



LEAGUE OF OREGON CITIES

Street Conditions Survey Report

APRIL 2017





Street Conditions Survey Report

Technical Report

April 2017

A study of the statewide condition of city streets in Oregon revealed that one-third of responding cities rate the overall condition of their streets as “poor” or “very poor.” Additionally, 50 percent of responding cities rated their streets as “fair.” Smaller cities are the most likely to have poor street conditions. Local streets conditions are further corroborated by many detailed, open-ended responses. Lack of direct funding and alternative, rising costs, and quality of street upkeep are a few of the common issues faced by cities in this matter. Taken together, these responses show the eroding state of local city streets.

Introduction

Transportation is a core local government service. Conducted in 2016, the League's Infrastructure Survey revealed \$3.7 billion in street project capital needs. That survey also found a cumulative gap of more than \$200 million in cities' operations and maintenance budgets. The infrastructure survey explored the funding problems but not the overall health of the streets themselves. The Street Conditions Survey sought answers to specific questions about street conditions. The League asked cities to rate the condition of their streets, to discuss their methods of measuring street condition, and to comment on the street related problems they face.

The survey revealed that a significant portion of Oregon cities have substandard street conditions. Eighty-three percent of cities reported their streets were "fair," "poor" or "very poor." Cities with a population less than 3,000 were more likely to experience substandard street conditions.

Additionally, the survey also found that cities are primarily concerned about following specific issues related to:

- Current street maintenance needs;
- Consequences of the funding gap (such as deferred maintenance);
- Alternative funding sources;
- The increasing impact of poor street conditions on cost drivers;
- The quality of roads and inequality of maintenance; and
- Other concerns (such as pedestrian safety and water damage).

83% percent of cities reported their streets were "fair," "poor" or "very poor."

This survey received the highest response rate from League members in more than four years. With the high number of survey respondents and the similarity of responses, the results show a clear need for cities. Street conditions are not what they should be, and the lack of adequate funding appears to be the primary reason.

Results

Street Conditions

Cities were asked to rate an average condition of their streets, from “very good” to “very poor.” This mimics the street conditions metric used by the Oregon Department of Transportation.

Figure 1 below shows that 33 percent of Oregon cities have poor or very poor streets.

Additionally, 50 percent of respondents reported fair street conditions, 16 percent described their streets as good, and one respondent city said their streets were very good. This indicates that while there are a variety of street conditions across the state, overall city streets are fair or poor.

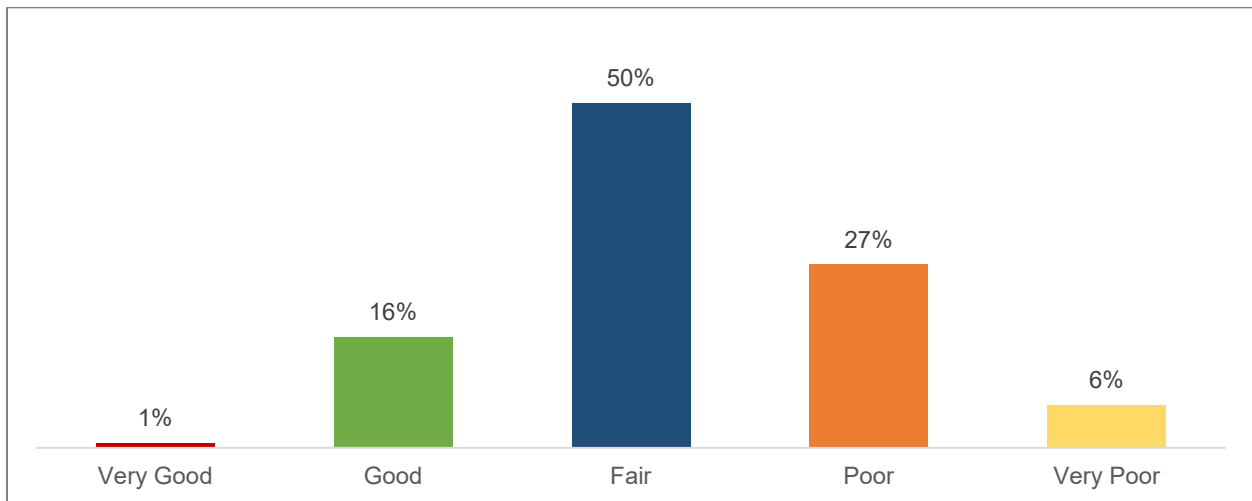


Figure 1: Overall City Street Conditions

Cities with less than 3,100 population are far more likely than larger cities to have poor and very poor streets. In fact, all of the 10 cities that reported having very poor streets had a population less than 3,100. Figure 2 shows street conditions broken down by population quintiles¹.

Regionally, cities that responded as having very good or good street conditions are more likely to be in the Metro, Southern Oregon and Central Oregon regions. Cities that responded as having poor or very poor conditions are most likely to be in the Metro, South Coast, Northeast Oregon and Eastern Oregon regions. The Metro results show the stark differences in street conditions, even between neighboring cities. Cities that indicated poor street conditions include Portland, Newberg and Estacada. Nearby respondents such as Beaverton, Wilsonville and Canby reported that their streets were in good condition.

¹ For an explanation of quintiles see Methods on pages 8-9.

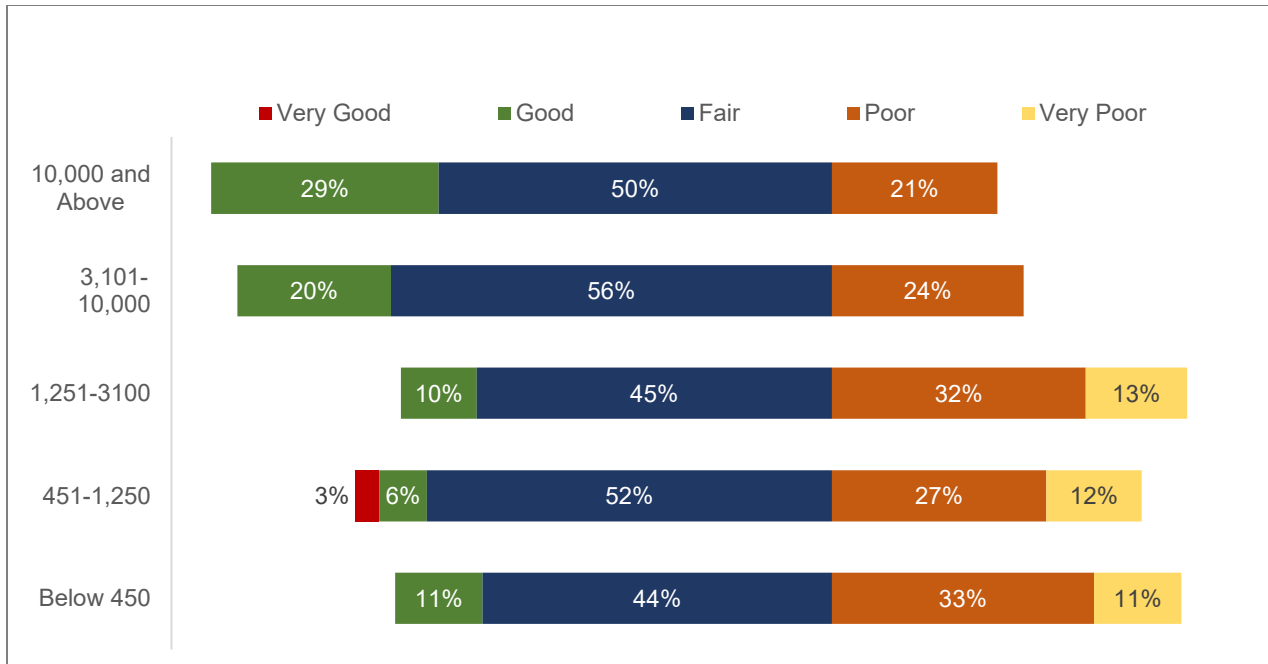


Figure 2: Street Conditions by Population Quintile

Scoring Systems

Forty-seven percent of cities reported using a scoring system in their evaluation of their city streets. These cities are more likely to be larger than 3,100 population and from the Metro region.

