

**NOTICE OF WORK SESSION
CITY OF DELAWARE
CITY COUNCIL
COUNCIL CHAMBERS***
MONDAY, JUNE 7, 2021
6:30 P.M. MEETING**

AGENDA

1. ROLL CALL
2. Establishing process for filling First Ward Council Seat vacancy
3. DISCUSSION: Review of funding options for annual street paving maintenance program.
4. ADJOURNMENT

** This meeting will be streamed online for public viewing and residents are encouraged to view online through the City of Delaware Facebook page. No in person attendance of the public will be available.

Suggested Schedule for First Ward Council Seat Candidate Selection Process - 2021

<u>3-week Application Period</u>	
Selection Process Clarified	JUNE 7 th
Publication of Process on Delaware Social Media	JUNE 8 th
Publication of Process in Local Newspaper	JUNE 9 th
Acceptance of applications begins	JUNE 9 th
Application period closes	JUNE 30 th
Interviews	JULY 8 th JULY 15 th (if needed)
Office Swearing-In	JULY 26 th



MEMORANDUM

TO: R. Thomas Homan, City Manager
FROM: Justin Nahvi, Finance Director
DATE: April 27, 2021
RE: Sustainable Funding Options for Annual Paving Maintenance

Executive Summary

In 2020 the Public Works Department published an update on the pavement conditions of City roadway. Pursuant to this report, the City maintains 178.2 miles of roadway of which 74.5 miles or 41.8% of all roads were rated with a poor condition. Generally, governmental entities should work to attain an annual rating of 4% in poorly classified roadways as pavement has an average useful life of 25 years and a 4% benchmark equates to 1/25 of all roadway to be paved annually. The purpose of this analysis is to summarize funding options for City Council and Administration to pursue with the intent of eliminating the backlog of poorly rated roads and generating sufficient revenue sources annually to sustain a proper paving program for the ultimate benefit of the community.

For the backlog of poorly rated roads within the City, the total estimated cost to pave these roadways in 2021 dollars is \$24,820,242. If the City were to issue debt to finance the pavement of 74.5 miles to clear the known backlog, the annual debt service payments would be \$1,412,405 for debt maturing over 25 years with a 3% interest rate. In terms of the current annual paving program, \$2,178,000 in average funding is allocated to the program over the next 5 years as outlined in the 2021 Capital Improvement Program. However, \$3,800,000 in total funding is presently needed to fully pave 4% of all City roads translating into a funding deficit of \$1,622,000 each year through 2025.

When combining the estimated debt service to pave all poorly rated roadways with the existing funding deficit of the annual paving program which is calculated at \$1,622,000 the total funding gap to right size the City's pavement maintenance initiative is \$3,034,405. The following sections of this memorandum outline specific financing models that could be utilized individually or in unison to fully implement a sustainable paving program.

Option 1: Establish a Real Estate Tax Levy Devoted to Paving Maintenance

One viable funding option to raise sufficient revenue for the paving program could be accommodated through a real estate tax levy that would require voter approval. Based on the taxable valuation of property within the City of Delaware, 1 mill in taxes would raise \$892,945 annually. To fully finance the paving program, 3.5 mills would need to be levied to raise nearly \$3 million annually. As of March 2021, the average market value for a residential property in Delaware is \$276,882 per Zillow and a 3.5 mill levy would cost a homeowner \$339 annually with the noted market valuation.

Option 2: Shift the Income Tax Levy for Fire/EMS Service to Paving Maintenance

The Delaware Fire Department is financially supported by a 0.7% income tax levy as previously approved by voters. Based on income tax collections for the 2020 fiscal year, each 0.1% of the total Fire/EMS levy accounts for \$1,563,892 in revenue. Based on this level of collection, the Fire/EMS levy could be reduced to 0.5% as authorized by City Council and the City could seek voter approval to reinstate the 0.2% tax levy that would be solely dedicated for paving maintenance.

