



REGULAR CITY COUNCIL MEETING AGENDA

City Hall - Council Chambers
4381 Broadway St., Suite 201, American Canyon

March 7, 2023

6:30 PM

Mayor: Leon Garcia
Vice Mayor: Pierre Washington
Councilmembers: Mariam Aboudamous, Mark Joseph, David Oro

City Council and other public meetings will be conducted in person at City Hall, 4381 Broadway, Suite 201. This meeting is also available via Zoom Teleconferencing as a convenience for public participation. Should technical issues with Zoom occur, please select another viewing option, such as a live broadcast to residents on Napa Valley TV, on our website [here](#) and on YouTube [here](#).

PUBLIC PARTICIPATION

Oral comments, during the meeting: Oral comments can be made in person during Open and Closed Session. A Zoom Webinar has been established for public comments made via zoom, during Open Session only. To give your public comment via zoom, connect via the below Zoom link and use the “raise your hand” tool, or call into the zoom meeting at 408-638-0968 and press *9 to “raise your hand” when the item is called. To avoid confusion, all hands raised outside of Public Comment periods will be lowered.

Written comments, via eComments: Please submit written comments through the eComments link, located on the Meetings & Agendas page of our website [here](#). Comments will be available to council members in real time. To allow for review of comments, eComments will close at 3:00 pm on the day of the meeting. All comments received will be posted online and become part of the meeting record.

Zoom Meeting Link: [Click here](#).

Webinar ID: 883 0140 0554 **Passcode:** 123456

The above-identified measures exceed all legal requirements for participation in public comment, including those imposed by the Ralph M. Brown Act. For more information, please call the Office of the City Clerk at (707) 647-4369 or email cityclerk@cityofamericancanyon.org.

AGENDA MATERIALS: City Council agenda materials are published 72 hours prior to the meeting and are available to the public via the City’s website at www.cityofamericancanyon.org.

AMERICANS WITH DISABILITIES ACT: The City Council will provide materials in appropriate alternative formats to comply with the Americans with Disabilities Act. Please send a written request to City Clerk at 4381 Broadway, Suite 201, American Canyon, CA 94503 or by email to cityclerk@cityofamericancanyon.org. Include your name, address, phone number and brief description of the requested materials, as well as your preferred alternative format or auxiliary aid, at least three calendar days before the meeting.

5:00 P.M. - CLOSED SESSION

The Mayor will call the meeting to order and conduct role call. Council will immediately convene into Closed Session after hearing any public comment on Closed Session items. At 6:30 p.m. the Council will reconvene into Open Session and then resume Closed Session at the end of the meeting to address outstanding items, if necessary.

CALL TO ORDER - CLOSED SESSION

ROLL CALL - CLOSED SESSION

PUBLIC COMMENTS - CLOSED SESSION ITEMS

This time is reserved for members of the public to address the City Council on Closed Session Items only. Comments must be made in person and are limited to 3 minutes. Comments for items on the Open Session agenda will be taken when the item is called in Open Session. Comments for Items not on the Closed Session or Open Session agenda will be heard during the Open Session Public Comment period.

MEETING RECESS - COUNCIL TO CONVENE IN CLOSED SESSION

5:00 P.M. - CLOSED SESSION ITEMS

1. **Conference with Legal Counsel - Existing Litigation. Pursuant to Government Code Section 54956.9(d)(1):**
 - a. ***City of American Canyon v. City of Vallejo, et al. (Sacramento Superior Court Case No. 34-2022-00327471).***
 - b. ***American Canyon I , LLC vs. Napa Unified School District(Napa Superior Court Case No. 22CV001145).***
 - c. ***In the Matter of Inspection and Order to Abate at 106 Wilson Way (APN: 058-370-002) (Napa Superior Court Case No. 22CV000850).***

2. **Conference with Legal Counsel – Anticipated Litigation
Two Matters.**

6:30 P.M. OPEN SESSION - REGULAR MEETING

CALL TO ORDER - COUNCIL TO RECONVENE IN OPEN SESSION

PLEDGE OF ALLEGIANCE

ROLL CALL - OPEN SESSION

REPORT ON CLOSED SESSION/CONFIRMATION OF REPORTABLE ACTION

PROCLAMATIONS AND PRESENTATIONS

3. **Proclamation - March 2023, American Red Cross Month**

4. **Proclamation - March 2023, National Women's History Month**

PUBLIC COMMENTS - ITEMS NOT ON CLOSED SESSION OR OPEN SESSION AGENDA

This time is reserved for members of the public to address the City Council on items that are not on the Closed Session or Open Session agenda and are within the subject matter jurisdiction of the City Council. Comments are limited to 3 minutes. Comments for items on the Open Session agenda will be taken when the item is called in Open Session. The City Council is prohibited by law from taking any action on matters discussed that are not on the agenda, and no adverse conclusions should be drawn if the City Council does not respond to public comment at this time.

AGENDA CHANGES

The Mayor and Council may change the order of the Agenda or request discussion of a Consent Item. A member of the Public may request discussion of a Consent Item by making that request during Public Comment.

CONSENT CALENDAR

5. **Minutes of Regular City Council Meeting on February 21, 2023**
Recommendation: Approve the minutes of the Regular City Council meeting of February 7, 2023.
6. **Report Upon Return from Closed Session**
Recommendation: Approve the Report Upon Return from Closed Session from the Regular City Council Meeting of February 21, 2022.
7. **Measure T Equivalent Fund Certification**
Recommendation: Adopt a Resolution approving certification of Equivalent Fund expenditures under the Measure "T" Program (The Napa Countywide Road Maintenance Act).
8. **2021 Annual Pavement Management Project (TR21-0100) Notice of Completion**
Recommendation: Adopt a Resolution amending the FY22-23 Capital Budget and Project Budget, accepting the project as complete, authorizing the Public Works Director to file a "Notice of Completion", and releasing a Retention payment to VSS International, Inc. in conjunction with the 2021 Annual Pavement Management Project (TR21-0100).
9. **Quarterly Investment Report for City and Fire District Fiscal Year 2022-23 Quarter 2**
Recommendation: Receive and file the City and Fire District's Treasurer's Report for the quarter ended December 31, 2022.

PUBLIC HEARINGS

10. **Development Impact Fee imposed on behalf of the American Canyon Fire Protection District**
Recommendation: Waive first reading, by title only, and adopt an Ordinance accepting the Development Impact Fee Nexus Study and Levying a Fire Capital Facilities Fee on New Construction and Development to Fund Fire Protection Services.

BUSINESS

11. **Pavement Management Program Update P-TAP 23**

Recommendation: Receive the Pavement Management Program P-TAP 23 Budget Options Report Summary and file with the City Clerk.

MANAGEMENT AND STAFF ORAL REPORTS

12. **Public Works Department Quarterly Update**
Recommendation: Information Only

MAYOR/COUNCIL COMMENTS, COMMITTEE REPORTS, AND FUTURE AGENDA ITEMS

The Mayor and Council may comment on matters of public concern and announce matters of public interest; no collective council action will be taken.

13. **City Council Committee Report - Councilmember Mark Joseph**
14. **Future Agenda Items of Note:**

March 21, 2023

Juneteenth Event Presentation
Giovannoni Logistics Center Design Permit, PM, EIR
Housing Element 5th Cycle Annual Report
Fiscal Year 2021-2022 Auditor Report

March 24, 2023

Council FY 2023/24 Budget Workshop

April 4, 2023

Proclamation Acknowledging Ramadan Month
Proclamation Acknowledging National Fair Housing Month
Proclamation Acknowledging Arts in April Month
AB 481 Military Equipment Ordinance
American Canyon Police Department Annual Report
Annual Communications Report

April 18, 2023

Proclamation Acknowledging April Volunteer Week
Speed Survey Ordinance
Facility Rental Insurance
Fee Schedule for Parks and Recreation Department

May 2, 2023

Utility Rate Study Session
FY 2023/24 Proposed Budget

ADJOURNMENT

CERTIFICATION

I, Taresa Geilfuss, CMC, City Clerk for the City of American Canyon, do hereby declare that the foregoing agenda of the

City Council was posted in compliance with the Brown Act prior to the meeting date.

Taresa Geilfuss, CMC, City Clerk

CITY OF AMERICAN CANYON PROCLAMATION



RECOGNIZING AMERICAN RED CROSS MONTH, 2023

WHEREAS, during American Red Cross Month in March, we celebrate the humanitarian spirit of the City of American Canyon and reaffirm our commitment to help ensure no one faces a crisis alone.

WHEREAS, caring for one another is at the heart of our community and exemplified by the people of American Canyon, whose simple acts of kindness through the Red Cross provide help and hope in people's most difficult moments, thereby continuing the lifesaving legacy of Clara Barton, who founded the organization more than 140 years ago to prevent and alleviate human suffering.

WHEREAS, every day, these ordinary individuals lend a helping hand to make an extraordinary difference for neighbors in need — whether it's providing emergency shelter, food and comfort for families displaced by home fires and other disasters; donating lifesaving blood for cancer patients, accident victims, and people with sickle cell disease and other life-threatening conditions; supporting military members and veterans, along with their families and caregivers, through the unique challenges of service; using vital skills like first aid and CPR to help others survive medical emergencies; or delivering international humanitarian aid and reconnecting loved ones separated by crises around the world.

WHEREAS, their support, volunteerism and generous donations are critical to our community's resilience. We hereby recognize this month of March in honor of all those who fulfill Clara Barton's noble words, "You must never think of anything except the need and how to meet it," and ask everyone to join in this commitment.