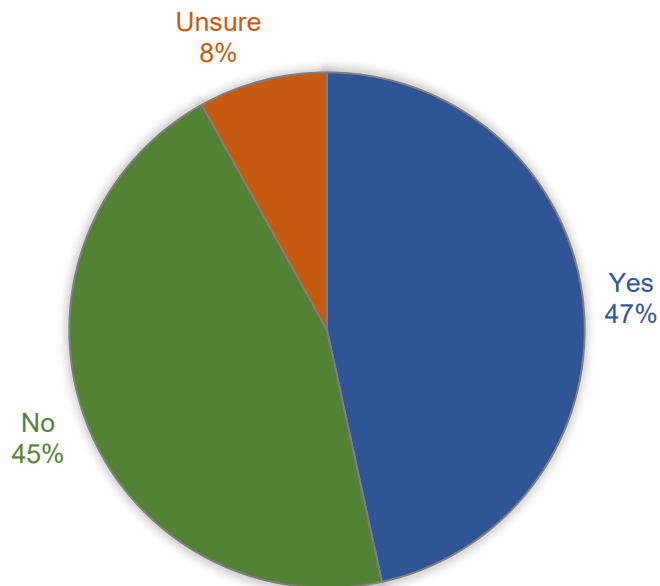


Figure 3: Does Your City Use a Scoring System to Gauge Street Conditions?

The survey also asked cities what method of evaluation and street condition measure they used. The majority of cities used the Pavement Conditions Index, a system developed by the U.S. Army Corp of Engineers. This index is useful for this survey as it provides a numerical score for pavement conditions from 0 to 100. This allows for an average of all streets to be derived. Other common measures include the Metropolitan Transportation Commission Standards and the American Association of State Highway and Transportation Officials (AASHTO) Road Test.

Qualitative Comments

Respondent cities provided rich commentary on the state of their streets and the issues surrounding this topic. These answers come from several questions on this survey. Due to the variety of responses in these questions, the answers to each were analyzed together. In this way, the topics of concern and qualitative values discovered are shown as one. Respondent comments fell (generally) into the six subjects listed below and arranged in order of most common subject matter.

Funding Gap

This type of comment was the largest topic of responses among cities. Cities are very aware of their needs and the lack of funding available to meet these needs. Comments of this kind include:

“Most of our road surfaces are over 20 years old and are now slowly failing. Cracking, sub bases failing. Money to make repairs and do overlays seem to be harder to come by.”

“We currently allocate approximately \$600,000 per year to pavement maintenance, leaving a funding gap of \$1.9 million.”

“We have over 30 miles of streets in our city and a budget of \$247,000. With about 42% of this used for personnel, 14% of this for street lights, 15% used for administration, and 11% for equipment repair and replacement, 5% for insurance, the remaining 13% of what is left is stretched between stormwater repair and street repair.”

“... we need to be spending \$1.4 million per year to keep the PCI at 72. We currently only have \$800,000 available and cannot meet that dollar figure with current funding sources.”

Consequences of Funding Gap

The gap between needs and funding has resulted in several consequences. Cities are taking preventative measures only, unable to spend funds on anything else. Cities have also deferred maintenance. The League’s 2017 State of the Cities Survey found that while deferred maintenance had declined in the last year, many cities continued to defer maintenance on streets and sidewalks. Respondents also noted the need for overlays and rebuilds of city streets, many remarking that their funding gaps only allowed for patches to be laid. Examples of these comments include:

“...Repairs are made annually on the very worst spots but we are typically unable to replace worn out base materials within the budget available and repairs do not last as long as they should.”

“The majority of the City's streets are showing some degree of damage. Often there is not sufficient funding to perform preventative and/or intermediate repairs and these streets end up failing. At that point, repairs cannot be deferred and become costlier than maintenance measures.”

“...We have mostly did [sic] chip-sealing because that is a cheap fix and extends the useful life a couple of years. There have been some overlays on some streets but they were done as part of a sewer or water project...”

Alternative Funding

In the absence of traditional funding sources, many member cities have resorted to alternative funding sources. Those mentioned include: bonds and levies, local gas taxes, maintenance fees, transportation utility fees, and grants. Grants were also noted with considerable frequency. Many cities (especially those with less than 3,000 population) noted that grants are not awarded as often as needed. Some cities reported that they apply every year and expect to only receive an award every few years. Examples of these comments below:

“...We have historically received small cities grants to assist us in overlays of streets, but those only come about every four to five years which at least gives us time to accumulate enough gas tax monies to add to the \$50k grants to actually do a decent project...”

“We are holding [a] workshop and looking into a transportation utility fee which will take years to build enough to maintain the few that are worth maintaining. We are also looking at loans/grants.”

“All of Sumpter's streets are dirt and gravel. Since the city has never had a street tax or fees for street maintenance, the streets are never going to be anything but dirt. Council has just recently began dialogue on instituting a street fee for its residents. As is, the city receives state gas taxes approximately \$900.00 a month for our street fund.”

Unequal Maintenance/Quality

Cities expressed concern about the quality of their streets as well as the inequality of street upkeep. There were concerns about the state of the base materials under the roads and the poor quality of initial road construction. These foundational issues have resulted in faster degradation to the roads than would normally be expected. Additionally, several cities commented on the state of upkeep between roads in their city. Numerous main streets in high demand areas of cities have priority over residential roads. The result is poor conditions in residential areas and

good conditions in commercial centers. Five cities commented on the existence of gravel roads that remained throughout their cities. Examples of these comments include:

“When our city streets were first paved, they were not prepped and paved to proper standards. Throughout the years the roads have slowly broke [sic] down and the city does not have the adequate funding to maintain and repair all the roads on a proper maintenance program.”

“We have both asphalt and gravel streets. Because of ice and snow buildup and because our main streets are often used by semi-trucks as a bypass to the main highway, damage occurs. Our gravel streets are in need of upgrade. Our asphalt streets need pothole repairs.”

“We have a couple of areas in town that are newer and have paved streets, however, the vast majority of city streets are narrow, potholed or alligatored, do not have sidewalks or storm, and there is a high number of streets that are gravel.”

Cost Drivers

Finally, cities also commented on variables that were rapidly increasing costs of street maintenance. Several of these cost drivers included: population increase, inflation, increasing construction costs beyond inflation and road degradation from increased commercial freight. Examples of these comments include:

“Skyrocketing construction costs are eating us alive. Our list of deferred maintenance grows every year, in the hopes that we can save up to do a project the next year; only to find out that the delay only treaded water, thanks to increased cost estimates.”

“It is getting very hard for small Cities to keep up on the roads, especially if there are unusual impacts like timber extraction, with the funds from the gas tax and with the increase to the small city allotment grant amount, it seems like there are less awards.”