Over the 2019 and 2020 fiscal years revenue exceeded expenditures for the Fire/EMS Income Tax fund by \$1,032,161 building up the ending cash in the fund to \$10,063,975 as of December 31, 2021. This ending cash balance equaled 90.0% of total expenditures for the 2020 fiscal year which expresses a strong cash reserve for operations and future capital requirements in support of the Fire Department. However, within the five-year financial forecast for the Fire/EMS Income Tax fund, the ending cash balance declines year over year when factoring in future expenditures as outlined in the Capital Improvement Plan.

When considering the current financial health of the Fire/EMS Income Tax Fund due to revenues exceeding expenditures, coupled with future capital improvement expenditures, a limited portion of the Fire/EMS tax levy could be repurposed for paving maintenance after consideration of revenue enhancements to the Fire Department such as the implementation on EMS billing by the City of Delaware which could generate an estimated \$835,000 annually. In addition, the City is in final negotiations with Delaware County for the renewal of an EMS Service agreement that would increase EMS reimbursements from Delaware County to \$900,000 on an annual basis as compared to average reimbursements which equals \$719,314 over the prior two fiscal years thereby increasing revenues \$180,000. By combining both sources, \$1,015,000 in Fire/EMS tax revenue could be identified for reallocation to paving maintenance upon voter approval. The source of revenue would equate to 0.06% of the 0.7% of the Fire/EMS Tax Levy.

Option 3: Modify the Income Tax Rate and Credit

Over the past decade, numerous municipalities regionally have sought voter approval to modify their respective income tax rate and credit for income taxes paid to other jurisdictions. Most recently the City of Gahanna obtained voter approval to increase the tax rate from 1.5% to 2.5% with a 100% credit and the City of Powell is currently pursuing voter approval to increase the tax rate from 0.75% to 2.0% with a 100% commuter credit.

For this specific analysis, income tax filing data for the 2019 tax year was obtained and reviewed to evaluate the financial impact for the City of Delaware should the City pursue similar rate and credit modifications. As an overview, the City's current income tax rate is 1.85% with a credit equal to the lesser of 50% of the tax paid to another municipality or .00925 of the income taxed by the other City. By analyzing itemized income tax return information from 2019 it is estimated that increasing the income tax rate to 2.0% and offering a 100% credit for the tax paid to another municipality would translate into a total decline in income tax collections by \$4,977,917 from total collections of \$28,808,533 to \$23,830,616 based on 2019 data. However, if the tax rate is increased to 2.5% with a 100% credit for taxes paid to other jurisdictions, total collections would increase by \$9,289,709 from total collections of \$28,808,533 to \$38,098,242 using data from the 2019 tax year.

The variances in collections by shifting the tax rate from 2.0% and 2.5% is attributed to most jurisdictions within Central Ohio assessing a 2.0% income tax rate coupled with the population of residents that work outside of the City. With a 2.5% hypothetical income tax rate, the City of Delaware would assess taxes at a higher rate than other municipalities, therefore collections would significantly increase. The following table compares estimated tax collections at 2.0% and 2.5% as well as the impact on the three existing tax levies for review:

Category	2019 Actual	2.0% with 100% Credit	2.5% with 100% Credit
Resident Work Outside	\$ 2,932,634.73	\$ (4,115,354.38)	\$ 3,165,778.86
Resident Work in City	\$ 5,027,242.00	\$ 5,429,421.36	\$ 6,786,776.70
Non-Resident Collections	\$ 18,911,327.27	\$ 20,424,233.45	\$ 25,530,291.81
Net Profit	\$ 1,937,329.00	\$ 2,092,315.32	\$ 2,615,394.15
Total	\$ 28,808,533.00	\$ 23,830,615.75	\$ 38,098,241.52
Fund 101 General	\$ 15,556,607.82	\$ 12,868,532.51	\$ 20,573,050.42
Fund 231 Fire/EMS	\$ 10,947,242.54	\$ 9,055,633.99	\$ 14,477,331.78
Fund 233 Recreation	\$ 2,304,682.64	\$ 1,906,449.26	\$ 3,047,859.32