NOW, THEREFORE, BE IT RESOLVED, that I, Leon Garcia, Mayor on behalf of the American Canyon City Council, do hereby proclaim, March 2023 as American Red Cross Month and encourage all citizens of American Canyon to reach out and support its humanitarian mission.

Dated: March 7, 2023

Leon Garcia, Mayor

CITY OF AMERICAN CANYON PROCLAMATION



NATIONAL WOMEN'S HISTORY MONTH MARCH 2023

WHEREAS; since 1987, the United States has formally recognized March as National Women's History Month, setting aside March to inspire those globally to learn about Women's History; and

WHEREAS, American Canyon women of all race, class, and ethnic backgrounds have positively contributed to the city by playing a vital role in every sphere of life inside and outside of the home, to build strength and compassion, and to express their vision for this community as it grows; and

WHEREAS, women have been leaders, not only in securing their own rights of suffrage and equal opportunity, but also in the abolitionist movement, the emancipation movement, the industrial labor movement, the civil rights movement, and other movements such as the peace movement, which creates a more fair and just society for all; and

WHEREAS, despite these contributions, the role of women in history has been consistently overlooked and undervalued in the ways of science, literature, teachings, and the study of American history; and

WHEREAS, Soroptimist International of American Canyon encourages the City of American Canyon's residents to join in the observance of National Women's History Month and to educate and pass on learned wisdom regarding women's extraordinary contributions, and on the progress still needed to reach equality; and

NOW, THEREFORE, BE IT RESOLVED, that I, Leon Garcia, Mayor of American Canyon, do hereby proclaim March 8, 2023 as International Women's Day and proclaim the month of March 2023 as National Women's History Month.

Dated: March 7, 2023

Leon Garcia, Mayor

**CITY OF AMERICAN CANYON
REGULAR CITY COUNCIL MEETING**

ACTION MINUTES
February 21, 2023

5:00 P.M. CLOSED SESSION - REGULAR MEETING

CALL TO ORDER - CLOSED SESSION

The meeting was called to order at 5:00 p.m.

ROLL CALL - CLOSED SESSION

Present: Councilmember Mariam Aboudamous, Councilmember Mark Joseph, Councilmember David Oro, Vice Mayor Pierre Washington, Mayor Leon Garcia

Absent: None

Excused: None

PUBLIC COMMENTS - CLOSED SESSION ITEMS

Mayor Garcia called for public comments. Written comments: none. Oral comments: none. The public comments period was closed.

MEETING RECESS - COUNCIL TO CONVENE IN CLOSED SESSION

Council adjourned to closed session at 5:02 p.m.

CLOSED SESSION ITEMS

1. Conference with Legal Counsel – Anticipated Litigation Five Matters.

Closed session ended at 6:12 p.m.; Council to reconvene in Open Session at 6:30 p.m.

6:30 P.M. OPEN SESSION - REGULAR MEETING

CALL TO ORDER - COUNCIL TO RECONVENE IN OPEN SESSION

The meeting was called to order at 6:30 p.m.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

ROLL CALL - OPEN SESSION

Present: Councilmember Mariam Aboudamous, Councilmember Mark Joseph, Councilmember David Oro, Vice Mayor Pierre Washington, Mayor Leon Garcia

Absent: None

Excused: None

REPORT ON CLOSED SESSION/CONFIRMATION OF REPORTABLE ACTION

City Attorney William Ross provided an oral report upon return from closed session. A written report will be provided.

PROCLAMATIONS AND PRESENTATIONS

2. Certificates of Appreciation for Outgoing Commissioners

Mayor Garcia presented Certificates of Appreciation to the outgoing Board, Commission and Committee members: Tyrone Navarro, Planning Commission; Tammy Wong, Planning Commission; Kristin Einberger, Parks and Community Services Commission; Karina Servente, Parks and Community Services Commission; and Kim Hester-Williams, Open Space Advisory Committee.

3. Presentation - American Canyon Junior Wolves

Representatives from the American Canyon Junior Wolves presented Council with an update of their organization to celebrate their National Championship and honored their outgoing President.

PUBLIC COMMENTS - ITEMS NOT ON CLOSED SESSION OR OPEN SESSION AGENDA

Mayor Garcia called for public comments. Valerie Zizak-Morais was called to speak; Linda Colin Jura was called to speak; Briana Lopez was called to speak; Araceli Cantera was called to speak; Kaya Prosser was called to speak; Karina Servente was called to speak; Case Franquelin was called to speak; Arvind Nischal was called to speak; Kim Hester-Williams was called to speak; Bill Harper was called to speak; Yvonne Baginski was called to speak; Justin Hamilton Hole was called to speak. The public comments period was closed.

AGENDA CHANGES

Action: Motion to pull from consent item 7.) Modular Offices for Maintenance and Utilities Department from the Consent Calendar to hear after Item 13.) Mid-Year Budget Adjustment for Fiscal Year 2022-23 made by Councilmember Mark Joseph, seconded by Councilmember Mariam Aboudamous, and CARRIED by roll call vote.

Ayes: Councilmember Mariam Aboudamous, Councilmember Mark Joseph, Mayor Leon Garcia

Nays: Councilmember David Oro, Vice Mayor Pierre Washington

Abstain: None

Absent: None

Excused: None

CONSENT CALENDAR

Action: Motion to adopt the Consent Calendar except for Item 7.) made by Councilmember David Oro, seconded by Councilmember Mark Joseph, and CARRIED by roll call vote.

Ayes: Councilmember Mariam Aboudamous, Councilmember Mark Joseph, Councilmember David Oro, Vice Mayor Pierre Washington, Mayor Leon Garcia

Nays: None

Abstain: None

Absent: None

Excused: None

4. Minutes of Regular City Council Meeting on February 7, 2023

Action: Approved the minutes of the Regular City Council meeting of February 7, 2023.

5. Minutes of Special City Council Meeting on February 15, 2023

Action: Approved the minutes of the Special City Council Meeting held on February 15, 2023.

6. Report Upon Return from Closed Session

Action: Approved the Report Upon Return from Closed Session from the Regular City Council Meeting of December 20, 2022.

8. Wetlands Edge Court Extension Project (TR22-0200) Budget Amendment

Action: Adopted Resolution 2023-17 amending the FY2022-23 Capital Budget, increasing the Project Budget, and authorizing the Public Works Director to approve Contract Change Orders in an aggregate amount not to exceed the Project Budget in conjunction with the Wetlands Edge Court Extension Project (TR22-0200).

9. Tripepi Smith Communications Services Agreement Amendment

Action: Adopted Resolution 2023-18 approving Amendment No. 1 (Agreement 2023-12) to Agreement No. 2022-76 with Tripepi Smith adding an additional \$40,000 to the two-year contract amount not to exceed \$200,000 for Strategic Communication, Graphic Design, and Marketing Support Services.

10. Revised 2023 Local Commission and Committee Appointments List

Action: Received and filed the Revised 2023 Local Commission and Committee Appointments List.

PUBLIC HEARINGS

11. Giovannoni Logistics Center Warehouse Project

Council received a staff report from Community Development Director Brent Cooper with presentations by EIR consultant First Carbon Solutions, developer Buzz Oats Construction, their architect and a representative from the Giovannoni family. Mayor Garcia opened the public hearing and called for public comments. Written comments: Gary Margadant, Geena Saavedra, Valeria Zizak-Morais, Beverly Saxon Leonard, Diann Berryhill, Jerry Hoffman, Sharon Robinson, Jason Kishineff, Jeanette Goyetche, Yvonne Baginski, Carol Poole, Adams Broadwell, Center for Biological Diversity. Oral comments: James Ashcraft was called to speak; Ken Miller was called to speak; Rick Franco was called to speak; Gary Margadant was called to speak; Yvonne Baginski was called to speak; Randy Risner was called to speak; Valerie Zizak-Morais was called to speak; Francis Tinney was called to speak; Jeanette Goyetche was called to speak; Fran Lemos was called to speak. Public comments and the public hearing were closed.

Ex-parte conversations disclosed by Councilmember Mark Joseph, Councilmember David Oro and Councilmember Mariam Aboudamous.

City Attorney William Ross requested that the item be continued to March 21, 2023, to allow staff response to comments received during the meeting.

Action: Motion to close the Public Hearing and continue Item 11.) Giovannoni Logistics Center Warehouse Project to the meeting of March 21, 2023, made by Councilmember Mark Joseph, seconded by Councilmember David Oro, and CARRIED by roll call vote.

Ayes: Councilmember Mariam Aboudamous, Councilmember Mark Joseph, Councilmember David Oro, Vice Mayor Pierre Washington, Mayor Leon Garcia

Nays: None

Abstain: None

Absent: None

Excused: None

12. Ratification of Adopted 6th Cycle Housing Element

Action: Motion to continue the Public Hearing Item 12.) Ratification of the Adopted 6th Cycle Housing Element to the meeting of March 21, 2023, made by Councilmember David Oro, seconded by Vice Mayor Pierre Washington, and CARRIED by roll call vote.

Ayes: Councilmember Mariam Aboudamous, Councilmember Mark Joseph, Councilmember David Oro, Vice Mayor Pierre Washington, Mayor Leon Garcia

Nays: None

Abstain: None

Absent: None

Excused: None

BUSINESS

13. Mid-Year Budget Adjustment for Fiscal Year 2022-23

Council received a staff report from Finance Director Juan Gomez. Mayor Garcia called for public comments. Written comments: none. Oral comments: none. The public comments period was closed.