“...I just finished comparing the way Cities and Counties receive funding (which is population based) and based on PSU's projected growth rate of 1.4% that won't even keep with average construction inflation of 2.5%. With that model we will never gain on the street needs.”

Other Concerns

Cities also provided miscellaneous comments related to streets. These concerns include: pedestrian safety from lack of maintenance; water drainage concerns; funding for street lights and lane markers; upfront costs associated with grants and costs of underground utility upgrades. Examples include:

“...Many city streets have aged and lack management planning to preserve and update their paving. Also, many streets were installed prior to current streetscape elements such as sidewalks, stormwater facilities, and the like.”

“We also have a need for additional sidewalks for pedestrian safety but no funding source.”

“If there was more funding available to small communities to upgrade their infrastructure without the city needing to spend a lot of money to be shovel ready [sic] before you even apply for the grants it would make a big difference on keeping the infrastructure up to standards.”

Conclusion

The League has long advocated for increased funding for city street projects and greater funding for upkeep and repairs. This survey clearly demonstrates the extent of the problem. One-third of cities report their streets as in “poor” or “very poor” condition, and one-half reported street conditions as “fair.” Put another way, 83 percent of cities have streets that are in less than good condition. This indicates the overall state of city streets; however, it does not capture the granular details of the related issues these cities are facing. The qualitative responses add this element. The comments on the survey reveal a complex set of needs and issues for cities. Chief among these is the lack of funding to maintain street conditions, let alone repair and upgrade to the local street system. Often, only the streets in the poorest condition are repaired; and often these streets are treated with rudimentary patches and other pavement sealing methods. The survey responses also show that increasing costs, inflation, and growth in Oregon population will only make the matter worse in the future.

Methods

The survey was conducted from January 27 to February 17, 2017, and responses were received from 161 cities. These cities represent 2,369,015 residents, or 84 percent of the population residing in Oregon cities. The League created the survey with Qualtrics and distributed it to city managers, city recorders, and other individuals with positions equal to a city’s chief executive officer. These individuals often relied on support from relevant city staff or forwarded the survey to be completed by that individual.

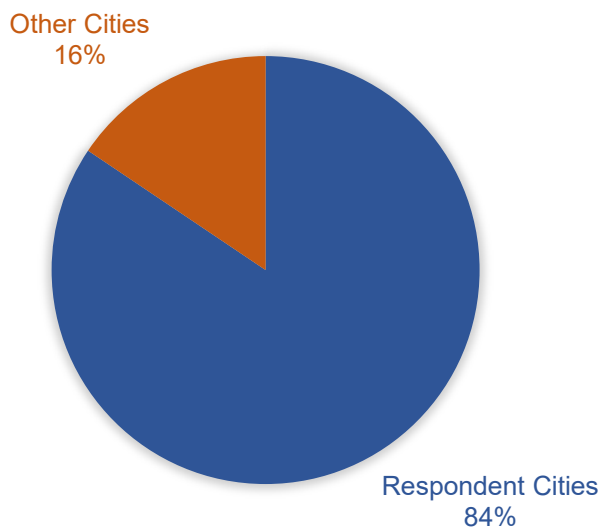


Figure 4: Respondent Population Proportionate to Oregon City Population

Cities are divided into population quintiles or groups of cities representing roughly one-fifth of the 241 total cities. This is done to provide more accurate comparison of differences among city populations. If LOC randomly selected cities from each quintile, we would expect 20 percent to come from each of the five quintiles. Among respondent cities, there was overrepresentation in the 4th quintile population category. Further, the survey had an underrepresentation of cities with a population less than 450, which is historically common to League surveys. Respondents were proportionately distributed regionally.

Category	Population Range	# Cities	% Cities	Diff. from OR Population
1st Quintile	<450	18	11%	-9%
2nd Quintile	451-1,250	33	20%	0%
3rd Quintile	1,251-3,100	31	19%	-1%
4th Quintile	3,101-10,000	41	25%	5%
5th Quintile	>10,000	38	24%	4%
Region		# Cities	% Cities	Diff. from OR Population
N. Coast		10	6%	-2%
Metro		43	27%	3%
Valley		29	18%	1%
S. Coast		10	6%	1%
S. Valley		21	13%	0%
Central Oregon		15	9%	-2%
NE Oregon		19	12%	0%
E. Oregon		14	9%	-1%
TOTAL		161	67%	

Table 1: Respondent Characteristics by Population and Region

Appendix A: Invitation to Participate

2017 LOC Street Conditions Survey

The League needs your help—please respond to the Infrastructure Survey by **the deadline: Friday, February 17th at 5pm.**

With the 2017 legislative session around the corner and with continued emphasis being given to the need for a transportation package, the League wishes to solicit a little more information that will be critical to the establishment of the local need for increased funding for local street maintenance and preservation.

The attached survey solicits data on the conditions of streets and roads owned and/or maintained by your city. Background on the methodology used to make those determinations will also be helpful as we try to amalgamate the data into a form that is easily communicated to the Legislature and is the basis for both quantifiable as well as anecdotal evidence of city needs in this area.

Survey Link Below:

http://orcities.co1.qualtrics.com/SE/?SID=SV_3a91icj9CkljP4p

Thank you in advance for your participation and quick response. If you have any questions regarding the survey please contact:

Paul Aljets at:
paljets@orcities.org
(503)540-6590



Craig Honeyman, Legislative Director

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(503) 588-6550 | (503) 540-6573 direct | (503) 784-3344 cell
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Helping Cities Succeed

Appendix B: Survey Instrument

Street Conditions Survey 2017

This survey is intended to gauge the overall state of street conditions in Oregon cities.

Q2 Please rate the condition of the city streets under the city's ownership and management

- Very Good (1)
- Good (2)
- Fair (3)
- Poor (4)
- Very Poor (5)

Q3 Please explain the reason for your answer to the first question.

Q4 Does your city use a scoring system to gauge the conditions of the streets under your ownership and management?

- Yes (1)
- No (2)
- Unsure (3)

Display This Question:

If Does your city use a scoring system to gauge the conditions of your streets? Yes Is Selected

Q5 What form of scoring system do you use?

Display This Question:

If Does your city use a scoring system to gauge the conditions of your streets? Yes Is Selected

Q6 If your city publishes a street conditions report, please email the most recent version to Paul Aljets at paljets@orcities.org.

