *What sources of this pollutant are under your jurisdiction?*	STRATEGY *What is being done, or what will you do to reduce and/or control pollution emanating from this source?*	HOW *Specifically, how will this be done?*	MEASURE *How will you demonstrate successful implementation or completion of this strategy?*	TIMELINE *When will the strategy begin or be completed?*	BENCHMARK *The goal to be met within the indicated timeline.*	STATUS/GOALS MET
Mercury	Sediment	1. Reduce sediment from reaching Mill Creek, the North Santiam River, and the Willamette River through storm water and municipal activities.	a. Ensure sediment erosion control plans are provided for development and redevelopment plans.	Track percentage of sediment erosion control plan checks performed as part of plan review process.	Ongoing	Review sediment and erosion control plans for 100% of development and redevelopment plans .	**2023 - 2024 -** 100% (percent) of Site Development Plans and Building Permits were reviewed for Erosion Control Plans. Three (3) developments in the past year will require 1200-C permits of which the developer has yet to submit. The City will continue to review all Site Development Plans and Building Permits for Erosion Control Plans. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
			b. Remind developers of 1200-C Permit requirements in preconstruction meetings.	Track % of meetings wherein a 1200-C Permit reminder was provided.	Ongoing	100% of preconstruction meetings involved a 1200-C Permit reminder.	**Erosion Sediment Control (ESC) Plans are required for all development within the City of Stayton. During the Land Use process for a Site Development, the City Planner will request comments from the City Engineer. Comments are placed in the Conditions of Approval for the development application. The City Engineer informs the developer if a 1200-C Permit will be required for the project. Tracking for a 1200-C Permit is performed well before the pre-construction meeting and is tracked throughout the process. A Site Development Permit will not be issued until all items in the Conditions of Approval are met. Section 102.09 of the City of Stayton Design Standards outlines what the requirements are for a plan submittal for a Site Development Permit.** **2023 - 2024 -** During the 2024 TMDL reporting period, five (5) construction projects in the City of Stayton required a 1200-C permit. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
			c. Consider creating a system to document the performance of scheduled maintenance of post-construction stormwater controls as resources are available to do so.	Public works to propose asset management system.	Ongoing	Propose asset management system.	**The City uses ArcGIS for inventory of the public stormwater system. The GIS database is updated annually as the City receives as-builts from construction projects. The City has created an excel spreadsheet to track the maintenance of private stormwater facilities. Each private facility is entered into a spreadsheet (Attachment 3) following construction and includes a link to the original operations and maintenance agreement. Inspections are scheduled annually beginning two (2) years after the final inspection post-construction. Letters are sent to the facility owner providing an assessment of the facility along with maintenance recommendations. Enforcement action is taken if a facility is found to have been altered or removed.** **2023 - 2024 -** The City continues to use ArcGIS for inventory of the public stormwater system. The GIS database is updated as the City receives as-builts from construction projects. The City has created an excel spreadsheet to track the maintenance of private stormwater facilities. Each private facility is entered into a spreadsheet (Attachment 3) following construction and includes a link to the original operations and maintenance agreement. Inspections are scheduled annually. Letters are sent to the facility owner requesting verification of maintenance activities. Enforcement action is taken if a facility is found to have been altered or removed. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
			d. Perform regular street sweeping of curbed streets.	Track percentage of streets swept and volume of material collected monthly.	Ongoing Implementation deadline is September 30, 2023 per the City's existing TMDL matrix.	Fall and Winter: At least two (2) times per month Spring: Two (2) times per month Summer: One (1) time per month Downtown: Four (4) times per month	**2023 - 2024 -** From September 2023 through August 2024, the City of Stayton swept 49% of curbed streets (1,291 curb miles) in the City per the TMDL schedule. Street Sweeping efforts collected 289 cubic yards (CY) of debris. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
			e. Clean catch basins.	Track percentage of catch basins cleaned annually.	Ongoing Implementation deadline is September 30, 2023 per the City's existing TMDL matrix.	Clean on a three (3) to five (5) year cycle. Minimum of 20% to be cleaned annually.	**2023 - 2024 -** From September 2023 through August 2024, the City of Stayton cleaned 433 catch basins (65.6% of all inventoried catch basins). **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
			f. Clean storm lines.	Track percentage of City-owned storm lines that are cleaned on an annual basis.	Ongoing Implementation deadline is September 30, 2023 per the City's existing TMDL matrix.	Clean on a three (3) to five (5) year cycle. Minimum of 15% to be cleaned annually.	**2023 - 2024 -** From September 2023 through August 2024, the City of Stayton cleaned 64,117 linear feet (LF), or 39.9% of all storm pipe in the City. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**

TMDL Implementation Tracking Matrix: Stayton, Oregon
Compliance Years: 2023 - 2028

FINAL

Revised By PGV/SR
Date November 12, 2024

POLLUTANT *What pollutants does the TMDL address?*	SOURCE *What sources of this pollutant are under your jurisdiction?*	STRATEGY *What is being done, or what will you do to reduce and/or control pollution emanating from this source?*	HOW *Specifically, how will this be done?*	MEASURE *How will you demonstrate successful implementation or completion of this strategy?*	TIMELINE *When will the strategy begin or be completed?*	BENCHMARK *The goal to be met within the indicated timeline.*	STATUS/GOALS MET
Mercury	Sediment	1. Reduce sediment from reaching Mill Creek, the North Santiam River, and the Willamette River through storm water and municipal activities.	g. Install pollution control manholes.	Track number of pollution control manholes installed on an annual basis.	Ongoing	Target one manhole per year.	The City continues to search for opportunities to install a pollution control manhole or require that a new development include a pollution control manhole. **2023 - 2024 -** The City last installed a pollution control manhole in 2019. During the 2023 reporting period, the City did not have the opportunity to install another pollution control manhole. The City continues to search for opportunities to install a pollution control manhole, or require a new development to include a pollution control manhole. Funds have been dedicated to construct multiple storm pollution control manholes in 2024-2025. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
			i. Retrofit existing manholes with pollution control manholes; install pollution control manholes on new developments.	Track number of pollution control manholes installed on an annual basis.	Implementation deadline is September 30, 2023 per the City's existing TMDL matrix.	Target goal of one (1) pollution control manhole installation per year (or five (5) within 5-year cycle).	**2023 - 2024 -** The City last installed a pollution control manhole in 2019. During the 2023 reporting period, the City did not have the opportunity to install another pollution control manhole. The City continues to search for opportunities to install a pollution control manhole, or require a new development to include a pollution control manhole. Funds have been dedicated to construct multiple storm pollution control manholes in 2024-2025. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
			j. Ensure existing Designated Management Agencies (DMA)-owned or operated facilities obtain proper permit coverage.	Identify DMA-owned or operated facilities and report whether 1200-Z Permit coverage may be applicable and if the facility has received permit coverage.	Implementation deadline is September 30, 2023 per the City's existing TMDL matrix.	Review and confirm whether any City 1200-Z permits are required for City facilities.	**2023 - 2024 -** No city-owned or operated facilities require 1200-Z permits. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
			k. Ensure new Designated Management Agencies (DMA)-owned or operated facilities obtain proper permit coverage.	Document development applications for 1200-Z permit applicability reviews.	March 3, 2024	All developments reviewed for 1200-Z; Refer applicable developments to ODEQ permitting. City will not issue a Site Development Permit until approved 1200-Z permit is provided as part of application.	**2023 - 2024 -** All new developments were reviewed for 1200-Z requirements. The 1200-Z permit did not apply to any proposed or approved developments in 2023-2024. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
			l. Review existing municipal operation activities and identify opportunities to modify to reduce discharge of pollutants to protect water quality.	Provide review and list of operation activities that potentially discharge pollutants to water bodies.	March 3, 2024	Review operational activities and practices. Identify potential changes to operational activity to reduce pollutant discharge.	**2023 - 2024 -** Municipal activities were reviewed and it was determined cleaning storm catch basins and storm lines would reduce pollutant discharges. The street sweeping program continued to operate throughout the year and increases the frequency of sweeping during the fall as described above in Mercury > Sediment > Reduce Sediment... > Street Sweeping (1.d). **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
			m. Conduct municipal operation activities in a manner that reduces discharge of pollutants to protect water quality.	Provide summary of operational changes made to reduce pollutant discharge. Qualitatively evaluate successes and challenges with implementation and pollutant reduction. Quantitative measures will be included if appropriate depending on the activity change.	March 3, 2024	Document changes made to an operational activity for reduction of pollutant discharge.	**2023 - 2024 -** The street sweeping program continued to operate throughout the year and increases the frequency of sweeping during the fall as described above in Mercury > Sediment > Reduce Sediment... > Street Sweeping (1.d). **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
		2. Inform the public about steps that they can take to reduce mercury-related pollutants in stormwater runoff and air.	a. See Temperature > Solar Radiation Input > Protect and Promote Healthy Riparian Areas > NSWC Coordination (1.c)				
			b. Post and maintain riparian information on stormwater webpage.	Provide information content related to riparian areas. Link or screenshot of riparian information from the City's stormwater webpage.	Ongoing Implementation deadline is September 30, 2023 per the City's existing TMDL matrix.	Provide informational content related to riparian areas on the City's publicly accessible stormwater webpage. Webpage completed and updated regularly.	Content related to riparian areas is available on the City's Stormwater Management webpage. **2023 - 2024 -** A paragraph regarding Riparian zoning appears on the City of Stayton's engineering webpage (Attachment 4). **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
	Air Deposition	1. Reduce air pollution.	a. Support commuter ride program by providing information at City Hall.	Provide ODEQ with a PDF file of the latest brochure being promoted at City Hall.	Ongoing Implementation deadline is September 30, 2023 per the City's existing TMDL matrix.	Provide informational brochure at City Hall.	Cherriots brochures are available at City Hall (Attachment 5). **2023 - 2024 -** Cherriots brochures are available at City Hall (see attachment 5). **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**

TMDL Implementation Tracking Matrix: Stayton, Oregon
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Additional Elements Required from the Water Board - Water Quality Management Plan (WQMP) Six Control Measures for Mercury and Bacteria from NPDES Phase II Program	Sediment and Air Deposition	1. Pollution Prevention in Municipal Operations.	a. Refer to Mercury > Sediment > Reduce Sediment… > Street Sweeping (1.d), Catch Basin Cleaning (1.e), Storm Line Cleaning (1.f)				
			b. Obtain Erosion and Sediment Control (ESC) inspection certification for Public Works employee(s) performing ESC inspections.	Enroll employees in ESC inspection certification program. Track number of employees performing ESC inspections and number of employees ESC certified or recertified.	Ongoing Implementation deadline is September 30, 2023 per the City's existing TMDL matrix.	Confirm all employees performing ESC inspections received ESC certifications. Adjust employee certifications to match City's demand for ESC inspections.	Employees will be trained as budget and time permits. **2023 - 2024 -** The City has two (2) CESCL's on staff and is able to meet current demand. The employees will renew their certifications as necessary. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
		2. Public Education and Outreach. Provide the public with an opportunity to participate in the development of programs and activities to reduce mercury-related pollutants in stormwater runoff and air.	a. Refer to Mercury > Air Deposition > Reduce Air Pollution > Commuter Ride Information (1.a)				
			b. Coordinate with volunteer groups.	Begin tracking and report number of volunteer projects performed annually.	Ongoing Implementation deadline is March 3, 2024 per the City's existing TMDL matrix.	Report 100% of City -coordinated volunteer projects. Co-host annual volunteer event.	The City coordinates an annual fall cleanup day for leaf and yard debris. The collection is free; residents are just asked to donate canned food for the food pantry. Events are promoted via the City's newsletter and social media. Flyers are included in Attachment 6. **2023 - 2024 -** The City's annual cleanup days for leaf and yard debris were held on November 18 and December 16, 2023 and resulted in collection by Public Works of 110 cubic yards of debris and 245 pounds of canned food for the food pantry. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
			c. See Mercury > Sediment > Inform the Public… > Post and maintain riparian information on stormwater webpage (2.b)				
			d. Post Mercury TMDL Implementation Plan and Matrix to City's stormwater webpage.	TMDL Implementation Plan and Matrix posted to City's stormwater webpage by September 3, 2022. Annual reports posted by September 30 each year.	Implementation deadline is September 30, 2023 per the City's existing TMDL matrix.	TMDL Implementation Plan and Matrix complete and posted to City's stormwater webpage.	**2023 - 2024 -** The 2023-2028 TMDL Plan and Matrix is available on the stormwater webpage and was approved by City Council on November 6, 2023 as part of Resolution No. 1073. The annual 2023-2024 report will be presented to City Council on November 18, 2024 for review and approval. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -**
			e. Post stormwater educational materials on stormwater webpage.	Review EPA Stormwater Smart Outreach Tools for relevant material and graphics.	Ongoing	Add two (2) new links/educational materials to the City's stormwater webpage annually.	**2023 - 2024 -** Links/educational materials include "Cleaning up the Willamette - Mercury Pollution," "EPA Stormwater Flow Infographic", and "EPA Stormwater Smart Brochure_Know What Happens". **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
		3. Public Participation	a. Coordinate an annual city cleanup day.	Document date and volunteer groups particpating in event.	March 3, 2024	City-coordinated events reported.	**2023 - 2024 -** See Additional Elements… > Public Education and Outreach > Coordinate with volunteer groups (2.b) **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
			b. Present TMDL Implementation Plan and Matrix and annual updates to City Council for Approval.	Presented? Y/N	Ongoing	Approval by City Council	**2023 - 2024 -** See Additional Elements… > Public Education and Outreach > Post TMDL to webpage (2d). **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
			c. Continuously update City contact information on City's stormwater webpage.	Accurate contact information posted.	March 3, 2024	Review and update contact information posted annually.	**2023 - 2024 -** Contact information is up-to-date. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
		4. Illicit Discharge Detection and Elimination	a. Refer to Bacteria > Municipal Sewage > Reduce Municipal Sewage > Cross-Connections (2.a.)				
			b. Update stormwater system mapping.	System areas revised in database based on additional collected data and inserted as-built construction data into the GIS system; field verify accuracy of data.	Ongoing	Revisions made?	New infrastructure is added to the GIS system on an "as-received" basis. **2023 - 2024 -** Accomplished on a "as received" basis. Most recent edits were on May 15th, 2024. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**

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Additional Elements Required from the Water Board - Water Quality Management Plan (WQMP) Six Control Measures for Mercury and Bacteria from NPDES Phase II Program	Sediment and Air Deposition	4. Illicit Discharge Detection and Elimination	c. Perform water quality testing in Salem Ditch, Stayton Ditch, and West Stayton Irrigation Ditch.	Prepare annual summary report.	Ongoing	Continue testing and tracking water quality improvements/degradation over time.	The purpose of this monitoring is to provide the City with additional data to better understand the effects of the City's storm outfalls on water quality of the North Santiam River and associated canals. Sampling data is reviewed at the time test results are received and on an annual basis. A summary of sampling results is included as Attachment 7. **2023 - 2024 -** Six (6) locations were sampled during four (4) storm events. **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**
		5. Construction Site Runoff Control	a. Refer to Mercury > Sediment > Stormwater > Reduce Sediment > 1200C, Erosion Control Plans (1.a., 1.b.)				
		6. Post Construction Storm Water Management	a. Ensure that the City-adopted Portland Storwater Management Plan requirements are followed.	Review all new development plans prior to issuing permits.	Ongoing	Continue reviewing new development plan sets over time.	**2023 - 2024 -** Refer to Mercury > Sediment > Stormwater > Reduce Sediment > 1200C, Erosion Control Plans (1.a., 1.b.). **2024 - 2025 -** **2025 - 2026 -** **2026 - 2027 -** **2027 - 2028 -**

CITY OF STAYTON

M E M O R A N D U M

TO: **Stayton City Council**

FROM: **Jennifer Siciliano, Community and Economic Development**

DATE: **November 18, 2024**

SUBJECT: **Awarding Contract for the Stayton Safety Action Plan**

ISSUE

The issue before the City Council is whether to award a $119,836 contract to Kittelson & Associates for developing the Stayton Safety Action Plan and to authorize the City Manager to execute the contract on behalf of the City. The funds will be reimbursed through the Federal Highway Administration from the Safe Streets and Roads for All grant program.

ENCLOSURE(S)

- Kittelson & Associates Proposal for the Stayton Safety Action Plan
- Resolution No. 1121

STAFF RECOMENDATION

Staff recommends the City Council award the contract to Kittelson & Associates and authorize the City Manager to execute the contract for the Stayton Safety Action Plan.

BACKGROUND INFORMATION

Stayton was awarded federal funding of $120,000 to develop a Stayton Safety Action Plan (SSAP) as part of the FY 2023 Safe Streets and Roads for All grant program. The goal of the SSAP is to identify and prioritize strategies to enhance the safety of all transportation modes throughout Stayton. Federal funding will allow Stayton to develop a plan guided by data and informed by community engagement with the school district, residents, local businesses, and other stakeholders. The SSAP will outline a series of priority projects, which the City can pursue construction funding for future rounds of this grant program.

The final SSAP will be due by September 1, 2025, and it will be brought for adoption to the City Council by October 6, 2025. A final grant report is due to the Federal Highway Administration by November 1, 2025.

The Request for Proposals was sent out to various transportation planning firms, including Nelson/Nygaard, Kittelson & Associates, Fehr & Peers, Studio Davis, Transpo Group, and

Lancaster Mobley. It was also advertised on the American Planning Association website. Consultants were given approximately three weeks to respond.

The City received only one proposal, which was from Kittelson & Associates, our traffic on-call consultants for Planning and Public Works. Their proposal was reviewed and rated by the City Manager, Engineering Associate, and me. We all found the proposal met or exceeded the project criteria, and we unanimously recommend hiring Kittelson & Associates for the project.

FISCAL IMPACT

The $119,836 contract with Kittelson & Associates for the Stayton Safety Action Plan will be fully reimbursed through the Safe Streets and Roads for All (SS4A) grant, which the City received from the Federal Highway Administration.

MOTIONS

Consent Agenda approval.

Planning's Copy

STAYTON SAFETY ACTION PLAN

October 25, 2024

SUBMITTED BY:

KITTELSON & ASSOCIATES

1. INTRODUCTORY LETTER/NARRATIVE

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, Oregon 97204
P 503.228.5230

Federal Tax ID: 93-0964447
Oregon Tax ID: 9945981
An Oregon Corporation

October 25, 2024

Jennifer Siciliano, AICP
Director of Community & Economic Development
City of Stayton
362 N. Third Avenue
Stayton, OR 97383

RE: Stayton Safety Action Plan

Dear Ms. Siciliano and Evaluation Committee:

The City of Stayton (City) has demonstrated a proactive commitment to transportation safety. This is evident in the implementation of the Stayton Safe Streets and Roads for All (SS4A) Safety Action Plan (SSAP), prioritizing safety in the 2019 Stayton Transportation System Plan, and completing the Safe Routes to School Plan.

Kittelson understands that an objective of this SSAP is to make the City competitive for SS4A implementation grants and other funding opportunities. Additionally, the SSAP will establish a framework for transportation improvements that reduce fatal and serious injury crashes across Stayton's roadways.

Kittelson is well equipped to complete an SSAP that achieves the intended outcomes. We will carry out this planning process by:

- **Maximizing City resources** by building upon our experience with completing the Stayton Transportation System Plan, Safe Routes to School Plan, and various design projects within Stayton.
- **Streamlining the technical analysis** using data from our work on the Stayton Transportation System Plan, Oregon Bicycle and Pedestrian Safety Implementation Plan, Intersection Safety Implementation Plan, and other local plans.
- **Leveraging our national experience** and applying insights from projects like *NCHRP Research Report 926: Guidance to Improve Pedestrian and Bicycle Safety at Intersections* and *NCHRP Research Report 613: Guidelines for Selection of Speed Reduction Treatments at High-Speed Intersections*.
- **Developing feasible alternatives** based on our experience with preparing transportation safety guidance documents like the *Highway Safety Manual* and crash modification factors. Kittelson has prepared **7** transportation safety action plans across Oregon and is working on **14** SS4A action plans nationwide.
- **Completing the SSAP** within 10-months, which positions the City well for upcoming SS4A grant cycles. We will incorporate a robust, equitable public involvement process and align with the FHWA Safe System Approach.

To support the City in achieving these outcomes, Kittelson has assembled a team of transportation safety experts, many of whom have worked on SS4A-funded plans and have firsthand experience with Stayton's unique challenges.

I, Hermanus Steyn, PE, will be the authorized representative for this project and serve as Quality Manager. We are eager to continue collaborating with the City to create a safer transportation environment for all who live, work, and visit Stayton. Our long-standing relationship with the City and local knowledge will allow for constructive dialogue to guide decisions about transportation safety improvements to support Stayton's vitality.

Kittelson is an equal opportunity employer with a formal policy on nondiscrimination. As an equal opportunity employer all our positions are open to all people, without regard to race, religion, color, national origin, sex, age martial status, disability, or political affiliation.

Kittelson has complied with the terms and conditions of the RFP and are not aware of any addenda issued associated with this procurement.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Hermanus Steyn, PE
Senior Principal Engineer/Authorized Representative
P. 503.535.7455
E. hsteyn@kittelson.com

2. TABLE OF CONTENTS

3. PROJECT TEAM & EXPERIENCE

Kittelson has completed safety action plans throughout the US. Our commitment to transportation safety is exemplified in our leadership in helping communities learn about and implement proven safety countermeasures and apply for grants to enhance safety for everyone. **The table** below outlines our nationwide and local transportation safety experience. Building upon this experience, the City has a unique opportunity to incorporate new software and data analytics, as well as emerging policies, practices, and applications to advance safety goals and strive toward zero serious injuries and fatalities related to transportation crashes.

KITTELSON - SAFETY EXPERTS

Kittelson is particularly passionate about transportation safety because it saves lives and makes the communities in which we live, work, and recreate more hospitable and enjoyable.