Action: Motion to adopt Resolution 2023-22 of the City Council of the City of American Canyon approving Mid-Year Budget Amendments to Fiscal Year 2022-23 made by Councilmember Mariam Aboudamous, seconded by Councilmember Mark Joseph, and CARRIED by roll call vote.

Ayes: Councilmember Mariam Aboudamous, Councilmember Mark Joseph, Councilmember David Oro, Vice Mayor Pierre Washington, Mayor Leon Garcia

Nays: None

Abstain: None

Absent: None

Excused: None

7. Modular Offices for Maintenance and Utilities Department

City Manager Jason Holley explained the funding source for this item. Maintenance & Utilities Director Felix Hernandez, III presented the staff report. Mayor Garcia called for public comments. Written comments: none. Oral comments: none. The public comment period was closed.

Councilmember Mariam Aboudamous stepped out of the meeting prior to the vote.

Action: Motion to adopt Resolution 2023-16 Authorizing the City Manager to execute an agreement (Agreement 2023-11) with Mobile Modular in the amount not to exceed \$320,121.14, for the relocation and purchase of a 12-foot by 60-foot modular office and for the purchase of a 24-foot by 60-foot modular office for Maintenance and Utilities Department made by Councilmember David Oro, seconded by Councilmember Mark Joseph, and CARRIED by roll call vote.

Ayes: Councilmember Mark Joseph, Councilmember David Oro, Vice Mayor Pierre Washington, Mayor Leon Garcia

Nays: None

Abstain: None

Absent: Councilmember Mariam Aboudamous

Excused: None

Councilmember Mariam Aboudamous returned to the meeting.

MANAGEMENT AND STAFF ORAL REPORTS

Parks & Recreation Director Alexandra Ikeda provided a summary of upcoming events.

MAYOR/COUNCIL COMMENTS, COMMITTEE REPORTS, AND FUTURE AGENDA ITEMS

14. Council Committee Report - Councilmember Mark Joseph

Councilmembers commented on items of interest.

15. Future Agenda Items of Note:

March 7, 2023

Women's History Month

American Red Cross Month

Fire District Development Impact Fee Public Works Department Update

Maintenance and Utilities Department Update: Wastewater

March 21, 2023

Ramadan Month

National Fair Housing Month

Housing Element 6th Cycle Ratification

Housing Element 5th Cycle Annual Report

Parks and Recreation Fee Schedule

Fiscal Year 2021-2022 Auditor Report

April 4, 2023

Arts in April

AB 481 Military Equipment Ordinance

American Canyon Police Department Annual Report

Annual Communications Report

Utility Rate Study Update

ADJOURNMENT

The meeting was adjourned at 10:20 p.m.

CERTIFICATION

Respectfully Submitted,

Taresa Geilfuss, CMC, City Clerk

William D. Ross
David Schwarz
Kypros G. Hostetter

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File No: 199/6

February 23, 2023

VIA E-MAIL

The Honorable Leon Garcia, Mayor
and Members of the City Council
City of American Canyon
4381 Broadway, Suite 201
American Canyon, CA 94503

Re: Report Upon Return from Closed Session; Virtual Regular City Council Closed
Session Meeting of the American Canyon City Council; February 21, 2023

Dear Mayor Garcia and Members of the City Council:

This communication sets forth reportable action, if any, of the City Council (“Council”) of the City of American Canyon (“City”), consistent with provisions of the Ralph M. Brown Opening Meeting Act (Government Code Section 54950, *et seq.*) resulting from the Closed Session of the Virtual Regular City Council Closed Session Meeting of February 21, 2023, consistent with Government Code Section 54957.1.

Your Council convened in Open Session at 5:02 p.m. and ascertained that there were no public comments on matters agendized for Closed Session consideration, and then adjourned to Closed Session at 5:02 p.m.

There was one matter agendized for City Closed Session consideration.

1. Conference with Legal Counsel - Anticipated Litigation
Authorized pursuant to Government Code Section 54956.9(d)(2)
Five Matters

With respect one of the matters considered under Closed Session Agenda Item No. 1., for which Mayor Garcia recused himself on the basis of a potential financial conflict of interest, there was no reportable action under the common law attorney-client privilege and that provided by Government Code Section 54956.9(d)(2).

With respect to the second and third matters considered under Closed Session Agenda Item No. 1., there was no reportable action under the common law attorney-client privilege and that provided by Government Code Section 54956.9(d)(2).

The Honorable Leon Garcia, Mayor
and Members of the City Council
February 23, 2023
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With respect to the fourth matter considered under Closed Session Agenda Item No. 1., there was direction (5-0) for City Staff to confer with the Applicant representative for the Canyon Estates Project to secure additional security for actions necessary to equalize water pressure within the Project and adjacent areas and to further evaluate a partial release of security currently retained for performance of conditions of the Project. Except as indicated, there was no other reportable action under the common law attorney-client privilege in that provided by Government Code Section 54956.9(d)(2).

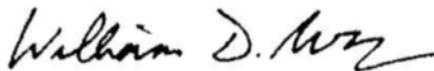
With respect to the fifth matter considered under Closed Session Agenda Item No. 1., there was reportable action in the form of Council direction (5-0) to direct a further communication to Counsel for the Napa Valley Unified School District, reflecting a proposed Agreement concerning the issuance of building permits and the payment of school fees into areas of the City; that covered by the AC-1/City Development Agreement, and all other areas of the City. Except as indicated, there was no other reportable action under the common law attorney-client privilege and that provided by Government Code Section 54956.9(d)(2).

Your Council concluded the Closed Session at 6:12 p.m.; when the Council convened in Open Session, it was indicated that a written report upon return from Closed Session consistent with Government Code Section 54957.1, would be prepared.

This communication should be reviewed under the Consent portion of the Agenda of your next Regular or Special City Council Meeting.

Should you have questions concerning this Report, it may be taken off the Consent calendar when agendaized in the future, or our office may be contacted in the interim.

Very truly yours,



William D. Ross
City Attorney

WDR:jf

cc: Jason B. Holley, City Manager
Maria Ojeda, Assistant City Manager
Taresa Geilfuss, City Clerk
Cherri Walton, Deputy City Clerk



TITLE

Measure T Equivalent Fund Certification

RECOMMENDATION

Adopt a Resolution approving certification of Equivalent Fund expenditures under the Measure "T" Program (The Napa Countywide Road Maintenance Act).

CONTACT

Erica Ahmann Smithies, P.E., Public Works Director

Juan Gomez, Finance Director

BACKGROUND & ANALYSIS

The 2012 "Napa Countywide Road Maintenance Act" (also known as "Measure T") imposes a ½ cent sales tax to pay for road repairs countywide. The Napa Valley Transportation Authority – Tax Agency (NVTATA) distributes these sales tax revenues over time and the City of American Canyon receives 7.7% of the sales tax revenues per year, as of July 1, 2018.

All agencies must collectively commit non-Measure T funds towards Class I Bicycle Facilities equivalent to 6.67% of the estimated total revenue of Measure T. Qualifying funding sources for 6.67% Equivalent Fund projects can be in the form of local general funds, formula specific funds, and Class I facility contributions by private development.

The City must provide a copy of the Equivalent Fund Class I Bicycle Facilities Expenditure Resolution approved by the City's governing body, along with backup documentation, showing the qualifying funding spent on Class I Bicycle Facilities for the prior fiscal year. The resolution will certify applicable expenditures for the prior fiscal year and be used by NVTATA in tracking the program participants' collective contribution towards the required Class I Facility spending over the term of the Measure T program.

Funds certified during this certification cycle will include Fiscal Years 2018-19 through 2021-22. Future reporting cycles will certify funds on a 1-year cycle and will be brought to Council at the same time as the annual Measure "T" Maintenance of Effort certification prior to January 31st of each calendar year.

The table below provides a summary of the Equivalent Fund expenditures, the Class I projects, and the sources of funding:

Fiscal Year	Project	Funding Source	Amount
2019-20	Devlin Road Class I, Design	State Transportation Improvement Funds	\$54,646.09
2020-21	Green Island Road Class I, Design	Local Funds (Community Facilities District)	\$88,818.71
2020-21	Commerce Court Class I, Construction	Local Funds (Development, SDG 330)	\$126,060.00
2021-22	Devlin Road Class I, Construction	State Transportation Improvement Funds	\$448,983.93
2021-22	Eucalyptus Class I, Construction	Local Funds (Development, NVUSD)	\$132,000
		Total Contributions	\$850,508.73

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Infrastructure: "Develop and maintain infrastructure resources to support sustainable growth."

FISCAL IMPACT

There is no financial impact associated with this action.

ENVIRONMENTAL REVIEW

The proposed action is a mandatory component of compliance with Measure "T" and is not a "project" as defined by CEQA. Moreover, the action is exempt consistent with CEQA Guidelines Section 15378(b) as a government funding mechanism.