Option 4: Modify the Credit for Taxes Paid to Other Municipalities

As previously noted, the City of Delaware offers a credit equal to the lesser of 50% of the tax paid to another municipality or .00925 of the income taxed by the other City. For the 2019 tax year, the value of credits applied to taxpayer filings equaled \$4,428,062. If the current credit were discontinued, the estimated increase in tax collections would be \$2,391,153 for the General Fund, \$1,682,664 for the Fire/EMS Fund and \$354,245 for the Recreation Center Fund. For consideration, the previously referenced financing models to support the paving maintenance program would require voter approval to institute whereas a reduction to the income tax credit only requires authorization by City Council.

Option 5: Assess Property Owners for Paving Costs

Establishing a cost sharing funding model between property owners and the City could also be considered for the maintenance of City roadways. By using special assessments and recouping costs over the useful life of the pavement for a City street over 25 years, the City of Delaware could feasibly implement a 50/50 cost sharing standard.

Under an example assessment program, the City would be responsible for the cost of the middle 50% of the street and half of the cost of the curb removal and replacement. The property owner on either side of the street would be responsible for 25% of the cost based on their frontage and 50% of the linear feet of curb along their frontage.

For calculation purposes, the cost to repave is taken at \$3.99 per square foot. This is the cost Public Works associates with a “Poor” condition local street being repaved every 30 years. The cost per linear foot of curb removal and replacement is \$35.00. Based on the assumptions above, a one mile stretch of 28 foot wide local street in “Poor” condition would have a total cost of \$959,481.60. This would include both curb removal and replacement and paving. With the assessment, the City would be responsible for 50% of this cost, \$479,740.80. A property owner with 60 feet of frontage, would incur a cost of \$2,725.80 if paid upfront or an annual assessment of \$190.81.

Conclusion

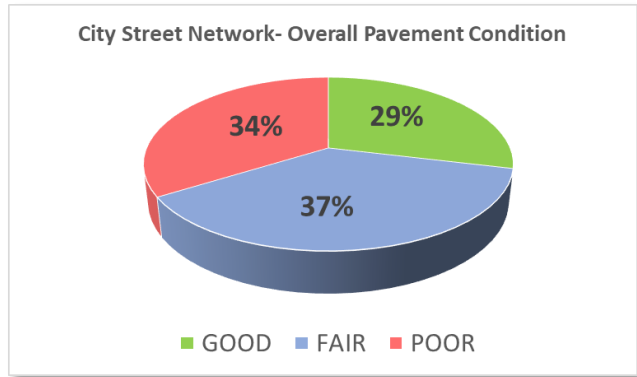
The overall intent of this memorandum is to outline funding sources to financially sustain a proper paving maintenance program and eliminate the significant backlog of poorly rated roads within the City. As previously noted, a sustainable paving program requires an additional \$3,800,000 in funding annually to address the backlog of poorly rated roadways while maintaining the quality of roadways each year going forward. The majority of the options referenced in this analysis require voter approval. As such, alternative funding methods should be considered to aid in the maintenance of roadway infrastructure.

A primary method would include shifting General Fund appropriations from other operating areas of the City's annual budget into the paving program. As the City operates on a conservative spending basis, transferring financial resources from other departments and programs to increase paving maintenance spending could have detrimental impacts to the level of service provided to the community by the City which could have a trickle down implications on the overall quality of life for the community especially when considering that budget allocations for the Police and Parks Departments reflect 45.2% of the total budget for the General Fund in the 2021 fiscal year.

As the City experiences continual growth in population, additional miles of roadway are developed that will also require maintenance while the more streets continue to fall into a poor rating. For consideration, the City has on average added 2.6 miles of new roadway per year thereby increasing maintenance costs by \$63,000 annually and this cost does not reflect ancillary maintenance costs including street lighting, signage, and snow removal. When factoring these demographic and financial pressures upon the City's roadway infrastructure, a sustainable funding source will certainly need to be implemented over the near term to address a considerable maintenance backlog of City streets.

