

Streets are one of the City's single largest assets to maintain.

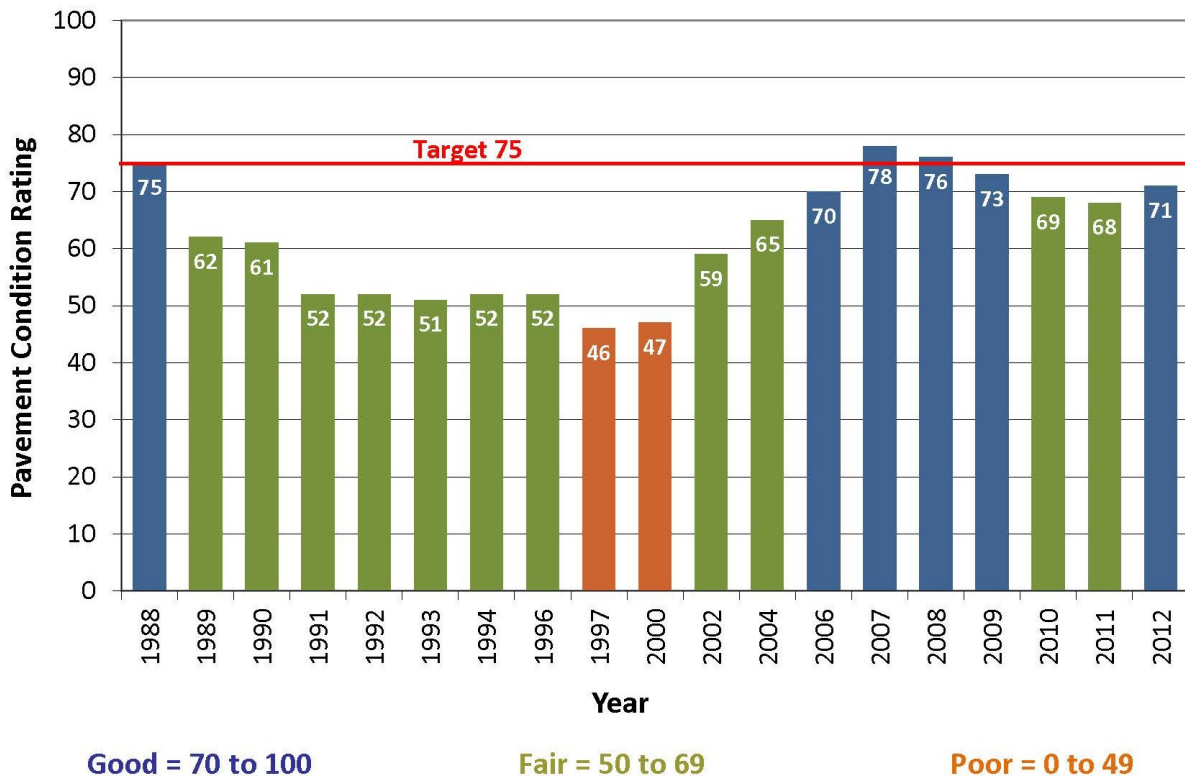
In 1999, the City Council performed a review of the Street Repair and Reconstruction Program. This review identified a substantial funding shortfall relative to projected needs. To address this problem, the City Council decided to move toward a strategy that emphasizes preservation of pavements earlier (Least Cost Strategy), while allocating additional funding to address the existing backlog of major repairs of poor pavement.

The Least Cost Strategy repairs pavements when they are in relatively good condition. We do this so they don't decline to poor condition and require major repairs.



The following chart shows the history of pavement condition ratings since 1988. We initiated the Least Cost Strategy in 2000 and condition ratings continually increased until 2007. In 2008, we started to see the first decline in the pavement condition rating since the start of the Least Cost Strategy. The increasing cost of materials and contractor prices meant that fewer lane miles of pavements could be repaired each year. Additionally, the harsh winter of 2008 and the deferral of funding for paving work in 2009 and 2010, contributed to the decline in the pavement condition rating. In 2011, funding was restored, leading to improvement in pavement condition in 2012.

Average Condition Rating



Each year, staff visually surveys our streets and enters the information into pavement management software. This allows us to predict future pavement conditions. The following chart shows impacts of annual expenditures of \$3 million, \$4 million, \$5 million, and \$6 million in the Street Repair and Reconstruction Program.

	\$3 million		\$4 million		\$5 million		\$6 million	
	Rating	Backlog*	Rating	Backlog*	Rating	Backlog*	Rating	Backlog*
Current	71	\$42 M	71	\$42 M	71	\$42 M	71	\$42 M
20 years	62	\$46 M	66	\$32 M	71	\$14 M	74	\$2 M

* Backlog—total cost of needed repairs, not covered under current funding.