ATTACHMENTS:

- [1. Resolution - Measure T Equivalent Fund Certification and Exhibit A](#)

RESOLUTION NO. 2023-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON APPROVING CERTIFICATION OF 6.67% EQUIVALENT FUND EXPENDITURES UNDER THE MEASURE “T” PROGRAM (THE NAPA COUNTYWIDE ROAD MAINTENANCE ACT)

WHEREAS, on November 6, 2012 the voters of Napa County passed the Napa Countywide Road Maintenance Act, also known as Measure T, which imposes a half cent transaction and use (sales) tax to provide supplemental funding for road maintenance as detailed in the Measure T Expenditure Plan; and

WHEREAS, the Napa Valley Transportation Authority – Tax Authority (NVTA-TA) is the designated agency that administers and oversees Measure T revenues; and

WHEREAS, the City of American Canyon is an eligible recipient of Measure T funds; and

WHEREAS, the tax proceeds will be used to pay for the projects outlined in the Measure T Expenditure Plan allocated to the County of Napa and the cities and towns within Napa County ("Local Agencies") as set forth in Measure T; and

WHEREAS, under the Measure T Expenditure Plan, Measure T funds are provided to the Local Agencies to be used for streets and roads projects as defined in the Measure; and

WHEREAS, the City of American Canyon has entered into a Master Agreement, as amended, with NVTA-TA that outlines procedures for Measure T expenditures, and

WHEREAS, the City of American Canyon shall determine and certify to NVTA-TA the annual spending towards qualifying Class I Bicycle Facilities, consistent with the criteria set forth in Section 3 B of Ordinance No. 1201-01, including a memorandum detailing the supporting financial documentation and the methodology utilized to calculate the total spending and funding source; and

WHEREAS, the amount set forth in Exhibit “A” will be deemed the “Equivalent Fund Spending for Class I Bicycle Facilities” of the City of American Canyon, which must be maintained annually throughout the term of the Measure from qualifying local general funds, formula specific funds, and Class I facility contributions by private development; and

WHEREAS, by January 31st each calendar year, the City of American Canyon must certify to, and provide NVTA-TA a copy of supporting documentation as well as a Resolution approved by the governing body of the City of American Canyon, including backup documentation, demonstrating that the Equivalent Fund Class I Bicycle Facilities spending occurred during the prior fiscal year; and

WHEREAS, Measure T project(s) will comply with the requirements under the California Environmental Quality Act (California Code Sections 21000 et seq.; as implemented through California Regulations Title 14, Chapter 3, Sections 15000 et seq.)

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon does resolve as follows:

1. The City Council of the City of American Canyon hereby certifies the Equivalent Fund Class I Bicycle Facilities expenditures for Fiscal Years 2018-19 through 2021-22 in Exhibit A.
2. The Resolution is hereby adopted and becomes effective and in full force immediately upon adoption.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 7th day of March 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Leon Garcia, Mayor

ATTEST:

APPROVE AS TO FORM:

Taresa Geilfuss, CMC, City Clerk

William D. Ross, City Attorney

EXHIBIT A

List of Equivalent Fund Expenditures for Class I Bicycle Facilities

Fiscal Year	Project	Funding Source	Amount
2019-20	Devlin Road Class I, Design	State Transportation Improvement Funds	\$54,646.09
2020-21	Green Island Road Class I, Design	Local Funds (Community Facilities District)	\$88,818.71
2020-21	Commerce Court Class I, Construction	Local Funds (Development, SDG 330)	\$126,060.00
2021-22	Devlin Road Class I, Construction	State Transportation Improvement Funds	\$448,983.93
2021-22	Eucalyptus Class I, Construction	Local Funds (Development, NVUSD)	\$132,000
		Total Contributions	\$850,508.73



TITLE

2021 Annual Pavement Management Project (TR21-0100) Notice of Completion

RECOMMENDATION

Adopt a Resolution amending the FY22-23 Capital Budget and Project Budget, accepting the project as complete, authorizing the Public Works Director to file a “Notice of Completion”, and releasing a Retention payment to VSS International, Inc. in conjunction with the 2021 Annual Pavement Management Project (TR21-0100).

CONTACT

Erica Ahmann Smithies, P.E., Public Works Director/City Engineer
Ron Ranada, P.E., Senior Civil Engineer

BACKGROUND & ANALYSIS

The 2021 Annual Pavement Management Project (TR21-0100) consists of pavement rehabilitation by means of chip seal with micro-surfacing at various locations throughout the City including curb ramp upgrades and striping on American Canyon Road East, Blanco Street, Brophy Street, Corsicana Drive, Commerce Boulevard, Folland Drive, Kemp Lane, Kemp Way, and Sheffield Way in American Canyon.

The City solicited competitive bids for the Project and opened bids on May 31, 2022. VSS International, Inc. was determined to be the lowest responsible and responsive bidder, with a bid of \$975,439.50. On June 7, 2022, the City Council authorized the award of the construction contract and authorized the Public Works Director to approve and execute contract change orders in an aggregate amount not to exceed the Project Budget of \$1,857,000 (R2022-40).

During construction, additional work similar in nature and part of the Capital Improvement Program (CIP) were added to the construction contract via Contract Change Orders. The work included pedestrian crossing and bicycle lane improvements within the Vintage Ranch Subdivision on Donaldson Way East, Shenandoah Way, and Silver Oak Trail (TR22-0500) and repairs to pavement failures around manholes at various locations (WW21-0400).

VSS International, Inc. has completed the contract work, including Contract Change Order (CCO) Nos. 1 through 5, to the satisfaction of the Public Works Director, at a final contract cost of

\$1,620,768.44. Staff recommends the Council accept the work as complete, approve a Notice of Completion, and authorize the release of Retention payment to VSS International, Inc.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Infrastructure: "Develop and maintain infrastructure resources to support sustainable growth."

FISCAL IMPACT

The total construction contract amount including all CCOs is \$1,620,035.55.

Contract Item	Amount
Original Construction Contract	\$975,439.50
Change Order #1	\$186,773.23
Change Order #2	\$59,318.43
Change Order #3	\$376,413.23
Change Order #4	\$70,591.29
Change Order #5 (Final, balancing)	(\$47,767.24)
Total Construction Contract	\$1,620,768.44

The estimated total Project expenditure including the construction contract, engineering, material testing, and inspection services, and miscellaneous expenses is \$1,680,319.05.

Item Description	Amount
Construction Contract (VSS International, Inc.)	\$1,620,768.44
Engineering & Inspection Services	\$8,816.77
In-house Staff & Project Support	\$50,000
Miscellaneous (Postage & Advertisement)	\$1,466.73
Total Estimated Project Expenditure (rounded)	\$1,681,051.94

The significant increase over the original contract is attributed to the increase in bid item quantities such as curb ramp upgrades, dig-outs, striping, pavement markings and microsurfacing as well as including two projects identified in the adopted CIP:

1. ARPA Class II Bike Lanes and Crosswalks Project (TR22-0500)
2. Sanitary Sewer Manhole Rehabilitation Project (WW21-0400)

Although it would appear that the Project Budget is sufficient, constraints on fund usage

(particularly for Measure T) actually require amendments to the CIP and the Project Budget. Thus, staff recommends the 2021 Annual Pavement Project's Project Budget be amended to incorporate the project budgets of the two projects above. However, the inclusion of the above funding is insufficient to account for the entirety of the additional scope and fee. Thus, staff recommends the Project Budget be further amended to incorporate additional funding from Fund 213 (Gas Tax, RMRA).

In sum, staff recommends the FY22-23 Capital Budget be amended as follows:

Budget Line Item	Name	Amount
213-85-450-48310	Transfer RMRA Fund	\$282,200
350-85-450-37271	Capital Outlay	\$282,200

and staff further recommends the overall Project Budget be amended as follows:

Source	Current Amount	New Amount
Fund 211, Measure T	\$1,460,000	\$833,000
Fund 350, Capital Improvement Fund-Gen Gov	\$26,000	\$26,000
Fund 213, RMRA	\$311,000	\$593,200
Fund 510, Water Ops Fund	\$30,000	\$0
Fund 540, Wastewater Ops Fund	\$30,000	\$130,000
Fund 240, ARPA	\$0	\$145,653
Total	\$1,857,000	\$1,727,853

ENVIRONMENTAL REVIEW

The 2021 Annual Pavement Management Project (TR21-0100) is Categorically Exempt from CEQA per CEQA Guidelines Sections 15301(c) (Existing Facilities) and 15302 (Replacement or Reconstruction).

ATTACHMENTS:

1. [Resolution - NOC TR21-0100 2021 Annual Paving Project](#)
2. [Notice of Completion TR21-0100](#)

RESOLUTION NO. 2023-_____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON
AMENDING THE FY22-23 CAPITAL BUDGET AND PROJECT BUDGET, ACCEPTING
THE PROJECT AS COMPLETE, AUTHORIZING THE PUBLIC WORKS DIRECTOR TO
FILE A NOTICE OF COMPLETION, AND RELEASING RETENTION PAYMENT TO
VSS INTERNATIONAL, INC. IN CONJUNCTION WITH THE 2021 ANNUAL
PAVEMENT MANAGEMENT PROJECT (TR21-0100)**

WHEREAS, on June 7, 2022, the City Council authorized the award of a construction contract to VSS International, Inc. in the amount of \$975,439.50 and authorized the Public Works Director to approve and execute contract change orders in an aggregate amount not to exceed the Project Budget for the 2021 Annual Pavement Management Project (TR21-0100) (R2022-40); and

WHEREAS, the scope of work was increased to include additional work of similar nature, including the ARPA Class II Striping Project (TR22-0500) and the Sanitary Sewer Manhole Rehabilitation Project (WW21-0400), both of which are identified and budgeted in the FY22-23 Capital Improvement Program; and

WHEREAS, total project expenditures, including the construction contract, engineering and inspection services, material testing, and miscellaneous expenses, is estimated at \$1,680,320; and

WHEREAS, all contracted work, including Contract Change Order Nos. 1 through 5, has been completed at a total construction contract cost of \$1,620,768.44; and

WHEREAS, due to the additional scope of work, additional funds are needed from Fund 213 (RMRA); and

WHEREAS, VSS International, Inc. has completed all of the contracted work to the satisfaction of the Public Works Director.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon hereby amends the FY22-23 Capital Budget as follows; and

Budget Line Item	Name	Amount
213-85-450-48310	Transfer RMRA Fund	\$282,200
350-85-450-37271	Capital Outlay	\$282,200

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of American Canyon hereby amends the Project Budget as follows; and

Source	Current Amount	New Amount
Fund 211, Measure T	\$1,460,000	\$833,000
Fund 350, Capital Improvement Fund-Gen Gov	\$26,000	\$26,000
Fund 213, RMRA	\$311,000	\$593,200
Fund 510, Water Ops Fund	\$30,000	\$0
Fund 540, Wastewater Ops Fund	\$30,000	\$130,000
Fund 240, ARPA	\$0	\$145,653
Total	\$1,857,000	\$1,727,853

BE IT FURTHER RESOLVED that the City Council of the City of American Canyon hereby accepts the 2021 Annual Pavement Management Project (TR21-0100) as complete, authorizes the Public Works Director to file a Notice of Completion, and approves the release of a Retention payment to VSS International, Inc.