Q7 Do you have any other additional comments

Appendix C: Responses by City

CITY	Please rate the condition of the city streets...	Please explain the reason for your answer to the first question.	Does your city use a scoring system ...	What form of scoring system do you use?	Do you have any other additional comments
Adams	Poor	The city has not had the funding to maintain or improve roads so they are all in poor condition.	No		
Albany	Fair	Per StreetSaver, our overall PCI is 60.	Yes	PCI - Pavement Condition Index	Arterials - 70 / Collectors - 63 / Residential/Local - 58
Amity	Very Poor	We have a couple of areas in town that are newer and have paved streets, however, the vast majority of city streets are narrow, potholed or alligatored, do not have sidewalks or storm, and there is a high number of streets that are gravel.	Unsure		
Antelope	Poor	Self evident	No		NO
Arlington	Good		No		
Ashland	Fair	Results from a network level infrastructure analysis (PCI) that included NDT deflection testing.	Yes	(0-100 PCI) Visual Pavement Condition Rating	None
Astoria	Fair	The City has an average pavement condition index number of 60 which roughly corresponds to streets in fair condition.	Yes	The City uses a pavement condition index (PCI) to categorize and analyze street condition. We utilize the Street Saver program to manage our program.	
Athens	Fair	We are a very small town with limited resources. Our Public Works Department does a good job with street repair and maintenance but the years have taken their toll.	No		No

Aumsville	Fair	Most of our road surfaces are over 20 years old and are now slowly failing. Cracking, sub bases failing. Money to make repairs and do overlays seem to be harder to come by.	Yes	Very Good, Good, Fair, Poor, Very poor	We go over the street ratings every year and up date
Baker City	Fair	All of the City streets are showing some wear. On our rating scale approximately 43% of the streets are Fair or Poor. The other 57% are noted as Good or Very Good, but the Good streets are at the lower end of the category and will be moving towards the Fair category soon.	Yes	A street inspection is performed each fall with the driver noting the following characteristics: ride quality, surface cracking, trench settlement, drainage issues and any other item impacting structural integrity of the street. The scores are on a scale of 100 and points are subtracted for the defaults noted. / Very Good 98-100; Good 89-97; Fair 70-88; Poor 45-69; Very Poor 0-44 / / I will email last year's report as this year's is still in process.	
Bandon	Fair	Based on the illustration about most of the City Of Bandon Street match.	No		The City Of Bandon is currently generating a scoring / adopting System along with a current update street inventory.
Banks	Fair		No		
Bay City	Fair	Most of our streets are in fair condition. Some are in excellent condition and a few are in poor condition.	No		
Beaverton	Good	our Pavement Condition Index rates near 70, a small percentage in the poor to very poor range.	Yes		
Bend	Fair	We made a concerted in the last couple of years to prioritize our street maintenance and	Yes	Pavement Condition Index Rating. Current stats from "draft" report. We have about	We just received a "draft" report of our current street conditions report. I'll email you the last report from

		preservation because the conditions were on a steady decline since about 2004. The overall system Pavement Condition Index went from PCI 76 to PCI 68 since then. We have been able to turn that around to PCI 70 this past year, but we still have a lot of work to do. There are a number of expensive rehabilitation roads that need attention. Therefore, I picked fair overall.		850 lane miles in town with 71% local/residential, 21% arterials, and 8% collectors. / Arterials = PCI 78 / Collector = PCI 74 / Residential = PCI 67 /	2013 for now and when this new current report is finalized, I can send it as well.
Boardman	Poor	Street Sections surveyed showed 57 street sections rated as Poor, 23 as Fair, 4 as Good and 2 as Very Poor	Yes	American Asphalt Institute	The city is planning a full street review this April/May to assess roadway conditions by our numerical ranking system. The needs will be better identified; however, funding to correct the problems is extremely hard to come by.
Brownsville	Poor	Roads were not constructed properly in the first place which causes more problems than this question can really address.	Yes	The City has a CIP that defines the conditions of said streets contained therein.	Street maintenance is extremely difficult due to the high cost associated with repairs and the fact that the base of nearly all the streets in town is non-existent.
Burns	Very Poor	the majority of our streets have not had much if any preservation done to them in the last 15 years due to budget constraints.	No		we are holding workshop and looking into a transportation utility fee which will take years to build enough to maintain the few that are worth maintaining. we are also looking at loans/grants.
Butte Falls	Poor	We don't have the budgetary means to implement acquisition of asphalt nor the manpower, nor heavy equipment to perform road	No		

		maintenance we patch potholes when it becomes a safety issue			
Canby	Good	Our City maintained streets range from good to fair, with more in the good range.	Yes	Pavement Condition Index - range 1 - 100 points	
Canyon City	Fair	They are at the low end of fair and we all understand it does not require a lot of time to make the move to poor.	No		
Carlton	Poor	Generally our streets range from poor to very poor condition. the exception is newer subdivisions built to comply with the city's public works design standards.	No		
Cascade Locks	Fair	The States owns the main street through town and the County owns about half of the other main arterial in town. The rest of the mileage in town is poor to fair. We do have subdivisions going in with excellent streets that makes us fair as an average.	No		
Cave Junction	Fair		No		
Central Point	Poor	Most of our roadways have Transverse and Longitudinal cracking, as well as Alligator cracking and Potholes.	Yes	Our City uses Cartegraph Pavement analysis, which uses a standard pavement curve as its base. Visual inspections plus install dates gives us our Overall Condition Index	
Chiloquin	Fair	roads need some work	Unsure		
Clatskanie	Poor	Some of the streets are in really good shape due to capital improvments to main thoroughfares. We have multiple side-streets that need work.	No		

Columbia City	Fair	The condition of the City's streets can vary considerably from one street to the next, so this was a difficult question to answer. Many of our streets were constructed within the last 20 years, and for the most part, those streets are still in good condition. However, the older streets are, generally, in poor or very poor condition. The City does not have the resources needed to properly perform the routine maintenance activities that are needed to preserve the newer streets, or to correct the poor condition of most of the older streets. Instead, we are forced to periodically pick and choose specific areas to apply our available resources.	Yes	1 = good / 2 = average / 3 = poor / 4 = bad	
Coos Bay	Fair	June 2015 Citywide Pavement Management Program Report using MicroPAVER	Yes	APWA MicroPAVER was used in 2015 to determine condition of all City streets. The Pavement Condition Index (PCI) was 64.3 at that time. The "Fair" condition PCI range is 56 - 70.	None
Coquille	Fair	/ Survey completed 2011 / gravel 3 miles / 6.9 miles poor / fair .1 miles / good 3 miles / excellent 7 miles	Yes	I do not know the method the dyer partnership is the city's engineers prepared this road inventory map and updated it in 2011, some roads are worse but we have repaired some stayed about the same.	As i look at the pictures of roads in the first section what jumps into my mind is poor but i guess the worst ones stick in your mind, i believe the survey is more objective.
Cornelius	Fair	The photo represents the average street condition. Some of our streets are as old as 90 years.	No		We had a Pavement Management Study performed in 1997 by Road Maintenance Services, Hillsboro

		Most streets have been slurry sealed and/or repaved.			Oregon. . A PCI was used to rate the streets. Since then we have informally, in-house prioritized street projects and maintenance.
Cottage Grove	Fair	Of the 43.4 miles of streets in Cottage Grove we have 17.21 miles or 39.6% rated as Fair. / 6.32 miles are Poor or 14.% / 6.44 miles are very poor or 14.8% / / Very good streets are 6.83 miles or 15% / and 6.60 miles are good or 15.2%	Yes	Micropaver software and system	
Cove	Fair		Yes		
Creswell	Fair	While we do have some streets that are in good repair those are streets that have been repaved or replaced in the last 10 years or so. Most of our streets reflect the poor picture as the majority of our streets are old / and we have not been able to fund repair of them. Many city streets have aged and lack management planning to preserve and update their paving. Also, many streets were installed prior to current streetscape elements such as sidewalks, storm water facilities, and the like.	No		We do not have a scoring system for our streets, we do have a TSP that rates the order or priority for / repair or replacement. We have been following the TSP for repair as funding is available. Funding opportunities for implementation of improved storm water and pedestrian amenities (possibly with option to match City contribution) could allow incremental progress toward improving safety and reliability of key roadways throughout our rural community.
Culver	Fair	Most of the city's streets are in good condition but there are a few that are in poor condition or unpaved.	No		The city maintains the primary streets first then the secondary and finally will do improvements.
Dallas	Poor	Residential streets are in poor condition and compose 71% of our total network. Arterial and Collector streets are in fair condition.	Yes	MTC Streetsaver PCI (Pavement Condition Index)	Current backlog maintenance is approximately \$15 Million.