- ● Plan includes SS4A requirements
- ✓ Plan includes some SS4A requirements

	Project Management	SS4A Action Plan Requirements	Multi-jurisdictional Coordination	Data Collection/Analysis	Systemic Safety Analysis	High Crash Location Analysis	Safety Countermeasures	Performance Monitoring	Project Evaluation	Solution Scoping/Visioning	Public Communication	Systemic & Local Solutions	Funding Assistance
STATEWIDE													
Oregon Bicycle and Pedestrian Safety Implementation Plan	x		x	x	x		x	x				x	
Oregon Intersection Safety Implementation Plan	x		x	x	x		x	x					
REGIONAL & COUNTY													
Clark County Systemic Safety Improvements; Clark County, WA	x		x	x	x	x	x	x	x	x	x	x	
Drive to Zero Safety Action Plan; Clackamas County, OR	x	✓	x	x	x	x	x	x	x	x	x	x	
Deschutes County Safety Action Plan; Deschutes County, OR	x	✓	x	x	x	x	x	x	x	x	x	x	
Josephine County Safety Action Plan; Josephine County, OR	x		x	x	x		x	x	x	x	x	x	
Klamath Falls Safety Action Plan; Klamath Falls, OR	x	●	x	x	x	x	x	x	x	x	x	x	x
Jefferson County Safety Action Plan; Jefferson County, OR	x	●	x	x	x	x	x	x	x	x	x	x	
Bend Area Transportation Safety Action Plan; Bend Area, OR	x	✓	x	x	x	x	x	x	x	x	x	x	
RTC Safety Action Plan; Clark County, WA	x	●	x	x	x	x	x	x	x	x	x	x	
Clark County Systemic Safety Improvements; Clark County, WA	x	✓	x	x	x	x	x	x	x	x	x	x	x
SRTC Regional Safety Action Plan; Spokane, WA	x	●	x	x	x	x	x	x	x	x	x	x	
Boise Regional Safety Action Plan; Boise, ID	x	●	x	x	x	x	x	x	x	x	x	x	
Fresno COG Regional Safety Plan; Fresno, CA	x	●	x	x	x	x	x	x	x	x	x	x	x
CITIES													
Hillsboro Safety Action Plan, Hillsboro, OR	x	●	x	x	x	x	x	x	x	x	x	x	
Hermiston Safety Action Plan; Hermiston, OR	x	●	x	x	x	x	x	x	x	x	x	x	x
Tigard Transportation Safety Action Plan; Tigard, OR	x		x	x	x	x	x	x	x	x	x	x	
Tampa Vision Zero Action Plan; Tampa, FL	x		x	x	x	x	x	x	x	x	x	x	
Anchorage Vision Zero Plan & Implementation; Anchorage, AK	x		x	x	x	x	x	x	x	x	x	x	
30+ California Local Road Safety Plans	x		x	x	x	x	x	x	x	x	x	x	x

Nick Gross
Project Manager

11 Years of Experience
BS, Environmental Design

Role: Nick will be the City's main point of contact and manage activities among the Kittelson team. He will monitor the schedule and budget and keep the City apprised of the project status through routine check-ins. In addition, he will lead the public involvement efforts, bringing his talents in engaging all people meaningfully.

Nick is a transportation planner with experience working on transportation safety initiatives. While carrying out transportation planning projects, he combines his analytical capabilities, conceptual design skills, and visualization talents to create alternatives that improve safety and comfort for all users. To support efforts to educate and inform the public about project concepts, Nick creates illustrations and presents them to the various advisory committees and interested parties.

Experience At A Glance
- Hillsboro Transportation Safety Action Plan
- Sherwood Safe Routes to School Action Plan
- Oregon Bicycle and Pedestrian Safety Implementation Plan

References
1. Susie Serres, PE, Principal Engineer
   City of Hillsboro
   P. 503.681.6234
   E. susie.serres@hillsboro-oregon.gov
   Project: Hillsboro Safety Action Plan

2. Ted Reese, Transportation Engineering Supervisor
   City of Corvallis
   P. 541-766-6729
   E. ted.reese@corvallisoregan.gov
   Project: Corvallis Capital Improvement Program Road Safety Audits

3. Joy Chang, Senior Planner
   City of Sherwood
   P. 503.625.4214
   E. changj@sherwoodoregon.gov
   Project: Sherwood Safe Routes to School Action Plan

Michael Ruiz-Leon, PE
Deputy Project Manager

4 Years of Experience
BS, Civil Engineering
Professional Engineer: OR

Role: Mike will support Nick with project management efforts and lead the analysis and document preparation activities. He will bring his first hand knowledge about Stayton gained through providing on-call transportation services.

Michael has experience in transportation planning, traffic engineering, geometric design, and transportation safety. His area of expertise includes systemic crash data analysis, intersection operations analysis, planning and project prioritization, safety countermeasure selection, and grant writing. He enjoys working closely with communities to create safe, equitable, and multimodal transportation networks for all users.

Experience At A Glance
- Josephine County Safety Action Plan
- Reedsport Railroad Crossing Study - Safety Focus
- Fresno Council of Governments Multijurisdictional Local Road Safety Plan
- City/County Association of Governments of San Mateo (C/CAG) Local Road Safety Plan
- Stayton Flexible Services - Transportation

References
1. Harry Yip, PE, Senior Civil Engineer (Traffic)
   City of San Bruno
   P. 650.616.7052
   E. hyip@sanbruno.ca.gov
   Project: San Bruno California Active Transportation Program Grant Applications

2. Hanieh Houshmandi, PE, Senior Traffic Engineer
   City of San Carlos
   P. 650.802.4349
   E. houshmandi@cityofsancarlos.org
   Project: C/CAG San Mateo Countywide Local Road Safety Plan

3. Thomas Guevara Jr., Sr. Transportation Planner
   Oregon DOT
   P. 541.957.3692
   E. Thomas.Guevara@odot.oregon.gov
   Project: Josephine County Safety Action Plan

Susan Wright, PE, PMP

Principal Engineer

24 Years of Experience
BS, Civil Engineering
Professional Engineer: OR

Role: Susan will provide her local insights about Stayton gained from working with the City for over 20 years. She will provide direction and guidance on the technical analysis and public engagement, while also serving at the authorized representative.

Since 2004, Susan has worked with the City. She led the 2019 Stayton Transportation System Plan and regularly reviews development applications. She is a recognized leader in transportation planning, having led initiatives like the Oregon DOT Transit Development Plan Guidebook, Transit Network Report, Transportation System Plan Guidelines, and Metro Mobility Policy Update. She has completed transportation plans, integrated complete street concepts, conducted safety evaluations, applied multimodal performance measures, and developed innovative funding opportunities. Susan combines her public involvement skills with her technical capabilities to create implementable plans.

Experience At A Glance

- Stayton Transportation System Plan
- Gresham Transportation System Plan
- 22 Transportation System Plans, Several with Substantial Safety Elements

References

1 Glen Bolen, Principal Planner
Oregon DOT
P. 503.539.8454
E. glen.a.bolen@odot.oregon.gov
Project: Gresham TSP 2045

2. Courtney Furman, PE, Principal Engineer
City of Tigard (formerly of Clark County)
P. 503.718.2442
E. courtney.furman@tigard-or.gov
Project: Clark County Systemic Safety Improvement Program

3. Jay Higgins, Sr. Transportation Planner
City of Gresham
P. 503.618.2215
E. Jay.Higgins@GreshamOregon.gov
Project: Gresham Transportation System Plan

Hermanus Steyn, PE

Safety Expert Advisor/ Quality Manager

32 Years of Experience
BEng, Civil Engineering
Professional Engineer: OR

Role: Hermanus will be our authorized representative and carry out our internal quality assurance/control process to make sure the City receives technically sound, compliant deliverables. He will also be a resources to the team providing his background in performance-based design based on context and as a transportation safety specialists.

Hermanus is a nationally-recognized leader in transportation safety, context- and performance-based design, bicycle and pedestrian facilities, and geometric design. As a safety expert, he has led national research projects, conducted over 20 road safety audits, and designed safety improvements based on transportation needs and public engagement. His involvement with national research in these areas has resulted in the publication of leading guidebooks and manuals that practitioners at state DOTs and local agencies use daily.

Experience At A Glance

- Southwest Washington Regional Transportation Commission (RTC) Regional Safety Action Plan
- OR 6 Wilson River Highway Corridor Study
- Corvallis Capital Improvement Program Road Safety Audits

References

1. Ken Shonkwiler, Sr. Project Manager
Oregon DOT
P. 971.326.0232
E. Kenneth.d.Shonkwiler@odot.oregon.gov
Project: OR 6 Wilson Highway Corridor Study

2. Jennifer Campos, Principal Planner
RTC
P. 564-397-5213
E. jennifer.campos@rtc.wa.gov
Project: RTC Regional Safety Action Plan

3. Ted Reese, Transportation, Engineering Supervisor
City of Corvallis
P. 541-766-6729
E. ted.reese@corvallisoregan.gov
Project: Corvallis Capital Improvement Program Road Safety Audits

4. SCOPE & UNDERSTANDING OF WORK

Statewide traffic deaths and injuries in Oregon have increased at an alarming rate since 2010. According to the Oregon Transportation Safety Dashboard, traffic deaths have increase by over 72% from 2010 to 2022 across Oregon. Even more concerning is that the data show that bicyclists and pedestrians are uniquely vulnerable to transportation hazards. As Marion County grows and more people travel through Stayton, it is imperative to improve the transportation system so everyone can arrive at their destination uninjured and alive.

4.1 PROJECT UNDERSTANDING

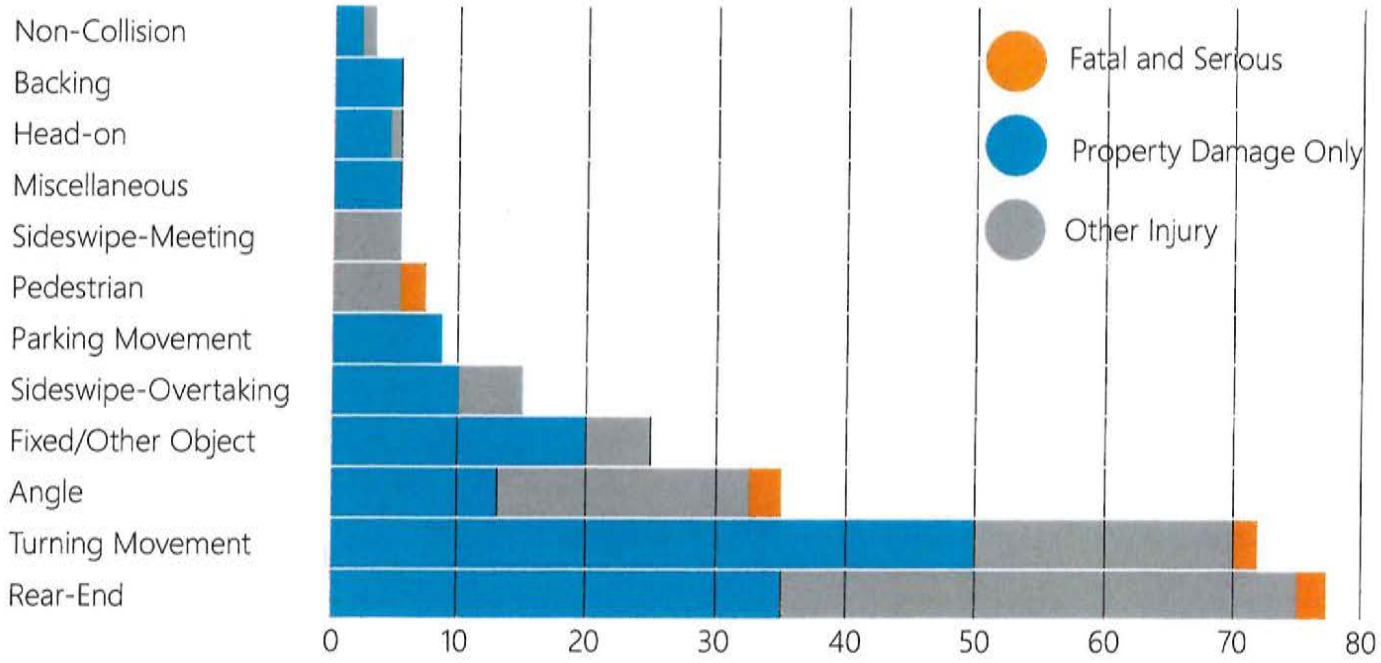
The SSAP will provide the City the necessary requirements to pursue SS4A implementation grants and other grant funds. In addition, it will provide the City with guidance on ways to effectively address evolving traffic patterns, increasing traffic crashes – an alarming trend throughout Oregon. Stayton is not immune to this trend (See Figure 1), with a fatal injury crash at 3rd Avenue/Fern Ridge Road on October 8, 2020.

This proactive approach to making Stayton's transportation safer for all users will:

- ✓ **Result in an SS4A compliant SSAP** by leveraging the experience Kittelson has with preparing several SS4A compliant safety action plans throughout the US and setting the City up for successful implementation.
- ✓ **Identity priority locations and factors** associated with crash risk by using state of the art analytical methods and customized analysis tools to streamline the analysis.
- ✓ **Gain community support** by meaningfully engaging them throughout the planning process to that upon adoption there will be willing partners, support, grant ready projects, and identified funding sources.

Kittelson will build upon our local knowledge and experience gained from supporting Stayton with transportation improvements over the past 20 years, leading preparation of the Stayton Transportation System Plan, working on the Safe Routes to School Plan, designing the City's first roundabout at Schaff Road/Gold Club Drive, and our role of providing on-call transportation consulting services.

Figure 1: Stayton Crashes (2018 to 2022)



4.2 DETAILED WORK PLAN

Based on our understanding of the intended outcomes of the SSAP, Kittelson will work closely with City staff, engage the community and stakeholders, and apply our transportation safety expertise to create a plan that meets the needs of the community, City, and long-term jurisdictional safety partners, like Stayton Fire District, Police Department, and North Santiam School District.

Our approach is built upon the critical elements associated with this planning process and how we will address them. The anticipated timelines, milestones, deliverables, and City involvement are illustrated in Figure 4 Schedule on page 12.

The SSAP will integrate a Safe System Approach (see Figure 2) and community buy-in to guide the project development. The Safe System Approach accepts the fundamental tenant that humans make mistakes and acknowledges no one should lose their life or be seriously injured because of a crash. It aims to have zero fatal or serious injury crashes by reducing risk and incorporating redundancy into the system with safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. Kittelson will work with the City to identify a Technical Advisory Committee (TAC)/Public Advisory Committee(PAC) using a Safe System Approach lens.

Figure 2: Safe System Approach Elements

› Source: FHWA

TASK 1: PROJECT MANAGEMENT

✓ **Critical Element / Effective project management.** The SSAP will involve City staff, coordinating with Marion County and Oregon DOT, and making sure we are communicating frequently and effectively. Because several people will be engaged throughout the project, it will be essential to have a tailored quality management plan (QMP), detailed schedule, and continuous monitoring of the budget.

At the project initiation, Kittelson will establish a Project Management Team (PMT) consisting of the City's Project Manager, Nick Gross, (Kittelson Project Manager), Michael Ruiz-Leon, PE (Kittelson Deputy Project Manager), and Susan Wright, PE, PMP (Kittelson Principal Engineer). The PMT will coordinate efforts on a routine basis to keep everyone properly informed of progress, maintain the schedule and budget, and provide a positive experience for all involved.

Project management tasks will include the following:

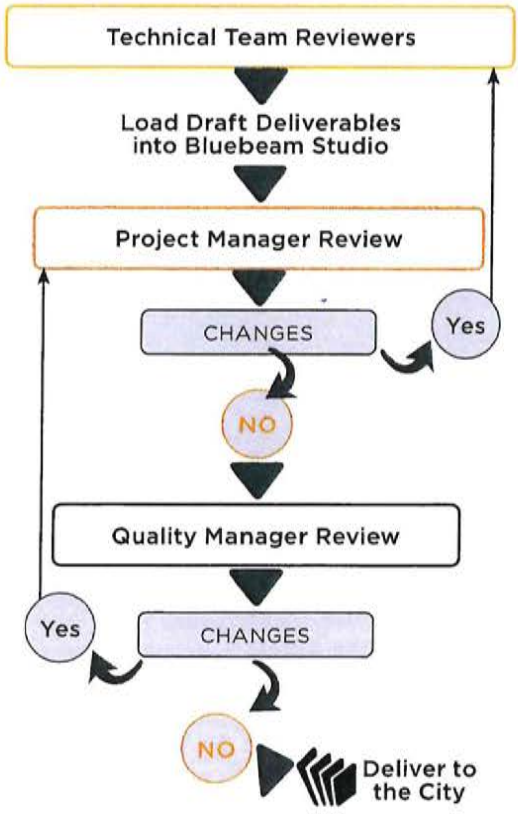
- **Kick-off Meeting:** During this kick-off meeting, we will review the agreed upon scope of work and budget to make sure everyone understands what is expected of the project team. If there are issues, they can be addressed during this meeting, as to avoid risks later in the project. A project schedule will also be provided during this meeting.
- **Monthly PMT Calls:** These routine check-ins will be an opportunity to share progress, discuss questions as they arise, and address them immediately.
- **Monthly Progress Reports:** Routine monthly progress reports detailing status updates on all tasks. Monthly progress reports will be provided with detailed invoices.
- **QMP Implementation:** The QMP will define Kittelson's QA/QC process for all deliverables.
- **TAC/PAC Coordination:** Kittelson will provide milestone submittals with the City appointed TAC and PAC. TAC and PAC meetings will be scheduled together and will be coordinated with milestone submittals. (See Figure 4)

QA/QC Process. The QA/QC process (See Figure 3) at Kittelson supports the development of high-quality, technically sound deliverables. Our QA program focuses on implementing methodologies, processes, and procedures that establishes an agreed-upon approach, prevents poor-quality products, and describes a process for review and needed corrections. Our QC approach is a tiered, systematic procedure of independent reviews for compliance with applicable guidelines, standards, and objectives.

During the reviews, we use cloud-based programs, such as Bluebeam Studio, to provide a single review document that all reviewers can see. This process avoids duplicative comments and allows reviewers to have an understanding of the whole project. With this approach, we have a consistent track record of completing projects on time and within budget.

Kittelson's technical editing team will review all deliverables to make sure they have clear, concise narratives, and are free of grammar and typos. They have been integral in the successful delivery numerous planning and guidance documents.

Figure 3: QC Process



TASK 2: PUBLIC INVOLVEMENT AND CITY PRESENTATIONS

✓ **Critical Element / Build community understanding and support.** Public input is critical in confirming the City's vision as an initial step in the SSAP preparation. Because the outcomes of the SSAP will directly impact the community, we need to engage the public, Technical Advisory Committee, and Public Advisory Committee to understand their issues and develop community-supported projects and strategies.

Our previous experience developing the Stayton Transportation System Plan and providing on-call transportation engineering and review services anchor us not only in the geography of the area, but the users of facilities, their needs, and their safety concerns. The comprehensive city view we developed is also detailed through our involvement in the Shaff Road/Golf Course Drive roundabout project from developing the concept to preparing the PS&E documents.

We understand the importance of reaching the community where they are, especially for vulnerable and underserved communities. Therefore, we will work with the City and use methods appropriate for the unique characteristics of the community (e.g., open houses, web tools, surveys.

To complement our online outreach, we will host in-person open houses at local venues with established community partnerships, such as the Stayton Community Center or the Stayton Public Library. We have seen firsthand the effectiveness of giving community members the chance to meaningfully participate in the process through a "bottom up" approach to involvement.

› Stayton Transportation System Plan Open House

Through this approach, users are encouraged to provide their input in a way that is convenient and empowering. Such involvement allows them to have ownership in the project. Some of our unique public involvement tools applied in this approach include:

- **Storyboarding** the process to the public, maintaining transparency
- **Alternative development tools** that you can see, hear, and touch
- **Staging venues** for optimal performance
- **Interactive online mapping tools** to solicit spot specific safety concerns
- **Demonstration projects** prior to selection and implementation
- **Dynamic** adopted SSAP

Kittelson will lead public outreach activities by developing and implementing a public engagement strategy, including online surveys, open house meetings, and workshops to gather input throughout the safety action planning process. Kittelson will create a project website, utilize online mapping tools to solicit public input, informational materials for events, and will organize in-person outreach activities with the support of the City staff.

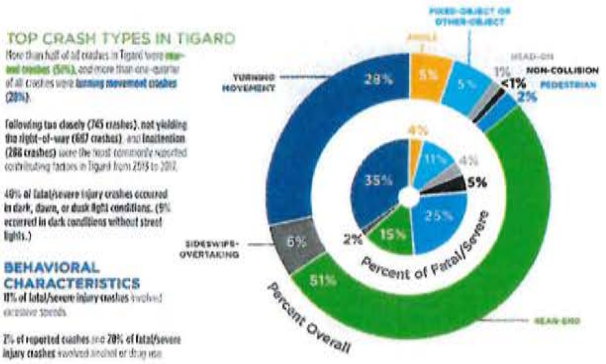
In addition, we will assist with including partners on the appropriate committees with the support of the City, which could include representatives such as emergency responders, public health representatives, community leaders, and representatives from the business community. For the TAC, PAC, and City Council meetings, we will work with the City staff to develop the meeting materials and present as needed.

Informational materials will be created by our in-house production team that includes our technical editors, writers, and visualization experts. They will produce documents that are visually compelling, technically sound, and easy to understand.

// We have found communicating plans, concepts, and designs through visualizations is a proven method to convey technical subject matter via a digestible and public-friendly medium. //

Public Involvement and City Presentation tasks will include the following:

- **Project website** through ArcGIS StoryMaps and content (surveys, project materials, informational updates) for consultant to provide and host.
- **Open Houses:** Two open-house meetings will be conducted and led by Kittelson. The first open house meeting will be at the beginning the project process to understand existing transportation issues. The second open house meeting will be towards the end of the project to gather feedback on the draft SSAP. Open house meetings are assumed to take place in person.
- **Planning Commission Hearing:** Kittelson will attend one Planning Commission public hearing and present the draft SSAP for their review.
- **City Council Meetings:** Kittelson will attend two City Council meetings, one to present the draft SSAP for review and one for adopting the SSAP.



› Kittelson visualized data while preparing the Tigard Transportation Safety Action Plan and created various messaging materials to influence a safety culture.

TASK 3: STUDY & DATA REVIEW AND ANALYSIS

✓ **Critical Element / Efficient and thorough data analysis and document review.** Kittelson will review state, regional, county, and local associated planning or traffic study documents to inform how the SSAP can be developed to better support safety goals, strategies, and cost-effective implementation. Using a framework matrix, we will review regional policies, programs, and practices and compare these to best practices. This review will assist in identifying needed changes from outdated or inconsistent approaches.

