

Residential Street Improvement Plan

Introduction

Aging infrastructure, including streets, is a nationwide problem and it is one of the biggest challenges facing many cities and counties throughout the nation. In most areas, much needed street and road improvements are being deferred due to budget shortfalls. For some agencies, the funding shortfalls are significant and there is a huge gap between what is needed to maintain a road system in good condition and what is available. The result of deferring road improvements with a “wait until tomorrow” approach is that roads are deteriorating to poor condition and the overall cost of maintaining a roadway system increases dramatically.

A fundamental concept of pavement management is that as a road deteriorates from excellent to good, from good to fair, then fair to poor condition, the proper “fix” shifts from preventive maintenance such as crack sealing and seal coating to resurfacing and rehabilitating, and then to reconstructing and rebuilding. The problem with this “fix-it-later” dilemma is that the cost of reconstructing a road tomorrow is much greater than the cost of maintaining it today.

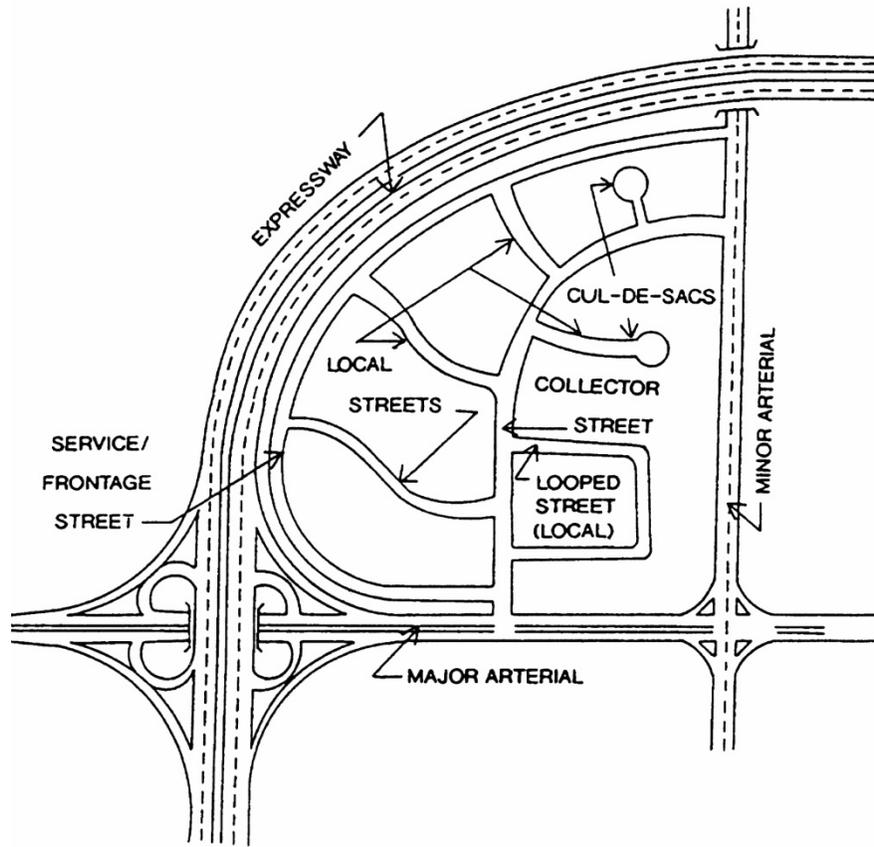
Victoria’s streets are no different than the streets in most US cities. Many are in poor condition and need to be rebuilt while others are in good condition, but if not maintained properly will continue to deteriorate to the point where they must also be rebuilt. With the large amount of work required and the resulting cost and the limited amount of available funding, a multi-strategy approach will be required.

Street Classifications

The City classifies its streets using a functional street classification system which is comprised of the following functional classifications:

1. Expressway
2. Major Arterial
3. Minor or Secondary Arterial
4. Collector
5. Local or Residential

An example of each classification of street is provided in the figure below:



The City of Victoria has over 246 miles of residential streets compared to 30 miles of arterial streets and 38.5 miles of collector streets.

Sales Tax Development Corporation funding, which cannot be used for residential streets, has comprised the bulk of the funding available for street re-construction in the recent past. As a result, the priority has been to concentrate on more heavily traveled streets such as arterials (e.g. Laurent Street and Sam Houston Drive) and collectors (e.g. Miori Lane and Leary Lane).

This becomes evident when one compares the amount of residential street rehabilitation that has occurred over the past several years to the amount of thoroughfares that have been rehabilitated during that same time period. The chart on the following page shows that, on the average, we have re-built approximately 3.67% of our thoroughfares per year versus approximately 0.91% of our residential streets per year since 2007.

Year	City Wide Residential Footage	City Wide Thoroughfare Footage	Total Street Footage	Residential Rehab. Footage	Thoroughfare Reconstr./Rehab Footage	Percent Residential	Percent Thoroughfare
2007	1,251,824	388,523	1,640,347	23,000	1,300	1.84	0.33
2008	1,252,322	388,812	1,641,134	24,500	-	1.96	-
2009	1,254,284	390,592	1,644,876	2,250	24,200	0.18	6.20
2010	1,259,353	391,309	1,650,662	Crack Seal	16,800	-	4.29
2011	1,259,353	391,309	1,650,662	9,000	16,100	0.71	4.11
2012	1,264,353	391,309	1,655,662	9,705	31,600	0.77	8.08
2013	1,268,875	395,881	1,664,756	11,920	10,680	0.94	2.70
		Average	1,649,728	13,396	14,383	0.91	3.67