Dayton	Poor	Most City streets are in poor condition. The City, generally, only has enough funds to do minor patching and a very little amount of overlays.	No		It would great to have a mechanism to address streets and sidewalks in a more comprehensive manner without having to go out for a bond or special levy.
Dayville	Fair	We have at least one or two issues on each street, but with the continual patching, the streets are in acceptable condition.	No		No.
Depoe Bay	Fair	we are trying to get overlay of asphalt over chip seal streets through town	No		
Detroit	Very Poor	Due to low revenue in the city's street fund it is hard to keep the paved streets in good condition. We apply for the ODOT special city allotment grant once every two years but that grant is very competitive and most of our streets that need re-paved or paved don't qualify under this grant. The city has no money to keep up with the street infrastructure.	No		We have streets that are heavily traveled, but because they are not main connectors we can't get grants to pave them.
Donald	Fair	Most of our City Streets have cracks or small pot holes. Only one street is in great condition (because of recent SCA grant). A few of the streets are in poor/very poor condition but it takes a long time to save up to make repairs. SCA grant only funds for streets that serve business purposes. The only revenue source for the City of Donald Street Fund is gas tax.	No		Please help fund CO roads too!
Drain	Fair		No		

Dunes City	Fair	Funds limit doing repairs to select locations. Can't keep up with needed repairs with the funding we have.	Yes	Established by former Road Director. Now is done by observation of Public Works Maintenance Supervisor and City Administrator.	I would like to see LOC offer training on road rights of ways, responsibilities and liabilities of cities, etc. As a new City Administrator, I am not sure what the City's responsibilities are for maintenance, etc. Hard choices must be made every year as to which project will just have to wait.
Eagle Point	Good		Yes	PCI index	
Estacada	Poor	There are streets that are in poor condition that are in the reconstruct category . It is because of money and no maintenance .	Yes	P Q I Index	No
Fairview	Good	We have a regular review of the PCI condition (75) and an annual pavement restoration program.	Yes	PCI	
Falls City	Very Poor	We have 7.12 miles of paved Streets, 3/4 of these are in very poor condition with half of the remaining in poor condition and the remaining in fair condition. Falls City is unique in that we do not have any State or County roads through are town, but we have two major timber routes using our roads. In the past two decades any grant money has gone to overlay these timber routes, but with the small amount in the Small City Allotment Grant and the tonnage the streets experience they are still in very poor condition. I did use the awarded SMC allotment to overlay a non-timber street this last year. I	No		It is getting very hard for small Cities to keep up on the roads, especially if there are unusual impacts like timber extraction, with the funds from the gas tax and with the increase to the small city allotment grant amount, it seems like there are less awards.

		have a problem with most of the destruction on our Streets being caused by timber extraction but the City not receiving compensation for the added traffic.			
Florence	Good	Our average PCI network rating is 71. However, we do have street segments that range from very poor (2%), poor (3%), fair (7%), good (70%) and very good (18%).	Yes	Streetsaver	Since the City instituted a monthly street maintenance fee, the City has made great strides in our street rehabilitation program. In the last five years the City has been able to spend \$1.675 million towards street rehabilitation projects.
Forest Grove	Fair	Generally our streets are fair with some scoring above and below a PCI of 70 and appearance being consistent with those ratings.	Yes	PCI via an asset management program which takes into account several factors including rutting, cracking, alligator, block cracking, etc. Our system does use human interpretation to obtain percentage data for all categories then input to our system for a PCI calculation.	
Gaston	Poor	Street maintenance has been differed due to lack of city funds. Further, we have not qualified for grant money that we have applied for.	Unsure		
Gates	Fair	The Streets are beginning to show cracks in several locations.	Unsure		
Gervais	Poor	Most of our streets look just like the picture of the Fair but several look like the poor picture.	No		
Glendale	Poor	The City of Glendale Streets are in need of a new overlay and or grind and repave.	No		The City of Glendale is a rural town with a population of 900. The primary focus currently is to update the Cities Wastewater plant and the majority of funds are allocated to

					that. We do not have the funding to do any street repaving due to the amount of revenue coming in.
Grants Pass	Fair	The City has a mix of good to poor with an average condition of fair. I think we have more good than poor, but quite a few that would rank as fair...	No		
Gresham	Fair	This is the average condition of roads in our city based on our pavement management system.	Yes	Pavement Condition Index (PCI). We rate our better condition roads on a regular basis, and update ratings as we complete street maintenance activity. Maintenance history data is entered into a pavement management system (StreetSaver) which models how pavement condition will change depending on the type and timing of maintenance treatments.	
Halfway	Good	The streets are very drivable most of the year. A few of the city streets are in poor condition, with large pot holes or wide cracks.	Unsure		none
Halsey	Poor	A few of our streets -- most notably in the newer Blue Heron neighborhood, and the eastern most sections of E A Street and E B Street -- would be "Good." About 80% of our streets would be "Poor" with a few edging into "Fair" and a few in "Very Poor." We have a few ends and a block on the outer west side that are gravel.	Unsure		We recently won a Special Cities Allotment Grant to repair the small section of H Street between W 1st Street and the railroad tracks. As this section has been in extremely poor condition for years, and H Street is one of only two East-West connections (it is a collector) this is a huge help to our small town. It would be great if there could be

					more funding for similar projects in small towns.
Happy Valley	Fair	The average Pavement Condition Index is 6.5 for streets inside the City. Happy Valley has a street maintenance backlog that totals \$5 million that is growing by over \$500,000 each year. Historically, the City has only performed street upkeep on high priority collectors and arterials while deferring maintenance on lesser traveled roads and local neighborhood streets. As a relatively newer community, local streets haven't needed much maintenance. However, as time goes on, those streets are beginning to show more wear and tear. The costs to rebuild will be significantly greater than addressing simple maintenance now. Unfortunately, as costs increase substantially greater than gas tax revenues, the problem is only getting worse.	Yes	Pavement Condition Index	
Harrisburg	Fair	The City of Harrisburg recently completed a comprehensive street assessment, and the overall street rating was a C-. The characteristics of a C- rating is cracking, potholes, some road base failure.	Yes	A-F.	Please work as hard as you can to get passed legislation that benefits through direct funding small cities transportation needs.
Helix	Fair	Some roads have been improved but most are fair to poor condition with little funding to repair/overlay/fix.	No		

Heppner	Good	we have some very good conditions - many of our streets have been overlaid or chip sealed. the ones that have not are in fair to poor condition - it probably averages to good	No		we are preparing to update our TSP this spring. this will give us a rating system and also inventory and prioritize our roads.
Hermiston	Fair	Due to strong growth over the past 30 years, many local streets are relatively newer. However, they are beginning to show their age.	No		Skyrocketing construction costs are eating us alive. Our list of deferred maintenance grows every year, in the hopes that we can save up to do a project the next year; only to find out that the delay only treaded water, thanks to increased cost estimates.
Hillsboro	Good	City maintained a pavement management system has an average network pavement condition index (PCI) of 80 to 83, currently 81.	Yes	We utilize the Pavement Management software, StreetSaver, to assess the conditions of our roadways. This system uses a Pavement Condition Index (PCI) of 0 to 100, with 100 being new pavement and 0 being completely failed pavement.	
Hood River	Fair	The City has done very little road improvements due to budget constraints over the last 20+ years. We have mostly did chip-sealing because that is a cheap fix and extends the useful life a couple of years. There has been some overlays on some streets but they where done as part of a sewer or water project. Also the City recently had all their roads evaluated by Capital Asset and Pavement Services and that rating is fair.	Yes	Pavement Condition Index	