The crash data analysis is critical because the data analysis will form the understanding of the issues and risk factors of highest concern in Stayton. With a systemic data analysis, we can identify the best opportunities for site-specific projects and systemic recommendations and non-engineering recommendations. Our efficient process allows us to complete this critical task while still maintaining time and budget to focus on the recommendations portion of the SSAP.

Kittelson will analyze the data that will be used to identify priority locations, risk factors associated with higher crash frequency and severity, and possible countermeasures based on crash patterns and presence of risk factors. Our unique sliding window approach allows us to identify priority locations on corridors, regardless of where the segment breaks occur relative to crashes or roadway characteristics. The results from various types of screening will be used together to identify a prioritized list of locations for both site-specific treatments and systemic treatments.

While preparing the Stayton Transportation System Plan, Kittelson refined the City's GIS database to further detail the inventory of public infrastructure and gaps as well as to better understand the location and distribution of disadvantaged. With this knowledge we can further innovate an equity-based process of identifying and prioritizing safety issues and solutions while preparing the SSAP.

In addition, Kittelson will identify any significant data gaps and determine where supplemental information can be collected. Kittelson will coordinate with the City to acquire the most up-to-date roadway, traffic, land use, demographic, and other contextual data. Having complete and accurate network-wide data is critical for conducting a comprehensive crash analysis.

// Kittelson has developed analyses tools specifically for conducting network screening and risk-based analysis. We can define performance measures for the analysis, creating the ability to integrate *Highway Safety Manual* performance measures, risk factors, equity, or other metrics unique to Stayton. //

Study, Data Review, and Analysis task will include:

- **Existing Plans & Documentation:** We will prepare a project framework memo to summarize relevant background documents, updates to the goals and objectives, available data, and proposed methodology for the analysis. The memo will incorporate relevant past work into the SSAP. This memo will confirm our approach and performance measures that will be used to screen the network based on crash history and risk factors.
- **Crash Data:** Existing Conditions Memo documenting crash analysis findings. This memo will include data visualization and digestible summaries so that it can easily be incorporated and summarized in subsequent presentation and incorporate into the SSAP.

TASK 4: IDENTIFY CRASH REDUCTION STRATEGIES

✓ **Critical Element / Development and prioritization of implementable projects.** An implementable SSAP:

- Is critical to reducing fatalities and serious injuries from crashes; and
- Requires prioritized projects that are competitive for SS4A grants and other funding opportunities.

The SSAP will provide a holistic, systemic approach to improving safety for all users. The recommendations will focus on providing the City with an understanding of where changes can be made to reduce the risk of crash frequency and severity based on crash history as well as the presence of risk factors. The SSAP will integrate a Safe System Approach to support achieving zero fatal and serious injury crashes.

Recommendations will include all facilities in the City and combine the following elements:

Infrastructure Improvement Countermeasure Locations: These recommendations will allow the City to pursue SS4A grants for the implementation of the recommended projects. These projects will incorporate elements to be competitive for a grant, which includes identifying local projects to prevent death or serious injury on roadways; emphasizing the Safe System Approach and Complete Streets principles; and supporting the National Roadway Safety Strategy. The recommended projects will integrate SS4A grant evaluation criteria elements of sustainability, impacts to climate change, economic competitiveness, and equity.

// For the inaugural SS4A grant cycle, Kittelson worked on 13 successful grant applications, totaling approximately $70M in grant funds. //

Kittelson will screen all roadways and identify locations for the countermeasure recommendations, which may be focused on City facilities. These locations will be prioritized to help the City understand which opportunities are most critical in addressing first and include planning level cost estimates. These cost estimates will support completing the benefit-cost analysis that is a critical element of the SS4A grant application evaluation criteria. These projects can also incorporate evaluation criteria to be competitive for RAISE or Reconnecting Communities grants.

Additive Subtask: Kittelson proposes an to develop concept plans for up to five top prioritized intersections or roadway segments. A concept plan will either be a standalone capital improvement project or a typical application of a set of treatments at a location.

Systemic Recommendations: Systemic recommendations will be provided to identify opportunities to implement effective, low-cost treatments on a larger scale based on the presence of risk factors. These are great opportunities to integrate into maintenance projects or capital improvement projects.

// Kittelson prepared 2 RAISE grant applications in Oregon; City of Klamath Falls East Main Street Connection ($19M) and ODOT Downtown Carlton Safety and Livability Project ($8M). //

Non-Infrastructure Recommendations: Non-infrastructure recommendations are critical to developing a Safe Systems Approach for the City. The analysis, including community members input, will help us form recommendations that extend beyond engineering suggestions and include education, enforcement, emergency response, and equity. These strategies are critical in promoting a change in Transportation Safety Culture and changing driver behavior.

// After completing the Bend Area Transportation Safety Action Plan, the City of Bend initiated a Central Oregon outreach campaign, held the first ever Central Oregon Safe Travel Summit (which Kittelson helped organize and facilitate), and formed the Central Oregon Safe Travel Committee – composed of representatives from Oregon DOT, three counties, two cities, and bicycle and pedestrian advocates to continue working to reduce fatal and serious injuries.

Additive Subtask: To make sure the SSAP is effective at reducing the frequency and severity of crashes, a framework for long-term success is necessary. Kittelson proposes selecting performance measures to gain an understanding of how well the plan is being implemented and developing a repeatable process with analysis tools and software options for future SSAP updates. This will support the City's proactive approach toward reducing fatal and severe injury crashes, even as progress is made on implementing the SSAP.

The SSAP will include recommended performance measures that measure how well the SSAP is being implemented and how effective the SSAP is at reducing crash risk. The SSAP will document a recommended process for ongoing monitoring and assessment of progress. We will include recommended tools.

Additive Subtask: Kittelson proposed a training for City staff and community members on emerging software, data analytics, and best practices to equip the City to monitor and advance safety goals beyond this project.

Identify Crash Reduction Strategy tasks will include:

- **Crash Reduction Strategies Recommendations:** We will prepare a memo summarizing recommended crash reduction strategies

- **Concept Plans:** We will prepare up to five concept plans for the top prioritized intersections or roadway segments detailing proposed safety improvements, draft and final (additive to RFP work plan tasks)
- **Performance Measures:** We will prepare a memo summarizing the recommended performance measures for SSAP implementation ongoing monitoring and progress, draft and final (additive to RFP work plan tasks)
- **Training.** We will host a training for City staff and community members on applicable performance measure tools and metrics developed (additive to RFP work plan tasks)

TASK 5: DEVELOP & PREPARE DRAFT SAFETY ACTION PLAN

✓ **Critical Element / SSAP that effectively reduces crash frequency and severity.** Kittelson will provide the City with a concise, visual document that clearly communicates the urgency for reducing crash risk and presents strategies for the City to implement.

The SSAP will provide the City with a visual, public facing document that can be used to convey the urgency of these needs to public representatives. Graphics and maps will be used to clearly convey key findings from the analysis and recommendations. The SSAP will be focused on funding opportunities beyond the SS4A grant to implement the suggestions. There are numerous funding opportunities for safety projects including other ODOT grant opportunities and local funding options. Kittelson's public facing documents will help staff share the need for changing the transportation safety culture with the public and representatives to gather support for the strategies.

Develop and Prepare Draft Safety Action Plan tasks will include the following:

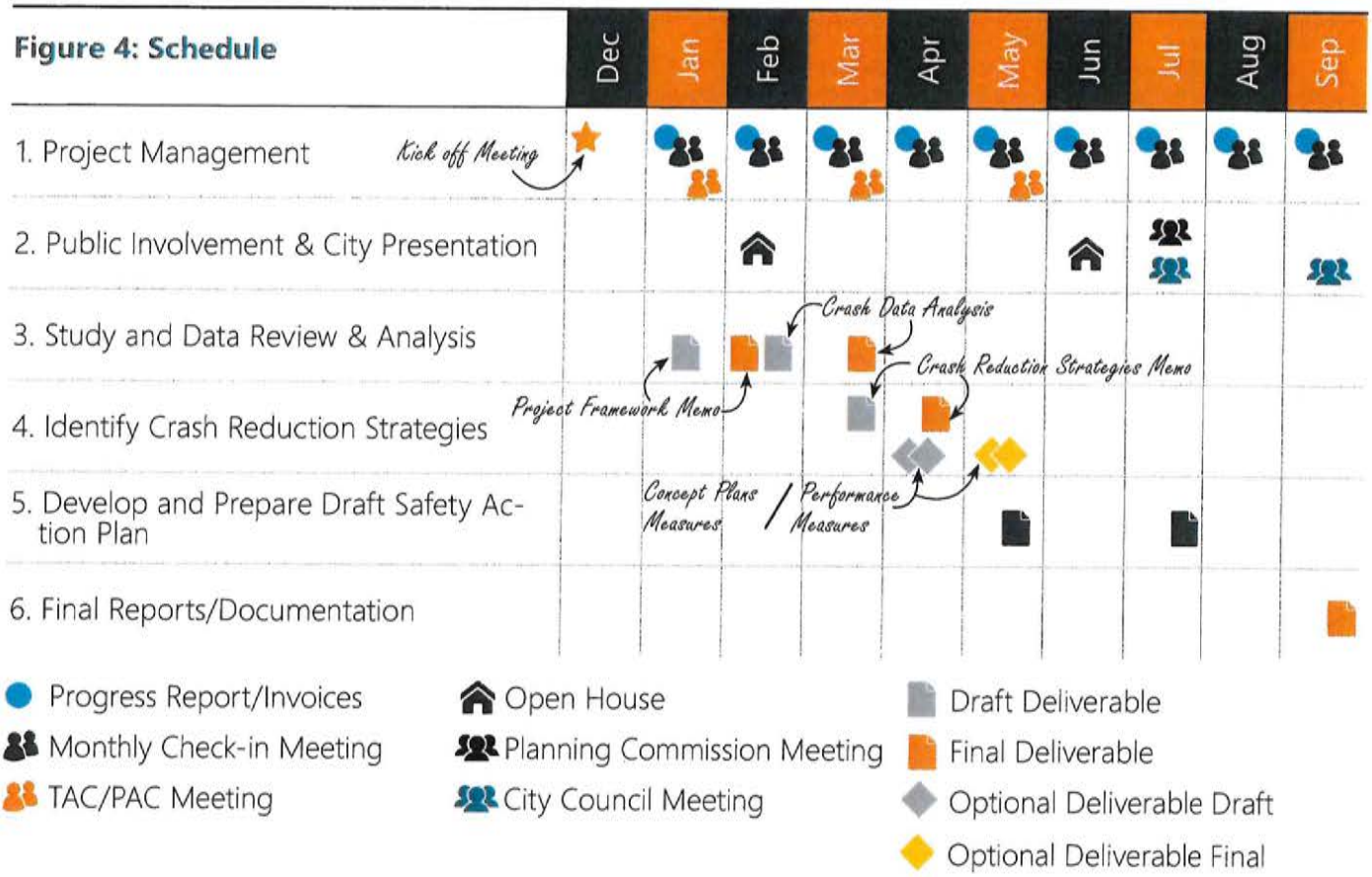
- **Draft Safety Action Plan:** We will prepare a draft SSAP with the opportunity for TAC and PAC Review
- **Planning Commission Meeting:** Kittelson will attend one Planning Commission public hearing and present the draft SSAP for their review as part of Task 2.

TASK 6: FINAL REPORTS/DOCUMENTATION

Kittelson will provide the City with a final SSAP to be permanently retained by the City.

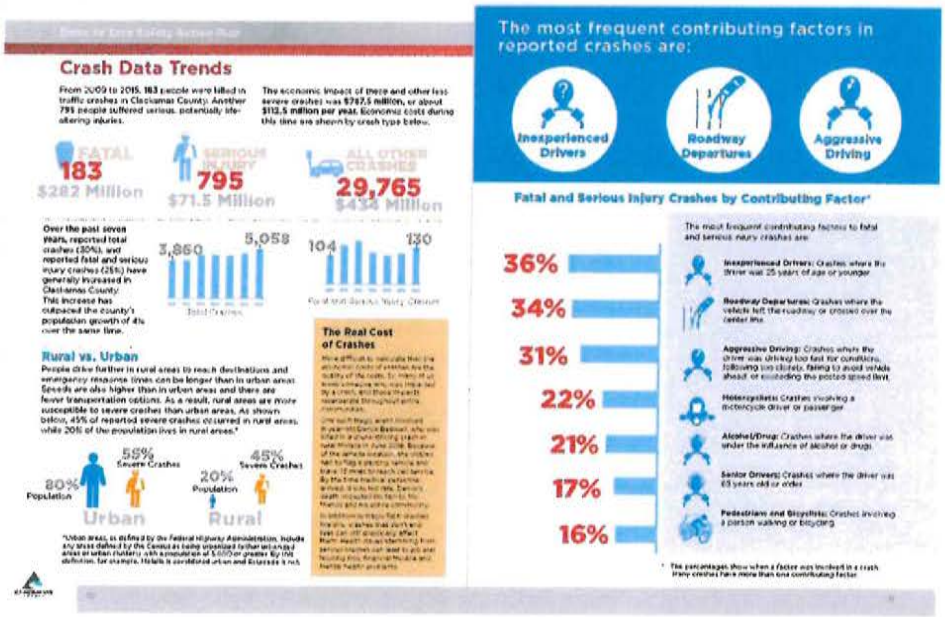
Final Reports/Documentation will include:

- **Final SSAP:** We will prepare a final SSAP and provide the City with two spiral-bound paper copies, six paper copies in heavy duty three-ring binders, and an electronic copy on a thumb drive in Adobe Portable Document Format (PDF).
- **Summary of Tasks Completed:** Kittelson will prepare a summary of results of all tasks completed as part of the preparation of the SSAP.



5. ADDITIONAL INFORMATION

Our additional information includes resumes of our team leaders and project references with contact information. We encourage you to contact our references to learn more about our expertise in transportation safety and how we can continue to support the City with improving transportation safety.



› Excerpt from Clackamas County Drive to Zero Safety Plan

Nick Gross
Project Manager

YEARS OF EXPERIENCE
- 11

EDUCATION
- BS, Environmental Design, University of Massachusetts, Amherst

AFFILIATIONS
- Association of Pedestrian & Bicycle Professionals
- American Planning Association
- Transportation Research Board Bicycle Transportation Committee
- Women's Transportation Seminar, Member

Nick has expertise in active transportation planning, bicycle and pedestrian facility conceptual design, systemic safety planning, and community engagement strategies. His technical work is grounded in data-driven approaches relying on GIS to conduct spatial analyses. Nick provides a unique skillset in creating visualizations for public involvement use. He helps broaden community awareness, build understanding, and obtain consensus for successful project outcomes. His work focuses on creating livable communities through the implementation of active transportation solutions. Nick brings a balanced approach in helping agencies prioritize their multimodal systems.

PROJECT EXPERIENCE

Hillsboro Transportation Safety Action Plan Update; Hillsboro, OR; Project Manager. Nick is the Project Manager on the Hillsboro Transportation Safety Action Plan working collaboratively with City staff and new innovative traffic data vendors including Safety View by GM Future Roads & INRIX. The plan is being developed to align with the Safe Streets and Roads for All (SS4A) program criteria, ensuring consistency with program goals and setting up the City of Hillsboro for future grant implementation funding.

Oregon Bicycle and Pedestrian Safety Implementation Plan; Lead Analyst. Nick led the statewide data-driven analysis for the Oregon Pedestrian and Bicycle Safety Action Plan – an implementation project based on the NCHRP Report 893; The Oregon DOT Statewide Pedestrian and Bicycle Plan methodology. Through a collaborative process with the Oregon ODOT, Nick applied and refined a systemic safety methodology identifying the highest risk locations for pedestrian and bicycle crashes to occur on the State highway system. At high-risk locations, he identified safety countermeasures including context sensitive crash reduction factors to reduce the risk of pedestrian and bicycle exposure.

US 26 Rhododendron Refinement Plan; Rhododendron, OR; Project Manager. Nick led a team through the US 26 Rhododendron Refinement Plan to improve safety for multimodal users. The preferred alternative was developed to specifically address pedestrian and bicycle risk factors identified within the study area following the performance-based design approach framework outlined in the ODOT Highway Design Manual (that Kittelson helped develop).

Bend Pedestrian Master Plan; Bend, OR; Transportation Planner. Nick developed the methodology and approach for prioritizing the City of Bend's pedestrian network, focusing on safety and investment for transportation disadvantaged populations. He managed large, comprehensive datasets and conducted spatial analyses to identify high-pedestrian-need walkshed and corridors. The plan will result in a high-priority projects list with the flexibility to implement projects as funding becomes available.

Riverside Multimodal Study; Medford, OR; Project Manager. Nick managed the analysis of a roadway reorganization that involves implementing low stress, separated bicycle and pedestrian facilities in downtown Medford. The study included a walking tour, open house, online virtual commenting map, and before and after concept illustrations. In the summer of 2023, a two-way parking protected bike lane was installed along Main Street and a bike-about.

KITTELSON & ASSOCIATES

Michael Ruiz-Leon, PE

Deputy Project Manager

YEARS OF EXPERIENCE

- 4

EDUCATION

- BS, Civil Engineering, Utah State University

LICENSE

- Professional Engineer: OR #102041

AFFILIATIONS

- Institute of Transportation Engineers

Michael Ruiz-Leon is an experienced transportation engineer who with a strong focus on planning to establish equitable and safe transportation solutions. His experience completing traffic impact analysis contributes to preparing transportation planning documents to address growth, economic prosperity, safety, and operations. He is skilled in trip generation, distribution, and traffic modeling using Synchro/Vistro. Combining his background in research, planning, and design, Michael has developed feasible solutions for high-profile transportation infrastructure projects that include roundabouts, multimodal corridors, rail crossings, and highway improvements.

PROJECT EXPERIENCE

City/County Association of Governments of San Mateo County (C/CAG) Local Road Safety Plan; San Mateo County, CA; Transportation Planner. Kittelson developed a Safe Streets and Roads for All (SS4A) and Highway Safety Improvement Program (HSIP) compliant countywide local road safety plan (LRSP) for the C/CAG and its members. Michael analyzed crash data, identified crash factors, and selected countermeasures. He also prioritized projects and completed detailed scopes for nine cities in San Mateo County.

Fresno Council of Governments (FCOG) Regional Transportation Safety Plan & Multijurisdictional LRSP; Fresno County, CA; Analyst. Kittelson led preparation of this multijurisdictional LRSP, which guided the development of 10 LRSPs for 9 cities and Fresno County. The LRSP enables each city to set its own safety goals and priorities while coordinating across jurisdictions. Michael analyzed crash data for Fresno County and identified crash types and risk factors.

San Bruno Grant Applications; San Bruno, CA. Michael, as Deputy Project Manager, is assisting the City of San Bruno with grant applications for the California Active Transportation Program, SS4A, and HSIP grant programs. SS4A funds aim to plan and implement a safety pilot on a high injury roadway and update the San Bruno LRSP. HSIP funds will install pedestrian crossings with enhanced safety features at up to six locations. Michael is involved in grant writing, outreach, graphics, project plans, and cost estimates.

Arndt Road Extension; Clackamas County, OR; Designer. Clackamas County proactively addressed safety and operational issues associated with extending Arndt Road, a rural roadway, to improve regional connectivity. The two-phase project involved identifying low-cost solutions that could be implemented in the short-term and long-term, higher-cost solutions. Michael completed traffic modeling and operational analyses for long- and short-term alternatives that accounted for scenarios with and without future tolling on I-205 and train crossing events at the at-grade crossing. The long-term alternatives included extending Arndt Road, building a bridge to cross Molalla River, a new roundabout and signalized intersections, and solutions to improve railroad crossings. Michael also developed concept design plans, profiles, and cost estimates to assess the feasibility of each alternative.

KITTELSON & ASSOCIATES

Susan Wright, PE, PMP

Principal Engineer

YEARS OF EXPERIENCE

- 24

EDUCATION

- BS, Civil Engineering, Oregon State University

LICENSE/CERTIFICATION

- Professional Engineer: OR #97479
- Certified Project Management Professional

AFFILIATIONS

- Women's Transportation Seminar International
- ACEC Oregon

KITTELSON & ASSOCIATES

Susan has managed and participated in various transportation planning and traffic operations projects. She specializes in integrating complete streets, *Highway Safety Manual* evaluations, and using performance measures in long-range planning. Her experience includes leading plans for transportation systems interchange areas, corridors, subareas, pedestrian and bicycle facilities, transit services, and performance measures. Throughout the planning process, she uses her public involvement capabilities to carry out activities that engage varied groups, yielding useful input to guide decisions. She links her research, planning, design, and public outreach expertise to create transportation plans with realistic, implementable solutions.

Project Experience

Stayton Transportation System Plan; Project Manager. Susan led a holistic planning effort to update the Stayton Transportation System Pan to better incorporate pedestrian and bicycle facilities, accurately reflect demographic trends, and create an implementable list of transportation improvements. Susan coordinated with multiple jurisdictions and transportation service providers with ownership of transportation facilities and services within the Stayton and conducted public outreach. Key outcomes of the updated plan include concept plans for roundabouts at major intersections and S-curves along major roadways, new roadway design standards and standard cross sections, several new bicycle and pedestrian improvement projects, and new funding mechanisms for planned improvements.

Metro Regional Mobility Policy Update; Project Manager. Susan manged the Kittelson led a team that supported Metro and the Oregon DOT with an update to the regional mobility policy and measures. The updated policy and measures will be used to update the Metro Regional Transportation Plan and will be incorporated into the Oregon DOT Oregon Highway Plan. Once incorporated into these plans, the updated policy will also apply to local transportation system plans, plan amendments, and corridor studies.

Oregon Highway Plan–Mobility Policy White Paper. Susan managed the development of a white paper on the Oregon DOT mobility policy. Developing the white paper involved exploring the various aspects of mobility not captured by peak hour volume-to-capacity; identifying potential definitions of mobility; discovering different approaches to measuring mobility being used by other state DOTs and their strength and weaknesses; discussing the history of the mobility policy, how it's being used today, and what some of the outcomes have been; determining important considerations and criteria for selecting mobility performance measures; and creating approaches to update the current policy. This white paper was prepared to support policy discussions with an advisory committee for the Oregon Highway Plan update.