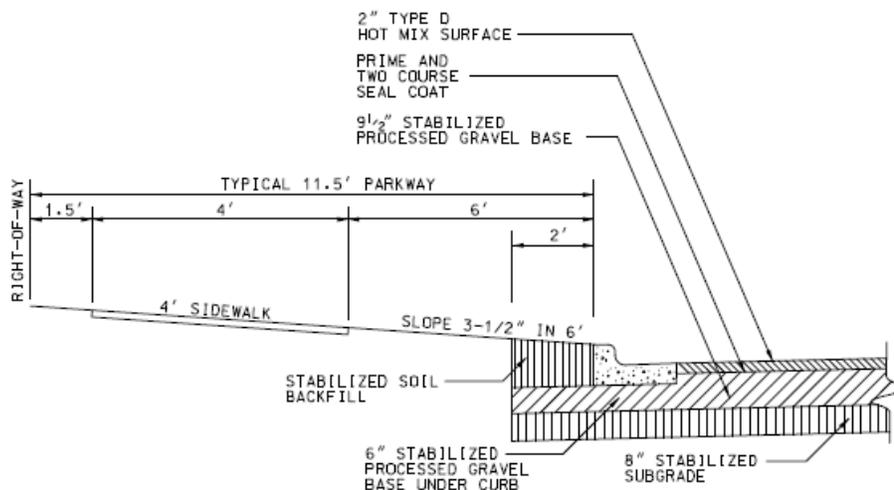
This translates into a 27 year life cycle for thoroughfares and a 101 year life cycle for residential streets. Ideally, thoroughfares should have a design life of approximately 50 years and residential streets should have a 30 year design life.

Street Standards

Many residential streets, which were originally constructed by developers as neighborhoods, were built and then turned over to the City once the neighborhoods were complete. An element of improving residential streets is insuring the roads are built to a 30 year life cycle when originally built or reconstructed.

City Council adopted a revised Residential Street Standard on January 15, 2002. This design is based on a 30 year life cycle if properly maintained.

LOCAL STREET AND COLLECTOR STREET SECTIONS



Annual Assessment

City streets are inspected and assessed annually using a Street Inventory System that uses various pavement distresses (type, severity and quantity) to determine a Street Rating. The Street Rating is similar to a grade of 0 to 100 with 100 being the best.

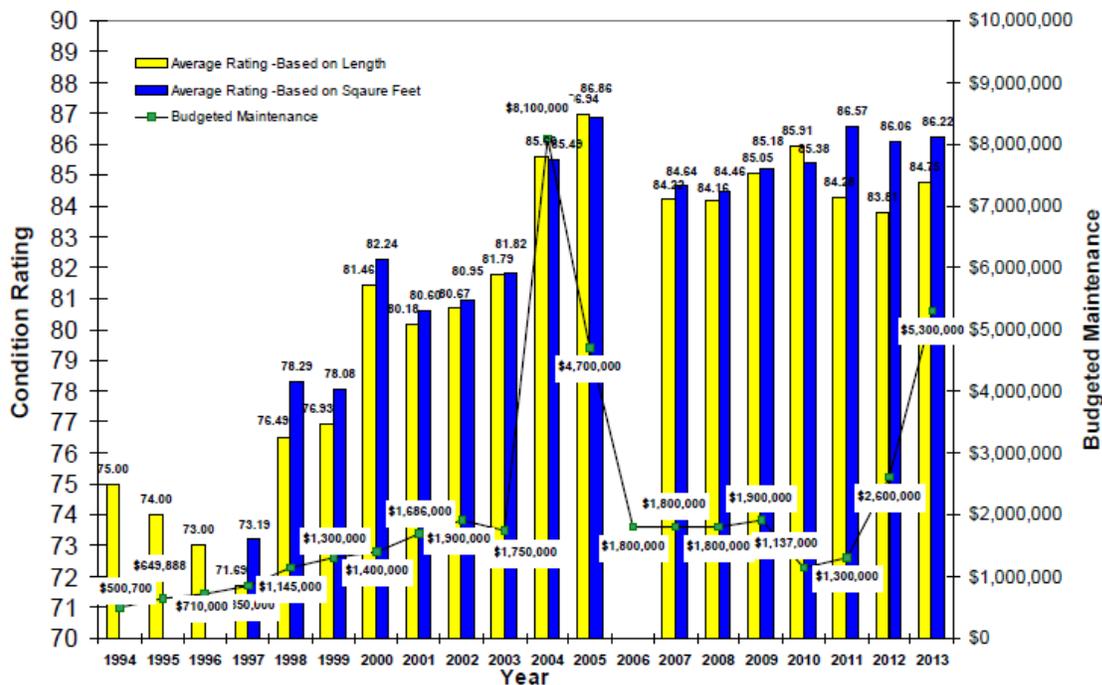
Current Conditions

The 2013 Street Inventory indicates that the City's average street rating based on square footage is 86.72 and based on length is 84.25. This is up just slightly from 2012 when the average street rating based on square footage was 86.06 and based on length was 83.84.

These recently assigned street ratings do not reflect the changes associated with the increased street rehabilitation funding that was approved for FY 2013. That increased funding level will, hopefully, be evident in the 2014 street ratings.

