



PUBLIC WORKS & STREETS COMMISSION

STREET FEE PRESENTATION

CITY OF YACHATS

INTRODUCTION

The City of Yachats staff proposes a \$10 monthly fee to be added to each utility bill for every developed property, along with an annual Consumer Price Index (CPI) rate increase. This fee will be specifically allocated for the maintenance, repair, and reconstruction of our city's streets and storm drains. It will be crucial in funding our strategic street maintenance plans over one, three, and five years.



CURRENT CHALLENGES

Lack of Funding

Our streets currently rely on the general fund and state taxes as a revenue source for maintenance. This leaves us struggling to keep up with the required repairs and upgrades.

Without adequate funds, we are limited to the regular work we are able to give them, leading to more pothole repairs and gravel cleaning than complete road repairs, taking out all pavement to the base, rebuilding, and ensuring drainage.



CURRENT CHALLENGES

Maintenance Needs

The City is developing a comprehensive maintenance plan that outlines the necessary repairs over the next several years. However, without funding, we cannot execute this plan effectively.

For example, the FY2024 Street expense budget was \$73,300.00, of which 10.5% was spent on pothole and gravel road repair.

- This amount does not include the cost of cleaning road gravel out of the adjacent storm drains. FY 2025 is tracking approximately the same amount.

CURRENT CHALLENGES

Maintenance Needs

- Larger areas of pavement requiring repair will fall under the Capital Improvement Project category.
 - These are funded by the \$110,000 budgeted annually over the next five years.
 - Nine paving projects, costing \$152,625.42, have been identified as the most critically damaged areas in Yachats.
- Since only \$110,000 is available for the Street CIP repair, only five projects were selected for paving in FY2025.
 - The remaining four projects are prioritized for FY2026. These projects are estimated to cost approximately \$79,000, leaving \$31,000 for additional paving projects.
- Many areas in the City show signs of pavement distress, particularly Spruce Ave, large portions of Horizon Hill Rd., and King St. Additionally, numerous large patches require attention.
- Another important consideration is that as the paved streets deteriorate without repair, the cost of repairs increases. Eventually, a total replacement becomes necessary.

CURRENT CHALLENGES

Storm Drain Master Plan Findings

The City of Yachats is currently completing a storm drain master plan. This area of work is also dependent on the General Fund as its sole revenue source.

According to the findings thus far in the draft Master Plan, there is an indication that there will be significant street cuts for increasing culvert size throughout the town.

CURRENT CHALLENGES

Maintenance Needs



Upper Radar Road

CURRENT CHALLENGES

Maintenance Needs



**South Reeves Circle and Highway 101
intersection**

CURRENT CHALLENGES

Maintenance Needs



Greenhill and Overlook Intersection

CURRENT CHALLENGES

Maintenance Needs

10th & Hanely Intersection



CURRENT CHALLENGES

Maintenance Needs

9th St from Hwy 101 to King St



CURRENT CHALLENGES

Capital Improvement Projects

Street paving CIPs are also part of Water Capital Projects. Below is a list of proposed street projects that would be done after new water lines are installed.

| | Upcoming Street CIP's | |
|----------|--------------------------|-----------|
| FY 25/26 | E. 2nd | \$120,000 |
| FY 26/27 | W. 3rd | \$250,000 |
| FY 27/28 | Windy Way | \$100,000 |
| FY 28/29 | To be determine | |
| | Total | \$470,000 |

FUTURE PROJECTS

Increasing street revenue will help the city achieve its goals of enhancing pedestrian safety and implementing traffic calming measures on Highway 101.

- **Sidewalks** extending from 2nd St. to the bridge: \$5,000,000
- **Sidewalks** from 7th St. to Diversity Lane: \$3,000,000



The total cost for these initiatives will amount to millions of dollars, necessitating grants to reach these objectives.

To pursue grants, the city must prepare concept drawings and secure ODOT approval. This process incurs substantial soft costs, which include expenses for city staff, engineers, surveying, and coordination with utility companies. The street fee can help cover these soft costs

CASE STUDY: BAY CITY, OREGON

Bay City, Oregon, faced a similar situation: roads in serious need of repair and no dedicated revenue stream to ensure proper road maintenance.

In 2003, Bay City introduced a “Street Maintenance and Repair Fee” of \$5/month for each developed property due to their deteriorating road conditions and lack of funds for maintenance.



CASE STUDY: BAY CITY, OREGON

Impact of Fee

The funds collected were utilized for minor repairs and as matching funds for various grants. Over time, this investment significantly improved street conditions, improving Bay City's roads than many neighboring communities.

Bay City implemented signage that shared that its projects were funded by these fees and now utilizes social media to help increase public awareness and acceptance of the fee.