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 7th day of March, 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Leon Garcia, Mayor

ATTEST:

APPROVE AS TO FORM:

Taresa Geilfuss, CMC, City Clerk

William D. Ross, City Attorney

RECORDING REQUESTED BY:

City of American Canyon
4381 Broadway, Ste. 201
American Canyon, CA 94503

WHEN RECORDED RETURN TO:

City of American Canyon
4381 Broadway, Ste. 201
American Canyon, CA 94503

Exempt from recording fee pursuant to Government Code Section 27383

NOTICE OF COMPLETION

NOTICE IS HEREBY GIVEN:

1. That the interest or estate stated in Paragraph 3 herein in the real property herein described is owned by:

City of American Canyon
4381 Broadway, Ste. 201
American Canyon, CA 94503

2. That the full name and address of the owner of said interest or estate, if there is only one owner, and that the full names and addresses of all the co-owners who own said interest or estate as tenants in common, as joint tenants, or otherwise, if there is more than one owner, are set forth in the preceding paragraph.

3. That the nature of the original contract, if any, for said work of improvement was:

2021 ANNUAL PAVEMENT MANAGEMENT PROJECT (TR21-0100)

4. That on the 7th day of March, 2023 a work of improvement on the real property herein described was completed.

5. That the name of the original contractor for said work of improvement was:

VSS International, Inc.
3785 Channel Drive
West Sacramento, CA 95691

6. That the name and address of the transferor is:

VSS International, Inc.
3785 Channel Drive
West Sacramento, CA 95691

7. That the real property referred to herein is situated in the County of Napa, State of California, at the following locations within the City of American Canyon, California:
American Canyon Road East, Blanco Street, Brophy Street, Corsicana Drive, Commerce Boulevard, Folland Drive, Kemp Lane, Kemp Way, Sheffield Way, Silver Oak Trail, Shenandoah Drive, Donaldson Way East, Gold Valley Way, Daniel Drive.

By: CITY OF AMERICAN CANYON

Erica Ahmann Smithies, P.E.
Public Works Director



TITLE

Quarterly Investment Report for City and Fire District Fiscal Year 2022-23 Quarter 2

RECOMMENDATION

Receive and file the City and Fire District's Treasurer's Report for the quarter ended December 31, 2022.

CONTACT

Juan Gomez, Finance Director

BACKGROUND & ANALYSIS

The City's Investment Policy requires; the Treasurer to submit a quarterly investment report to the City Council. The report (Attachment 1) for the quarter ended December 31, 2022, includes investment transactions for both the City and Fire District. The report shows the City's cash and investment book balance, including debt reserves and unspent proceeds, was \$73,639,412. The Fire District's book balance was \$3,385,573.

- The City's diversified portfolio includes \$41.9 million invested in the California State Treasurer's Office Local Agency Investment Fund (LAIF) and \$24.06 million managed by Chandler Asset Management. The funds managed by Chandler are invested in U.S. Treasury Notes, Federal Agency Securities, Asset Backed Securities, U.S. Corporate Notes, Supranational Securities, and FDIC insured Corporate Notes. The lower market value to book value is due to the rising interest rate environment. That is an unrealized number, since the City normally holds investments to maturity. The increasing rate environment also offers an opportunity to invest to achieve higher returns.
- The Fire District maintains cash and investment accounts separately from the City. The book value of the District's total portfolio is \$3.39 million. All cash not needed to meet the current operational requirements of the Fire District is invested with Local Agency Investment Fund (LAIF).

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Organizational Effectiveness: "Deliver exemplary government services."

FISCAL IMPACT

The recommended action will have no impact on the city's budget.

ENVIRONMENTAL REVIEW

Not Applicable

ATTACHMENTS:

- [1. Investment Report December 31, 2022](#)

**Investment Report
For the Month Ended
December 31, 2022**

City of American Canyon



<u>Operating and Capital Funds</u>	<u>Book Value</u>	<u>Market Value</u>	<u>Book Yield</u> ⁽¹⁾	<u>% of Portfolio</u>
Cash - Petty	\$ 2,300	\$ 2,300		0.00%
Cash - Westamerica Bank	3,646,268	3,646,268	0.30%	5.24%
Local Agency Investment Fund	41,885,583	41,106,061	2.17%	60.19%
Asset Backed Securities	2,671,733	2,671,750	2.30%	3.84%
Federal Agency Securities	4,585,000	4,603,339	1.32%	6.59%
Collateral Mortgage Obligations	150,000	156,139	0.72%	0.22%
Corporate Notes	6,495,000	6,500,411	2.23%	9.33%
Money Market Fund	452,224	452,224	3.79%	0.65%
Supranational	975,000	974,347	1.03%	1.40%
U.S. Treasury Notes	8,730,000	8,697,023	1.77%	12.54%
TOTAL OPERATING CASH	69,593,108	68,809,862		100.00%

Debt Reserves and Proceeds

Debt Service Reserves				
602 - American Canyon Road	340,861	340,861		
603 - CFD	3,096,694	3,096,694		
Capital Reserve				
601 - 2004 Reassessment	316,548	316,548		
360 - AmCyn Road East	292,201	292,201		
TOTAL DEBT & CAPITAL RESERVES	4,046,304	4,046,304		

TOTAL CASH AND INVESTMENTS - CITY \$ 73,639,412 \$ 72,856,166

(1) The weighted average yield as operating and capital funds for the month ended 12/31/22 was 1.97%.

**Investment Report
For the Month Ended
December 31, 2022**



American Canyon Fire Protection District

Description	<u>Book Value</u>	<u>Market Value</u>	<u>Book Yield</u> ⁽²⁾	<u>% of Portfolio</u>
Cash - Westamerica Bank	\$ 321,271	321,271	0.30%	9.49%
Local Agency Investment Fund	3,064,302	3,007,273	2.17%	90.51%
TOTAL CASH AND INVESTMENTS - FIRE DISTRICT	\$ 3,385,573	\$ 3,328,544		100.00%

(2) The weighted average yield for the month ended 12/31/22 was 2%.

The investments, as shown above, are in conformance with the Investment Policy or bond agreements
There are sufficient funds to meet the City's budgeted financial obligations for the next six months.

Respectfully submitted,

Juan Gomez
Finance Director/Treasurer



TITLE

Development Impact Fee imposed on behalf of the American Canyon Fire Protection District

RECOMMENDATION

Waive first reading, by title only, and adopt an Ordinance accepting the Development Impact Fee Nexus Study and Levying a Fire Capital Facilities Fee on New Construction and Development to Fund Fire Protection Services.

CONTACT

Geoff Belyea, Fire Chief

William D. Ross, Legal Counsel

BACKGROUND & ANALYSIS

The American Canyon Fire Protection District currently has a voter-approved special tax that is levied upon new development and also charges an aerial ladder development impact fee of \$0.50 per square foot for buildings exceeding 2 stories or 32' in height. Updating the fee amount is essential to keep pace with the inflationary costs of constructing and equipping fire stations. The special tax is subject to an annual adjustment for inflation, while the aerial ladder fee is static. Land acquisition and construction costs have far outpaced the inflationary factor and static fee amount.

The District Board has recognized the need to plan for the impact of future development by authorizing staff to retain the services of AP Triton to conduct a Long-Range Master Plan and Capitol PFG to conduct a development impact fee study.

At the Fire Board's January 24, 2023, Regular Meeting, the Board adopted a Resolution to begin the process of implementing a fee to offset the rising costs that new development imposes on the District.

As discussed below, for such a fee to become effective, it must be implemented by the City (for properties within both the City and the District) and the County of Napa (for properties within the District and the County).

Legal Requirements

The Fire Protection District Law of 1987 does not allow a fire district to charge a fee for public

improvements, facilities, or equipment. However, it is common practice for fire districts to work with cities and counties to impose an impact fee on the fire district's behalf. This approach is effective, given the mutual interest in cities and fire agencies to adequately fund fire services to protect the lives and property of their residents. To that end, the District will need to work with the County of Napa and the City of American Canyon to charge and collect the fee for the District.

Capitol PFG has completed a development impact fee study which meets the requirements of the California Mitigation Fee Act. Specifically, the fee study makes findings as to the purpose and use of the fee as it pertains to the District's growth plan and the associated capital costs, and determines that the fees are supported by an appropriate “nexus” – meaning the costs of the fees successfully approximate the actual costs for which they are intended to offset.