In addition to the financial implications associated with each alternative, there are other social factors that should be publicly discussed such as the inequity among residents imposed by certain alternatives that provide for residents who choose to work outside the City to have reduced or eliminated tax burden for maintaining City infrastructure. Assessment alternatives require unbalanced tax burden for those with larger lots, those with reduced or fixed incomes, and when not universally applied throughout the community a period equal to the life cycle of all road pavements. These need to be understood when contemplating alternatives to increase revenues to establish sustainable pavement maintenance management.

The City of Delaware’s 188-mile street network is one of the most significant assets owned and maintained by the City that serves its residents, businesses, and industry on a daily basis. Over the past 20 years, the City’s network has expanded by an average of 2.5 miles per year adding over \$50,000 in additional annual pavement maintenance cost each year. To sustain this pavement investment, Delaware must invest an estimated \$4.7 million on an annual basis, an amount substantially greater than the current \$2.2 million in annual street resurfacing expenditures. There are currently over 55-miles of combined alley, local, collector and arterial streets rated as ‘Poor’ that require immediate resurfacing at an estimated cost of \$26 million in local funds. The majority of available funding for pavement resurfacing, however, continues to be directed toward the arterial and collector streets as these roads carry as much as 90% of the total vehicle miles travelled on a daily basis and as such, remain higher in priority. This leaves little funding available to maintain the majority of remaining residential streets. A sustainable pavement maintenance program requires the resurfacing of all streets at an average rate of 7.6 miles per year. The four-year program (2022-2025) includes resurfacing an average of 3.7 miles per year, or about half of the calculated goal. Additional funding is required to reduce the number of streets rated as ‘POOR’ from 34% to the recommended 5% value represented in a sustainable program.



Pavement Condition Ratings by Classification (miles)						
Road Classification	Miles	GOOD	FAIR	POOR	% POOR	COST
Alley	9.64	-	-	9.64	100.00%	\$2.3 M
Local Streets	91.84	25.22	37.35	29.27	31.87%	\$7.5 M
Collector Streets	47.04	14.37	20.6	12.07	25.66%	\$14.3 M
Arterial Streets	14.73	7.38	2.99	4.36	29.60%	\$2.6 M
US/State Routes	25.23	<i>US/SR's evaluated/resurfaced through ODOT w/local contribution</i>				
		46.97	60.94	55.34		\$26.7 M

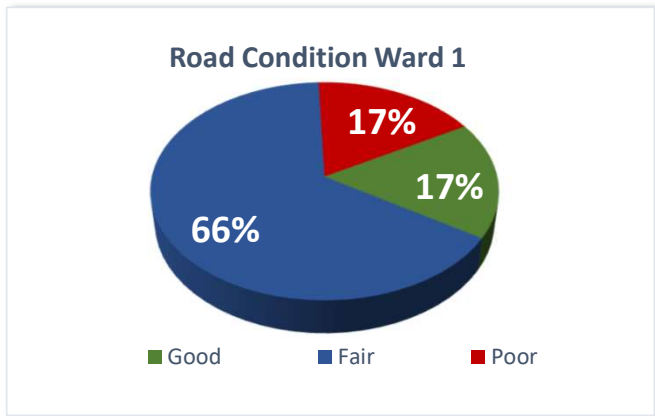
Annual Paving Program - Funding Required				
Road Classification	Miles	Paving Cycle	Average Miles/Year	Annual Cost (Millions)
Alley	9.64	20-30 Yrs.	0.39	\$0.07
Local Streets	91.84	20-30 Yrs.	3.67	\$1.90
Collector Streets	47.04	15-25 Yrs.	2.35	\$1.44
Arterial Streets	14.73	10-15 Yrs.	1.18	\$0.89
US/State Routes	25.23	10 Yrs.	N/A	\$0.34
Total Estimated Annual Expense				\$4.64

The following sheets provide details for a proposed four-year paving program grouped by Council Ward beginning in Ward 2 for the planned 2022 resurfacing season. The front of each page shows the roads included in the proposed program while the back of each page lists those streets rated as ‘POOR’, however not included for lack of required funding.