City of Victoria
Engineering Division

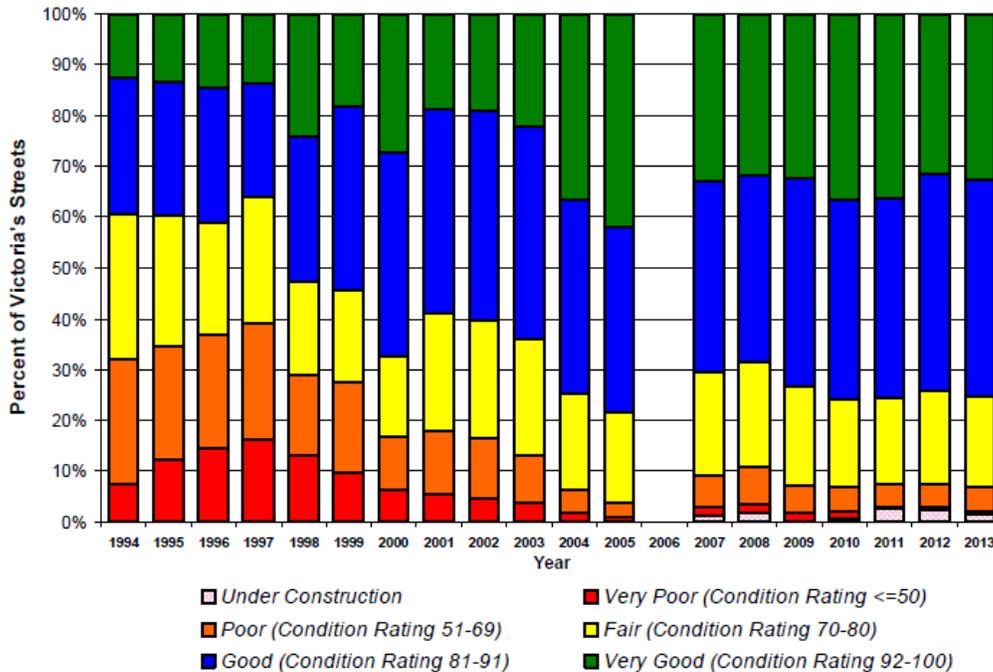
Average Condition Rating vs. Budget Maintenance 2013 Street Inventory



The Street Inventory software considers streets with ratings in the range of 92-100 as Excellent; streets with a rating of 81-91 are considered Good; streets with a rating of 70-80 are considered to be Fair and streets with a rating of less than 70 are considered to be Poor. This is primarily

used to show trends in street conditions from year to year and does not necessarily mean that a Good street is not a candidate for re-construction.

Street Condition Trends 2013 Street Inventory



In 2013 the percentage of streets in each of the categories shown above is as follows:

Excellent	32.7%	Poor	4.8%
Good	42.7%	Very Poor	0.5%
Fair	17.9%	Under Construction	1.4%

Street Improvement Strategies

For this plan, street improvement strategies have been categorized into three categories: Reactive Maintenance, Preventive Maintenance and Re-construction.

Reactive Maintenance

The City's Street Department personnel perform a variety of street maintenance tasks on a daily basis that include:

- repairing potholes
- repairing base failures

- repairing utility cuts in streets
- performing level-up on pavement depressions, ruts and settlements
- repairing concrete sidewalks and curbs
- street sweeping
- responding to citizen complaints and inquiries

Most, if not all of this work, can be considered to be Reactive Maintenance, which is the repair of infrastructure that has already failed.

Preventive Maintenance

Preventive Maintenance is a planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system. Preventive street maintenance extends service life of structurally sound pavements, and is typically applied to pavements in good condition having significant remaining service life. Examples of preventive treatments include: crack sealing, seal coating and asphalt overlays.

Crack sealing is a process for sealing minor cracking which can widen and deepen over time. If the cracks go untreated, water seeps into the base and damages the pavement's load bearing capacity. This is evidenced by the formation of rutting, shifting, and alligator cracking.

Seal coating, also known as chip sealing, is a process to provide a "protective coating" to preserve the pavement from elements that lead to failures. The protective coating helps to restore the asphalt binder cement which over time becomes oxidized and allows the pavement to unravel. A chip seal is a thin layer of hot asphalt applied to the street surface and then is embedded with small aggregate (rock). The seal coat is expected to rejuvenate and add a wear surface that lasts up to 7 years.

An asphalt overlay is applying a new layer of hot mix asphalt to the street surface, sealing it. Milling is often needed to match pavement grades or to remove distressed pavement. The typical thin overlays are less than 2 inches. Overlays are expected to preserve the life of street pavement for at least 10 years.

Typical preventive maintenance plans for asphalt streets recommend crack sealing every 2-3 years, seal coating every 7 years and mill and overlay every 14-15 years.

The City of Victoria has approximately 56 miles of residential streets that either should have already been seal coated or that will need to be seal coated within the next 7 years. A listing of these residential streets by subdivision, along with the associated cost of the seal coat work is shown on the following page:

FY 15-FY21 General Fund Street Program					
Subdivision Name	Year Built or Rehabilitated	Average Rating	Square Yards	Estimated Cost/SY	Total Cost
Meadow Creek	1993	85	62,700	\$ 10.00	\$ 627,000
Hamlet	1995	85	35,200	\$ 10.00	\$ 352,000
Lakes of Colony Creek	1997	86	11,700	\$ 10.00	\$ 117,000
Estates of Colony Creek	1993	87	7,800	\$ 10.00	\$ 78,000
Village of Colony Creek	1998	87	4,800	\$ 10.00	\$ 48,000
Mayfair Terrace and Subdivision	2003	87	201,900	\$ 10.00	\$ 2,019,000
Vine/Wagner	2004	87	7,400	\$ 10.00	\$ 74,000
Ridge at Springwood	1992-1998	87	26,600	\$ 10.00	\$ 266,000
Eagle Creek	1994-2000	88	25,600	\$ 10.00	\$ 256,000
Old Victoria South	1995	90	97,700	\$ 10.00	\$ 977,000
Westhaven	1998	91	5,200	\$ 10.00	\$ 52,000
Country Club Village and Benchmark	2003	91	79,100	\$ 10.00	\$ 791,000
Country Club Sub	2004	91	71,500	\$ 10.00	\$ 715,000
Putney Moore Sub	1993	92	23,200	\$ 10.00	\$ 232,000
Shenandoah	2003	92	61,200	\$ 10.00	\$ 612,000
Northcrest	2003	92	220,000	\$ 10.00	\$ 2,200,000
Wayside Terrace	2005	92	12,000	\$ 10.00	\$ 120,000
Highland Estates	2005	92	23,500	\$ 10.00	\$ 235,000
Sam Houston Heights	2003	93	22,100	\$ 10.00	\$ 221,000
Cimarron	2003	93	103,800	\$ 10.00	\$ 1,038,000
Cherokee Hills/Hillcrest	2004	93	42,700	\$ 10.00	\$ 427,000
Tropical Acres	1996	94	31,100	\$ 10.00	\$ 311,000
Fleetwood	2003	94	67,900	\$ 10.00	\$ 679,000
Gulf Coast Ind Park	2005	94	27,900	\$ 10.00	\$ 279,000
Meadows	2003	95	14,100	\$ 10.00	\$ 141,000
Red River Heights	2006	95	41,300	\$ 10.00	\$ 413,000
Deer Chase	2000	96	13,900	\$ 10.00	\$ 139,000
Waterstone	2004	96	6,800	\$ 10.00	\$ 68,000
Oak Haven	2004	96	11,400	\$ 10.00	\$ 114,000
Swan Crossing	2006	96	6,755	\$ 10.00	\$ 67,550
Regency	2006	96	7,900	\$ 10.00	\$ 79,000
Riata	2004	97	6,800	\$ 10.00	\$ 68,000
Parkstone	2003-2006	97	17,700	\$ 10.00	\$ 177,000
Silverado	2006	98	6,900	\$ 10.00	\$ 69,000
				Grand Total	\$14,061,550