League of Oregon Cities

2017 Street Conditions Survey

Hubbard	Good	We apply preventive maintenance treatment such as crack and surface seal.	Yes	using a 0-100 PCI scale , with 100 being the most favorable.	Cost to maintain the street is very high and know fund to do the job correctly.
Huntington	Poor	Our city streets are plagued with huge potholes, cracks and rough patches	No		
Independence	Fair	Based on pavement management study	No		
Irrigon	Very Poor	Infrastructure is very old and falling apart (average of all hard surface roads).	No		None
Jacksonville	Fair		Yes	1-5 5 being new	
Jefferson	Fair	Continuous maintenance over the last 25 years,through overlays, slurry sealing, and reconstructs. Contract Engineering firm has helped immensely.	No		We take a look at the street inventory yearly and decide where money needs to be spent.
John Day	Fair	Several main intersections have been paved in the last 6-8 years and a portion of the streets are crack sealed each year, however, the majority of the streets receive a 2 inch overlay every 10-15 years and have common issues like alligator spots from freeze and thaw cycles and cracking.	No		
Johnson City	Very Good	Our streets are regularly maintained and in excellent condition.	No		
Joseph	Very Poor	When our city streets were first paved, they were not prepped and paved to proper standards. Through out the years the roads have slowly broke down and the city does not have the adequate funding to maintain and repair all	No		

		the roads on a proper maintenance program.			
Junction City	Fair	This is an average. We have roads that fit into all categories.	No		
Keizer	Good	Our streets are evaluated by Marion County Public Works about every five years. Marion County provide the city the ratings using a pavement condition index scoring system. In addition to the rating system city staff annually evaluates streets for resurfacing. We allocate approximately \$600,000 to \$800,000 annually for resurfacing.	Yes	Pavement Condition Index scoring provided by Marion County through an inter-governmental agreement.	
King City	Poor	Most of the city streets were not maintained for an extended period of Time. It has only been over the past ten years that the City has developed and implemented a maintenance service plan for all the city streets.	Yes	Scores between 1-5 with 1 being brand new and 5 being in extremely poor condition.	None at this time.
Klamath Falls	Fair	Our latest review of our pavement management system put our average pavement condition index (PCI) in the high 60's to low 70's.	Yes	Pavement Condition Index. / / However, our system is out of date and we are currently looking to update to a new system.	None
La Grande	Fair	Our pavement management program evaluates our streets based on the evaluations done every two years and has rated them at fair.	Yes	Road Saver software program with a rating based on a PMI index from 0 to 100.	With limited funding and high demand for the funding the city has also developed a citizens committee to make the final selections on what streets receive the major improvements.
La Pine	Fair	City hasn't owned the streets very long and winter conditions haven't been favorable.	No		

Lafayette	Fair	Newer sections of the City are in very good conditions, while older sections are in poor condition. Citywide I feel the need is substantial so "fair" seemed like the right average.	No		We have two main thoroughfares through the City, and at least one is entirely maintained by ODOT. The conditions of both of these roads in our downtown is "poor." I have been informed that road maintenance by ODOT is not on a schedule, rather that this has to be applied for through a competitive process. This does not seem right to me, and I hope it is not the true way that ODOT manages maintenance responsibilities.
Lake Oswego	Poor	Based on a very recent survey, and driving in my own neighborhood.	Yes	PCI (current measure is 68)	Our estimate to bring PCI to 84 (our ultimate goal) is a one-time investment of \$60 million on top of what we are spending now.
Lebanon	Poor	Currently, there is very little funding for Capital Maintenance/ Re-Construction Projects. Most street repairs are drive by complaint basis and involve patching potholes.	No		Definitely need additional funding for streets.
Lexington	Poor	there is not funding for proper repairs of our streets	Unsure		
Lincoln City	Poor	The majority of streets need resurfacing.	Yes	Good, fair, poor and very poor.	
Long Creek	Fair	City streets were chipsealed several years ago. There are no potholes or deterioration of the basic streets. / Lane markers have not been redone for many years. Note: There is very little traffic in the city due to our / small population (195).	No		

Lostine	Fair	the roads are not horrible but there are a few cracks dips and pot holes	Unsure		
Lowell	Fair		No		
Lyons	Fair	Our roads look like the picture above - some cracks starting to form	No		
Madras	Poor	We have good streets and we have really bad streets. On average we are poor.	Yes	Pavement management system completed by CAPS. / / Good 70-100 PCI / Fair 50-69 PCI / Poor 25-49 PCI / Very Poor 0-24 PCI	Only comment is that funding for streets is a problem that needs a resolution fast. I just finished comparing the way City's and Counties receive funding (which is population based) and based on PSU's projected growth rate of 1.4% that won't even keep with average construction inflation of 2.5%. With that model we will never gain on the street needs.
Malin	Good	Most city streets are in good shape. Not new but not falling apart.	No		
Manzanita	Fair	A few streets in poor condition, but most streets repaired or replaced and in good condition.	No		
Maywood Park	Fair	Most of the streets show previous cracks that have been patched. A handful of streets, including our main street, Maywood PI, show unpatched cracks in the middle of the road. 2 or 3 streets have significant potholes. Overall, the condition is fair to poor. Fair to poor. Most of the streets in the city of maywood park are fair, showing several patched cracks. There are a couple of streets with	Unsure		

		significant damage, potholes, cracks, etc.			
McMinnville	Fair	Based on use of Street Saver pavement management software, and street ratings.	Yes	Street Saver, scores from 0-100, with 0 being failed, 100 being brand new	
Medford	Good	The City's pavements score 74 on a scale 0-100	Yes	Surface distress using ASTM D6333-07 protocol and Roughness using the International Roughness Index converted to a roughness score.	Our report is quite thick, so I'm not emailing it. Medford contracts with Infrastructure Management Services from Tempe, AZ, to perform pavement inspection and analysis every 2 years.
Merrill	Fair		No		
Metolius	Fair		No		
Milton-Freewater	Poor	The City does not currently have adequate funding to keep up with our aging streets which are continuing to deteriorate.	Yes	A , B, C, and D.	We also have a need for additional sidewalks for pedestrian safety but no funding source.
Molalla	Fair	2016 Pavement Condition Index Study rated streets at an average of 61.	Yes	Pavement Condition Index	No street maintenance or utility fee adopted for street maintenance
Monmouth	Good	In 1994 Monmouth overlaid a significant portion of City street. The City uses the AASHTO rating system similar to above. Results from a 2013 survey 1%- Very Poor; 2%- Poor; 18%- Fair; 53% Good; 26%- Very Good. In 2017 road conditions have degraded, I would rate a much higher percentage as Fair.	Yes	AASHTO-- similar or same as shown in this survey	None
Monument	Fair	Some of our streets are in poor condition but for the most part they are fair.	No		
Mosier	Poor	I am extremely disappointed that this survey would ask about the Public Right of Way and then show photos of what is obviously a	Yes	Walkability score, safe routes to schools score, and conditions score.	There are many external scoring methods that cities can access. Check out the AARP walkability score.