2025 Street Resurfacing Program - Ward 1

Streets by Classification (Miles)*	
Alley	0
Local	16.66
Collector	10.83
Arterial	0
Totals	27.49

Streets By Condition (Miles)**	
Good	4.76
Fair	17.98
Poor	4.75
Totals	27.49



*Excludes mileage of US & State Routes

** Based on 2020 pavement condition evaluation ratings

Proposed 2025 Resurfacing Program Revenue Sources	
General Fund Allocation	\$360,000
State Gas Tax	\$800,000
Permissive License Fees	\$440,000
Ohio Public Works Commission Grants	\$450,000
County OPWC Grant Match Funds	\$150,000
Totals	\$2,200,000

Proposed 2025 Resurfacing Program Expenditures	
OPWC Streets (Arterials & Collectors)	\$1,400,000
Local Streets	\$600,000
ODOT Urban Resurfacing Program (Local Street Match)	\$150,000
Inspection & Testing	\$50,000
Totals	\$2,200,000

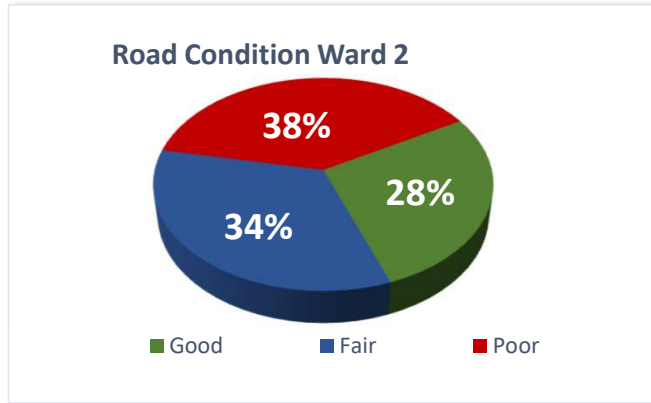
Streets Included in 2025 Resurfacing Program		
Ward 1 - Local Streets		
Street	Mileage	Cost
MERRICK BLVD	0.74	\$375,091
BRUCE ROAD	0.27	\$142,560
OAKHURST DRIVE	0.20	\$84,480
2025 Local Street Resurfacing Subtotal	1.21	\$602,131
Ward 1 - OPWC Streets		
Street	Mileage	Cost
PITTSBURGH DR	2.06	\$815,760
S. HOUK ROAD	1.07	\$652,529
2025 Grant Street Resurfacing Subtotal	3.13	\$1,468,289
2025 Street Resurfacing Program Totals	4.34	\$2,070,420

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2022 Street Resurfacing Program - Ward 2

Streets by Classification (Miles)*	
Alley	2.42
Local	25.21
Collector	15.22
Arterial	3.46
Totals	46.31

Streets By Condition (Miles)**	
Good	12.81
Fair	15.65
Poor	17.85
Totals	46.31



*Excludes mileage of US & State Routes

** Based on 2020 pavement condition evaluation ratings

Proposed 2022 Resurfacing Program Revenue Sources	
General Fund Allocation	\$360,000
State Gas Tax	\$800,000
Permissive License Fees	\$440,000
Ohio Public Works Commission Grants	\$450,000
County OPWC Grant Match Funds	\$150,000
Community Development Block Grant /RLF	\$0
Totals	\$2,200,000

Proposed 2022 Resurfacing Program Expenditures	
OPWC Streets (Arterials & Collectors)	\$1,400,000
Local Streets	\$600,000
ODOT Urban Resurfacing Program (Local Street Match)	\$150,000
Inspection & Testing	\$50,000
Totals	\$2,200,000