* All cost estimates in this document are based on 2013 prices and are subject to change over time.

This list includes subdivisions whose average street rating is 85 or greater. Subdivisions with average street ratings of 84 or less are recommended for more intensive rehabilitation measures.

The benefits of a Preventive Street Maintenance Program include:

- Preserves streets in good condition
- Provides smoother road conditions

- Extends street service life
- Minimizes street life cycle cost
- Maintains or improves roadway safety and mobility
- Increases ability to withstand traffic stresses
- Saves money

Re-construction

The final Street Improvement Plan Strategy is rehabilitation/reconstruction for local and residential streets. Some street conditions are beyond repair and must be either completely reconstructed or substantially rehabilitated.

The City of Victoria currently has approximately 80 miles of residential streets in subdivisions with an average street rating of 84 or less. Approximately 50% of these subdivisions have utilities that should be replaced or rehabilitated prior to the street re-construction occurring.

A listing of the residential subdivisions with average street ratings of 84 or less is shown in the following table:

* Estimated costs do not include utility replacement and/or Master Drainage Plan improvement costs.

2013 Residential Subdivisions Rating 84 and Below

<u>Subdivision Name</u>	<u>Average Rating</u>	<u>Street Width</u>	<u>Street Length</u>	<u>Square Yards</u>	<u>Estimated Cost/Sq.Yd</u>	<u>Total Cost</u>
North Heights	67	37	36292	149200	\$68.00	\$ 10,145,600
Oliver Welder - (Partial)	74	30	3530	14750	\$120.00	\$ 1,770,000
Vista-Del Sol	75	37	7078	29100	\$68.00	\$ 1,978,800
Bon Aire	76	37	18730	77000	\$68.00	\$ 5,236,000
Tonto Circle	76	13	2077	3000	\$68.00	\$ 204,000
Airline Terrace	77	37	16322	67100	\$68.00	\$ 4,562,800
Tanglewood	77	37	28168	115800	\$68.00	\$ 7,874,400
Linn Thurmond	78	37	16614	68300	\$68.00	\$ 4,644,400
Blue Ridge	79	37	13841	56900	\$68.00	\$ 3,869,200
Northcrest - Highland Village	79	37	2165	8900	\$68.00	\$ 605,200
Crestwood South	80	37	19824	81500	\$68.00	\$ 5,542,000
Greens Addn	80	18	19300	38600	\$68.00	\$ 2,624,800
Northcrest - Highland Estates North	80	18	9800	19600	\$68.00	\$ 1,332,800
College Park	81	37	11068	45500	\$68.00	\$ 3,094,000
Primrose Place	81	28	18482	57500	\$68.00	\$ 3,910,000
Castle Hills	82	37	12186	50100	\$68.00	\$ 3,406,800
Original Townsite - Southwest	82	20	9045	20100	\$68.00	\$ 1,366,800
Castle Hill Estates	82	37	1557	6400	\$68.00	\$ 435,200
Akers Sub	83	28	14464	45000	\$68.00	\$ 3,060,000

Castle Hill Royal	83	37	2359	9700	\$68.00	\$	659,600
Castle Hill North	83	37	7346	30200	\$68.00	\$	2,053,600
Castle Hill West	83	37	17343	71300	\$68.00	\$	4,848,400
College Heights	83	28	24236	75400	\$68.00	\$	5,127,200
East Side Addn	83	25	18072	50200	\$68.00	\$	3,413,600
Maintown - Beck Williamson	83	37	912	3750	\$68.00	\$	255,000
Original Townsite - Northeast	83	33	9082	33300	\$68.00	\$	2,264,400
Brownson Addn	84	28	19671	61200	\$68.00	\$	4,161,600
Maintown - Lincoln Stubblefield	84	22	13050	31900	\$68.00	\$	2,169,200
Meadowmere	84	37	8222	33800	\$68.00	\$	2,298,400
Tangerine	84	37	12259	50400	\$68.00	\$	<u>3,427,200</u>
						\$	96,341,000

* All cost estimates in this document are based on 2013 prices and are subject to change over time.

In the absence of preventive maintenance activities, this list and the associated costs will continue to grow as more and more street segments decline in quality over time.

Funding Strategies - Recommendations

For residential subdivisions whose average street rating is 85 or greater, staff is recommending initiating a preventive maintenance program designed to slow the decline in street conditions and prolong the useful life of our residential streets. To fund this program, we recommend increasing the tax rate by approximately 3 cents on the Maintenance and Operating tax rate to generate an additional \$1,000,000 per annum that can be combined with another \$1,000,000 in one-time funding from the General Fund each year and ear-marking this additional \$2,000,000 each year to residential street preventative maintenance.