		vehicle-only streetscape. Where are the bike lanes? The sidewalks? This is 2017, and Seleta Reynolds and Janet Sadik-Kahn are rock stars in the transportation world. Until the leadership in Oregon can pull our thinking about of the 1950's, our communities will never be inspired to fund our transportation needs.			
Mt. Angel	Fair	While most of our streets are in decent condition we have several that are in poor condition.	Yes	We actually walk the streets and evaluate them based on cracks alligating, and raveling. We also have contracted with Marion County to evaluate the conditions of our streets.	
Mt. Vernon	Poor	Being a small City we try to keep up the best we can.	No		
Myrtle Creek	Poor	We have over 30 miles of streets in our city and a budget of \$247,000. With about 42% of this used for personnel, 14% of this for street lights, 15% used for administration, and 11% for equipment repair and replacement, 5% for insurance, the remaining 13% of what is left is stretched between stormwater repair and street repair.	Yes		
Myrtle Point	Poor	The City of Myrtle Point has numerous streets that are in poor to very poor condition and we have very little money available to make proper repairs. Very few streets are better than fair condition. Repairs are made	No		

		annually on the very worst spots but we are typically unable to replace worn out base materials within the budget available and repairs do not last as long as they should.			
Nehalem	Fair	We work hard to maintain our streets as our budget allows.	No		NO
Newberg	Poor	In 2014 we completed a city-wide pavement condition index (PCI) survey and found that we have a city-wide PCI of 73/100. Last fall we updated the survey and found the city-wide PCI has fallen to 68/100.	Yes	Pavement Condition Index (PCI) is calculated for each street segment using the micro paver software. A full report was completed in 2014, which will be emailed to Paul.	To maintain our current PCI, we had a consultant determine that we need approximately \$2.5 million a year for street maintenance projects. We currently allocate approximately \$600,000 per year to pavement maintenance, leaving a funding gap of \$1.9 million. We are working on the adoption of a transportation utility fee this spring which is estimated to generate an additional \$1.1 million per year. The funding shortfall will then be approximately \$800,000 per year, and will need to identify the final funding source(s) to achieve the \$2.5 million in program funding.
North Bend	Fair	Generally, based on a condition survey done in 2014.	Yes	Pavement Condition Index	
North Plains	Poor	lack of Street maintenance funding	No		
Oakridge	Fair	The majority of our streets are in fair condition. Unfortunately a number of them do fall under poor and very poor.	No		One of the biggest issues are funding. If you are a true rural community in a smaller county, there tends to be more funds available for transportation. If you are a rural community in a larger county, normally the metro area by virtue of population will get the lion

					share of the funds. This needs to be looked at.
Ontario	Fair		Unsure		
Oregon City	Fair	The pavement condition survey is a detailed field assessment of a minimum 10% representative sample of each street segment. This survey information is compiled within StreetSaver software system where a computation is run to establish a city-wide Pavement Condition Index (PCI). / / In 2015, the overall city-wide PCI was 66. / Our Collectors and Arterials are Good and our Local streets are Fair. We use Street Saver Software to determine our Average PCI's for these Functional Classifications.	Yes	We hire a firm (Capital Asset) to survey our streets every 3 years and come up with a pavement condition index.	
Pendleton	Fair	Many streets have been improved over the past ten years, however, we still have a number of streets that are unimproved.	Yes	PCI from 0-100. We use Street Saver Software.	
Philomath	Fair	We have several street segments which are in good condition, many that are in fair condition, and several that are in poor or very poor condition. On the average, they are in fair condition by lane mileage, but are deteriorating at an accelerated rate due to lack of maintenance.	Yes	internal, 1-10 system	n/a
Phoenix	Fair		No		
Pilot Rock	Poor		No		
Port Orford	Fair	The city street budget has zero dollars to do any street repairs or maintenance	No		

Portland	Poor	The majority of PBOT's paved assets (54%) are in poor or very poor condition / Arterials/Collectors: 47% in poor or very poor condition / Local Streets: 60% in poor or very poor condition	Yes	StreetSaver software	
Powers	Very Poor	Our streets are worse than your worst picture.	No		We have very little money to spend on streets. What we get is used up doing patching and rocking.
Prairie City	Poor	We have 11 miles of streets in our little city. Those with asphalt are in dire need of repaving and we have many that are not paved at all.	No		WE are a small city with a small budget. Although we benefit from SRS money it is not enough to pave or repave all of our streets.
Prineville	Good	The City of Prineville contracts with an independent contractor (Capital Pavement and Assets) to perform pavement condition inspection on a 2 year cycle. Our inspection was just recently performed in August of 2016 and the overall network rating was a 71. Which through the metropolitan Traffic Commission the 71 rating puts our condition as good.	Yes	MTC Street Saver program	The MTC Street Saver program recommends a 5 year funding amount of \$7.19 million to increase our overall PCI index to a low to mid 80's. This exceeds the City's current planned funding level of \$1.50 million by approx. \$5.69 million. The City of Prineville's elected officials have set a goal of providing their constituents a street network that rates an average PCI of the low to mid 80's. With the current funding from the State and Federal governments this goal will be very hard to achieve.
Redmond	Good	Our pavement condition index is 82.	Yes	The PCI	
Reedsport	Fair	Most of our streets are in fair to poor condition. We do patching instead of full overlays due to limited budgets and high repair needs.	Yes	We prioritize by road classification and size of repair.	
Rogue River	Good	The City has been overlaying and chip sealing streets for the last	Yes	PCI Pavement Condition Index	No

		three years with a 1.6 million dollar bond passed in 2013.			
Roseburg	Good	Average Pavement Condition Index is 72 - so we are on the lower end of the "good" category	Yes	PCI	Our PMP indicates that we need to be spending \$1.4 million per year to keep the PCI at 72. We currently only have \$800,000 available and cannot meet that dollar figure with current funding sources.
Salem	Good	less than 25% of pavements are in less than good condition.	Yes	0 to 10 where 0 is Failed Pavement and 10 is Very Good Pavement	No.
Scappoose	Poor	The lack of stormwater drainage facilities is causing distress to our road system.	Yes	MTC and PMP	
Scio	Fair	Most of our streets have been either had a 2" lift in asphalt or slurry sealed in the past 15 years. Many streets had fabric installed but do not have a good base tend to break down more quickly.	No		no
Scotts Mills	Good	Majority of the Roads are in good condition. We do have a few roads that are still gravel. We have one of the gravel roads scheduled for paving this spring and another will receive an overlay.	No		
Seaside	Fair	Because most of the roads need help, such as Overlaying or Chip sealing, some need rebuilt	No		
Shady Cove	Fair		No		
Shaniko	Fair	We have both asphalt and gravel streets. Because of ice and snow buildup and because our main streets are often used by semi-trucks as a bypass to the main highway, damage occurs. Our	No		We have applied for highway grants for several years, but have been declined.