Transportation System Plans with Significant Safety Elements:

- Clackamas County Transportation System Plan; Clackamas County, OR
- Curry County Transportation System Plan; Curry County, OR
- The Dalles Transportation System Plan; The Dalles, OR
- Josephine County Transportation System Plan; Josephine County, OR
- Waldport Transportation System Plan; Waldport, OR

Hermanus Steyn, PE

Quality Manager

YEARS OF EXPERIENCE

- 32

EDUCATION

- BEng, Civil Engineering, University of Stellenbosch

LICENSE

- Professional Engineer: OR #72571

AFFILIATIONS

- Transportation Research Board Performance Effects of Geometric Design (AKD10) Committee; Past Chair
- Transportation Research Board Design Section, Chair
- Institute of Transportation Engineers
- Women's Transportation Seminar

Hermanus is a nationally-recognized leader in transportation safety, context- and performance-based design, bicycle and pedestrian facilities, and geometric design based on community needs. He is the Transportation Research Board Design Section Chair, and his involvement with related national research has resulted in the publication of leading guidebooks and manuals that practitioners at state DOTs and local agencies use daily. Through several research initiatives, Hermanus, he has created methodologies and approaches to make transportation safer for all users, which includes incorporating performance-based design guidance based on context.

Project Experience

Nationwide Road Safety Audits. Hermanus has led dozens of road safety audits across the US. He combines expertise in operations, geometric design, and safety with his understanding of positive guidance/human factors, special users, law enforcement, and maintenance to complete audits that identify ways to improve safety and inform decisions. Many road safety audit recommendations have been implemented, which include speed management treatments, like roundabouts. The improvements provide a safer and more comfortable environment for vulnerable users.

RTC Safety Action Plan; Clark County, OR; Project Manager. The Southwest Washington Regional Transportation Council (RTC) is completing the a safety action plan to position RTC and its member agencies to be competitive for grant opportunities. Hermanus is managing the planning process. The study area includes several rural areas throughout Clark County and is applying the Safe System Approach. The overall planning process includes conducting a comprehensive safety analysis to identify a high-injury network, preparing seven local road safety plans, conducting community engagement, reviewing policies, prioritizing projects, completing the plan, and preparing grant applications.

OR 6 (Wilson River Highway) Corridor Study; Washington & Tillamook Counties, OR; Project Manager. Changes in the region have increased traffic along OR 6 (Wilson River Highway), a 48-mile rural highway that connects the Oregon Coast to the Portland Metro Area. This has resulted in more crashes along the route. Hermanus led a team of experts who conducted public engagement in hard-to-reach areas and online; identified issues related to safety, freight, operations, and road conditions; and developed 10 solution packages with cost estimates. The packages include safety solutions that are adaptable to various funding requirements and the information needed to complete competitive grant applications.

McLoughlin Boulevard Investment Strategy; Portland, OR; Project Principal. Hermanus led the planning process that informed preparation of the McLoughlin Boulevard Investment Strategy. The effort focused on improving safety for people walking and biking and accessing transit on the corridor. The project included safety and equity analyses, multi-agency stakeholder outreach, public outreach events, a road safety audit lite, and development of an implementable project list. Several projects on the list are now funded for construction.

KITTELSON & ASSOCIATES

HILLSBORO TRANSPORTATION SAFETY ACTION PLAN; HILLSBORO, OR (2024)

Hi folks - I wanted to add that I appreciate the thoughtfulness and quality of the report. Excellent writing, use of graphics, organization, and explaining what it all means. " - Susie Serres, PE, Traffic and Roadway Principal, City of Hillsboro

The Hillsboro Transportation Safety Action Plan is the first SS4A compliant action plan to be carried out in the Portland Metro region. As a result, the project is of high interest to local agency partners, community members, interested parties, and elected officials. Kittelson developed this plan in alignment with the SS4A Self-Certification Eligibility Worksheet to make the City of Hillsboro competitive for SS4A implementation grants.

Technical Analysis: Embracing the Safe System Approach, Kittelson integrated its principles and values to address safety in all aspects of project development and public involvement. We were intentional about communicating the Safe System Approach to make sure the principles are understood, owned, and adopted by Hillsboro staff, members of the Steering Committee, and community at-large.

The team identified priority locations for implementing safety improvements through developing a High Injury Network, creating Bicycle and Pedestrian Risk Factor maps, and incorporating Oregon DOT's Social Equity Index. We also documented the findings from the project into an engaging, visual report to use for implementing the plan and position it for funding opportunities.

Public Involvement: Kittelson conducted an equitable, inclusive process to identify underserved communities through data and conducted spatial equity analyses to prioritize projects and strategies in underrepresented populations. The activities were centered around equity, authentic engagement, and community input.

Contact: Susie Serres, PE, Principal Engineer, City of Hillsboro | 503-581-6156 | susie.serres@hillsboro-oregon.gov

KLAMATH FALLS TRANSPORTATION SAFETY ACTION PLAN; KLAMATH FALLS, OR (2024)

Kittelson led the Klamath Falls Transportation Safety Action Plan to align with the SS4A requirements. Kittelson completed crash analyses to identify safety emphasis areas based on citywide crash patterns and specific locations exhibiting frequent crashes with high severities. Based on these analyses, we developed systemic, low-cost countermeasures and capital improvements for sites with frequent high crash severities.

A committee represented the community interests with a role in preventing and responding to crashes. The committee included City and County staff, elected officials, and representatives from school districts, business association, first responders, public health and healthcare providers, transit service providers, and Oregon DOT. Working with these groups helped determine infrastructure needs and identified non-infrastructure strategies. This approach layered the infrastructure recommendations and provided a comprehensive approach to increasing transportation safety.

Contact: Mark Willrett, Public Works Director, City of Klamath Falls | 541- 883-5364 | Willrett@ci.klamath-falls.or.us

> The public engagement attracted over **200** participants providing over **470** comments all around Klamath Falls.

DESCHUTES COUNTY TRANSPORTATION SAFETY ACTION PLAN; DESCHUTES COUNTY, OR (2019)

Kittelson prepared the first Deschutes County Transportation Safety Action Plan, which was prepared because Deschutes County wanted to establish priorities for infrastructure safety improvements and create a repeatable process that can be updated regularly to identify new priorities as projects are completed. Preparing the plan included identifying county emphasis areas, applying *Highway Safety Manual* safety management processes to identify project locations with potential for crash reduction, diagnosing priority locations, and identifying cost-effective solutions with documented effectiveness at reducing crash potential.

Infrastructure solutions include systemic and site-specific projects. Development of the plan was guided by a PAC, which included members from the District Attorney's office, Department of Public Health, City and County staff, bicycle and pedestrian advocates, and law enforcement.

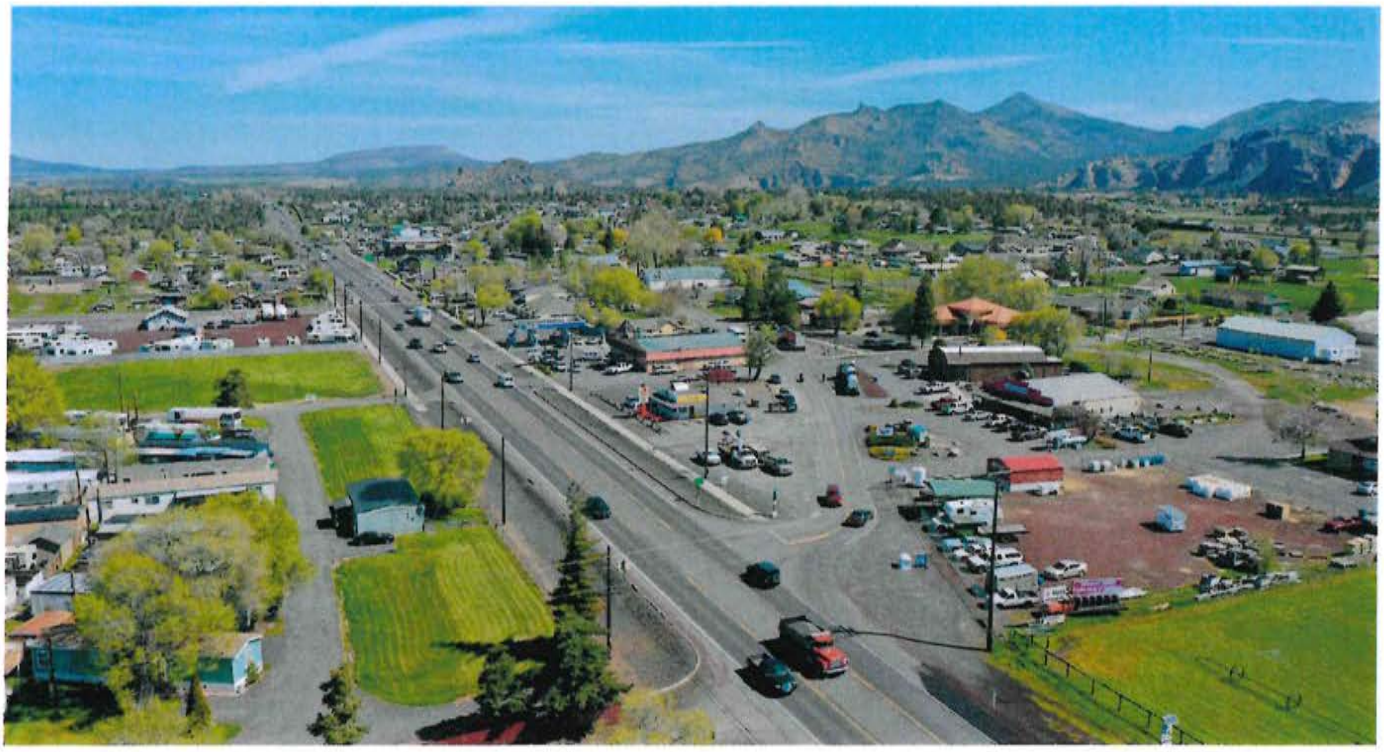
Contact: Chris Doty, PE, Director of Public Works, Deschutes County | 541-322-7105 | chris.doty@deschutes.org

DRIVE TO ZERO SAFETY ACTION (2019)

The Drive to Zero Safety Action Plan is a multidisciplinary plan with action items covering a range of behavioral health topics, including young/senior drivers, aggressive driving, impaired driving, vulnerable users, emergency medical services, vehicle technology, safety culture, and engineering-related projects and policies.

While preparing the Drive to Zero Safety Action Plan, Kittelson identified non-engineering solutions to create a culture of safety, which in Clackamas County is, "the attitude residents share about safe driving and other forms of transportation." To establish the safety culture, the team assessed cultural factors, worked to increase protective behaviors, and found ways to decrease risky behaviors with the intent of improving health and safety for all. This was supported by youth-oriented education and outreach, media campaigns, and a pilot project. The project includes a Blueprint for Healthy Clackamas County and performance measures to evaluate progress on achieving zero fatal crashes in Clackamas County.

Contact: Joseph Marek, PE, PTOE, Transportation Safety Program Manager, Clackamas County | 503-742-4705 | joem@co.clackamas.or.us



› Since 2019, when Deschutes County adopted their Transportation Safety Action Plan, 4 safety improvements and 11 systemic countermeasures have been implemented.

OR 6 WILSON RIVER HIGHWAY CORRIDOR STUDY (2023)

The OR 6 (Wilson River Highway), is a 48-mile rural highway that connects Tillamook to Banks. It is an important commercial link between the Oregon Coast and the Portland metro area, and changes in the area's economy have brought more freight, tourist, and transit traffic to OR 6. As traffic has increased, crashes and fatalities have become more common. Area residents and motorists who often travel along OR 6 want this route to be and feel safer.

The study team identified that unstable slopes are contributing to the unsafe roadway conditions and crashes and that limited passing opportunities incentivize motorists to attempt risky maneuvers. The lack of cell service hinders emergency response.

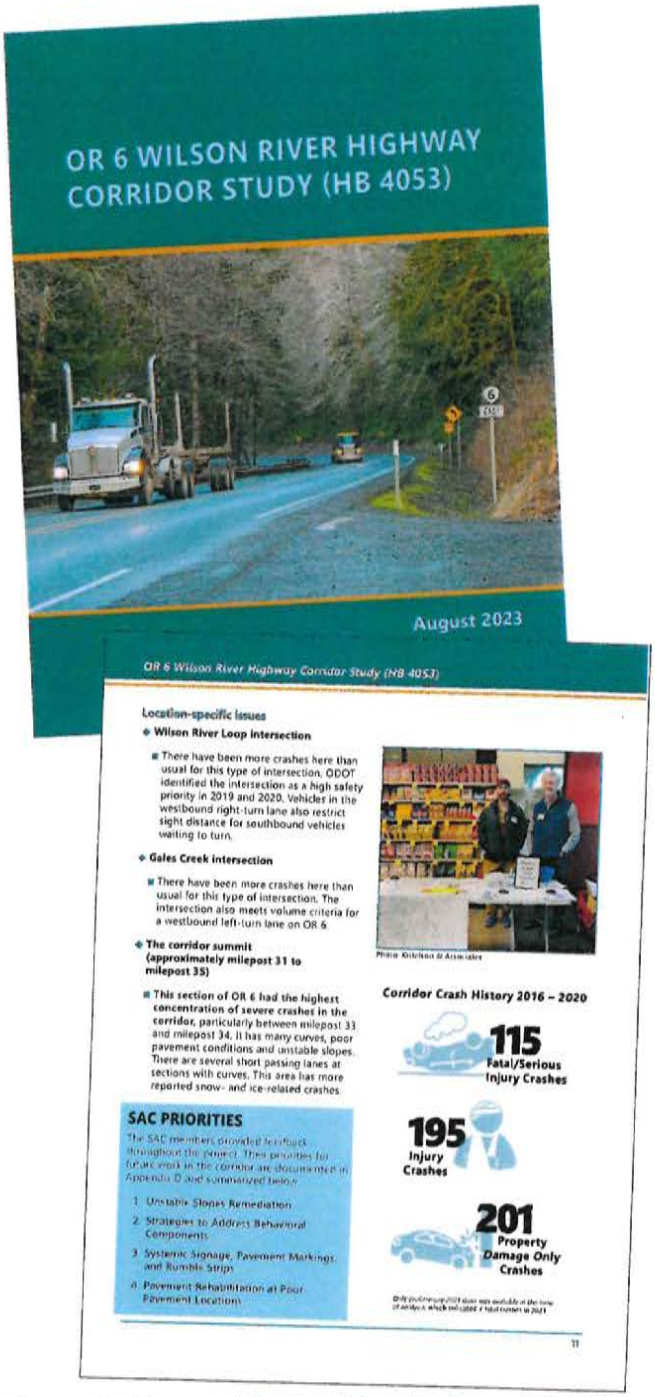
To study the dynamic terrain along OR 6, Kittelson led a team consisting of Oregon DOT staff, experienced transportation planners and engineers, geotechnical and environmental experts, and people who live and work in the communities connected by OR 6. To understand needs along the corridor, the study team:

- Conducted public engagement (online and in-person) to gather community feedback on existing problems;
- Identified issues related to safety, freight, operations, and road conditions; and
- Developed solution project packages with cost estimates which are adaptable to various funding requirements.

The project packages include safety solutions (stabilizing slopes, updating roadway striping, installing rumble strips, expanding ITS applications and communications, expanding passing opportunities, and improving road signage).

The study was completed with information needed to prepare competitive grant applications. Also, this report will assist decision-makers and stakeholders in weighing the costs and benefits of various solutions for improving OR 6 to meet safety standards. The ultimate goal is to decrease crashes and fatalities, while enabling people to travel safely along OR 6.

Contact: Ken Shonkwiler, Senior Transportation Project Manager, Oregon DOT | 971-326-0232 | Kenneth.Shonkwiler@odot.oregon.gov



"... project team delivered the study on OR 6 in the rigorous timeline (1 year) and went above expectations on deliverables, graphics, and project compilation. Both advisory committees and ODOT technical staff were pleased with the final document. .... we now have a clear understanding of the magnitude of improvements and the Oregon Legislature, ODOT, and local communities have a path forward for creating a safer corridor for the traveling public. -Ron Shonkwiler, Senior Transportation Project Manager, Oregon DOT

RESOLUTION NO. 1121
AWARDING CONTRACT FOR THE STAYTON SAFETY ACTION PLAN

WHEREAS, the City of Stayton was awarded federal funding of $120,000 as part of the FY 2023 Safe Streets and Roads for All (SS4A) grant program administered by the Federal Highway Administration;

WHEREAS, the purpose of the Stayton Safety Action Plan (SSAP) is to identify and prioritize strategies to enhance the safety of all transportation modes throughout the City of Stayton;

WHEREAS, a Request for Proposals was issued to various transportation planning firms;

WHEREAS, the proposal from Kittelson & Associates was reviewed by the City Manager, Engineering Associate, and the Community and Economic Development Director, all of whom determined that the proposal met or exceeded the project criteria; and

WHEREAS, the proposed contract with Kittelson & Associates for the Stayton Safety Action Plan is in the amount of $119,836, which will be fully reimbursed through the SS4A grant funding.

NOW THEREFORE, THE CITY OF STAYTON RESOLVES:

SECTION 1. The City of Stayton hereby awards the contract for the Stayton Safety Action Plan to Kittelson & Associates in the amount of $119,836.

SECTION 2. The City Manager is authorized to execute the contract on behalf of the City of Stayton with Kittelson & Associates for the Stayton Safety Action Plan.

This Resolution shall become effective upon its adoption by the Stayton City Council.

ADOPTED BY THE STAYTON CITY COUNCIL THIS 18TH DAY OF NOVEMBER 2024.

CITY OF STAYTON

Signed:_____, 2024 BY: _____
Stephen Sims, Council President

Signed:_____, 2024 ATTEST: _____
Julia Hajduk, City Manager

CITY OF STAYTON

M E M O R A N D U M

TO: **Council President Sims and the Stayton City Council**

FROM: **Julia Hajduk, City Manager**

DATE: **November 18, 2024**

SUBJECT: **Establishing a Comprehensive Street Improvement Funding Strategy and Amending the Fee Schedule to Increase the Street Fee**

ISSUE

Should the Council adopt a resolution establishing a comprehensive street improvement funding strategy and amending the fee schedule to increase the street fee?

ENCLOSURE(S)

- Street Section Treatment Needs List from GRI, Updated April 2024
- Resolution No. 1122

BACKGROUND INFORMATION

At the October 21, 2024 Council meeting, staff provided an update on the street survey and discussed the recommended next steps. Council provided staff with direction for the FY 24/25 street improvement projects. They also provided general direction to staff indicating support for a modest street fee increase provided there was also a policy level budget direction to ensure funds were allocated from the general fund to also achieve street improvements.

The attached resolution outlines a comprehensive strategy to guide our staff through the budget process and enhance our street improvements. It refines policy direction on prioritizing street improvements and instructs staff to establish a capital projects advisory committee. Additionally, the resolution introduces measures for implementing and reporting progress back to the Council. This will ensure we stay on track with funding needs and adjust revenue expectations and sources as necessary.

Staff proposes this strategy as it will boost funding and provide financial flexibility, enabling any excess revenue to support other necessary funds, especially if utility improvements are needed. This approach allows us to carefully plan and escalate street improvement projects while minimizing the impact on other departments funded by the General Fund.

FISCAL IMPACT

The policy direction established by this resolution will take 15% of the franchise fees from the General Fund and allocate it to the Street Fund. This is currently estimated to be about $130,000, which will not be available for General Fund funded needs. In addition, with the increase of the street fee from $4 to $10, we estimate this will provide an additional $279,000 to the street fund for street improvement projects for a total of $400,000 above current funding levels.

SUMMARY

City staff recommends approving Resolution No. 1122, establishing a comprehensive street improvement funding strategy and amending the fee schedule to increase the street fee.

OPTIONS AND MOTION(S)

The City Council is presented with the following options.

1. **Approve Resolution No. 1122.**

   Move to approve Resolution No. 1122 as presented.

2. **Approve Resolution No. 1122 with amendments.**

   Move to amend Resolution No. 1122 to … (describe changes proposed).

3. **Do not approve Resolution No. 1122**

   No motion necessary.