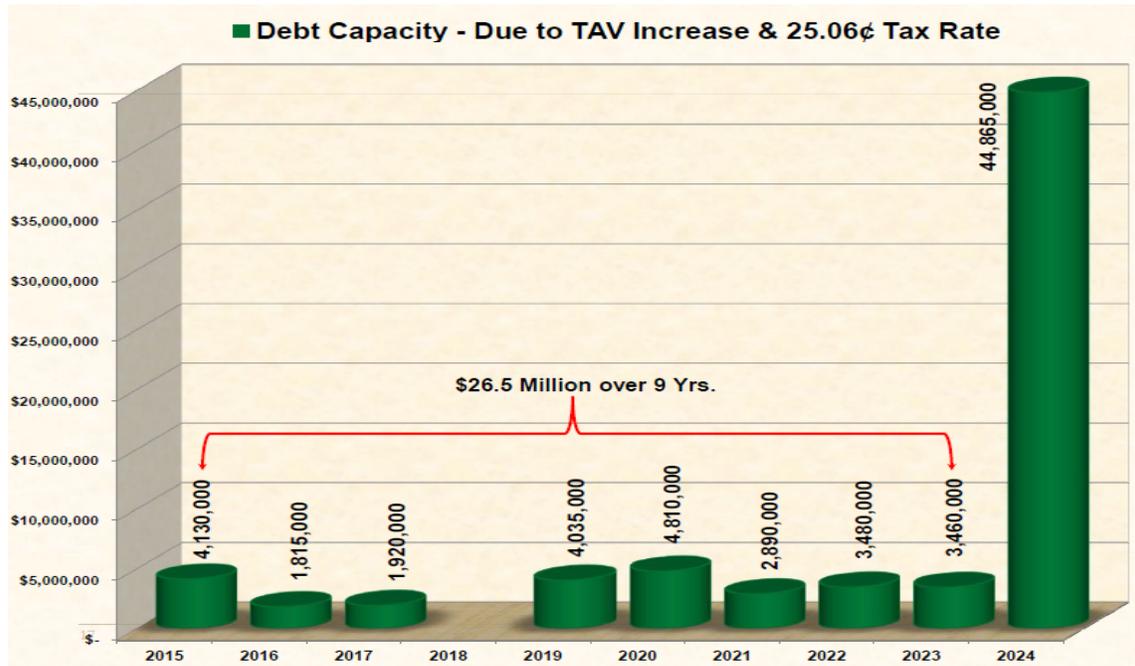
In this manner, the approximately 56 miles of residential streets that need preventive maintenance within the next seven years can receive it in a timely manner. This preventive maintenance would include an annual crack seal project and an annual seal coat project. Staff recommends following the schedule shown in the table below:

Subdivision Name	Year Built or Rehabilitated	Average Rating	Square Yards	Estimated Cost/SY	Total Cost	Year	Seal Coat
						2015	\$1,870,000
Meadow Creek	1993	85	62,700	\$ 10.00	\$ 627,000	2016	\$2,019,000
Hamlet	1995	85	35,200	\$ 10.00	\$ 352,000	2017	\$2,000,000
Lakes of Colony Creek	1997	86	11,700	\$ 10.00	\$ 117,000	2018	\$2,094,000
Estates of Colony Creek	1993	87	7,800	\$ 10.00	\$ 78,000	2019	\$2,200,000
Village of Colony Creek	1998	87	4,800	\$ 10.00	\$ 48,000	2020	\$2,144,000
Mayfair Terrace and Subdivision	2003	87	201,900	\$ 10.00	\$ 2,019,000	2021	\$1,614,550
Vine/Wagner	2004	87	7,400	\$ 10.00	\$ 74,000		
Ridge at Springwood	1992-1998	87	26,600	\$ 10.00	\$ 266,000		
Eagle Creek	1994-2000	88	25,600	\$ 10.00	\$ 256,000		

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In addition to the residential street funding that is typically included in the annual budget, staff recommends a more aggressive approach to residential street re-construction.

The City Manager’s Report that was delivered to the City Council on October 15, 2013 by the City’s Finance Director shows that there is an estimated \$26.4M in available debt capacity over the next nine years at the current tax rate.



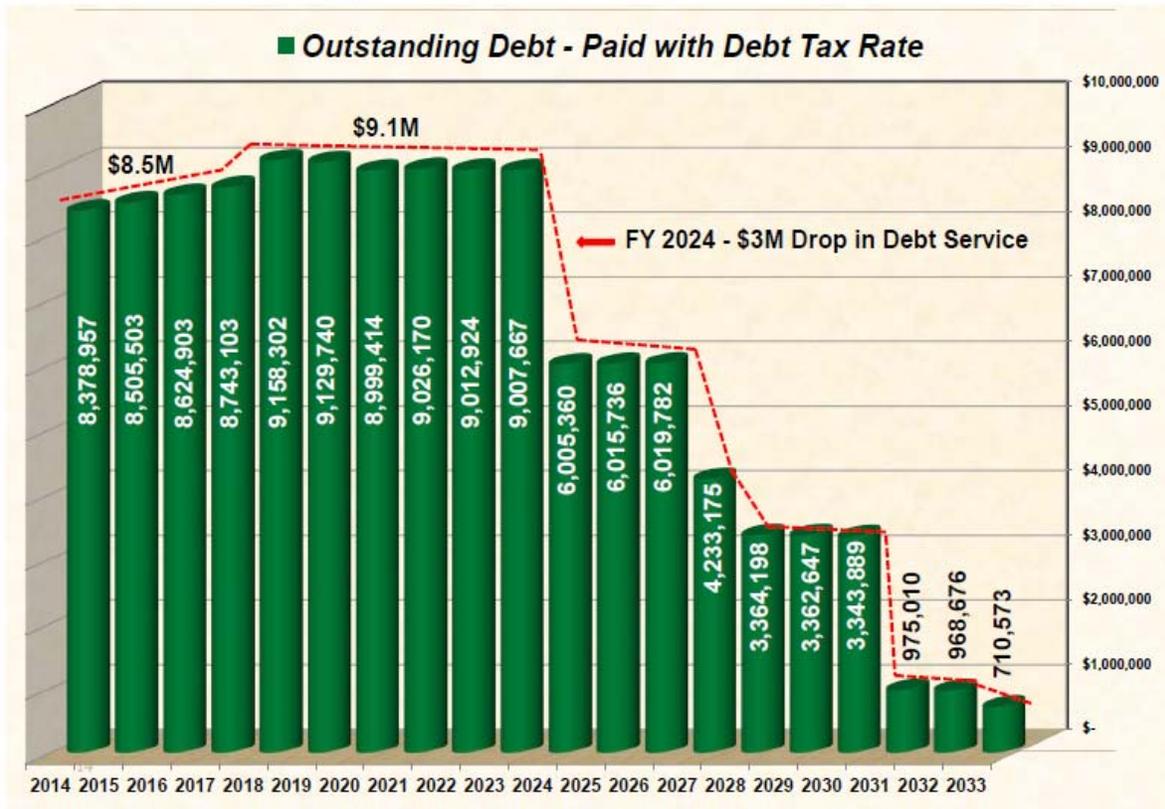
An estimated \$16.71M of this debt capacity is available between 2015 and 2020. Staff recommends using these funds to re-construct streets that do not require extensive utility replacement.