Streets Included in 2022 Resurfacing Program		
Ward 2 - Local Streets		
Street	Mileage	Cost
COBBLESTONE DR	0.27	\$179,773
PENICK AVE	0.20	\$135,168
BOULDER DR	0.25	\$168,960
GRAND CIRCUIT BLVD	0.18	\$124,355
DCEO (Local match for Stratford & Peachblow)		\$66,955
2022 Local Street Resurfacing Subtotal	0.90	\$675,211
Ward 2 - OPWC Streets		
Street	Mileage	Cost
GLENN PARKWAY	2.47	\$876,396
CHESHIRE ROAD	0.70	\$517,440
2022 Grant Street Resurfacing Subtotal	3.17	\$1,393,836
2022 Street Resurfacing Program Totals	4.07	\$2,069,047

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WARD 2 - 'POOR' rated streets to be included in future resurfacing programs (2026 and beyond)

Street	Mileage	Cost
AIRPORT RD	1.04	\$527,155
ALPHA DR	0.17	\$74,068
BERNARD AVE	0.46	\$220,493
BOSWELL ST	0.06	\$27,878
COLOMET DR	0.31	\$162,096
COLUMBUS AVE	0.37	\$282,839
CRAFTON CT	0.04	\$22,353
CURLY SMART CIR	0.34	\$183,955
CURTIS ST	0.98	\$517,440
EAST BRANCH RD	0.07	\$40,086
EATON ST	0.24	\$183,237
ELIZABETH ST	0.19	\$134,999
FIRESTONE CT	0.06	\$40,550
FIRESTONE DR	0.31	\$168,031
FOREST LAKE CT	0.08	\$38,016
GIBRALTAR CT	0.04	\$27,034
GOLD DUST CT	0.06	\$34,045
GOLD DUST DR	0.03	\$16,474
GRANITE CT	0.07	\$35,693
HEARTHSTONE DR	0.55	\$300,369
JOHNSON DR	0.29	\$147,502
LEAWOOD DR	0.09	\$47,773
LIMETREE DR	0.13	\$64,374
LUSK LN	0.05	\$12,313
MAPLE ST	0.16	\$37,171
MARION CT	0.06	\$34,595
MARVIN LN	0.27	\$150,459
MERRISTON CIR	0.10	\$52,716
MINERAL CT	0.04	\$27,034
MONTROSE AVE	0.23	\$148,262
NOBLE ST	0.35	\$177,408
OAK HILL AVE	0.48	\$241,782
OHIO ST	0.09	\$30,590
OWEN-FRALEY RD	0.43	\$165,218
PERKINS ST	0.11	\$40,572
PITTSBURGH DR	0.83	\$490,829
PLEASANT CT	0.04	\$21,416
QUARRY CT	0.04	\$27,034
RICHARDS DR	0.24	\$132,338
ROCK CREEK DR	0.54	\$364,954
ROCKMILL ST	0.06	\$28,385
ROSS ST	0.28	\$130,099
S FRANKLIN ST	0.35	\$221,760

Street	Mileage	Cost
S HOUK RD	1.07	\$632,755
S WASHINGTON ST	0.26	\$125,326
SHELDON ST	0.10	\$34,468
SLACK RD	1.26	\$532,224
SOUTH ST	0.13	\$44,880
STILSON ST	0.14	\$46,633
STOVER DR	0.09	\$47,647
TODD ST	0.03	\$12,545
TOLEDO ST	0.35	\$176,394
VAUGHN RD	0.25	\$136,182
W HARRISON ST	0.09	\$44,204
WILLOW RUN LN	0.05	\$25,260
ALLEY IN WARD 2	2.42	\$715,546
Totals	16.95	\$8,405,456

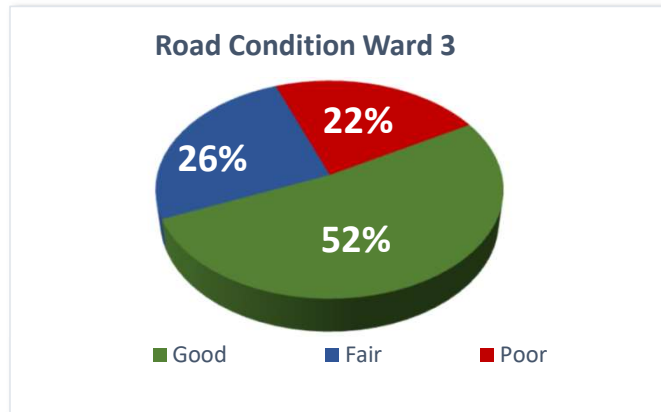
2023 Street Resurfacing Program - Ward 3