Table 1 - CITY OF STAYTON STREET SECTION TREATMENT NEEDS

Street ID	Section ID	Road Name	Beginning Location	End Location	Section Length, feet	Section Width, feet	Section Area, square feet	Functional Classification	2022 PCI	2022 Condition Category	2026 PCI	2026 Condition Category	2031 PCI	2031 Condition Category	Remaining Life	Recommended Treatment (based on 2022 PCI)	Treatment 2024 Unit Cost	Estimated 2024 Treatment Cost
Very Poor Condition Street Segments																		
EBURNETTST	03	E BURNETT ST	N FOURTH AV	N THIRD AV	277	28	7,745	Local	24	Very Poor	11	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$115,404
EBURNETTST	04	E BURNETT ST	N FIFTH AV	N FOURTH AV	266	28	7,449	Local	20	Very Poor	6	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$110,984
EBURNETTST	05	E BURNETT ST	N SIXTH AV	N FIFTH AV	287	18	5,162	Local	23	Very Poor	9	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$76,921
EBURNETTST	06	E BURNETT ST	N SEVENTH AV	N SIXTH AV	277	18	4,989	Local	20	Very Poor	6	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$74,332
ECEDARST	03	E CEDAR ST	DEAD END	N SIXTH AV	96	18	1,729	Local	19	Very Poor	5	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$25,760
EELWOODST	01	E ELWOOD ST	N FOURTH AV	N THIRD AV	276	20	5,522	Local	24	Very Poor	11	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$82,283
EELWOODST	02	E ELWOOD ST	N FIFTH AV	N FOURTH AV	276	20	5,512	Local	23	Very Poor	9	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$82,133
EFIRST	01	E FIR ST	N FIRST AV	N THIRD AV	524	20	10,479	Local	20	Very Poor	6	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$156,134
EFIRST	02A	E FIR ST	N THIRD AVENUE	N FOURTH AVENUE	275	38	10,450	Local	23	Very Poor	10	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$155,705
EHOLLISTST	03	E HOLLISTER ST	N FIFTH AV	N FOURTH AV	277	40	11,065	Local	12	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$164,874
EHOLLISTST	04	E HOLLISTER ST	N SIXTH AV	N FIFTH AV	275	40	11,004	Local	17	Very Poor	2	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$163,963
EHOLLISTST	05	E HOLLISTER ST	N SEVENTH AV	N SIXTH AV	578	40	23,128	Local	18	Very Poor	4	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$344,601
EIDAST	03	E IDA ST	N FOURTH AV	N THIRD AV	276	40	11,045	Local	21	Very Poor	7	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$164,577
EPINEST	01	E PINE ST	N FIRST AV	N THIRD AV	527	20	10,536	Local	20	Very Poor	6	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$156,987
EPINEST	02A	E PINE ST	PAVEMENT CHANGE	N SIXTH AV	130	38	4,940	Local	14	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$73,606
EROBIDOUST	01	E ROBIDOUX ST	N FOURTH AV	N THIRD AV	276	20	5,522	Local	22	Very Poor	8	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$82,283
EROBIDOUST	02	E ROBIDOUX ST	N FIFTH AV	N FOURTH AV	276	20	5,522	Local	17	Very Poor	2	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$82,283
EROBIDOUST	03	E ROBIDOUX ST	N SIXTH AV	N FIFTH AV	278	20	5,567	Local	15	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$82,947
ESANTIAMST	01	E SANTIAM ST	N FOURTH AV	N THIRD AV	277	20	5,533	Local	18	Very Poor	4	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$82,435
ESANTIAMST	02	E SANTIAM ST	N FIFTH AV	N FOURTH AV	276	20	5,522	Local	7	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$82,282
EVIRGINIST	04	E VIRGINIA ST	N FIFTH AV	N FOURTH AV	277	20	5,532	Local	13	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$82,433
EVIRGINIST	05	E VIRGINIA ST	N SIXTH AV	N FIFTH AV	277	20	5,532	Local	5	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$82,429
EVIRGINIST	06	E VIRGINIA ST	N SEVENTH AV	N SIXTH AV	278	20	5,556	Local	4	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$82,778
EWASHINGST	06	E WASHINGTON ST	N SEVENTH AV	N SIXTH AV	282	31	8,737	Local	19	Very Poor	5	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$130,183
FERNAV	01	FERN AV	W LOCUST ST	W DARBY ST	260	40	10,410	Local	22	Very Poor	8	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$155,108
FERNST	01	FERN ST	SHAFF RD	W REGIS ST	657	40	26,277	Local	25	Very Poor	12	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$391,529
GARDNERAV	04	GARDNER AV	IDA ST	W MAPLE ST	457	39	17,820	Local	20	Very Poor	6	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$265,516
MTJEFFDR	01	MT JEFFERSON DR	DEAD END	E PINE ST	400	30	11,992	Local	19	Very Poor	5	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$178,680
NBIRCHAV	01	N BIRCH AV	W HIGH ST	W IDA ST	260	19	4,939	Local	19	Very Poor	5	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$73,598
NCHERRYAV	01	N CHERRY AV	W HIGH ST	W IDA ST	250	19	4,754	Local	15	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$70,841
NFIFTHAV	02	N FIFTH AV	E ROBIDOUX ST	E ELWOOD ST	260	20	5,202	Local	14	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$77,513
NFIFTHAV	04	N FIFTH AV	E SANTIAM ST	E JEFFERSON ST	260	20	5,203	Local	16	Very Poor	1	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$77,519
NFIFTHAV	05	N FIFTH AV	E JEFFERSON ST	E WASHINGTON ST	258	20	5,164	Local	14	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$76,938
NFIFTHAV	06	N FIFTH AV	E WASHINGTON ST	E VIRGINIA ST	262	30	7,873	Local	23	Very Poor	10	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$117,302
NFIFTHAV	07	N FIFTH AV	E VIRGINIA ST	E BURNETT ST	253	20	5,060	Local	14	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$75,401
NFIFTHAV	08	N FIFTH AV	E BURNETT ST	E MARION ST	267	20	5,341	Local	16	Very Poor	1	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$79,577
NFOURTHAV	03	N FOURTH AV	E HOLLISTER ST	E ROBIDOUX ST	261	40	10,426	Local	8	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$155,348
NFOURTHAV	04	N FOURTH AV	E ROBIDOUX ST	E ELWOOD ST	260	20	5,204	Local	8	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$77,538
NFOURTHAV	06	N FOURTH AV	E SANTIAM ST	E JEFFERSON ST	260	20	5,203	Local	10	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$77,528
NFOURTHAV	07	N FOURTH AV	E JEFFERSON ST	E WASHINGTON ST	260	20	5,206	Local	6	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$77,566
NPEACHAV	01A	N PEACH AV	BEGINNING OF GRAVEL	W WASHINGTON STREET	30	20	600	Local	23	Very Poor	10	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$8,940
NSECONDAV	02	N SECOND AV	E FIR ST	E PINE ST	260	20	5,193	Local	20	Very Poor	6	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$77,383
NSECONDAV	03A	N SECOND AV	E PINE ST	PAVEMENT CHANGE	161	20	3,222	Local	11	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$48,002
NSECONDAV	04	N SECOND AV	E WASHINGTON ST	E VIRGINIA ST	260	40	10,410	Local	25	Very Poor	12	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$155,113
NSEVENTHAV	03	N SEVENTH AV	E WASHINGTON ST	E VIRGINIA ST	262	40	10,484	Local	23	Very Poor	9	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$156,206
NSIXTHAV	06	N SIXTH AV	E SANTIAM ST	E JEFFERSON ST	250	45	11,234	Local	14	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$167,379
NSIXTHAV	08	N SIXTH AV	E WASHINGTON ST	E VIRGINIA ST	262	30	7,867	Local	17	Very Poor	2	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$117,222
NSIXTHAV	09	N SIXTH AV	E VIRGINIA ST	E BURNETT ST	253	18	4,557	Local	4	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$67,898
NSIXTHAV	10	N SIXTH AV	E BURNETT ST	E MARION ST	267	18	4,810	Local	11	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$71,674
NSIXTHAV	11	N SIXTH AV	E MARION ST	DEAD END	261	40	10,445	Local	17	Very Poor	2	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$155,628
NTHIRDAV	07	N THIRD AV	E ROBIDOUX ST	E ELWOOD ST	260	38	9,889	Local	23	Very Poor	9	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$147,339
SCENVIEWDR	03	SCENIC VIEW DR	E PINE ST	END OF SIDEWALK	401	38	15,223	Local	23	Very Poor	9	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$226,820
SCENVIEWDR	04	SCENIC VIEW DR	END OF SIDEWALK	E SANTIAM ST	469	18	8,435	Local	24	Very Poor	11	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$125,680
WESTOWNDR	01	WESTOWN DR	SHAFF RD	WESTFALL PL	183	34	6,220	Local	19	Very Poor	5	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$92,684
WESTOWNDR	02	WESTOWN DR	MELISSA CT	WYATT AV	275	34	9,338	Local	15	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$139,132
WESTOWNDR	08	WESTOWN DR	WESTWOOD DR	KRISTAN CT	220	34	7,491	Local	25	Very Poor	12	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$111,620

Street ID	Section ID	Road Name	Beginning Location	End Location	Section Length, feet	Section Width, feet	Section Area, square feet	Functional Classification	2022 PCI	2022 Condition Category	2026 PCI	2026 Condition Category	2031 PCI	2031 Condition Category	Remaining Life	Recommended Treatment (based on 2022 PCI)	Treatment 2024 Unit Cost	Estimated 2024 Treatment Cost
WESTOWNDR	10A	WESTOWN DR	TODD CT	PAVEMENT CHANGE	75	34	2,550	Local	24	Very Poor	11	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$37,995
WESTWOODPL	01	WESTWOOD PL	WESTERN AV	DEAD END	270	43	11,609	Local	25	Very Poor	12	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$172,967
WFIRST	01	W FIR ST	N EVERGREEN ST	DEAD END	329	35	11,504	Local	19	Very Poor	5	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$171,411
WHIGHST	04	W HIGH ST	N CHERRY AV	N BIRCH AV	276	30	8,285	Local	5	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$123,454
WHIGHST	05	W HIGH ST	N BIRCH AV	N ALDER AV	275	30	8,255	Local	13	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$122,999
WHIGHST	06	W HIGH ST	N ALDER AV	N FIRST AV	277	30	8,295	Local	0	Very Poor	0	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$123,602
WMAPLEST	01	W MAPLE ST	GARDNER AV	FERN AV	385	39	14,997	Local	23	Very Poor	9	Very Poor	0	Very Poor	0	Reconstruct Structure (AC)	$134.10	$223,456
Poor Condition Street Segments																		
BIRCHCT	01	BIRCH CT	W HOLLISTER ST	DEAD END	224	45	10,077	Local	47	Poor	37	Poor	23	Very Poor	8	Mill and Inlay (2 Inches) and Digout	$66.20	$74,123
CHERRYCT	01	CHERRY CT	W HOLLISTER ST	DEAD END	347	34	11,805	Local	43	Poor	33	Poor	17	Very Poor	6	Mill and Inlay (2 Inches) and Digout	$66.20	$86,835
DAWNDR	01	DAWN DR	KENT AV	N TENTH AV	1,267	33	41,817	Local	28	Poor	15	Very Poor	0	Very Poor	1	Mill and Inlay (2 Inches) and Digout	$66.20	$307,590
DAWNDR	02	DAWN DR	DEAD END	KENT AV	375	33	12,378	Local	43	Poor	33	Poor	17	Very Poor	6	Mill and Inlay (2 Inches) and Digout	$66.20	$91,049
DOUGLASAV	01	DOUGLAS AV	DEAD END	W HOLLISTER ST	290	43	12,467	Local	49	Poor	39	Poor	25	Very Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$91,704
DOUGLASAV	02	DOUGLAS AV	W HOLLISTER ST	W LOCUST ST	652	40	26,088	Local	49	Poor	39	Poor	25	Very Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$191,891
DOUGLASAV	03	DOUGLAS AV	W LOCUST ST	W WASHINGTON ST	670	40	26,794	Local	33	Poor	21	Very Poor	3	Very Poor	3	Mill and Inlay (2 Inches) and Digout	$66.20	$197,086
ECEDARST	02	E CEDAR ST	N THIRD AV	N SIXTH AV	833	39	32,487	Local	45	Poor	35	Poor	20	Very Poor	7	Mill and Inlay (2 Inches) and Digout	$66.20	$238,959
EELWOODST	03	E ELWOOD ST	N SIXTH AV	N FIFTH AV	276	20	5,523	Local	33	Poor	21	Very Poor	3	Very Poor	3	Mill and Inlay (2 Inches) and Digout	$66.20	$40,622
EFIRST	02B	E FIR ST	N FOURTH AV	N SIXTH AV	535	34	18,190	Local	50	Poor	41	Poor	27	Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$133,798
EFLORENCST	01	E FLORENCE ST	N THIRD AV	N SECOND AV	279	40	11,163	Local	34	Poor	22	Very Poor	5	Very Poor	3	Mill and Inlay (2 Inches) and Digout	$66.20	$82,114
EFLORENCST	02	E FLORENCE ST	N FOURTH AV	N THIRD AV	272	40	10,866	Local	44	Poor	34	Poor	19	Very Poor	7	Mill and Inlay (2 Inches) and Digout	$66.20	$79,923
EHIGHST	02	E HIGH ST	N THIRD AV	N SECOND AV	275	40	10,997	Local	39	Poor	28	Poor	12	Very Poor	5	Mill and Inlay (2 Inches) and Digout	$66.20	$80,889
EHOLLISTST	01	E HOLLISTER ST	N FIRST AV	N THIRD AV	530	20	10,597	Local	48	Poor	38	Poor	24	Very Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$77,943
EHOLLISTST	02	E HOLLISTER ST	N FOURTH AV	N THIRD AV	276	40	11,045	Local	26	Poor	13	Very Poor	0	Very Poor	0	Mill and Inlay (2 Inches) and Digout	$66.20	$81,240
EIDAST	01	E IDA ST	N SECOND AV	N FIRST AV	273	40	10,938	Local	32	Poor	20	Very Poor	2	Very Poor	2	Mill and Inlay (2 Inches) and Digout	$66.20	$80,454
EIDAST	02	E IDA ST	N THIRD AV	N SECOND AV	275	40	11,004	Local	31	Poor	19	Very Poor	0	Very Poor	2	Mill and Inlay (2 Inches) and Digout	$66.20	$80,942
EIDAST	04	E IDA ST	E MILL STREAM WOODS RD	N FOURTH AV	236	20	4,715	Local	48	Poor	38	Poor	24	Very Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$34,683
EKATHYST	01	E KATHY ST	N TENTH AV	DEAD END	1,310	39	51,084	Local	37	Poor	26	Very Poor	9	Very Poor	4	Mill and Inlay (2 Inches) and Digout	$66.20	$375,753
EPINEST	04	E PINE ST	MT JEFFERSON DR	N TENTH AV	1,388	30	41,627	Local	38	Poor	27	Poor	10	Very Poor	4	Mill and Inlay (2 Inches) and Digout	$66.20	$306,186
EROBIDOUST	04A	E ROBIDOUX ST	START OF GRAVEL	N SIXTH AV	350	20	7,000	Local	34	Poor	22	Very Poor	5	Very Poor	3	Mill and Inlay (2 Inches) and Digout	$66.20	$51,489
ESANTIAMST	03	E SANTIAM ST	N SIXTH AV	N FIFTH AV	277	48	13,298	Local	33	Poor	21	Very Poor	3	Very Poor	3	Mill and Inlay (2 Inches) and Digout	$66.20	$97,816
ESANTIAMST	04	E SANTIAM ST	DEAD END	N SIXTH AV	232	40	9,280	Local	28	Poor	15	Very Poor	0	Very Poor	1	Mill and Inlay (2 Inches) and Digout	$66.20	$68,262
ESANTIAMST	05B	E SANTIAM ST	ORCHARD COURT	N TENTH AV	250	38	9,500	Local	45	Poor	35	Poor	20	Very Poor	7	Mill and Inlay (2 Inches) and Digout	$66.20	$69,878
EVIRGINIST	07	E VIRGINIA ST	N NINTHTH AV	N SEVENTH AV	826	38	31,387	Local	30	Poor	18	Very Poor	0	Very Poor	2	Mill and Inlay (2 Inches) and Digout	$66.20	$230,866
EWATERST	01	E WATER ST	FIRST AVE	THIRD AVE	552	38	20,962	Local	41	Poor	30	Poor	14	Very Poor	6	Mill and Inlay (2 Inches) and Digout	$66.20	$154,188
EWATERST	02	E WATER ST	THIRD AVE	END	282	25	7,055	Local	50	Poor	41	Poor	27	Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$51,891
FERNAV	03	FERN AV	IDA ST	W MAPLE ST	705	39	27,478	Local	34	Poor	22	Very Poor	5	Very Poor	3	Mill and Inlay (2 Inches) and Digout	$66.20	$202,113
FERNRIDGRD	02	FERN RIDGE RD	N THIRD AV	N TENTH AV	2,087	50	104,339	Major Collector	48	Poor	30	Poor	0	Very Poor	5	Mill and Inlay (3 Inches) and Digout	$90.30	$1,046,867
GREEACRECT	01	GREEN ACRES CT	DEAD END	E SANTIAM ST	144	50	7,194	Local	27	Poor	14	Very Poor	0	Very Poor	1	Mill and Inlay (2 Inches) and Digout	$66.20	$52,913
HIGHLANDCT	01	HIGHLAND CT	E PINE ST	DEAD END	262	40	10,477	Local	47	Poor	37	Poor	23	Very Poor	8	Mill and Inlay (2 Inches) and Digout	$66.20	$77,062
HIGHLANDDR	01	HIGHLAND DR	DEAD END	E PINE ST	525	40	20,999	Local	50	Poor	41	Poor	27	Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$154,457
HIGHLANDDR	02	HIGHLAND DR	E PINE ST	E SANTIAM ST	963	38	36,588	Local	35	Poor	23	Very Poor	6	Very Poor	3	Mill and Inlay (2 Inches) and Digout	$66.20	$269,123
KENTAV	01	KENT AV	FERN RIDGE RD	KENT CT	174	33	5,730	Local	38	Poor	27	Poor	10	Very Poor	4	Mill and Inlay (2 Inches) and Digout	$66.20	$42,144
KENTAV	02	KENT AV	KENT CT	DAWN DR	908	33	29,976	Local	48	Poor	38	Poor	24	Very Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$220,488
KENTAV	03	KENT AV	DAWN DR	DEAD END	130	33	4,289	Local	49	Poor	39	Poor	25	Very Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$31,548
KENTCT	01	KENT CT	DEAD END	KENT AV	488	35	17,091	Local	39	Poor	28	Poor	12	Very Poor	5	Mill and Inlay (2 Inches) and Digout	$66.20	$125,712
KINDLEWY	03	KINDLE WY	SHAFF RD	MEADOWLARK DR	769	34	26,152	Local	36	Poor	25	Very Poor	7	Very Poor	4	Mill and Inlay (2 Inches) and Digout	$66.20	$192,363
NEVERGREST	01	N EVERGREEN ST	SHAFF RD	W REGIS ST	657	40	26,264	Local	48	Poor	38	Poor	24	Very Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$193,189
NEVERGREST	02	N EVERGREEN ST	W FIR ST	W HOLLISTER ST	538	40	21,525	Local	27	Poor	14	Very Poor	0	Very Poor	1	Mill and Inlay (2 Inches) and Digout	$66.20	$158,326
NEVERGREST	03	N EVERGREEN ST	W HOLLISTER ST	DEAD END	349	40	13,975	Local	39	Poor	28	Poor	12	Very Poor	5	Mill and Inlay (2 Inches) and Digout	$66.20	$102,794
NEVERGREST	06	N EVERGREEN ST	W HIGH ST	W BURNETT ST	513	30	15,380	Local	49	Poor	39	Poor	25	Very Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$113,131
NEVERGREST	08	N EVERGREEN ST	IDA ST	W WATER ST	527	35	18,449	Local	29	Poor	16	Very Poor	0	Very Poor	1	Mill and Inlay (2 Inches) and Digout	$66.20	$135,702
NFIFTHAV	09	N FIFTH AV	E MARION ST	DEAD END	263	16	4,201	Local	45	Poor	35	Poor	20	Very Poor	7	Mill and Inlay (2 Inches) and Digout	$66.20	$30,904
NFIFTHCT	01	N FIFTH CT	E FIR ST	DEAD END	294	43	12,643	Local	46	Poor	36	Poor	21	Very Poor	8	Mill and Inlay (2 Inches) and Digout	$66.20	$92,993
NFOURTHAV	01A	N FOURTH AV	CUL-DE-SAC	E FIR ST	155	51	7,905	Local	48	Poor	38	Poor	24	Very Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$58,146
NFOURTHAV	02	N FOURTH AV	E FIR ST	E HOLLISTER ST	520	40	20,811	Local	36	Poor	25	Very Poor	7	Very Poor	4	Mill and Inlay (2 Inches) and Digout	$66.20	$153,077
NFOURTHAV	05	N FOURTH AV	E ELWOOD ST	E SANTIAM ST	260	24	6,244	Local	29	Poor	16	Very Poor	0	Very Poor	1	Mill and Inlay (2 Inches) and Digout	$66.20	$45,929
NFOURTHAV	11	N FOURTH AV	E MARION ST	E IDA ST	520	35	18,207	Local	43	Poor	33	Poor	17	Very Poor	6	Mill and Inlay (2 Inches) and Digout	$66.20	$133,922
NHOLLYAV	01	N HOLLY AV	IDA ST	W WATER ST	656	32	21,000	Local	47	Poor	37	Poor	23	Very Poor	8	Mill and Inlay (2 Inches) and Digout	$66.20	$154,468
NMYRTLEAV	01	N MYRTLE AV	WASHINGTON ST	IDA ST	749	20	14,982	Local	28	Poor	15	Very Poor	0	Very Poor	1	Mill and Inlay (2 Inches) and Digout	$66.20	$110,198