California Government Code §66018 requires a local agency to hold a public hearing prior to adopting a resolution establishing a fee. Prior to the hearing the local agency is required to publish the purpose of the hearing in accordance with the regulations.

Long Range Master Plan

The District, as the fire agency that serves all property within the City, takes a system-wide approach to delivering services, meaning resources are deployed across its service area as needed, for as long as needed to mitigate an emergency event. The recently completed long-range master plan contemplates development in master planned areas as well as infill development that also contributes to increased call volume. Therefore, the long-range master plan and associated fee study includes updates to capital requirements to accommodate master planned areas and infill development alike.

Fee Update

The Capitol PFG fee study report supports the adoption of a development impact fee for fire facilities of \$0.98 per square foot of new construction. This development impact fee is inclusive of the existing voter approved tax on new development such that the combined new impact fee and existing voter approved special tax would equate to a total of \$0.98 per square foot of new construction. (i.e., Developers would receive a credit against the Fire Capital Facilities Fee equal to any mitigation tax imposed on the project.) A comparison of the current mitigation tax and fee with what is being proposed is summarized in the table below.

New Impact Fee Calculation - Not Subject to Aerial Ladder Fee

Type Construction	New Fire Capital Facilities Fee	Less-Voter Approved Tax Credit	Net Impact Fee
Residential			
Single-Family	\$0.98	\$0.27	\$0.71
Multi-Family	\$0.98	\$0.33	\$0.65
Commercial	\$0.98	\$0.50	\$0.48
Industrial	\$0.98	\$0.60	\$0.38

SB 13 Compliance

SB-13 Accessory dwelling units (ADUs), as chaptered on October 9th, 2019, amended, repealed, and added to Section 65852.2 of the Government Code provides that certain ADUs are exempt from development impact fees. In consultation with the County of Napa and the City of American Canyon, staff recommends implementing each local agency's policy regarding SB-13 compliance.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Public Safety: "Ensure American Canyon remains a safe community."

FISCAL IMPACT

The proposed development fee will not have a fiscal impact on the City. However, establishing the Fire Capital Facilities Fee will ensure the District (1) continues to collect the necessary funds to construct the new station and acquire the apparatus and equipment needed to serve new development; (2) avoids any negative impact on existing service delivery because of the need to serve new development; and (3) provides a fair, equitable, and reasonable allocation of the improvement costs across all future development.

ENVIRONMENTAL REVIEW

The approval of the proposed Ordinance is not subject to the California Environmental Quality Act ("CEQA") pursuant to Section 15060(c)(2) because the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment. It is also categorically exempt pursuant to CEQA Section 15060(c)(3) and Section 15378(b)(4) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it is a governmental financing mechanism that has no potential for resulting in physical change to the environment, directly or indirectly.

ATTACHMENTS:

- [1. Ordinance - Fire Development Impact Fee 2.23.23](#)
- [2. Comparable Fire District Impact Fees](#)
- [3. Fire District Resolution 2023-07](#)
- [4. American Canyon FPD Impact Fee Study](#)

ORDINANCE NO. 2023-_____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON, CALIFORNIA, ACCEPTING THE DEVELOPMENT IMPACT FEE NEXUS STUDY AND LEVYING A FIRE CAPITAL FACILITIES FEE FOR ALL NEW CONSTRUCTION AND NEW DEVELOPMENT TO FUND FIRE PROTECTION SERVICES

WHEREAS, the American Canyon Fire Protection District (District) provides fire protection, emergency medical services and hazardous material response to residents and businesses within the City of American Canyon (City);

WHEREAS, the California Mitigation Fee Act authorizes the City to impose fees that offset the costs imposed on public services by new development, including the costs incurred for emergency response and fire protection services;

WHEREAS, the District has identified the need to plan for the impact of future development on existing resources, including keeping pace with new development by constructing and equipping current and future fire stations, and therefore retained the services of AP Triton to conduct a Long-Range Master Plan and Capitol PFG to conduct a development impact fee study;

WHEREAS, Capitol PFG has completed a development impact fee study which meets the requirements of the California Mitigation Fee Act. Specifically, the fee study makes findings as to the purpose and use of the fee as it pertains to the District's growth plan and the associated capital costs, and determines that the fees are supported by an appropriate "nexus" – meaning the amount of the fees successfully approximate the actual costs for which they are intended to offset;

WHEREAS, although the Fire Protection District Law of 1987 does not allow a fire district to directly charge a fee for public improvements, facilities, or equipment, it is common practice for fire districts to work with cities and counties to impose an impact fee on the fire district's behalf;

WHEREAS, the mutual interest of the City and District are fulfilled by the City enacting a Development Impact Fee, as authorized by the Mitigation Fee Act and the City's police powers, to fund fire and emergency response services for the protection of lives and property of City residents and to ensure that the District has the resources and capabilities of keeping pace with new construction within the City;

WHEREAS, consistent with Government Code section 66001, the City intends to levy a Development Impact Fee on all new residential, commercial, and industrial development within the City's boundaries, to fund capital equipment and facilities construction needs for the District;

WHEREAS, at the Fire Board's January 24, 2023 Regular Meeting, the Board adopted a Resolution to begin the process of implementing a fee to offset the rising costs that new development imposes on the District, and to work with the City to implement the fee (for properties within both the City

and the District) and to work with the County of Napa (for properties within the District and the County); and

WHEREAS, the proposed fee shall be updated on an annual basis to account for inflationary costs and/or as updates are needed based upon the current costs of construction and equipping fire stations.

NOW, THEREFORE THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. The City Council, having considered all the evidence, accepts the Development Impact Fee Nexus Study Prepared by Capitol PFG and the findings and conclusions therein, attached as **Exhibit A** and incorporated herein.

SECTION 2. The City Council adopts a Fire Capital Facilities Fee based upon the square footage of the structure as determined from the plans submitted with the application for a building permit and computed as follows:

- A.** Any proposed structure designed for use as a single-family dwelling unit shall be assessed a fee of ninety-eights cents (\$.98) per square foot. For purposes of this subsection a single-family dwelling shall mean a dwelling unit containing not more than one kitchen and designed to house not more than one family.
- B.** Any proposed structure designed for use as a multiple family dwelling unit shall be assessed a tax of ninety-eights cents (\$.98) per square foot. For purposes of this subsection, a multiple family dwelling unit shall mean any structure designed to house two or more families living independently of each other and may consist of one building or a series of detached dwelling units.
- C.** Any proposed structure designed to be used for business or commercial purposes shall be assessed a tax of ninety-eights cents (\$.98) per square foot. Business or commercial purposes as used herein includes, but is not limited to, facilities used primarily for public assembly, sleeping rooms in hotels, or motels, and mental or physical convalescent facilities.
- D.** Any proposed structure designed to be used for industrial purposes shall be assessed a tax of ninety-eights cents (\$.98) per square foot. Industrial purposes as used in this subsection shall mean any use involving manufacturing, fabricating, refining, processing, research, warehousing, or similar uses.
- E.** Where a structure is replaced, no fee shall be payable, provided the square footage of the new structure is the same or less than the replaced structure.
- F.** Where a structure is remodeled, no fee shall be payable, provided the square footage of the new structure is the same or less than the remodeled structure.
- G.** If a fee had been previously paid to the District, and the new structure contains less square footage than the old structure, no refund shall be payable by the District.
- H.** The Fire Capital Facilities Fee shall automatically be adjusted July 1 of each year according to the change in the Consumer Price Index for the San Francisco / Oakland / San Jose area for the twelve-month period ending the preceding April.

SECTION 3. The City shall implement, administer, and oversee the collection of such fees and remit those fees to the District. The actual amount of Fire Capital Facilities Fee due and payable shall be the amount determined under section 2 above less any Fire Mitigation Fee paid pursuant to District Resolution 86-5.

SECTION 4. The Development Impact Fee, including any adjustments based on inflation, may be required to be paid prior to the issuance of a building permit.

SECTION 5. Staff shall assist the District Fire Chief to take all actions necessary to implement, administer, and collect the Fire Capital Facilities Fee Schedule, and as part of the District's budget process shall annually review the estimated costs of capital improvements and capital equipment and evaluate the continued need for those improvements and the reasonable relationship between such need and the impacts of the various types of development pending or anticipated and for which the fee is charged.