		gravel streets are in need of upgrade. Our asphalt streets need pothole repairs			
Sheridan	Fair	Rated them in the middle as we have some that are very poor but the majority are a better than poor.	Yes	A scale of 1 (poor) to 10 (just built).	
Sherwood	Good	Sherwood's streets are rated at a 79 PCI average.	Yes	The city streets are evaluated in accordance with MTC standards and the online version of Street Saver Online 9.0 database.	Streets were last updated in October 2013 and will be update spring of 2017.
Siletz	Fair	have some streets that have cracks and we have seal coated them as best we could	No		
Silverton	Fair	This is based on a 2012 Pavement Condition Index Survey and subsequent windshield surveys conducted by Public Works staff.	Yes	We utilized the Pavement Condition Index (PCI) as outlined in the Metropolitan Transportation Commission (MTC) standards. The PCI study was conducted using Streetsaver Online 9.0 software.	The City of Silverton will be conducting an update to our Pavement Management Plan in the coming year.
Spray	Fair	Most of the roads that the City Maintains are in fair condition. There are a few how ever that are in poor condition that the City is looking to fix.	Unsure		
Springfield	Poor	2015 street conditions report concluded 51% of Springfield streets were in poor condition.	Yes	Streets are graded based on the amount of and severity of surface defects including cracking, raveling and base failures. The information is processed through INFOR asset management system which determines a Surface Condition Index (SCI) rating. This rating is used to determine if a street is good fair or poor.	
St. Helens	Fair	The majority of the City's streets are showing some degree of damage. Often there is not sufficient funding to perform preventative and/or intermediate	Yes	Staff has developed a database for City use, to note defects, problems, repairs, etc.	Annual maintenance funds are not adequate to keep up with the ever-increasing list of needed street repairs. As the City grows and more streets are added, funding does not

		repairs and these streets end up failing. At that point, repairs cannot be deferred and become more costly than maintenance measures.			keep pace with the additional lane miles added to the City street inventory. Fewer repairs are made and the streets start to deteriorate at an increased rate, further compounding the problem. Alternative funding options have been considered but ultimately rejected because of their unpopularity with the citizens.
Stanfield	Poor	Most streets are in need of some repair.	Unsure		Stanfield streets were never adequately paved when they were first paved. Since then, the City has not had sufficient funding to correct the mistakes and conduct proper maintenance.
Sumpter	Very Poor	All of Sumpter streets are dirt and gravel. Since the city has never had a street tax or fees for street maintenance, the streets are never going to be anything but dirt.	No		Council has just recently began dialogue on instituting a street fee for its residents. As is, the city receives state gas taxes approximately \$900.00 a month for our street fund.
Sweet Home	Poor	Most roadways are in the middle of their lifetime, and some beyond it. In a city with little growth building new roads and streets - the overall average condition gets progressively worse.	Yes	Something of a specific city internal 1-9 rating scale based on types of roadways. We have a variety of road types such that each type would almost need to have its own PCI. So we range our 5 road types with good/fair/poor ratings, with the goal of moving roadways to a higher value in the categories we have.	Will send street conditions report. It's reported in the annual City Budget book. We have been recently been experimenting with the usual PCI style of rating, to incorporate within the street type. At a certain point underground utility upgrades pre-empt paving needs and schedules.
Tangent	Fair	We have a couple streets that need fixing, but most of the city owned streets have been	No		The Special City Allotment Grant for small cities isn't enough to complete a whole street. It would be nice to

		improved. We do not own a lot of street. Most of the streets in our city are either owned by the state, county or under private ownership.			be able to increase the amount cities can apply for.
The Dalles	Poor	From our 2013 pavement condition survey (the most recent year that a survey of the entire system was conducted), 46% of City streets were classified as "Poor" condition. This is the condition category with the highest percentage of streets in the survey. The next highest category was "Fair" at 29%.	No		At current funding levels, we are losing ground and transportation system maintenance and pavement condition ratings. Between 2002 and 2013, 60% of City streets in The Dalles deteriorated from Very Good/Good to Fair/Poor pavement condition rating.
Tigard	Good	Our overall average PCI is 72 and the majority of our streets are in good or very good condition. However, we do have a backlog of about 15% of our street mileage in poor or worse condition that needs to be paved but has not been paved due to lack of available funds. Our cost to pave this backlog would be about \$11m	Yes	Pavement Condition Index through Streetsaver / / Current system average PCI is 72	
Troutdale	Fair	PCI report and analysis, the PCI rating for the City at the time was 68.9. / /	Yes	PCI system	
Turner	Good	All streets were repaved in 2001. City has aggressive crack seal and slurry seal program.	Yes	Something we developed internally based on type of street, age, condition, etc.	
Ukiah	Poor	The City of Ukiah does not have the money or equipment to repair the streets in Ukiah.	No		We put in for all of the grants offered to get the money to repair the streets.
Union	Poor	Funding	Yes		City had a street maintenance analysis done in 2013
Vale	Fair	The City of Vale does not have the resources to adequately repair and	No		

		restore all streets within the city limits. We have cracking and pot holes throughout the system. We are able to crack seal and chip seal a small portion each year but are falling behind.			
Veneta	Good	Results of pavement condition survey conducted in 2015 by Pavement Services, Inc. PSI Index assigned was 83.0	Yes	PCI Index. / / PSI staff collected the street condition data by conducting a walking inspection based on the procedure outlined in ASTM International D6433-11: Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys. The Pavement Condition Index (PCI) rating was then generated using PAVER pavement management software (PMS).	
Waldport	Fair	I compared our roads to the provided picture.	No		No
Wallowa	Poor		No		
West Linn	Fair	Overall system is rated fair based upon our PCI score of 69 in the city's StreetSaver system. Individual road locations vary.	Yes	0-100 PCI system using StreetSaver	
Willamina	Very Poor	Willamina has been poorly led and poorly managed for the last 20-25 years. Consequently, the City's infrastructure including its streets have not been upgraded or even properly maintained.	Unsure		The City is now addressing its infrastructure problems. However, given the size of the task and its lack of financial resources it will be many years before substantial improvement is realized.
Wilsonville	Good	The City has had a Road Maintenance Fee in place since 1997, which has strived to	Yes	Our Inspection Staff periodically survey road failures using Cartegraph,	

		maintain roads at or above a PCI of 65		which generates a pavement condition index.	
Winston	Poor	The City of Winston has not had to capital to work on its pavement maintenance program. We are currently working on a realistic 5 year plan that can be funded and we can start to put a dent in the problem. The majority of streets in the City of Winston are in poor to very poor condition primarily in neighborhood collectors and neighborhood streets. Because there is some money available for arterial streets the City's arterials are in fair condition.	Yes	It is in process right now and I have not seen the final document	We need a permanent source of money for neighborhood and collector street maintenance and preservation. The City of Winston will be contracting to have a Professional Engineer do a pavement rating survey within the next couple months.
Wood Village	Good	We have completed a full pavement condition index, and the composite rating for our roadways is good.	Yes	Multnomah County has developed a method to implement the national pavement management index, the county trained our personnel to conduct the field work, and the county provides the reporting.	No
Yachats	Poor	we have no street funds	Yes	PCI Pavement condition index	no
Yamhill	Poor	All the city streets range from fair to very poor. This is from the city over 15 years ago using all the street fund to overlay streets without fixing the issue under the road. Therefore now you have streets that are higher then they should be which affects the drainage and the water, sewer and storm drain issues with every street.	No		If there was more funding available to small communities to upgrade their infrastructure without the city needing to spend a lot of money to be shovel reading before you even apply for the grants it would make a big difference on keeping the infrastructure up to standards.

<p>Yoncalla</p>	<p>Very Poor</p>	<p>Lack of funding for street repairs. We have historically received small cities grants to assist us in overlays of streets, but those only come about every four to five years which at least gives us time to accumulate enough gas tax monies to add to the \$50k grants to actually do a decent project. We used to get some funds from the County by way of the O&C but that came to a halt a few years ago.</p>	<p>No</p>		<p>HELP!</p>
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