Street ID	Section ID	Road Name	Beginning Location	End Location	Section Length, feet	Section Width, feet	Section Area, square feet	Functional Classification	2022 PCI	2022 Condition Category	2026 PCI	2026 Condition Category	2031 PCI	2031 Condition Category	Remaining Life	Recommended Treatment (based on 2022 PCI)	Treatment 2024 Unit Cost	Estimated 2024 Treatment Cost
NNOBLEAV	01	N NOBLE AV	WASHINGTON ST	IDA ST	561	20	11,212	Local	47	Poor	37	Poor	23	Very Poor	8	Mill and Inlay (2 Inches) and Digout	$66.20	$82,469
NOAKAV	01	N OAK AV	WASHINGTON ST	IDA ST	347	32	11,096	Local	34	Poor	22	Very Poor	5	Very Poor	3	Mill and Inlay (2 Inches) and Digout	$66.20	$81,616
NSECONDAV	01	N SECOND AV	E CEDAR ST	E FIR ST	259	20	5,172	Local	27	Poor	14	Very Poor	0	Very Poor	1	Mill and Inlay (2 Inches) and Digout	$66.20	$38,042
NSECONDAV	05	N SECOND AV	E VIRGINIA ST	E BURNETT ST	259	40	10,372	Local	39	Poor	28	Poor	12	Very Poor	5	Mill and Inlay (2 Inches) and Digout	$66.20	$76,291
NSECONDAV	06	N SECOND AV	E BURNETT ST	E MARION ST	261	40	10,447	Local	28	Poor	15	Very Poor	0	Very Poor	1	Mill and Inlay (2 Inches) and Digout	$66.20	$76,846
NSECONDAV	07	N SECOND AV	E MARION ST	E HIGH ST	260	40	10,381	Local	35	Poor	23	Very Poor	6	Very Poor	3	Mill and Inlay (2 Inches) and Digout	$66.20	$76,361
NSECONDAV	08	N SECOND AV	E HIGH ST	E IDA ST	260	40	10,392	Local	36	Poor	25	Very Poor	7	Very Poor	4	Mill and Inlay (2 Inches) and Digout	$66.20	$76,442
NSECONDAV	09	N SECOND AV	IDA ST	E FLORANCE ST	257	40	10,265	Local	49	Poor	39	Poor	25	Very Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$75,502
NSEVENTHAV	02	N SEVENTH AV	E JEFFERSON ST	E WASHINGTON ST	265	40	10,613	Local	29	Poor	16	Very Poor	0	Very Poor	1	Mill and Inlay (2 Inches) and Digout	$66.20	$78,066
NSEVENTHAV	04	N SEVENTH AV	E VIRGINIA ST	E BURNETT ST	249	40	9,967	Local	29	Poor	16	Very Poor	0	Very Poor	1	Mill and Inlay (2 Inches) and Digout	$66.20	$73,310
NSEVENTHAV	05	N SEVENTH AV	E BURNETT ST	E MARION ST	268	40	10,731	Local	31	Poor	19	Very Poor	0	Very Poor	2	Mill and Inlay (2 Inches) and Digout	$66.20	$78,936
NSIXTHAV	02B	N SIXTH AV	END OF GRAVEL	E CEDAR ST	213	40	8,531	Local	46	Poor	36	Poor	21	Very Poor	8	Mill and Inlay (2 Inches) and Digout	$66.20	$62,749
NSIXTHAV	03	N SIXTH AV	E CEDAR ST	E FIR ST	442	40	17,663	Local	46	Poor	36	Poor	21	Very Poor	8	Mill and Inlay (2 Inches) and Digout	$66.20	$129,921
NSIXTHAV	04	N SIXTH AV	E FIR ST	E HOLLISTER ST	490	40	19,607	Local	32	Poor	20	Very Poor	2	Very Poor	2	Mill and Inlay (2 Inches) and Digout	$66.20	$144,218
NTENTHAV	03	N TENTH AV	FIR ST	START OF NB TURN LANE	555	42	23,306	Major Collector	38	Poor	17	Very Poor	0	Very Poor	3	Mill and Inlay (3 Inches) and Digout	$90.30	$233,840
NTHIRDAV	04	N THIRD AV	FERN RIDGE RD	E CEDAR ST	1,061	38	40,321	Local	50	Poor	41	Poor	27	Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$296,584
NTHIRDAV	05	N THIRD AV	E CEDAR ST	E HOLLISTER ST	937	38	35,606	Local	42	Poor	31	Poor	16	Very Poor	6	Mill and Inlay (2 Inches) and Digout	$66.20	$261,899
NTHIRDAV	06	N THIRD AV	E HOLLISTER ST	E ROBIDOUX ST	261	38	9,907	Local	41	Poor	30	Poor	14	Very Poor	6	Mill and Inlay (2 Inches) and Digout	$66.20	$72,872
NTHIRDAV	09	N THIRD AV	E WASHINGTON ST	E VIRGINIA ST	260	40	10,394	Local	33	Poor	21	Very Poor	3	Very Poor	3	Mill and Inlay (2 Inches) and Digout	$66.20	$76,457
NTHIRDAV	10	N THIRD AV	E VIRGINIA ST	E BURNETT ST	260	40	10,411	Local	39	Poor	28	Poor	12	Very Poor	5	Mill and Inlay (2 Inches) and Digout	$66.20	$76,577
NTHIRDAV	11	N THIRD AV	E BURNETT ST	E MARION ST	261	40	10,459	Local	34	Poor	22	Very Poor	5	Very Poor	3	Mill and Inlay (2 Inches) and Digout	$66.20	$76,928
NTHIRDAV	12	N THIRD AV	E MARION ST	E HIGH ST	255	40	10,213	Local	35	Poor	23	Very Poor	6	Very Poor	3	Mill and Inlay (2 Inches) and Digout	$66.20	$75,122
NTHIRDAV	13	N THIRD AV	E HIGH ST	E IDA ST	263	40	10,512	Local	50	Poor	41	Poor	27	Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$77,320
NTHIRDAV	14	N THIRD AV	IDA ST	E FLORANCE ST	255	40	10,186	Local	48	Poor	38	Poor	24	Very Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$74,926
SEVERGREST	01	S EVERGREEN ST	W MAPLE ST	W WATER ST	320	34	10,886	Local	33	Poor	21	Very Poor	3	Very Poor	3	Mill and Inlay (2 Inches) and Digout	$66.20	$80,076
TODDCT	01	TODD CT	DEAD END	WESTOWN DR	154	48	7,414	Local	50	Poor	41	Poor	27	Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$54,533
WBURNETTST	01	W BURNETT ST	N EVERGREEN ST	DEAD END	437	38	16,600	Local	47	Poor	36	Poor	22	Very Poor	8	Mill and Inlay (2 Inches) and Digout	$66.20	$122,101
WDARBYST	01	W DARBY ST	GARDNER AV	FERN AV	336	22	7,384	Local	26	Poor	13	Very Poor	0	Very Poor	0	Mill and Inlay (2 Inches) and Digout	$66.20	$54,310
WESTOWNDR	03	WESTOWN DR	WYATT AV	WESTFIELD CT	276	34	9,370	Local	45	Poor	35	Poor	20	Very Poor	7	Mill and Inlay (2 Inches) and Digout	$66.20	$68,925
WESTOWNDR	04	WESTOWN DR	WESTFIELD PL	WESTERN AV	276	34	9,372	Local	38	Poor	27	Poor	10	Very Poor	4	Mill and Inlay (2 Inches) and Digout	$66.20	$68,937
WESTOWNDR	05	WESTOWN DR	WESTERN AV	WESPARK CT	275	34	9,356	Local	50	Poor	41	Poor	27	Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$68,817
WESTOWNDR	09	WESTOWN DR	KRISTAN CT	TODD CT	139	34	4,724	Local	41	Poor	30	Poor	14	Very Poor	6	Mill and Inlay (2 Inches) and Digout	$66.20	$34,748
WHOLLISTST	01	W HOLLISTER ST	EVERGREEN AV	N FIRST AV	1,168	40	46,731	Local	39	Poor	28	Poor	12	Very Poor	5	Mill and Inlay (2 Inches) and Digout	$66.20	$343,732
WIDAST	01	W IDA ST	WASHINGTON ST	OAK ST	449	36	16,170	Major Collector	48	Poor	30	Poor	0	Very Poor	5	Mill and Inlay (3 Inches) and Digout	$90.30	$162,240
WIDAST	05	W IDA ST	N LARCH AV	N KING AV	181	40	7,242	Major Collector	46	Poor	27	Poor	0	Very Poor	4	Mill and Inlay (3 Inches) and Digout	$90.30	$72,665
WIDAST	08	W IDA ST	GARDNER AV	FERN AV	309	40	12,354	Major Collector	43	Poor	24	Very Poor	0	Very Poor	4	Mill and Inlay (3 Inches) and Digout	$90.30	$123,948
WIDAST	09	W IDA ST	FERN AV	N EVERGREEN ST	820	40	32,783	Major Collector	38	Poor	17	Very Poor	0	Very Poor	3	Mill and Inlay (3 Inches) and Digout	$90.30	$328,923
WIDAST	10	W IDA ST	N EVERGREEN AVE	N CHERRY AVE	512	48	24,581	Major Collector	30	Poor	7	Very Poor	0	Very Poor	1	Mill and Inlay (3 Inches) and Digout	$90.30	$246,627
WIDAST	11	W IDA ST	N BIRCH AV	N CHERRY AV	276	48	13,241	Major Collector	31	Poor	8	Very Poor	0	Very Poor	1	Mill and Inlay (3 Inches) and Digout	$90.30	$132,847
WIDAST	12	W IDA ST	N HIGH ST	N BIRCH AV	276	48	13,256	Major Collector	29	Poor	5	Very Poor	0	Very Poor	1	Mill and Inlay (3 Inches) and Digout	$90.30	$133,005
WIDAST	13	W IDA ST	N FIRST AV	N HIGH ST	275	48	13,212	Major Collector	27	Poor	3	Very Poor	0	Very Poor	0	Mill and Inlay (3 Inches) and Digout	$90.30	$132,555
WILDINGPL	01	WILDING PL	DEAD END	WYATT AV	293	43	12,610	Local	39	Poor	28	Poor	12	Very Poor	5	Mill and Inlay (2 Inches) and Digout	$66.20	$92,756
WILMINGTPL	01	WILMINGTON PL	DEAD END	WESTERN AV	270	43	11,609	Local	48	Poor	38	Poor	24	Very Poor	9	Mill and Inlay (2 Inches) and Digout	$66.20	$85,387
WILSHIREDR	01B	WILSHIRE DR	PAVEMENT CHANGE	WESTERN AV	902	38	34,261	Local	37	Poor	26	Very Poor	9	Very Poor	4	Mill and Inlay (2 Inches) and Digout	$66.20	$252,007
WILSHIREPL	01	WILSHIRE PL	DEAD END	WESTERN AV	270	43	11,629	Local	35	Poor	23	Very Poor	6	Very Poor	3	Mill and Inlay (2 Inches) and Digout	$66.20	$85,534
WKATHYST	02	W KATHY ST	W REGIS ST	N DOUGLAS AV	469	35	16,406	Local	38	Poor	27	Poor	10	Very Poor	4	Mill and Inlay (2 Inches) and Digout	$66.20	$120,678
WKATHYST	03	W KATHY ST	N DOUGLAS AV	W REGIS ST	672	30	20,150	Local	40	Poor	29	Poor	13	Very Poor	5	Mill and Inlay (2 Inches) and Digout	$66.20	$148,212
WKATHYST	04	W KATHY ST	W KATHY ST	DEAD END	400	30	12,013	Local	41	Poor	30	Poor	14	Very Poor	6	Mill and Inlay (2 Inches) and Digout	$66.20	$88,364
WMAPLEST	02	W MAPLE ST	NORLAD LN	FERN AV	1,006	34	34,219	Local	33	Poor	21	Very Poor	3	Very Poor	3	Mill and Inlay (2 Inches) and Digout	$66.20	$251,700
WWASHINGST	04	W WASHINGTON ST	N OAK AV	N NOBLE AV	373	40	14,929	Minor Arterial	49	Poor	36	Poor	16	Very Poor	7	Mill and Inlay (4 Inches) and Digout	$120.40	$199,711
WWASHINGST	08	W WASHINGTON ST	GARDNER AV	N EVERGREEN ST	1,340	40	53,618	Minor Arterial	28	Poor	11	Very Poor	0	Very Poor	1	Mill and Inlay (4 Inches) and Digout	$120.40	$717,284
WWATERST	04	W WATER ST	S EVERGREEN ST	S DOUGLAS AV	293	22	6,457	Local	44	Poor	34	Poor	19	Very Poor	7	Mill and Inlay (2 Inches) and Digout	$66.20	$47,492
WWATERST	05	W WATER ST	S DOUGLAS AV	N FIRST AV	902	32	28,860	Local	40	Poor	29	Poor	13	Very Poor	5	Mill and Inlay (2 Inches) and Digout	$66.20	$212,282
WYATTAV	01	WYATT AV	DEAD END	WESTOWN DR	322	43	13,850	Local	46	Poor	36	Poor	21	Very Poor	8	Mill and Inlay (2 Inches) and Digout	$66.20	$101,873
Good Condition Street Segments																		
BIRCHAV	01	BIRCH AV	W LOCUST ST	W WASHINGTON ST	671	24	16,106	Local	54	Good	45	Poor	32	Poor	11	Crack, Slurry, and Digout	$30.90	$55,298
CEDATERRCT	01	CEDAR TERRACE CT	DEAD END	N THIRD AV	730	20	14,603	Local	67	Good	60	Good	49	Poor	18	Crack, Slurry, and Digout	$30.90	$50,136
CHERRYPL	01	CHERRY PL	DEAD END	W HOLLISTER ST	239	43	10,277	Local	63	Good	55	Good	44	Poor	16	Crack, Slurry, and Digout	$30.90	$35,285
EBURNETTST	02	E BURNETT ST	N THIRD AV	N SECOND AV	277	40	11,065	Local	68	Good	61	Good	51	Poor	19	Slurry Seal	$4.70	$5,779

Street ID	Section ID	Road Name	Beginning Location	End Location	Section Length, feet	Section Width, feet	Section Area, square feet	Functional Classification	2022 PCI	2022 Condition Category	2026 PCI	2026 Condition Category	2031 PCI	2031 Condition Category	Remaining Life	Recommended Treatment (based on 2022 PCI)	Treatment 2024 Unit Cost	Estimated 2024 Treatment Cost
EJEFFERSST	06	E JEFFERSON ST	N 15TH AV	N TENTH AV	1,378	30	41,331	Local	64	Good	56	Good	45	Poor	16	Slurry Seal	$4.70	$21,584
EPINEST	02B	E PINE ST	MOUNTAIN DRIVE	PAVEMENT CHANGE	1,015	38	38,587	Local	67	Good	61	Good	52	Good	20	Crack, Slurry, and Digout	$30.90	$132,484
EPINEST	08	E PINE ST	CITY LIMITS	SCENIC VIEW DR	380	40	15,187	Local	55	Good	46	Poor	33	Poor	12	Crack, Slurry, and Digout	$30.90	$52,143
EPINEST	10	E PINE ST	28TH AV	DEAD END	1,279	22	28,135	Local	70	Good	63	Good	53	Good	20	Slurry Seal	$4.70	$14,693
FERNRIDGRD	01	FERN RIDGE RD	N THIRD AV	N FIRST AV	557	50	27,863	Major Collector	54	Good	38	Poor	10	Very Poor	6	Mill and Inlay (2 Inches) and Digout	$73.50	$227,547
GARDNERAV	01	GARDNER AV	SHAFF RD	W LOCUST ST	2,633	40	105,325	Major Collector	60	Good	45	Poor	21	Very Poor	8	Mill and Inlay (2 Inches) and Digout	$73.50	$860,153
GARDNERAV	02	GARDNER AV	W LOCUST ST	W WASHINGTON ST	506	40	20,220	Major Collector	63	Good	49	Poor	26	Poor	9	Mill and Inlay (2 Inches) and Digout	$73.50	$165,129
KRISTANCT	01	KRISTAN CT	WESTOWN DR	DEAD END	273	43	11,756	Local	57	Good	48	Poor	36	Poor	13	Crack, Slurry, and Digout	$30.90	$40,364
MARTINDR	01	MARTIN DR	WHITNEY ST	MARTIN DR	377	33	12,453	Local	58	Good	50	Poor	37	Poor	13	Crack, Slurry, and Digout	$30.90	$42,756
MELISSACT	01	MELISSA CT	DEAD END	WESTOWN DR	326	43	14,001	Local	64	Good	56	Good	45	Poor	16	Crack, Slurry, and Digout	$30.90	$48,071
MOUNTAINDR	01	MOUNTAIN DR	DEAD END	SUMMIT CT	797	30	23,912	Local	70	Good	64	Good	67	Good	22	Slurry Seal	$4.70	$12,487
NEVERGREST	04	N EVERGREEN ST	W VIRGINIA ST	W WASHINGTON ST	257	30	7,716	Local	53	Good	44	Poor	31	Poor	11	Crack, Slurry, and Digout	$30.90	$26,493
NEVERGREST	05	N EVERGREEN ST	W BURNETT ST	W VIRGINIA ST	247	30	7,400	Local	55	Good	46	Poor	34	Poor	12	Crack, Slurry, and Digout	$30.90	$25,406
NEVERGREST	07	N EVERGREEN ST	W IDA ST	W HIGH ST	257	30	7,716	Local	66	Good	59	Good	48	Poor	18	Slurry Seal	$4.70	$4,030
NFIFTHAV	03	N FIFTH AV	E ELWOOD ST	E SANTIAM ST	260	32	8,324	Local	54	Good	45	Poor	32	Poor	11	Crack, Slurry, and Digout	$30.90	$28,580
NFOURTHAV	12	N FOURTH AV	IDA ST	E FLORANCE ST	257	35	9,010	Local	69	Good	62	Good	52	Good	19	Slurry Seal	$4.70	$4,705
NFOURTHAV	13	N FOURTH AV	E FLORENCE ST	E WATER ST	274	43	11,788	Local	67	Good	60	Good	49	Poor	18	Crack, Slurry, and Digout	$30.90	$40,470
NLARCHAV	01	N LARCH AV	WASHINGTON ST	IDA ST	957	40	38,297	Local	60	Good	52	Good	40	Poor	14	Slurry Seal	$4.70	$20,000
NNOBLEAV	02	N NOBLE AV	IDA ST	END	656	32	20,985	Local	53	Good	44	Poor	32	Poor	11	Crack, Slurry, and Digout	$30.90	$72,049
NOAKAV	02	N OAK AV	IDA ST	END	660	33	21,775	Local	51	Good	42	Poor	28	Poor	10	Crack, Slurry, and Digout	$30.90	$74,759
NSECONDAV	10	N SECOND AV	E FLORENCE ST	E WATER ST	263	40	10,528	Local	66	Good	59	Good	48	Poor	18	Crack, Slurry, and Digout	$30.90	$36,147
NTHIRDAV	02	N THIRD AV	WELDON ST	WILDFLOWER DR	427	30	12,809	Local	67	Good	60	Good	49	Poor	18	Slurry Seal	$4.70	$6,689
NTHIRDAV	08	N THIRD AV	E ELWOOD ST	E WASHINGTON ST	781	38	29,663	Local	69	Good	62	Good	52	Good	19	Slurry Seal	$4.70	$15,491
NTHIRDAV	15	N THIRD AV	E FLORENCE ST	E WATER ST	266	40	10,624	Local	59	Good	51	Good	39	Poor	14	Slurry Seal	$4.70	$5,548
PACIFICCT	01	PACIFIC CT	WILCO RD	DEAD END	780	34	26,512	Local	67	Good	60	Good	49	Poor	18	Crack, Slurry, and Digout	$30.90	$91,025
SCENVIEWCT	01	SCENIC VIEW CT	SCENIC VIEW DR	DEAD END	130	58	7,556	Local	53	Good	44	Poor	31	Poor	11	Crack, Slurry, and Digout	$30.90	$25,941
STAYTONPL	01	STAYTON PL	DEAD END	E SANTIAM ST	235	40	9,394	Local	62	Good	54	Good	43	Poor	15	Crack, Slurry, and Digout	$30.90	$32,253
WBRETTCT	01	WEST BRETT CT	DEAD END	WESTOWN DR	313	43	13,463	Local	69	Good	62	Good	52	Good	19	Slurry Seal	$4.70	$7,031
WEDGEWOOPL	01	WEDGEWOOD PL	DEAD END	WESTOWN DR	285	43	12,237	Local	69	Good	62	Good	52	Good	19	Slurry Seal	$4.70	$6,390
WESPARKCT	01	WESPARK CT	WESTOWN DR	DEAD END	288	43	12,367	Local	62	Good	54	Good	43	Poor	15	Crack, Slurry, and Digout	$30.90	$42,460
WESTCHESPL	01	WESTCHESTER PL	WESTWOOD DR	DEAD END	169	50	8,430	Local	67	Good	60	Good	49	Poor	18	Slurry Seal	$4.70	$4,402
WESTFIELCT	01	WESTFIELD CT	WESTOWN DR	DEAD END	355	43	15,270	Local	61	Good	53	Good	41	Poor	15	Slurry Seal	$4.70	$7,974
WESTFIELPL	01	WESTFIELD PL	DEAD END	WESTOWN DR	314	43	13,506	Local	58	Good	50	Poor	37	Poor	13	Crack, Slurry, and Digout	$30.90	$46,372
WESTHAVEPL	01	WESTHAVEN PL	DEAD END	WESTOWN DR	668	31	20,708	Local	55	Good	46	Poor	33	Poor	12	Crack, Slurry, and Digout	$30.90	$71,098
WESTMINSPL	01	WESTMINSTER PL	DEAD END	WYATT AV	292	43	12,569	Local	56	Good	47	Poor	35	Poor	12	Crack, Slurry, and Digout	$30.90	$43,153
WESTOWNDR	06	WESTOWN DR	WESPARK CT	WILSHIRE DR	276	34	9,371	Local	63	Good	55	Good	44	Poor	16	Slurry Seal	$4.70	$4,894
WESTOWNDR	07	WESTOWN DR	WILSHIRE DR	WESTWOOD DR	280	34	9,530	Local	68	Good	61	Good	50	Poor	19	Slurry Seal	$4.70	$4,977
WESTWOODDR	01	WESTWOOD DR	WESTOWN DR	WESTERN AV	1,859	38	70,629	Local	57	Good	48	Poor	36	Poor	13	Crack, Slurry, and Digout	$30.90	$242,492
WHITNEYST	01	WHITNEY ST	MARTIN DR	CASCADE HY SE	328	36	11,817	Local	61	Good	53	Good	41	Poor	15	Crack, Slurry, and Digout	$30.90	$40,572
WHITNEYST	02	WHITNEY ST	N THIRD AV	MARTIN DR	259	30	7,755	Local	70	Good	63	Good	53	Good	20	Slurry Seal	$4.70	$4,050
WIDAST	02	W IDA ST	N OAK AV	N NOBLE AV	307	40	12,265	Major Collector	56	Good	40	Poor	14	Very Poor	7	Mill and Inlay (2 Inches) and Digout	$73.50	$100,167
WIDAST	03	W IDA ST	N NOBLE AV	N MYRTLE AV	283	40	11,303	Major Collector	60	Good	45	Poor	21	Very Poor	8	Mill and Inlay (2 Inches) and Digout	$73.50	$92,310
WIDAST	04	W IDA ST	N MYRTLE AV	N LARCH AV	278	40	11,104	Major Collector	52	Good	35	Poor	7	Very Poor	6	Mill and Inlay (2 Inches) and Digout	$73.50	$90,685
WIDAST	06	W IDA ST	N KING AV	N HOLLY AV	1,039	40	41,553	Major Collector	55	Good	39	Poor	12	Very Poor	7	Mill and Inlay (2 Inches) and Digout	$73.50	$339,350
WIDAST	07	W IDA ST	N HOLLY AV	GARDNER AV	334	40	13,343	Major Collector	52	Good	35	Poor	7	Very Poor	6	Mill and Inlay (2 Inches) and Digout	$73.50	$108,970
WKATHYST	01	W KATHY ST	GARDNER AV	FERN ST	930	38	35,337	Local	66	Good	59	Good	48	Poor	18	Slurry Seal	$4.70	$18,454
WLOCUSTST	01	W LOCUST ST	WILCO RD	GARDNER AV	2,673	36	96,217	Major Collector	66	Good	53	Good	31	Poor	10	Mill and Inlay (2 Inches) and Digout	$73.50	$785,773
WLOCUSTST	02	W LOCUST ST	GARDNER AV	N FIRST AV	2,653	40	106,130	Major Collector	66	Good	53	Good	31	Poor	10	Mill and Inlay (2 Inches) and Digout	$73.50	$866,731
WWASHINGST	02	W WASHINGTON ST	WILCO RD SE	N PEACH AV	185	40	7,382	Minor Arterial	51	Good	38	Poor	19	Very Poor	7	Mill and Inlay (2 Inches) and Digout	$86.60	$71,033
WWASHINGST	03	W WASHINGTON ST	N PEACH AV	N OAK AV	329	40	13,172	Minor Arterial	51	Good	38	Poor	19	Very Poor	7	Mill and Inlay (2 Inches) and Digout	$86.60	$126,743
WWASHINGST	05	W WASHINGTON ST	N NOBLE AV	N MYRTLE AV	329	40	13,171	Minor Arterial	61	Good	50	Poor	33	Poor	11	Mill and Inlay (2 Inches) and Digout	$86.60	$126,731
WWASHINGST	06	W WASHINGTON ST	N MYRTLE AV	N LARCH AV	349	40	13,961	Minor Arterial	54	Good	42	Poor	23	Very Poor	8	Mill and Inlay (2 Inches) and Digout	$86.60	$134,338
WWASHINGST	07	W WASHINGTON ST	N LARCH AV	GARDNER AV	1,511	40	60,442	Minor Arterial	56	Good	44	Poor	26	Very Poor	9	Mill and Inlay (2 Inches) and Digout	$86.60	$581,584
WWASHINGST	11	W WASHINGTON ST	BIRCH AV	N FIRST AV	506	40	20,239	Minor Arterial	64	Good	53	Good	38	Poor	12	Mill and Inlay (2 Inches) and Digout	$86.60	$194,744
Very Good Condition Street Segments																		
28THAV	01	28TH AV	E PINE ST	E SANTIAM ST	897	30	26,916	Local	83	Very Good	77	Very Good	69	Good	28	Slurry Seal	$4.70	$14,056
ALYSSACT	01	ALYSSA CT	WESTOWN DR	DEAD END	337	43	14,470	Local	82	Very Good	76	Very Good	77	Very Good	27	Slurry Seal	$4.70	$7,557
BRODYCT	01	BRODY CT	DEAD END	JEFFERSON ST SE	208	40	8,329	Local	86	Very Good	82	Very Good	77	Very Good	37	Slurry Seal	$4.70	$4,350
CARDINALAV	01	CARDINAL AV	JUNCO ST	ORIOLE ST	460	30	13,797	Local	89	Very Good	82	Very Good	74	Very Good	32	Slurry Seal	$4.70	$7,205