The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of American Canyon, State of California, held on the 7th day of March, 20223 by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

The foregoing Ordinance was adopted at a regular meeting of the City Council of the City of American Canyon, State of California, held on the 21st day of March, 2021, by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

ATTEST:

Leon Garcia, Mayor
APPROVED AS TO FORM:

Taresa Geilfuss, City Clerk

William D. Ross, City Attorney

EXHIBIT A – DEVELOPMENT IMPACT FEE STUDY

Fire District Impact Fees

District	County	Single-Family Residential Fee	Retail/Commercial Fee	Office Fee	Industrial Fee
Amador County FPD	Amador	\$1,400 per unit (approx. \$0.70 per sq ft)	\$0.94	\$1.10	\$0.94
Cordelia FPD	Solano	\$2.23	\$2.35	\$3.19	\$2.48
Dixon FPD	Solano	\$0.67	\$0.70	\$0.95	\$0.75
El Dorado Hills Fire Dept.	El Dorado	\$1.18	\$1.99	\$2.50	\$1.83
Esparto FPD	Yolo	\$1.48	\$1.48	\$1.48	\$1.48
Garden Valley FPD	El Dorado	\$1.43	\$1.89	\$2.29	\$1.74
Linda FPD	Yuba	\$1.22	\$1.22	\$1.22	\$1.22
Placer Hills FPD	Placer	\$0.98	\$0.98	\$0.98	\$0.98
Rodeo-Hercules FPD	Contra Costa	\$1,680 per unit (approx. \$0.84 per sq ft.)	\$0.84	\$1.13	\$0.48
Sonoma County FPD	Sonoma	\$1.62	\$1.81	\$2.96	\$1.26
Sonoma Valley FPD	Sonoma	\$1.72	\$1.95	\$3.23	\$1.36
Suisun FPD	Solano	\$1.78	\$1.96	\$2.54	\$2.00
Truckee FPD	Placer	\$1.20	\$1.27	\$1.82	\$0.91
Vacaville FPD	Solano	\$2.14	\$2.25	\$3.06	\$2.39
West Stanislaus FPD	Stanislaus	\$0.86	\$0.86	\$0.86	\$0.86
Willow Oak FPD	Yolo	\$1.69	\$1.69	\$1.69	\$1.69

Resolution 2023-07

**A Resolution of the American Canyon Fire Protection District
Correcting a Clerical Error Contained In District Resolution 2023-05 Pertaining to the District
Aerial Ladder Fee**

WHEREAS, at its January 24, 2023 meeting, the American Canyon Fire Protection District (District) Board of Directors unanimously adopted Resolution 2023-05, which accepted the findings contained in the Development Impact Fee Nexus Study prepared by Capitol PFG, and began the process of the District to cooperate with the City of American Canyon and County of Napa to implement and levy a new Development Impact Fee on new construction for funding District capital facilities and equipment;

WHEREAS, Section 4 of Resolution 2023-05 contained a clerical error from a prior discussion-only draft that incorrectly indicated that the District was intending to repeal its Aerial Ladder Fee, incorrectly stating that:

Upon adoption of this Fire Capital Facilities Fee and Implementation by the County of Napa and City of American Canyon, the Aerial Ladder Development Impact Fee of \$0.50 per square foot for buildings exceeding 2 stories or 32' in height shall be repealed and no longer imposed on new development.

WHEREAS Section 4 was inadvertently not removed from the version of the Resolution presented to the Board,

WHEREAS, because the District's intent was, and is, to maintain the Aerial Ladder Fee in full force and effect, and to avoid any confusion related to the fees levied by the District, the District Board of Directors hereby corrects and amends Resolution 2023-05 to remedy this clerical error.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors does hereby:

1. Affirm that the Aerial Ladder Fee remains in full force and effect; and,
2. Amends Resolution 2023-05 to strike Section 4 and any remove any and all indication that the Aerial Ladder Fee is intended to be repealed.

APPROVED AND ADOPTED at a meeting of the American Canyon Fire Protection District held on the 28th day of February, 2023, by the following vote:

AYES: Board Members, M. Joseph, D. Oro, Vice-Chair P. Washington, and Chair L. Garcia

NOES: None

ABSTAIN: None

ABSENT:

DocuSigned by:
Leon Garcia
Leon Garcia, Chairman

ATTEST:

APPROVED AS TO FORM

DocuSigned by:
Geoff Belyea
9D0340973778458
Geoff Belyea, Fire Chief
Clerk to the Board

DocuSigned by:
William D. Ross
285D6018B093421
William D. Ross, District Counsel

Resolution 2023-07

DEVELOPMENT IMPACT FEE STUDY FIRE FACILITIES



JANUARY 2023

Prepared by:



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SECTION 1: EXECUTIVE SUMMARY

The American Canyon Fire Protection District (the "District") provides fire protection, fire prevention, emergency medical to the City of American Canyon and portions of Napa County.

This study is intended to update the development impact fee imposed by the District. This report summarizes an analysis of the need for fire facilities and equipment to accommodate new development within the District's boundaries and documents a reasonable relationship between new development, the fee, and the facilities and capital equipment to be funded.

Napa County has and will continue to experience growth. As a consequence, local public works are faced with the challenge of providing service to an expanding customer base with limited resources for upgrading the infrastructure necessary to accommodate such expansion. The District too faces the challenge of providing fire facilities and services to service new development within its boundaries. The impact fees collected as a result of new construction provides a funding source for the construction of fire facilities and purchase of vehicles and equipment necessary for this purpose.

The District currently has a voter approved special tax that is levied upon new development and charges an aerial ladder development impact fee of \$0.50 per square foot fee for buildings exceeding 2 stories or 32' in height. Ultimately, this study will demonstrate the need for an adjustment to the development impact fee due to the increasing amount of development within the District's boundaries and the rapidly increasing cost of building public facilities.

This report updates the development impact fee based on the current values of all fire equipment and facilities necessary to protect current residents at current service levels. This fee is translated into a per square foot cost that is imposed on any new construction which may occur. Impact fees paid will allow for the District to provide the necessary facilities, vehicles, and equipment necessary to maintain current service levels.

This report supports the adoption of a development impact fee for fire facilities of **\$0.98** per square foot of new construction. This fee is in compliance with the Mitigation Fee Act (California Government Code Section 66000 et. seq.), and this report substantiates the findings required by the Act.

Upon the submittal of this report to the District, it is incumbent upon the District Board of Directors (the "Board"), assisted by staff, to review and evaluate the report for accuracy and agreement with the conclusions presented. Once the Board is satisfied that the legislative requirements of Government Code Section 66000 et. seq. are met and the fee adjustment recommendations are valid, the Board shall submit a recommendation regarding the fee adjustments to the American Canyon City Council and the Napa County Board of Supervisors for enactment.

After accepting and considering public input, the City Council and the County Board of Supervisors shall vote to approve findings and a resolution to set the appropriate fees, shown in **Table 1**. If accepted, the fees would be imposed pursuant to the County's development "police powers" under Article XI, section 7, of the California Constitution.

TABLE 1

Net Impact Fee Calculation			
Type Construction	Total Impact Fee	Less Voter-Approved Fee Credit	Net Impact Fee
Residential			
Single Family	\$0.98	\$0.2714	\$0.71
Multi-Family	\$0.98	\$0.3312	\$0.65
Commercial	\$0.98	\$0.4968	\$0.48
Industrial	\$0.98	\$0.6025	\$0.38



SECTION 2: THE MITIGATION FEE ACT

In 1987, the California Legislature adopted Assembly Bill 1600 which established a uniform process for formulating, adopting, imposing, collecting, accounting for, and protesting impact fees. In order to impose an impact fee, a local agency must go through a process to establish a reasonable relationship between a development project and the public improvement for which the development fee is charged.

The most important part of AB 1600 is the requirement for findings that connect any impact stemming from a development project to the type and amount of the fee imposed or what is commonly referred to as the "Nexus" requirement. Government Code Section 66001 states that after January 1, 1989, in any action "establishing, increasing, or imposing a fee as a condition of approval of a development project," the local agency shall do all of the following:

- 1) Identify the purpose of the fee.
- 2) Identify how the fee is to be used. If the use is for financing public facilities, the facilities shall be identified.
- 3) Determine how a reasonable relationship exists between the fee's use and the type of development project on which the fee is imposed.
- 4) Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed.
- 5) Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

Purpose of the Fee

The purpose of this development impact fee is to ensure that new development within the District pays its proportionate share of the capital investments to be made by the District along with its share of future capital costs, which are necessary to provide fire protection, fire suppression and other fire safety services adequate to accommodate a growing service population. The District is prudent in requiring that new development not burden existing property owners with the cost of public facilities required to accommodate growth. The District can further this objective through the imposition of development impact fees. The purpose of the development impact fee is to implement this policy by providing a funding source from new development for capital improvements to serve that development. The fee helps to ensure that the level of service is maintained as new development offsets the increased costs of providing service as growth occurs.

Use of the Fee

The development impact fee will fund new construction of fire stations, apparatus, vehicles, and capital equipment needed to serve new development. All facilities and capital equipment will be located within the boundaries of the District. As detailed in the following sections of this report, these facilities include:

- ◆ land for new fire stations
- ◆ fire station construction or expansion

- ◆ fire apparatus acquisition
- ◆ vehicle acquisition
- ◆ capital equipment acquisition
- ◆ financing costs associated with the above listed capital expenditures

This report provides the cost estimates for projected facility needs.

Benefit Relationship

The District will restrict fee revenues to the acquisition of land, construction/reconstruction/expansion of buildings, and purchase of apparatus, vehicles and capital equipment, and related financing costs to serve new development. Fire facilities and capital equipment funded by the fee will further the District-wide network of services accessible to the additional residences and businesses associated with new development. Thus, there is a reasonable relationship between the use of fee revenues and the residential and non-residential types of new development that will pay the fee.

Burden Relationship

The purpose of assessing an impact fee is to provide the capital resources necessary to sustain a constant level of service for fire protection, emergency medical response, rescue and extrication, containment and mitigation of hazardous materials exposure, and other life safety services that is required of a growing service population. Based on the District's historical experience in responding to calls for service among the varying types of development in its boundaries, it is appropriate to assess the on fee on a uniform basis in order to share the costs on a pro rata basis among existing and new development. Thus, there is a reasonable relationship between the use of the fee and the type of development served by the capital resources funded by the fee.

Proportionality

The reasonable proportionality relationship can be established by identifying the facility costs attributable to future development, then establishing fee rates that allocate those costs in proportion to the demands created by each type of development project. The fee apportions costs between the existing population and new development in a manner proportional to their contribution of the need for that facility. Further, fees are imposed based on building size as measured by habitable and enclosed square feet of each building. Thus, larger buildings that have a greater demand for fire service and related capital facilities and equipment pay a proportionately higher fee than smaller buildings.