Fee Increase

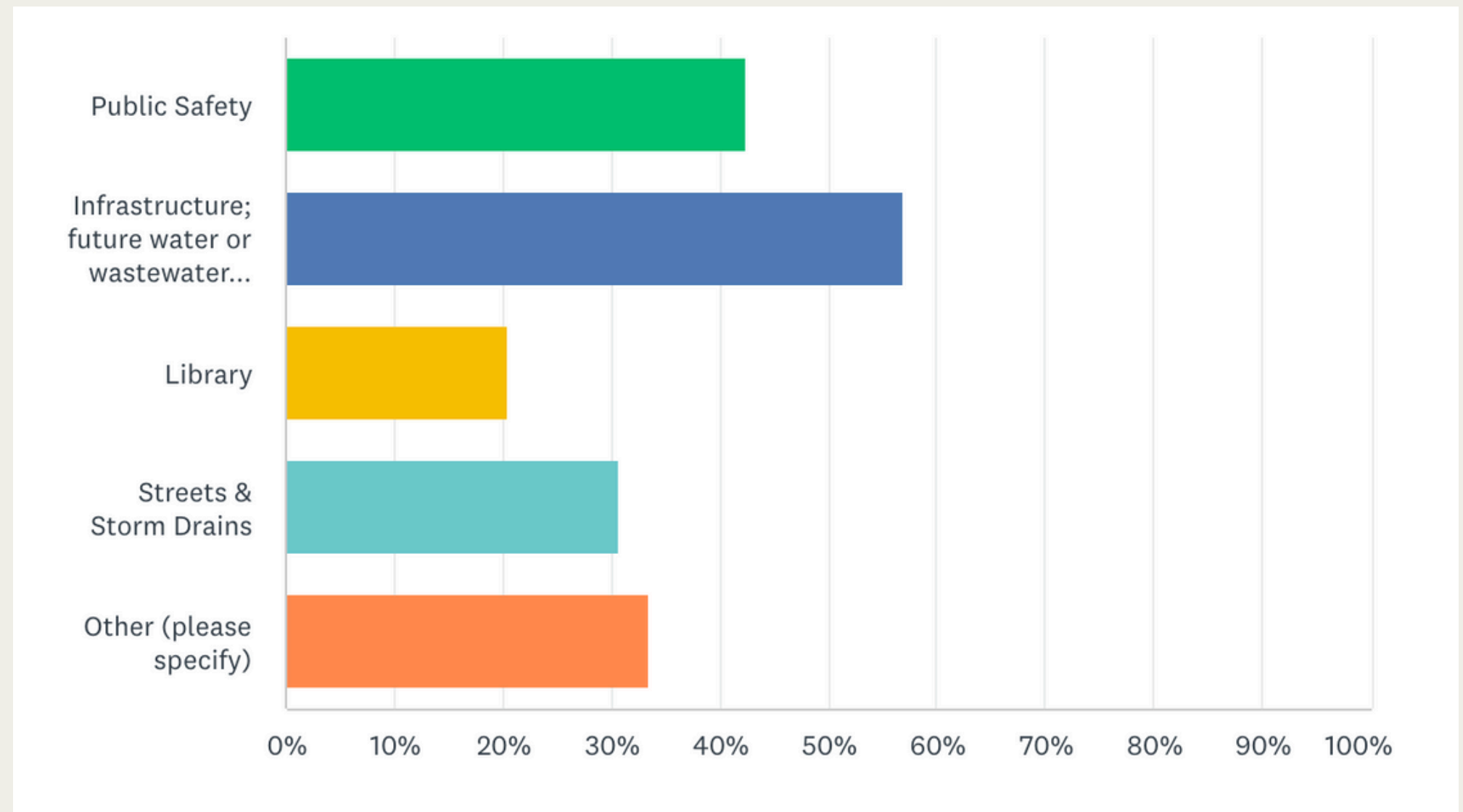
In 2019, after a thorough debate, Bay City increased the fee to \$10/month/property and instituted annual adjustments based on the Consumer Price Index (CPI). This decision was met with almost no public pushback

RESIDENT SENTIMENT SURVEY

The City of Yachats recently conducted a Resident Sentiment Survey. One of the questions asked was:

Which of the following areas would you be willing to pay additional fees for?

- Public Safety
- Infrastructure; water or wastewater
- Library
- Street & Storm Drains
- Other



PROPOSED FEE STRUCTURE FOR YACHATS

Fee Amount

950 x \$10 fee x 12 months = \$114,000 a year revenue

Utilization of funds

The funds collected will be strictly allocated for regular street maintenance and repair, as well as stormwater management initiatives, including the upkeep of ditches along city streets. The City needs to be able to effectively share the need.

Communication and Transparency

To ensure public awareness, we will establish clear communication on the street repair strategy and how the funding will be utilized:

- Regular updates on project status through social media and newsletters.
- Annual reports detailing expenditures and improvements made with the collected fee

TECHNICAL ANALYSIS

Public Works & Streets Commission- The Public Works & Streets Commission has reviewed and voted to pass the street and storm drain utility fee.

Finance Committee- The Finance Committee has reviewed and voted to pass the street & storm drain fee. They discussed past fees that were included on City utility bills for capital improvement; those went away in 2020. They also suggested that this is only one funding mechanism, and we should research additional sources. For example, Lebanon has a lodging tax for infrastructure. Looking at the street and storm drain work, there will need to be additional funding sources beyond the \$10 per utility bill per month.

City Council- Will be presented with the Street and Storm Drain fee during the May Work Session.

Is the Juice worth the squeeze?

CONCLUSION

In conclusion, implementing a \$10 monthly fee for streets and storm drains will provide Yachats with a dedicated funding source to maintain and improve our streets and public safety initiatives.

By following Bay City's example, we can ensure that our streets are safe and well-maintained for all residents and visitors.

This meets City Council Goals under Infrastructure goal 1.3: “Create & Implement street rehabilitation plan and communicate the sequence to the public.” The fee also allows us to work toward City Council Goal 2.1 under Livability “ Continue pursuing traffic calming and pedestrian safety measures with ODOT”