Street ID	Section ID	Road Name	Beginning Location	End Location	Section Length, feet	Section Width, feet	Section Area, square feet	Functional Classification	2022 PCI	2022 Condition Category	2026 PCI	2026 Condition Category	2031 PCI	2031 Condition Category	Remaining Life	Recommended Treatment (based on 2022 PCI)	Treatment 2024 Unit Cost	Estimated 2024 Treatment Cost
CARDINALAV	02	CARDINAL AV	HUMMINGBIRD LN	MEADOWLARK DR	343	34	11,652	Local	87	Very Good	81	Very Good	73	Very Good	30	Slurry Seal	$4.70	$6,085
CECILIACT	01	CECILIA CT	NOBLE AVE	END	269	43	11,546	Local	77	Very Good	71	Good	72	Very Good	24	Slurry Seal	$4.70	$6,030
COOPERCT	01	COOPER CT	DEAD END	JEFFERSON ST SE	207	40	8,275	Local	91	Very Good	84	Very Good	76	Very Good	33	Slurry Seal	$4.70	$4,321
DEERAV	01	DEER AV	SHAFF RD	DEAD END	1,093	30	32,777	Local	94	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$17,117
EAGLEST	01	EAGLE ST	QUAIL RUN AV	KINDLE WY	1,298	34	44,117	Local	87	Very Good	81	Very Good	73	Very Good	30	Slurry Seal	$4.70	$23,039
EBURNETTST	01	E BURNETT ST	N SECOND AV	N FIRST AV	264	40	10,557	Local	74	Very Good	67	Good	58	Good	22	Slurry Seal	$4.70	$5,513
EBURNETTST	07	E BURNETT ST	N TENTH AV	N NINTH AV	229	30	6,874	Local	74	Very Good	67	Good	58	Good	22	Slurry Seal	$4.70	$3,590
EBURNETTST	08	E BURNETT ST	CITY LIMITS	CITY LIMITS	401	30	12,016	Local	77	Very Good	71	Good	62	Good	24	Slurry Seal	$4.70	$6,275
EBURNETTST	09	E BURNETT ST	N 12TH AV	CITY LIMITS	235	30	7,065	Local	82	Very Good	76	Very Good	78	Very Good	27	Slurry Seal	$4.70	$3,689
EBURNETTST	10	E BURNETT ST	N 15TH AV	N 12TH AV	696	30	20,873	Local	78	Very Good	72	Very Good	63	Good	25	Slurry Seal	$4.70	$10,900
EBURNETTST	11	E BURNETT ST	N 19TH AV	N 15TH AV	1,188	30	35,639	Local	93	Very Good	85	Very Good	77	Very Good	33	Slurry Seal	$4.70	$18,612
ECEDARST	01	E CEDAR ST	N FIRST AV	N THIRD AV	523	40	20,910	Local	72	Very Good	65	Good	68	Good	21	Slurry Seal	$4.70	$10,920
ECEDARST	04	E CEDAR ST	SCENIC VIEW DR	DEAD END	388	40	15,530	Local	93	Very Good	85	Very Good	77	Very Good	33	Slurry Seal	$4.70	$8,110
ECEDARST	05	E CEDAR ST	DEAD END	SCENIC VIEW DR	279	40	11,170	Local	93	Very Good	85	Very Good	77	Very Good	33	Slurry Seal	$4.70	$5,833
EHIGHST	01	E HIGH ST	N SECOND AV	N FIRST AV	271	40	10,849	Local	84	Very Good	78	Very Good	70	Good	29	Slurry Seal	$4.70	$5,666
EJEFFERSST	01	E JEFFERSON ST	N FOURTH AV	N THIRD AV	276	40	11,045	Local	100	Very Good	88	Very Good	81	Very Good	39	Slurry Seal	$4.70	$5,768
EJEFFERSST	02	E JEFFERSON ST	N FIFTH AV	N FOURTH AV	276	40	11,045	Local	100	Very Good	88	Very Good	81	Very Good	39	Slurry Seal	$4.70	$5,768
EJEFFERSST	03	E JEFFERSON ST	N SIXTH AV	N FIFTH AV	276	40	11,025	Local	100	Very Good	88	Very Good	81	Very Good	39	Slurry Seal	$4.70	$5,758
EJEFFERSST	07	E JEFFERSON ST	HIGHLAND DR	N 15TH AV	197	30	5,904	Local	82	Very Good	77	Very Good	71	Very Good	31	Slurry Seal	$4.70	$3,083
EJEFFERSST	08	E JEFFERSON ST	COOPER CT	HIGHLAND DR	353	26	9,177	Local	80	Very Good	75	Very Good	78	Very Good	28	Slurry Seal	$4.70	$4,793
EJEFFERSST	09	E JEFFERSON ST	BRODY CT	COOPER CT	325	26	8,457	Local	87	Very Good	84	Very Good	79	Very Good	39	Slurry Seal	$4.70	$4,416
EJEFFERSST	10	E JEFFERSON ST	DEAD END	BRODY CT SE	159	26	4,129	Local	86	Very Good	82	Very Good	77	Very Good	37	Slurry Seal	$4.70	$2,156
EMARIONST	01	E MARION ST	N SECOND AV	N FIRST AV	267	40	10,685	Local	89	Very Good	82	Very Good	74	Very Good	32	Slurry Seal	$4.70	$5,580
EMARIONST	02	E MARION ST	N THIRD AV	N SECOND AV	278	40	11,114	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$5,804
EMARIONST	03	E MARION ST	N FOURTH AV	N THIRD AV	275	40	10,981	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$5,735
EMARIONST	04	E MARION ST	N FIFTH AV	N FOURTH AV	271	40	10,841	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$5,661
EMARIONST	05	E MARION ST	N SIXTH AV	N FIFTH AV	281	40	11,249	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$5,874
EMARIONST	06	E MARION ST	N SEVENTH AV	N SIXTH AV	276	40	11,044	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$5,768
EMILSTRWRD	01	E MILL STREAM WOODS RD	DEAD END	E IDA ST	385	20	7,706	Local	72	Very Good	65	Good	56	Good	21	Slurry Seal	$4.70	$4,024
EPINEST	03	E PINE ST	N TENTH AV	MOUNTAIN DR	278	38	10,575	Local	71	Very Good	66	Good	70	Good	23	Slurry Seal	$4.70	$5,522
EPINEST	05	E PINE ST	HIGHLAND CT	MT JEFFERSON DR	161	40	6,423	Local	85	Very Good	79	Very Good	71	Very Good	29	Slurry Seal	$4.70	$3,354
EPINEST	06	E PINE ST	HIGHLAND DR	HIGHLAND CT	263	40	10,518	Local	84	Very Good	78	Very Good	70	Good	29	Slurry Seal	$4.70	$5,493
EPINEST	07	E PINE ST	SCENIC VIEW DR	HIGHLAND DR	504	40	20,153	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$10,524
EPINEST	09	E PINE ST	DEAD END	CITY LIMITS	1,152	25	28,797	Local	76	Very Good	69	Good	60	Good	23	Slurry Seal	$4.70	$15,038
ESANTIAMST	05A	E SANTIAM ST	END	ORCHARD COURT	321	38	12,198	Local	88	Very Good	82	Very Good	74	Very Good	31	Slurry Seal	$4.70	$6,370
EVIRGINIST	01	E VIRGINIA ST	N SECOND AV	N FIRST AV	261	38	9,933	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$5,187
EVIRGINIST	02	E VIRGINIA ST	N THIRD AV	N SECOND AV	276	38	10,473	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$5,469
EVIRGINIST	03	E VIRGINIA ST	N FOURTH AV	N THIRD AV	277	38	10,531	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$5,499
EVIRGINIST	08	E VIRGINIA ST	N 12TH AV	DEAD END	581	34	19,748	Local	72	Very Good	65	Good	68	Good	21	Slurry Seal	$4.70	$10,313
EVIRGINIST	09	E VIRGINIA ST	N 15TH AV	N 12TH AV	696	34	23,656	Local	86	Very Good	80	Very Good	72	Very Good	30	Slurry Seal	$4.70	$12,354
EVIRGINIST	10	E VIRGINIA ST	N 19TH AV	N 15TH AV	1,188	34	40,405	Local	80	Very Good	74	Very Good	65	Good	26	Slurry Seal	$4.70	$21,100
EVIRGINIST	11	E VIRGINIA ST	DEAD END	N 19TH AV	150	34	5,087	Local	81	Very Good	75	Very Good	76	Very Good	27	Slurry Seal	$4.70	$2,656
FOXST	01	FOX ST	DEER AV	DEAD END	468	30	14,048	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$7,336
GOLDFINCAV	01	GOLDFINCH AV	HUMMINGBIRD LN	MEADOWLARK DR	345	34	11,723	Local	91	Very Good	84	Very Good	76	Very Good	32	Slurry Seal	$4.70	$6,122
GRIERDR	01	GRIER DR	HOBSON ST	WHITNEY ST	250	28	7,006	Local	87	Very Good	81	Very Good	73	Very Good	30	Slurry Seal	$4.70	$3,659
HERITAGELP	01	HERITAGE LP	W LOCUST ST	W LOCUST ST	1,554	30	46,606	Local	85	Very Good	79	Very Good	71	Very Good	29	Slurry Seal	$4.70	$24,339
HIGHLANDDR	03	HIGHLAND DR	E SANTIAM ST	JEFFERSON ST SE	368	30	11,033	Local	93	Very Good	85	Very Good	77	Very Good	33	Slurry Seal	$4.70	$5,762
HOBSONST	01	HOBSON ST	GRIER DR	DEAD END	102	28	2,863	Local	83	Very Good	77	Very Good	78	Very Good	28	Slurry Seal	$4.70	$1,495
HOBSONST	02	HOBSON ST	WHITNEY ST	GRIER DR	1,058	28	29,636	Local	81	Very Good	75	Very Good	66	Good	27	Slurry Seal	$4.70	$15,477
HOBSONST	03	HOBSON ST	DEAD END	WHITNEY ST	185	28	5,178	Local	83	Very Good	77	Very Good	78	Very Good	28	Slurry Seal	$4.70	$2,704
HUMMINGBLN	01	HUMMINGBIRD LN	GOLDFINCH AV	CARDINAL AV	749	34	25,459	Local	87	Very Good	81	Very Good	73	Very Good	30	Slurry Seal	$4.70	$13,295
JAYCT	01	JAY CT	DEAD END	WESTOWN DR	621	29	18,010	Local	77	Very Good	71	Good	62	Good	24	Slurry Seal	$4.70	$9,405
JUNCOST	01	JUNCO ST	DEAD END	PHEASANT AV	124	17	2,100	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$1,097
JUNCOST	02	JUNCO ST	PHEASANT AV	NIGHTHAWK AV	264	17	4,495	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$2,347
JUNCOST	03	JUNCO ST	NIGHTHAWK AV	CARDINAL AV	254	17	4,321	Local	94	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$2,256
JUNCOST	04	JUNCO ST	CARDINAL AV	KINDLE WY	258	17	4,394	Local	94	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$2,294
KINDLEWY	02	KINDLE WY	MEADOWLARK DR	MEADOWLARK DR	1,072	22	23,586	Local	78	Very Good	72	Very Good	75	Very Good	26	Slurry Seal	$4.70	$12,317
LUPINCT	01	LUPIN CT	SUMMERVIEW DR	DEAD END	109	50	5,472	Local	90	Very Good	83	Very Good	75	Very Good	32	Slurry Seal	$4.70	$2,858
MARTINDR	02	MARTIN DR	MARTIN DR	CASCADE HY SE	328	33	10,813	Local	74	Very Good	67	Good	58	Good	22	Slurry Seal	$4.70	$5,647
MEADOWBRLN	01	MEADOWBROOK LN	WILDFLOWER DR	SPRING BREEZE DR	967	30	29,007	Local	83	Very Good	77	Very Good	78	Very Good	28	Slurry Seal	$4.70	$15,148

Street ID	Section ID	Road Name	Beginning Location	End Location	Section Length, feet	Section Width, feet	Section Area, square feet	Functional Classification	2022 PCI	2022 Condition Category	2026 PCI	2026 Condition Category	2031 PCI	2031 Condition Category	Remaining Life	Recommended Treatment (based on 2022 PCI)	Treatment 2024 Unit Cost	Estimated 2024 Treatment Cost
MEADOWLADR	01	MEADOWLARK DR	QUAIL RUN AV	GOLDFINCH AV	273	34	9,269	Local	85	Very Good	79	Very Good	71	Very Good	29	Slurry Seal	$4.70	$4,840
MEADOWLADR	02	MEADOWLARK DR	GOLDFINCH AV	CARDINAL AV	750	34	25,506	Local	84	Very Good	78	Very Good	70	Good	29	Slurry Seal	$4.70	$13,320
MEADOWLADR	03	MEADOWLARK DR	CARDINAL AV	KINDLE WY	274	34	9,300	Local	82	Very Good	76	Very Good	77	Very Good	27	Slurry Seal	$4.70	$4,857
MOUNTAINDR	02	MOUNTAIN DR	SUMMIT CT	FIR ST	718	30	21,531	Local	79	Very Good	73	Very Good	75	Very Good	25	Slurry Seal	$4.70	$11,244
N12THAV	01	N 12TH AV	E VIRGINIA ST	E BURNETT ST	266	30	7,986	Local	93	Very Good	85	Very Good	77	Very Good	33	Slurry Seal	$4.70	$4,170
N15THAV	01	N 15TH AV	E JEFFERSON ST	E VIRGINIA ST	534	30	16,013	Local	86	Very Good	80	Very Good	72	Very Good	30	Slurry Seal	$4.70	$8,362
N15THAV	02	N 15TH AV	E VIRGINIA ST	E BURNETT ST	266	30	7,981	Local	83	Very Good	77	Very Good	78	Very Good	28	Slurry Seal	$4.70	$4,168
N15THAV	03	N 15TH AV	E BURNETT ST	DEAD END	164	30	4,922	Local	87	Very Good	81	Very Good	73	Very Good	30	Slurry Seal	$4.70	$2,571
N19THAV	01	N 19TH AV	DEAD END	E VIRGINIA ST	174	30	5,209	Local	79	Very Good	73	Very Good	74	Very Good	25	Slurry Seal	$4.70	$2,720
N19THAV	02	N 19TH AV	E VIRGINIA ST	E BURNETT ST	287	30	8,605	Local	77	Very Good	70	Very Good	61	Good	24	Slurry Seal	$4.70	$4,494
NDOUGLASAV	01	N DOUGLAS AV	SHAFF RD	W REGIS ST	657	40	26,299	Local	100	Very Good	88	Very Good	82	Very Good	40	Slurry Seal	$4.70	$13,734
NFOURTHAV	01B	N FOURTH AV	BEGINNING CUL-DE-SAC BULB	END OF CUL-DE-SAC BULB	93	73	5,129	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$2,678
NFOURTHAV	08	N FOURTH AV	E WASHINGTON ST	E VIRGINIA ST	260	38	9,879	Local	94	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$5,159
NFOURTHAV	09	N FOURTH AV	E VIRGINIA ST	E BURNETT ST	260	30	7,803	Local	93	Very Good	85	Very Good	77	Very Good	33	Slurry Seal	$4.70	$4,075
NFOURTHAV	10	N FOURTH AV	E BURNETT ST	E MARION ST	260	35	9,102	Local	94	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$4,753
NIGHTHAWAV	01	NIGHTHAWK AV	JUNCO ST	ORIOLE ST	454	30	13,623	Local	94	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$7,114
NNINTHAV	01	N NINTH AV	E VIRGINIA ST	E BURNETT ST	269	30	8,077	Local	86	Very Good	80	Very Good	72	Very Good	30	Slurry Seal	$4.70	$4,218
NSECONDAV	03B	N SECOND AV	PAVEMENT CHANGE	E HOLLISTER ST	100	20	2,000	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$1,044
NSIXTHAV	05	N SIXTH AV	E HOLLISTER ST	E SANTIAM ST	787	45	35,434	Local	85	Very Good	79	Very Good	71	Very Good	29	Slurry Seal	$4.70	$18,504
NTENTHAV	01	N TENTH AV	FERN RIDGE RD	DAWN DR	183	42	7,691	Major Collector	81	Very Good	72	Very Good	57	Good	16	Slurry Seal	$4.70	$4,017
NTENTHAV	02	N TENTH AV	DAWN DR	E PINE ST	1,208	36	43,500	Major Collector	80	Very Good	70	Good	55	Good	16	Slurry Seal	$4.70	$22,717
NTENTHAV	04	N TENTH AV	START OF NB TURN LANE	EAST SANTIAM ST	741	29	21,498	Major Collector	83	Very Good	74	Very Good	60	Good	17	Slurry Seal	$4.70	$11,227
NTENTHAV	06	N TENTH AV	DEAD END	E BURNETT ST	238	30	7,145	Local	86	Very Good	80	Very Good	72	Very Good	30	Slurry Seal	$4.70	$3,731
NTHIRDAV	01	N THIRD AV	WHITNEY ST	WELDON ST	241	30	7,238	Local	77	Very Good	71	Good	72	Very Good	24	Slurry Seal	$4.70	$3,780
NTHIRDAV	03	N THIRD AV	WILDFLOWER DR	FERN RIDGE RD	672	30	20,158	Local	100	Very Good	88	Very Good	82	Very Good	40	Slurry Seal	$4.70	$10,527
ORCHARDCT	01	ORCHARD CT	DEAD END	E SANTIAM ST	306	40	12,228	Local	91	Very Good	84	Very Good	76	Very Good	33	Slurry Seal	$4.70	$6,386
ORIOLEST	01	ORIOLE ST	DEAD END	PHEASANT AV	158	30	4,748	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$2,479
ORIOLEST	02	ORIOLE ST	PHEASANT AV	NIGHTHAWK AV	262	30	7,850	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$4,099
ORIOLEST	03	ORIOLE ST	NIGHTHAWK AV	CARDINAL AV	262	30	7,862	Local	88	Very Good	84	Very Good	79	Very Good	39	Slurry Seal	$4.70	$4,106
ORIOLEST	04	ORIOLE ST	CARDINAL AV	KINDLE WY	250	30	7,492	Local	90	Very Good	83	Very Good	75	Very Good	32	Slurry Seal	$4.70	$3,912
PARTRIDGCT	01	PARTRIDGE CT	QUAIL RUN AV	DEAD END	493	35	17,244	Local	81	Very Good	75	Very Good	66	Good	27	Slurry Seal	$4.70	$9,005
PHEASANTAV	01	PHEASANT AV	JUNCO ST	ORIOLE ST	455	30	13,641	Local	93	Very Good	85	Very Good	77	Very Good	33	Slurry Seal	$4.70	$7,124
QUAIRUNAV	01	QUAIL RUN AV	SHAFF RD	DEAD END	1,254	40	50,162	Local	84	Very Good	78	Very Good	70	Good	29	Slurry Seal	$4.70	$26,196
RABBRUN	01	RABBIT RUN	DEER AV	DEAD END	471	30	14,134	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$7,381
ROCKTOPCT	01	ROCKY TOP CT	MOUNTAIN DR	DEAD END	251	35	8,769	Local	81	Very Good	75	Very Good	76	Very Good	27	Slurry Seal	$4.70	$4,580
ROGUEAV	01	ROGUE AV	W DESCHUTES DR	WILLAMETTE AV	846	36	30,441	Local	92	Very Good	85	Very Good	77	Very Good	33	Slurry Seal	$4.70	$15,897
ROGUEAV	02	ROGUE AV	WILLAMETTE AV	STAYTON RD SE	687	36	24,738	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$12,919
SCENVIEWDR	01	SCENIC VIEW DR	DEAD END	E CEDAR ST	221	48	10,629	Local	86	Very Good	80	Very Good	72	Very Good	30	Slurry Seal	$4.70	$5,551
SCENVIEWDR	02	SCENIC VIEW DR	E CEDAR ST	E PINE ST	290	40	11,602	Local	83	Very Good	77	Very Good	69	Good	28	Slurry Seal	$4.70	$6,059
SIERRACT	01	SIERRA CT	HERITAGE LP	DEAD END	344	43	14,802	Local	84	Very Good	78	Very Good	70	Good	29	Slurry Seal	$4.70	$7,730
SNOWPEAKCT	01	SNOW PEAK CT	MOUNTAIN DR	DEAD END	239	35	8,359	Local	77	Very Good	73	Very Good	77	Very Good	28	Slurry Seal	$4.70	$4,365
SPRIBREECT	01	SPRING BREEZE CT	DEAD END	WILDFLOWER DR	191	45	8,587	Local	74	Very Good	69	Good	72	Very Good	25	Slurry Seal	$4.70	$4,484
SPRIBREEDR	01	SPRING BREEZE DR	WILDFLOWER DR	MEADOWBROOK LN	253	30	7,593	Local	81	Very Good	75	Very Good	76	Very Good	27	Slurry Seal	$4.70	$3,965
SPRIBREEDR	02	SPRING BREEZE DR	MEADOWBROOK LN	SUMMERVIEW DR	253	30	7,599	Local	84	Very Good	78	Very Good	79	Very Good	29	Slurry Seal	$4.70	$3,969
SUMMERVIDR	01	SUMMERVIEW DR	SUMMERVIEW WY	SPRING BREEZE DR	403	30	12,101	Local	84	Very Good	78	Very Good	79	Very Good	29	Slurry Seal	$4.70	$6,319
SUMMERVIDR	02	SUMMERVIEW DR	WILDFLOWER DR	SUMMERVIEW WY	541	30	16,228	Local	82	Very Good	76	Very Good	77	Very Good	27	Slurry Seal	$4.70	$8,474
SUMMERVIDR	03	SUMMERVIEW DR	SUMMERVIEW DR	WILDFLOWER DR	326	30	9,779	Local	93	Very Good	85	Very Good	77	Very Good	33	Slurry Seal	$4.70	$5,107
SUMMERVIDR	04	SUMMERVIEW DR	LUPIN CT	SUMMERVIEW DR	353	30	10,592	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$5,532
SUMMERVIDR	05	SUMMERVIEW DR	SUNRISE DR	LUPIN CT	273	30	8,180	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$4,272
SUMMERVIWY	01	SUMMERVIEW WY	SUMMERVIEW DR	FERN RIDGE RD	166	35	5,818	Local	85	Very Good	79	Very Good	71	Very Good	29	Slurry Seal	$4.70	$3,038
SUMMITCT	01	SUMMIT CT	DEAD END	MOUNTAIN DR	211	35	7,387	Local	81	Very Good	77	Very Good	70	Good	31	Slurry Seal	$4.70	$3,858
SUNRISEDR	01	SUNRISE DR	SUMMERVIEW DR	WILDFLOWER DR	537	30	16,116	Local	90	Very Good	83	Very Good	75	Very Good	32	Slurry Seal	$4.70	$8,416
SUNRISEDR	02	SUNRISE DR	DEAD END	SUMMERVIEW DR	131	30	3,933	Local	94	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$2,054
WDESCHUTDR	01	W DESCHUTES DR	ROGUE AV	WILLAMETTE AV	540	36	19,449	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$10,157
WDESCHUTDR	02	W DESCHUTES DR	WILLAMETTE AV	WILCO RD	467	36	16,799	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$8,773
WELDONST	01	WELDON ST	WHITNEY ST	N THIRD ST	856	28	23,958	Local	80	Very Good	74	Very Good	65	Good	26	Slurry Seal	$4.70	$12,511
WESTERNAV	01	WESTERN AV	WESTOWN DR	N GARDNER AV	1,387	37	51,317	Local	92	Very Good	85	Very Good	77	Very Good	33	Slurry Seal	$4.70	$26,799
WESTERNCT	01	WESTERN CT	GARDNER AV	DEAD END	304	43	13,074	Local	94	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$6,827
WESTERNPL	01	WESTERN PL	DEAD END	WESTOWN DR	314	43	13,485	Local	92	Very Good	85	Very Good	77	Very Good	33	Slurry Seal	$4.70	$7,042
WESTFALLPL	01	WESTFALL PL	WESTOWN DR	DEAD END	130	33	4,275	Local	82	Very Good	76	Very Good	67	Good	27	Slurry Seal	$4.70	$2,232