An example of the residential street reconstruction that could be funded using this debt capacity is as follows:

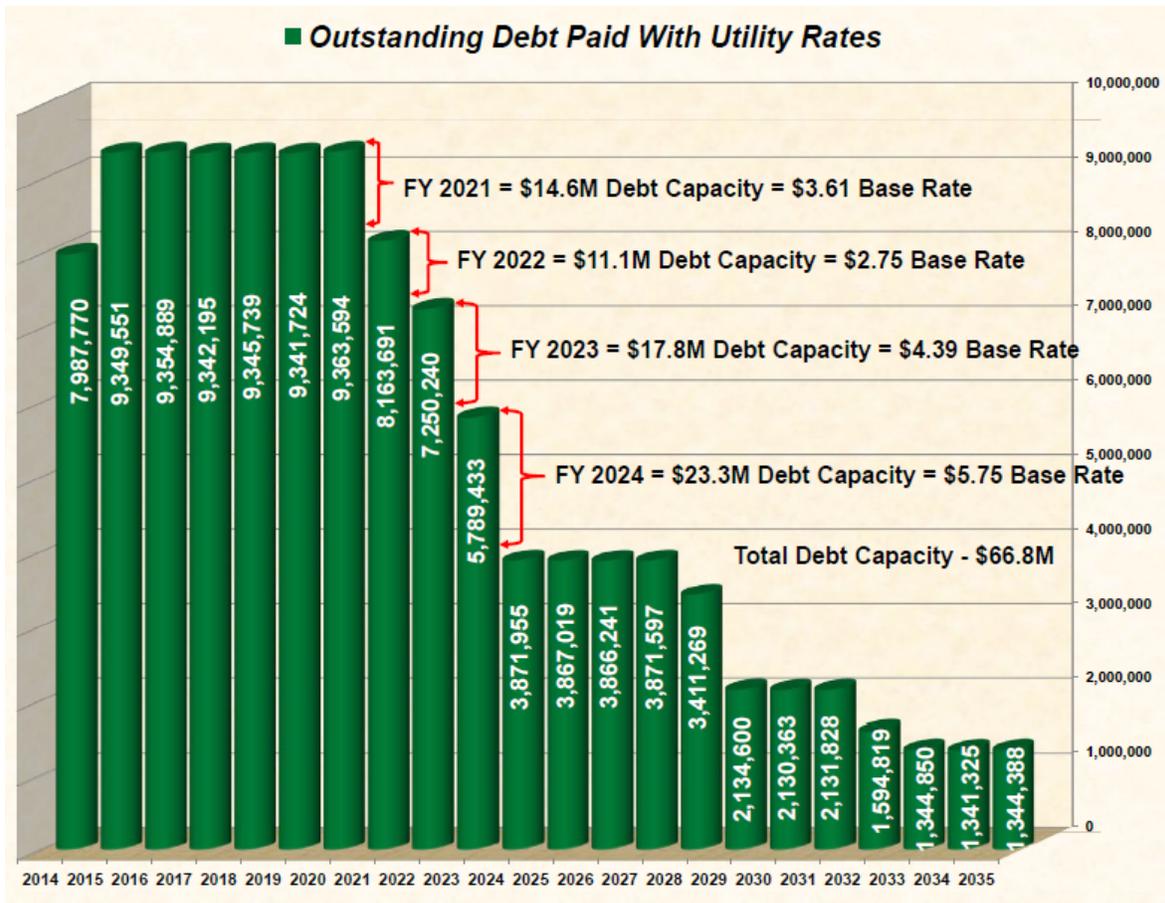
Subdivision	Year	Available Funding	Estimated Cost	Remainder
Castle Hills	2015	\$ 4,130,000	\$ 3,406,800	
Castle Hill Estates			\$ 435,200	\$ 288,000
Oliver Welder - Partial	2016	\$ 2,103,000	\$ 1,770,000	\$ 333,000
Vista Del Sol	2017	\$ 2,253,000	\$ 1,978,800	\$ 483,000
Northcrest - Highland Estates North	2019	\$ 4,035,000	\$ 1,332,800	
Northcrest - Highland Village			\$ 605,200	
Original Townsite - Southwest			\$ 1,366,800	
Castle Hill Royal			\$ 659,600	\$ 70,600
Castle Hills West	2020	\$ 4,880,600	\$ 4,848,400	\$ 32,200

Additionally, in 2024, the City’s annual debt service begins to drop off dramatically as is evidenced by the figure below. This will result in additional debt capacity of approximately \$44,865,000 which can be used to reconstruct more residential streets in subdivisions whose average street rating is less than 85.