Streets by Classification (Miles)*	
Alley	0.02
Local	29.34
Collector	12.21
Arterial	9.59
Totals	51.16

Streets By Condition (Miles)**	
Good	26.57
Fair	13.13
Poor	11.46
Totals	51.16

*Excludes mileage of US & State Routes

** Based on 2020 pavement condition evaluation ratings



Proposed 2023 Resurfacing Program Revenue Sources	
General Fund Allocation	\$360,000
State Gas Tax	\$800,000
Permissive License Fees	\$440,000
Ohio Public Works Commission Grants	\$450,000
County OPWC Grant Match Funds	\$150,000
Community Development Block Grant /RLF	\$150,000
Totals	\$2,350,000
Proposed 2023 Resurfacing Program Expenditures	
OPWC Streets (Arterials & Collectors)	\$1,400,000
Local Streets (Includes CDGB eligible streets)	\$750,000
ODOT Urban Resurfacing Program (Local Street Match)	\$150,000
Inspection & Testing	\$50,000
Totals	\$2,350,000

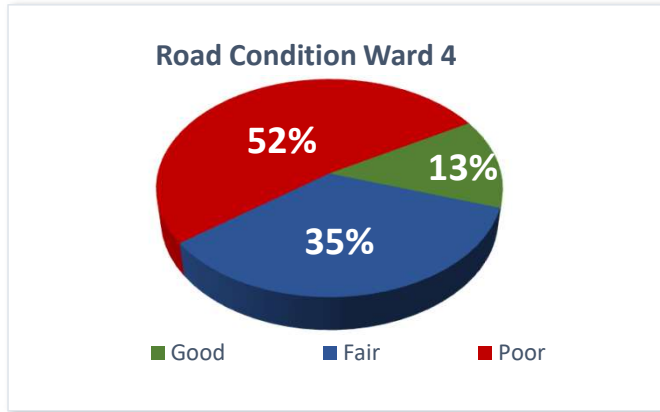
Streets Included in 2023 Resurfacing Program		
Ward 3 - Local Streets		
Street	Mileage	Cost
SPRING ST	0.29	\$214,368
FERN DRIVE	0.17	\$114,893
HAYES STREET	0.15	\$60,192
BEECH DR	0.11	\$74,342
CDBG - HOLLY ROAD	0.12	\$81,101
CDBG - FAIRWAY RD	0.16	\$87,859
CDBG - WOODROW AVENUE	0.18	\$76,032
2023 Local Street Resurfacing Subtotal	1.18	\$708,787
Ward 3 - OPWC Streets		
Street	Mileage	Cost
LIBERTY ROAD	1.03	\$875,582
OHIOHEALTH BLVD	0.96	\$729,907
2023 Grant Street Resurfacing Subtotal	1.99	\$1,605,490
2023 Street Resurfacing Program Totals	3.17	\$2,314,277

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2024 Street Resurfacing Program - Ward 4

Streets by Classification (Miles)*	
Alley	7.09
Local	22.79
Collector	9.04
Arterial	1.85
Totals	40.77

Streets By Condition (Miles)**	
Good	5.44
Fair	14.17
Poor	21.16
Totals	40.77



*Excludes mileage of US & State Routes
** Based on 2020 pavement condition evaluation ratings

Proposed 2024 Resurfacing Program Revenue Sources	
General Fund Allocation	\$360,000
State Gas Tax	\$800,000
Permissive License Fees	\$440,000
Ohio Public Works Commission Grants	\$450,000
County OPWC Grant Match Funds	\$150,000
Totals	\$2,200,000

