ASPHALT AND CONCRETE PROJECTS AND FUNDING SINCE FY 2014

Jim Karch, P.E., MPA, Director of Public Works
Committee of the Whole
March 18, 2019
Overall Street Rating Condition

- 2010: 6.5
- 2011: 6.56
- 2014: 6.18
- 2017: 6.09
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</thead>
<tbody>
<tr>
<td>Sidewalk Construction</td>
<td>$778,123.5</td>
<td>$1,069,193.0</td>
<td>$473,885.0</td>
<td>$571,142.0</td>
<td>$1,016,635.0</td>
<td>$1,075,516.1</td>
<td>$1,004,250.0</td>
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<tr>
<td>Street Construction</td>
<td>$4,473,163.0</td>
<td>$8,772,186.4</td>
<td>$2,319,737.5</td>
<td>$3,586,997.3</td>
<td>$4,391,856.9</td>
<td>$4,770,000.0</td>
<td>$3,995,750.0</td>
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</tbody>
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**Asphalt and Concrete**
ADDITIONAL INFORMATION

1. FY14 Road Bond Repayment
   • $10 million bond approved for FY 2015 roadwork
   • Street resurfacing, sewer, sidewalk, pavement preservation, and traffic signals
   • Bond payments out of General Fund

2. Where did extra $400k come from for resurfacing work this year?
   • The FY 2020 proposed budget includes $363,450 in capital improvement fund carryover, resulting from:
     • Difference in projected revenue versus actual LMFT and sales tax revenue
     • Difference in budgeted and actual project cost

3. Was there formerly state funding for municipal roads? If so, do we have info on when that started to go down?
   • State funding from several sources
   • State MFT is the most consistent
     • Varies based on the MFT revenue and population
   • The formula has not changed since 1990
   • Other state funding is inconsistent and unreliable
     • Capital bills
     • Surface Transportation - Urban funding
     • Grants and other state programs
THANK YOU!

QUESTIONS OR COMMENTS?