Outstanding Debt – Annual Debt Service



Just prior to that tax supported bond capacity becoming available, the City’s revenue bond capacity increases dramatically. From 2021 to 2024, the City’s revenue bond capacity increases by approximately \$66M. Staff recommends using this bond capacity to replace the utilities in subdivisions with low street ratings and whose utilities are also in poor condition. In this manner, the utility replacement can be closely followed with a street re-construction project.

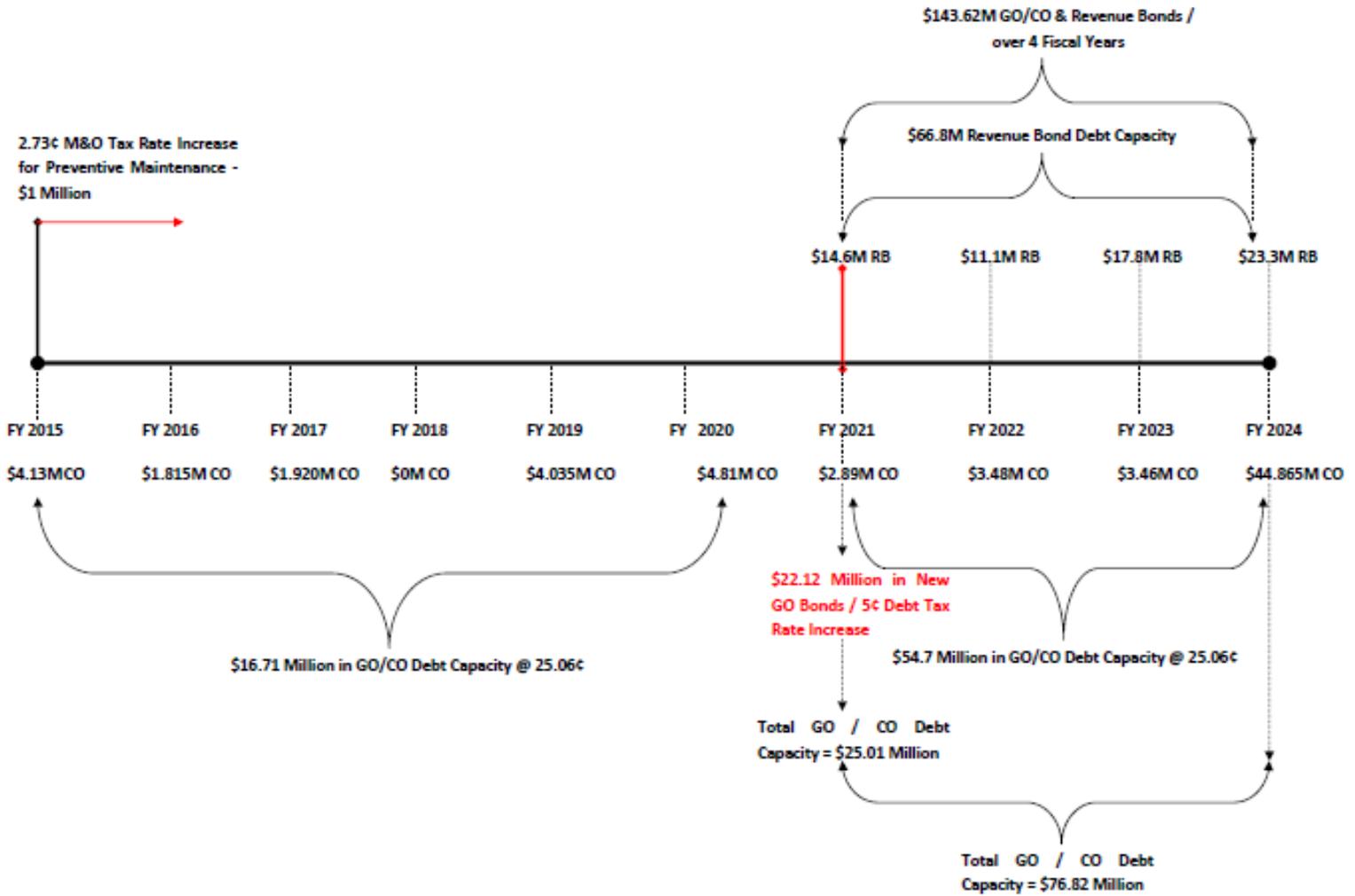


In order to take advantage of the sharply declining debt service that begins to occur in 2021, staff would recommend issuing additional tax supported debt in 2021 when it could be combined with existing GO debt capacity and existing revenue bond capacity to make a substantial improvement to the residential street and utility infrastructure

In the City Manager Report of October 15, 2013, the Finance Director presented a number of options that would yield between \$13M and \$50M with the associated tax rate increase ranging from 3 cents to 11.3 cents per hundred dollars of valuation.

As an example, in 2021 a \$22.12M bond issue, which would require a 5 cent increase in the tax rate, could be issued and added to the existing CO bond capacity to make approximately \$76.82M available for residential street projects in 2021 - 2024.

When that bond capacity is added to the \$66.8M revenue bond capacity that is available during that same period, the total amount available in revenue bond and CO bond capacity escalates to \$143.62M, as shown in the following graphic. This strategy would enable the funding of a very significant and aggressive residential street improvement program.