Street ID	Section ID	Road Name	Beginning Location	End Location	Section Length, feet	Section Width, feet	Section Area, square feet	Functional Classification	2022 PCI	2022 Condition Category	2026 PCI	2026 Condition Category	2031 PCI	2031 Condition Category	Remaining Life	Recommended Treatment (based on 2022 PCI)	Treatment 2024 Unit Cost	Estimated 2024 Treatment Cost
WESTOWNDR	10B	WESTOWN DR	PAVEMENT CHANGE	ALYSSA CT	132	34	4,473	Local	84	Very Good	78	Very Good	79	Very Good	29	Slurry Seal	$4.70	$2,336
WESTOWNDR	11	WESTOWN DR	ALYSSA CT	W LOCUST ST	236	34	8,007	Local	81	Very Good	75	Very Good	76	Very Good	27	Slurry Seal	$4.70	$4,181
WHITNEYST	03	WHITNEY ST	GRIER DR	N THIRD AV	108	28	3,014	Local	78	Very Good	72	Very Good	73	Very Good	25	Slurry Seal	$4.70	$1,574
WHITNEYST	04	WHITNEY ST	WELDON ST	GRIER DR	574	28	16,069	Local	80	Very Good	74	Very Good	65	Good	26	Slurry Seal	$4.70	$8,392
WHITNEYST	05	WHITNEY ST	HOBSON ST	WELDON ST	534	28	14,957	Local	82	Very Good	76	Very Good	77	Very Good	27	Slurry Seal	$4.70	$7,811
WILDFLOWCT	01	WILDFLOWER CT	DEAD END	WILDFLOWER DR	247	45	11,126	Local	78	Very Good	74	Very Good	77	Very Good	29	Slurry Seal	$4.70	$5,810
WILDFLOWDR	01	WILDFLOWER DR	SPRINGBREEZE DR	N THIRD AV	353	30	10,597	Local	83	Very Good	77	Very Good	69	Good	28	Slurry Seal	$4.70	$5,534
WILDFLOWDR	02	WILDFLOWER DR	WILDFLOWER CT	SPRING BREEZE DR	277	30	8,312	Local	80	Very Good	76	Very Good	70	Good	31	Slurry Seal	$4.70	$4,341
WILDFLOWDR	03	WILDFLOWER DR	SUNRISE DR	WILDFLOWER CT	588	30	17,630	Local	78	Very Good	74	Very Good	77	Very Good	29	Slurry Seal	$4.70	$9,207
WILDFLOWDR	04	WILDFLOWER DR	SUNRISE DR	MEADOWBROOK LN	261	30	7,839	Local	87	Very Good	81	Very Good	73	Very Good	30	Slurry Seal	$4.70	$4,094
WILDFLOWDR	05	WILDFLOWER DR	MEADOWBROOK LN	SUMMERVIEW DR	254	30	7,621	Local	88	Very Good	82	Very Good	74	Very Good	31	Slurry Seal	$4.70	$3,980
WILDFLOWDR	06	WILDFLOWER DR	SUMMERVIEW DR	FERN RIDGE RD	171	40	6,834	Local	85	Very Good	79	Very Good	71	Very Good	29	Slurry Seal	$4.70	$3,569
WILLAMETAV	01	WILLAMETTE AV	W DESCHUTES DR	ROGUE AV	1,170	28	32,771	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$17,114
WILSHIREDR	01A	WILSHIRE DR	WESTOWN DRIVE	PAVEMENT CHANGE	500	38	19,000	Local	74	Very Good	67	Good	58	Good	22	Slurry Seal	$4.70	$9,922
WREGISST	01	W REGIS ST	GARDNER AV	N FIRST AV	2,645	40	105,786	Local	94	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$55,244
WVIRGINIST	01	W VIRGINIA ST	N EVERGREEN AV	N FIRST AV	1,334	38	50,694	Local	95	Very Good	86	Very Good	78	Very Good	34	Slurry Seal	$4.70	$26,474
WWASHINGST	09	W WASHINGTON ST	N EVERGREEN ST	DOUGLAS AV	267	40	10,670	Minor Arterial	84	Very Good	76	Very Good	64	Good	21	Do Nothing	$0.00	$0
WWASHINGST	10	W WASHINGTON ST	DOUGLAS AV	BIRCH AV	563	40	22,536	Minor Arterial	75	Very Good	66	Good	53	Good	17	Do Nothing	$0.00	$0
WYATTAV	02	WYATT AV	WESTOWN DR	N GARDNER AV	1,387	38	52,723	Local	100	Very Good	88	Very Good	82	Very Good	40	Slurry Seal	$4.70	$27,533

Abbreviations: PCI = Pavement Condition Index; AC = Asphalt Concrete

Notes:
1) Recommended treatments are based on the section PCI at the last inspection (2022). A PCI that has deteriorated to a lower condition category since the previous inspection may require an alternate treatment type.
2) Unit costs represent 2024 costs and are based on recent bid tabs for construction projects in and around the City of Stayton, and our engineering judgement.
3) Unit costs are considerd fully-loaded unit costs and include aspects of a project such as mobilization, striping, traffic control, engineering and construction, and ADA upgrades.

RESOLUTION NO. 1122
ESTABLISHING A COMPREHENSIVE STREET IMPROVEMENT FUNDING STRATEGY AND AMENDING THE FEE SCHEDULE TO INCREASE THE STREET FEE

WHEREAS, the City recognizes the critical importance of well-maintained streets for public safety, economic development, and overall quality of life; and

WHEREAS, the City's street infrastructure requires consistent investment and improvement to address current needs and prepare for future growth; and

WHEREAS, it is understood that current funding for streets improvements has come from the State Gas tax, local gas tax, ODOT STP grant and street fee, however the funding level provided withing the current funding is insufficient to adequately maintain streets at their current levels, let alone to see improvements; and

WHEREAS, the Council has determined that the cost to make significant improvement to the streets using street fee increases alone would place an unacceptable burden on the residents; and

WHEREAS, the Council recognizes that a multi-pronged approach to increasing street fund revenues is necessary including available federal, state, and local grants, increasing street fees, allotting a portion of franchise fees to the Street fund, and potentially developing an urban renewal area that could provide some funding for comprehensive improvements in infrastructure, including streets, in designated areas of the City; and

WHEREAS, the Council recognizes that even with additional funding for street improvements, prioritization of which streets to improve will be necessary; and

WHEREAS, the Council has determined that the prioritization in the Municipal Code provides a foundation, but additional nuance is needed to best represent the community need and community input received.

NOW, THEREFORE, THE CITY OF STAYTON RESOLVES:

SECTION 1. Street Funding Strategy:

A. **Street Fee Increase**:
The City Council hereby authorizes an amendment to the Fee Schedule, increasing the street fee to a rate of $10 per month for single family resident and the same percentage increase for all other categories, effective January 1, 2025. These funds shall be dedicated solely to street maintenance, repair, and improvement projects.

B. **Franchise Fee Allocation**:
The City Council directs staff to budget at least 15**%** of the total franchise fees collected annually to be allocated to the Street Fund or projects necessary to support planned street improvement projects.

C. **Urban Renewal Plan Development**:
The City Council directs the City staff to proceed with developing an Urban Renewal Plan that prioritizes infrastructure improvements, including street upgrades, in targeted areas of the City.

D. **Grant Funding for Street Improvements**:
The City Council directs City staff to actively seek out and apply for federal, state, and other grants for street improvement projects. Staff is encouraged to pursue collaborative efforts with other public and private entities to maximize grant opportunities and secure additional funding wherever feasible.

SECTION 2. **Street improvement Prioritization:** Utilizing the information from the GRI street assessment dated April 2024, or its update, the following table shall guide how street improvements are prioritized utilizing local street funds such as local and state gas tax, and street fee. However, it is understood that grant funds obtained for specific streets may result in lower priority streets being improved prior to higher priority streets.

Priority			
1	Arterials and collector	At risk from Good to Poor	Residential area
2	Arterials and collector Local	Status Poor or Very Poor At risk from Good to Poor	 Residential area
3	Local	Poor	
4	Local	Very Poor	

SECTION 3. **Development of a Capital Projects Advisory Committee:** Staff is charged with developing a framework for a Capital Projects Advisory Committee charged with assisting staff and Council in selecting projects for funding based on technical data regarding the street condition and underlying infrastructure, available funding, and street improvement prioritization.

SECTION 4. **Implementation and Reporting**:

A. City staff shall develop a timeline and action plan for the implementation of the above initiatives and provide quarterly updates to the City Council on the progress.

B. City staff shall plan for a review of the fees within 2 years of the date of this resolution to determine if modifications are needed to the funding strategy**.**

This Resolution shall become effective upon its adoption by the Stayton City Council.

ADOPTED BY THE STAYTON CITY COUNCIL THIS 18TH DAY OF NOVEMBER 2024.

CITY OF STAYTON

Signed:_____, 2024 BY: _____
Stephen Sims, Council President

Signed:_____, 2024 ATTEST: _____
Julia Hajduk, City Manager

CITY OF STAYTON

M E M O R A N D U M

TO: **Council President Sims and the Stayton City Council**

FROM: **Julia Hajduk, City Manager**

DATE: **November 18, 2024**

SUBJECT: **Resolution No. 1123, Authorizing a One-Year Contract Extension with the Santiam Water Control District for Water Conveyance**

ISSUE

Shall the Council approve Resolution No. 1123, Authorizing a one-year contract extension with the Santiam Water Control District (SWCD) for water conveyance?

BACKGROUND INFORMATION

The City and the SWCD signed a one-year contract in November 2023 with the expectation negotiations would be completed by the end of 2024 for a longer-term contract. The City contracted with a consultant firm, FCS Group to aid in identifying what we thought would be a fair assessment. Since that time, Brent Stevenson, SWCD District Manager, and I have met several times to discuss the framework and have not settled on an agreement due to the unique differences of an irrigation district versus municipal water provider. In addition, the City continues to work on several projects related to stormwater, which the District has an interest in.

The District Board has expressed a desire to have a comprehensive agreement that speaks to all aspects of our unique partnership. Because of the comprehensive approach and the complexity of the partnership, we determined it was unlikely we would complete negotiations by the end of 2024 and I requested an additional one-year extension from the District with the same terms as the current contract plus CPI. The Board discussed the request and indicated their support. Approval of this resolution will continue the agreement for water delivery and our partnership while we negotiate the longer-term contract.

FISCAL IMPACT

The contract calls for a $5,000 administration fee and $137,000 for the water conveyance. The funds for this contract will be due in FY 25-26 and will be included in the upcoming budget.

OPTIONS AND MOTIONS

1. Approve Resolution No. 1123 as presented.

   Motion to approve Resolution No. 1123 as presented.

2. Approve Resolution No. 1123 as amended.

   Motion to approve Resolution No. 1123 as amended.

RESOLUTION NO. 1123

A RESOLUTION AUTHORIZING ENTERING INTO A ONE-YEAR CONTRACT WITH THE SANTIAM WATER CONTROL DISTRICT FOR WATER CONVEYANCE

WHEREAS, the Santiam Water Control District (District) owns and operates a water control system, which delivers irrigation water to approximately 17,400 acres of land generally located between Stayton, Oregon and Salem, Oregon and the facilities that deliver water from the North Santiam River to the City's water treatment facilities; and

WHEREAS, the City of Stayton (City) receives its water right from the Santiam River via the District's conveyance system in accordance with a contract; and

WHEREAS, the City and District have had a contractual agreement for water conveyance for many years, and approved a one-year contract extension in December 2023 via Resolution 1078; and

WHERAS, the existing one-year contract expires in December 2024; and

WHEREAS, both City and District recognize that additional time is needed to negotiate a new long-term contract before the current contract expires; and

WHEREAS, the parties desire to enter into an additional one-year Contract for water delivery.

NOW THEREFORE, THE CITY OF STAYTON RESOLVES:

SECTION 1. The Mayor and Manager are authorized to sign the contract shown in Exhibit 1 as presented or in a form that is substantively similar.

This Resolution shall become effective upon its adoption by the Stayton City Council.

ADOPTED BY THE STAYTON CITY COUNCIL THIS 18TH DAY OF November 2024.

CITY OF STAYTON

Dated: _____, 2024 By: _____
Steve Sims, Council President/Mayor Pro Tem

Dated: _____, 2024 By: _____
Julia Hajduk, City Manager

SANTIAM WATER CONTROL DISTRICT
MUNICIPAL WATER DELIVERY AGREEMENT

This Agreement ("Agreement") is made effective January 1, 2025, by and between Santiam Water Control District, herein referred to as "District," and the City of Stayton, herein referred to as "the City."

RECITALS:

A. District is a public body, corporate and politic, exercising public powers pursuant to Oregon Revised Statute Chapter 553.

B. City is a public body, corporate and politic, exercising public powers pursuant to its charter.

C. District owns and operates a water control system, which delivers irrigation water to approximately 17,400 acres of land generally located between Stayton, Oregon and Salem, Oregon. In addition, District delivers water for municipal, hydroelectric, and commercial uses. District owns and operates the facilities that deliver water from the North Santiam River to the City's water treatment facilities. In addition, District owns and operates the Salem Canal and delivers water to the City of Salem through said canal under a perpetual contract.

D. City is the owner and operator of a community water system that supplies safe drinking water to customers in the Stayton area. The primary source of water for the City is water withdrawn from the North Santiam River, downstream of Geren Island, consistent with the water rights shown on the attached list of water rights (Attachment 1). Currently water is delivered through the District's power canal to the City's drinking water plant intake.

E. The City desires to utilize the District's conveyance system over other water delivery conveyance options.

F. The parties, by this Agreement, desire to enter into a one-year Contract for water delivery and to provide for the delivery by District to City water rights described above.

AGREEMENT:

NOW, THEREFORE, the parties mutually and severally covenant and agree as follows:

1. City agrees to pay to District $5,000 upon signature of this Agreement ("Annual Municipal Administrative Fee").

2. City agrees to pay to the District a water delivery fee. The amount payable by the City will be $137,000.00 The City agrees to pay the balance by July l, 2025.

3. The City agrees to continue to operate and maintain a water-flow meter that keeps a continuous record at its point of diversion from the District's canal. The City shall cause said meter to be independently inspected and recalibrated, if necessary, annually. The City shall provide to the District a true copy of the record of usage each month.

4. Transportation: The District shall transport for the City and deliver to the City water intake through the District's power canal, all cubic feet per second of surface water rights currently owned or under permit. (See attached list of water rights.)

5. The District agrees that it shall use its best efforts to maintain and keep the canal, dams that provide the water to the District's diversion point, the trash racks, fish screens, bypass facilities, and all other facilities required for the delivery of water, free of debris and other impediments, and in a condition that will reasonably ensure its ability to deliver such water to the City. The City shall have no obligation to operate and maintain any District-owned facilities. The City shall, however, be solely responsible for the operation and maintenance of its point of Intake from the District's canal and for the operation and maintenance of the flow meter required by this Agreement.

The District has no control over the quality of water in the North Santiam River, and it operates and maintains no water quality facilities, except its trash racks and the fish screens. Therefore, the District, except as to negligence on the part of the District, shall not be liable for defective quality of water delivered through the canal to the City. However, the District will at all times assist the City in maintaining water quality through the delivery system. The city has adopted a no swimming ordinance for the Stayton power canal and agrees to continue to enforce that ordinance.

6. This Agreement and the rights and obligations of the parties hereto shall, at all times, be subject to the regulatory authority of the state of Oregon, as vested in any duly constituted agency, the regulatory authority of the United States of America, as vested in any duly constituted agency, the Water Control District Act, and to all rules and regulations adopted by the Board of Directors of the District in connection with its operation as a public entity.

7. Uncontrollable forces, which in the exercise of due diligence could not have reasonably been avoided, including but not limited to decrees and orders of any court having jurisdiction, lawful orders or directives of any governmental agency or authority, strikes, insurrection, acts of public enemy, fire, flood, earthquake, or other acts of God, negligent or deliberate acts of third parties, mechanical and structural breakdown or failure, shall excuse the affected party from its obligations under this Agreement.

8. Each of the parties hereto agrees to indemnify and hold the other party and its respective officers, employees, and agents, harmless against and from any and all liability and loss for injury to person or damage arising out of its own sole activities hereunder, except such injury or damage that may be caused by the sole or contributing negligence of the other. Each party's liability under this Agreement shall be in accordance with the Oregon Tort Claims Act and the Oregon Constitution. Neither party, by executing this agreement, shall be deemed to have waived any statutory or constitutional limitation of liability.

9. Dispute Resolution

9.1 In the event a dispute arises between the parties as to the terms of this Agreement, the matter shall first be addressed through mandatory mediation.

If not settled by mediation, the parties shall submit the dispute to binding arbitration under the Oregon Uniform Arbitration Act, ORS 36.600 et seq.

9.2 In the event either party initiates arbitration to enforce the terms of this Agreement or to seek damages for its breach or arising out of any dispute concerning the terms and conditions hereby created, the prevailing party shall be entitled to an award of its reasonable attorney fees in arbitration, or on appeal.

9.3 This Agreement shall be construed according to the laws of the State of Oregon.

10. Survival of Transfer: The parties agree that the City's rights under this Agreement shall survive any transfer of ownership of the diversion and/or canal by any means and whether voluntary or involuntary, from the District to any other person or entity.

11. Term: The term of this Agreement is 1 year and expires 12-31-2025.

12. Precedent. This Agreement does not establish precedent towards a longer-term contract to be negotiated between both parties.

13. This Agreement supersedes all prior Agreements heretofore entered into between the parties for the delivery of water through the District's power canal to the City's water treatment facility. This Agreement is terminable only by mutual agreement of the City and the District.

14. No changes, modifications, or amendments to or waivers of any of the terms or conditions hereof shall be valid, except as the same are expressed in writing, approved by the City Council of the City and the Board of Directors of the District, and signed by the authorized representative of each of the parties.

SANTIAM WATER CONTROL DISTRICT, "DISTRICT"

By: _____
Its President, Board of Directors
Print Name: Dave Dalke

By: _____
Its Secretary, Board of Directors
Print Name: Brent Stevenson
Date: _____

CITY OF STAYTON, "CITY"

By: _____
Its Mayor
Print Name:

By: _____
Its City Administrator
Print Name:

Date: _____

Attachment 1

City of Stayton Water Rights

Appl	Permit	Cert.	CFS	Source	Use	POD	Priority
T-5883		80346	2.78	N. Santiam	MI-J	Power Canal	1909
T-5884		80347	0.82	N. Santiam		Salem Ditch	1911
T-5885		80348	0.39	N. Santiam	MU	Power Canal	1909
T-8871		80349	0.6	N. Santiam	MU	Power Canal	1907
39297	29266	57094	7	N. Santiam	MU	Power Canal	1963
71584	52447		25	N. Santiam		Power Canal	1991
			10	of Ci of Salem Cert. #12033			1923