Proposed 2024 Resurfacing Program Expenditures	
OPWC Streets (Arterials & Collectors)	\$1,400,000
Local Streets	\$600,000
ODOT Urban Resurfacing Program (Local Street Match)	\$150,000
Inspection & Testing	\$50,000
Totals	\$2,200,000

Streets Included in 2024 Resurfacing Program		
Ward 3 - Local Streets		
Street	Mileage	Cost
BOWTOWN ROAD	0.99	\$522,720
NORTH STREET	0.26	\$120,806
2024 Local Street Resurfacing Subtotal	1.25	\$643,526
Ward 3 - OPWC Streets		
Street	Mileage	Cost
PENNSYLVANIA AVE	1.21	\$622,908
EUCLID AVE	0.74	\$304,762
N LIBERTY ST	1.10	\$513,427
2024 Grant Street Resurfacing Subtotal	1.84	\$1,441,097
2024 Street Resurfacing Program Totals	3.09	\$2,084,623

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WARD 4 - 'POOR" rated streets to be included in future resurfacing programs (2028 and beyond)

Street	Mileage	Cost
BAYWOOD DR	0.17	\$93,350
BERNE ST	0.16	\$57,446
BRANCH ST	0.14	\$47,309
CALM ST	0.06	\$20,275
CARLISLE AVE	0.06	\$20,275
CARRIAGE DR	0.18	\$98,842
CATHERINE ST	0.10	\$63,360
CHAMBERLAIN ST	0.31	\$137,491
CHANNING ST	0.28	\$130,099
CHESTNUT ST	0.16	\$57,446
COURT ST	0.05	\$19,008
COVENTRY RD	0.12	\$65,894
DARLINGTON RD	0.14	\$59,136
DAVIDSON LN	0.12	\$121,651
DEERFIELD PL	0.28	\$153,754
DELTA ST	0.09	\$34,214
EAST POINT XING	0.25	\$110,880
ELMWOOD DR	0.24	\$141,926
FAIR AVE	0.42	\$186,278
FLINTWOOD DR	0.14	\$76,877
FOLEY ST	0.05	\$27,456
FOREST AVE	0.34	\$201,062
GRISWOLD ST	0.51	\$301,594
HAMMOND ST	0.10	\$38,016
HAYES DR	0.24	\$131,789
KIRKLAND ST	0.16	\$57,446
LEWIS ST	0.09	\$57,024
LITTLE ST	0.09	\$55,123
MASON AVE	0.20	\$84,480
MILO ST	0.07	\$32,525
N FRANKLIN ST	0.78	\$510,682
N WASHINGTON ST	0.96	\$527,155
NUTTER FARMS LN	0.32	\$243,302
OAK ST	0.20	\$118,272
OAKWOOD DR	0.12	\$70,963
ORCHARD HEIGHTS	0.27	\$131,155
PARKER ST	0.10	\$38,016
PARSONS AVE	0.10	\$46,464
PENNSYLVANIA AVE	0.60	\$380,160
POTTER ST	0.31	\$170,227
PROSPECT ST	0.09	\$28,512
REID ST	0.21	\$79,834

Street	Mileage	Cost
RENNER ST	0.20	\$59,136
RICHARDSON ST	0.08	\$33,792
SCOTTWOOD CT	0.16	\$87,859
SMITH ST	0.08	\$30,413
TANGLEWOOD DR	0.11	\$67,373
VANDEMAN AVE	0.14	\$50,266
VERNON AVE	0.40	\$143,616
VINE ST	0.16	\$47,309
W FOUNTAIN AVE	0.33	\$195,149
W LINCOLN AVE	0.18	\$83,635
WALNUT ST	0.03	\$6,336
WEBB ST	0.10	\$42,240
WELLS ST	0.08	\$27,034
WESTGATE DR	0.12	\$65,894
WILDER ST	0.31	\$117,850
WILLOW ST	0.09	\$36,115
WOODLAND AVE	0.13	\$54,912
YORK AVE	0.14	\$70,963
ALLEY IN WARD 4	7.09	\$2,246,112
Totals	19.31	\$8,492,774