An example of the residential street re-construction that could be funded using this strategy is as follows:

Subdivision	Year	Available Funding Utilities	Available Funding Streets	Estimated Cost Utilities	Estimated Cost Streets	Master Drainage Plan	Remainder Utilities	Remainder Streets & Drainage	Street Rating
Bon Aire	2021	\$ 14,600,000	\$ 25,010,000	\$ 3,330,000	\$ 3,236,000	\$ -	\$ 9,270,000	\$ 19,774,000	76
Tonto Circle	2021	\$ 9,270,000	\$ 19,774,000	\$ -	\$ 204,000	\$ -	\$ 9,270,000	\$ 19,570,000	76
Tanglewood	2021	\$ 9,270,000	\$ 19,570,000	\$ 7,830,000	\$ 7,874,400	\$ -	\$ 1,440,000	\$ 11,695,600	77
Airline Terrace	2022	\$ 12,340,000	\$ 15,173,600	\$ 4,700,000	\$ 4,362,800	\$ -	\$ 7,840,000	\$ 10,612,800	77
Linn Thurmond	2022	\$ 7,840,000	\$ 10,612,800	\$ 4,750,000	\$ 4,644,400	\$ -	\$ 3,090,000	\$ 5,968,400	78
College Park	2022	\$ 3,090,000	\$ 5,968,400	\$ 3,175,000	\$ 3,094,000	\$ -	\$ (85,000)	\$ 2,874,400	81
Primrose Place	2023	\$ 17,715,000	\$ 6,334,400	\$ 3,486,000	\$ 3,910,000	\$ -	\$ 12,229,000	\$ 2,424,400	81
Castle Hill North	2023	\$ 12,229,000	\$ 2,424,400	\$ -	\$ 2,053,600	\$ -	\$ 12,229,000	\$ 370,800	83

Blue Ridge	2024	\$ 35,529,000	\$ 45,233,800	\$ 3,960,000	\$ 3,869,200	\$ 3,130,000	\$ 31,569,000	\$ 38,236,600	79
Crestwood South	2024	\$ 31,569,000	\$ 38,236,600	\$ 3,660,000	\$ 3,542,000	\$ 1,460,000	\$ 23,909,000	\$ 31,234,600	80
Akers Sub	2024	\$ 25,909,000	\$ 31,234,600	\$ 3,683,000	\$ 3,060,000	\$ -	\$ 22,226,000	\$ 28,174,600	83
College Heights	2024	\$ 22,226,000	\$ 28,174,600	\$ 6,172,000	\$ 3,127,200	\$ -	\$ 16,054,000	\$ 23,047,400	83
East Side Addn	2024	\$ 16,054,000	\$ 23,047,400	\$ -	\$ 3,413,600	\$ -	\$ 16,054,000	\$ 19,633,800	83
Maintown - Beck Williamson	2024	\$ 16,054,000	\$ 19,633,800	\$ 228,000	\$ 255,000	\$ -	\$ 13,826,000	\$ 19,378,800	83
Original Townsite - Northeast	2024	\$ 15,826,000	\$ 19,378,800	\$ -	\$ 2,264,400	\$ -	\$ 13,826,000	\$ 17,114,400	83
Brownson Addn	2024	\$ 15,826,000	\$ 17,114,400	\$ 3,003,000	\$ 4,161,600	\$ -	\$ 10,823,000	\$ 12,952,800	84
Maintown - Lincoln Stubblefield	2024	\$ 10,823,000	\$ 12,952,800	\$ 3,327,000	\$ 2,169,200	\$ -	\$ 7,496,000	\$ 10,783,600	84
Meadowmere	2024	\$ 7,496,000	\$ 10,783,600	\$ 1,175,000	\$ 2,298,400	\$ -	\$ 6,321,000	\$ 8,483,200	84
Tangerine	2024	\$ 6,321,000	\$ 8,483,200	\$ -	\$ 3,427,200	\$ -	\$ 6,321,000	\$ 3,058,000	84
		Total Estimated Cost Utilities		\$ 60,479,000	\$ 71,757,000	Total Estimated Cost Streets			

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Of course, this is just one example of a plan that could result from the proposed funding strategy. Over time, priorities and estimated costs will change and affect this proposal.

In addition to this list of residential streets that need to be replaced, there will be some cases in which subdivisions with streets that do not currently warrant replacement will need to have utilities replaced prior to the expiration of this plan. One example is the Country Club subdivision. Currently, the average street rating in that subdivision is 93, however the concrete sanitary sewer lines that run in the rear easements will need to be replaced prior to 2025. The estimated cost for replacing those sanitary sewer lines in Country Club is \$1,843,000 and then the cost to seal coat the streets following that installation would be another \$400,000. The proposal illustrated above leaves an estimated \$6,321,000 in revenue bonds and \$5,058,000 in CO's to address this problem and similar problems that will undoubtedly present themselves during the course of the program.

Conclusion

In conclusion, staff recommends the following actions to dramatically improve the condition of our residential streets over the next decade:

1. Use the \$2,000,000 per annum that is typically funded in the General Fund budget, in conjunction with funding from the annual Water/Wastewater budget, to rebuild the streets and replace the utilities in the North Heights subdivision over the next seven year period.
2. During the FY 2015 budget process, implement a Preventive Maintenance Program to address and maintain residential streets in subdivisions whose average street rating is 85 or higher. Fund the Preventive Maintenance Program at a level of approximately \$2,000,000 per year so that the current backlog of residential streets requiring maintenance can be addressed over a seven year period by,
 - a. Increasing the Maintenance and Operating (M&O) tax rate in FY 2015 by \$0.03 to provide an estimated \$1,000,000 per annum and,

- b.** Earmarking \$1,000,000 per annum in one-time money for street preventive maintenance.
- 3.** Use the available debt capacity, (within the current debt tax rate), between 2015 and 2021 to re-construct residential streets in subdivisions whose average street rating is <85 and do not require extensive utility replacement.
- 4.** Beginning in FY 2021, increase the debt tax rate by \$0.05 to service a \$22.12M CO bond issue that can be combined with sharply increasing CO and revenue bond capacity to create \$143.62M in funding to be used to re-construct streets and replace utilities in residential subdivisions whose average street rating is <85 and that do require extensive utility replacement between 2021 and 2024.