Other Requirements of AB 1600

In addition to the Nexus requirements, AB 1600 also outlines the accounting for future revenue received through imposition of impact fees on new construction projects. AB 1600 requires that upon receipt of a fee, the local agency deposit into a separate capital facilities account or fund, in a manner to avoid any commingling of the fees with other revenues and funds of the agency, and expend the fees solely for the purpose for which the fee was collected. Interest gained on the capital facilities accounts or funds shall be separated, accounted, and expended in the same manner.

The agency Board shall make findings once each fiscal year with respect to any portion of the fee remaining unexpended or uncommitted in its account five or more years after the deposit



of the fee. The finding shall identify the purpose to which the fee is to be put and to demonstrate a reasonable relationship between the fee and the purpose for which it was charged.

The agency shall refund to the current record owner(s) of the project, on a prorated basis, the unexpended or uncommitted portion of the fee, with interest, for which the required findings cannot be made. Upon certain circumstances, with appropriately noticed hearings, the legislation allows alternative actions.

The agency shall annually adopt and update, by resolution at a publicly noticed hearing, any capital improvement plan defined in this legislation.

SECTION 3: METHODOLOGY FOR IMPACT FEE STUDY

Development impact fees are calculated to fund the capital needs that are a direct result of growth due to new development. In order to fund the improvements needed due to growth occurring within the District, it is necessary to determine what the appropriate fee should be. There are four basic steps followed in the calculation of any development impact fee, these include:

1. Prepare growth projections;
2. Identify facility standards;
3. Determine the amount and cost of facilities required to accommodate new development based on facility standards and growth projections;
4. Calculate the public facilities fee by allocating the total cost of facilities per unit of development (on a square foot basis).

Facility Standards Methodology

One important issue in development impact fee studies is the identification of facility standards. Facility standards determine new development's total need for new facilities and each development unit's fair share of those needs. Standards also ensure that new development does not fund deficiencies associated with existing development.

The District will determine the size and location of fire stations, vehicles, and equipment necessary to ensure they will be sufficient to accommodate the personnel needed to serve the amount of new development anticipated. This study uses the District's existing inventory of facilities, vehicles, and equipment combined with planned facilities needed to accommodate future development as the District's facilities standard. The District's existing inventory of facilities, vehicles, and equipment serve the entire District and will serve future development. Further, additional facilities, vehicles, and equipment will be needed to serve the anticipated future service population because of new development.

The District currently provides fire and emergency response services to a large response area. Given the District's size and protection facilities, vehicles, and equipment available at any one time, it is understandable that new construction will only exacerbate the protection challenges of the District. Given such facts, the District has determined that current service levels will be used as a benchmark and that new construction will not adversely affect these service levels.

To mitigate new construction's impact on the District's service capabilities, new development must be required to pay development impact fees. Assuming that the current levels of service being provided to the District's residents are to be considered the standard, any additional construction within the District's boundaries which requires fire or emergency response services, will pay an impact fee that is proportionate to such service. Given the existing demands placed on the District, existing stations, vehicles, and equipment should not be utilized to accommodate new construction at the expense of existing service levels. To offset the impact, the development impact fees will be used to construct or purchase new facilities, vehicles, and equipment necessary to accommodate such growth.

The District's inventory of existing and planned fire facilities was used as part of the basis for calculating the District's facility standard. This standard is used to determine new development's fair share obligation for expanded facilities as growth occurs. The District's



existing fire protection facilities described in this Report currently serve the entire District. The facility standard utilized in this study will specifically benefit any new development that will occur within the District as it will fund the expansion of facilities at the same standard currently serving existing development.

The District has the flexibility to alter the list of necessary facilities shown in this report as conditions change. If the overall cost of facilities necessary to mitigate the anticipated residential and commercial growth is altered significantly then the District should update this fee program to incorporate those changes.

SECTION 4: PREVIOUS STUDIES/CURRENT FEES

The American Canyon Fire Protection District's previous development impact fee study was prepared and adopted in August 1986, the fee has been adjusted each year according to changes in the Consumer Price Index, most recently in June 2022. The District's current impact fees are shown in *Table 2* below.

TABLE 2

Current Impact Fees	
Construction Type	Impact Fee per Square Foot
Residential	
Single Family	\$0.2714
Multi-Family	\$0.3312
Commercial	\$0.4968
Industrial	\$0.6025

The District also charges an aerial fee for buildings exceeding 2 stories or 32' in height at the lowest point of the roof, an aerial truck fee of \$0.50 per square foot will be charged on all habitable area of the 3rd or higher floors, or the entire building if over 32' in height at lowest point of the roof.

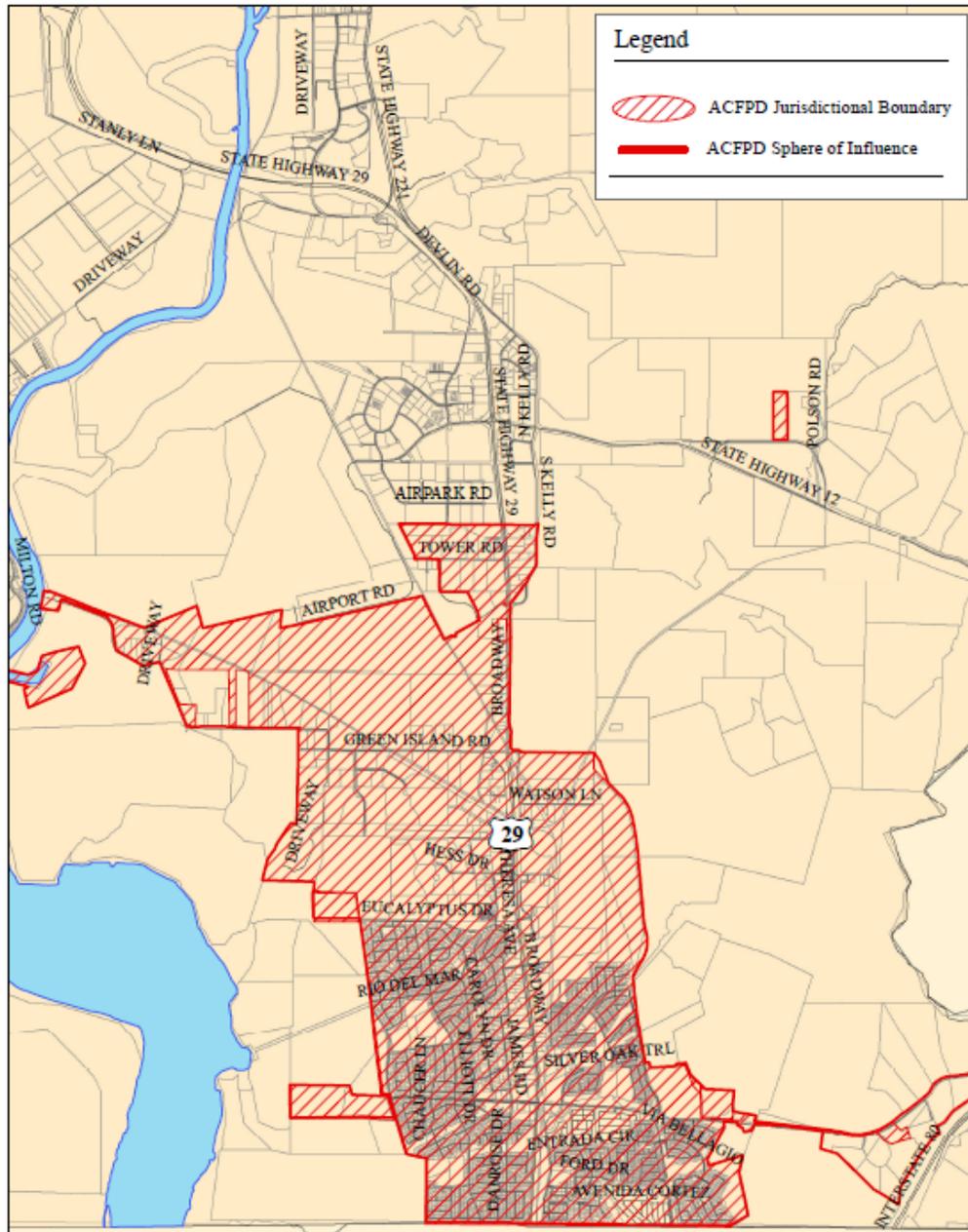
Capitol Public Finance Group, LLC was contracted by the American Canyon Fire Protection District to provide this updated Development Impact Fee Study. This study is intended to establish the legal and policy basis for the calculation and imposition of impact fees on all new development within the District. The study will analyze the impact of recent and future construction on the needs of District, evaluate the existing mitigation program that was adopted in August 1986, and consider the changes that have occurred in the development community since the study was completed.

Ultimately, this study will demonstrate the need for an adjustment to the development impact fee due to the increasing amount of development within the District's boundaries and the rapidly increasing cost of building public facilities.

SECTION 5: DISTRICT DEMOGRAPHIC DATA

The District serves the City of American Canyon, as well as portions of Napa County. As shown in *Figure 1*, the District is located in southern Napa County, bordering northern Solano County.

FIGURE 1
American Canyon Fire Protection District



The District was formed as an independent special district in 1957, and is responsible for the protection of a variety of geographical areas, ranging from residential neighborhoods,

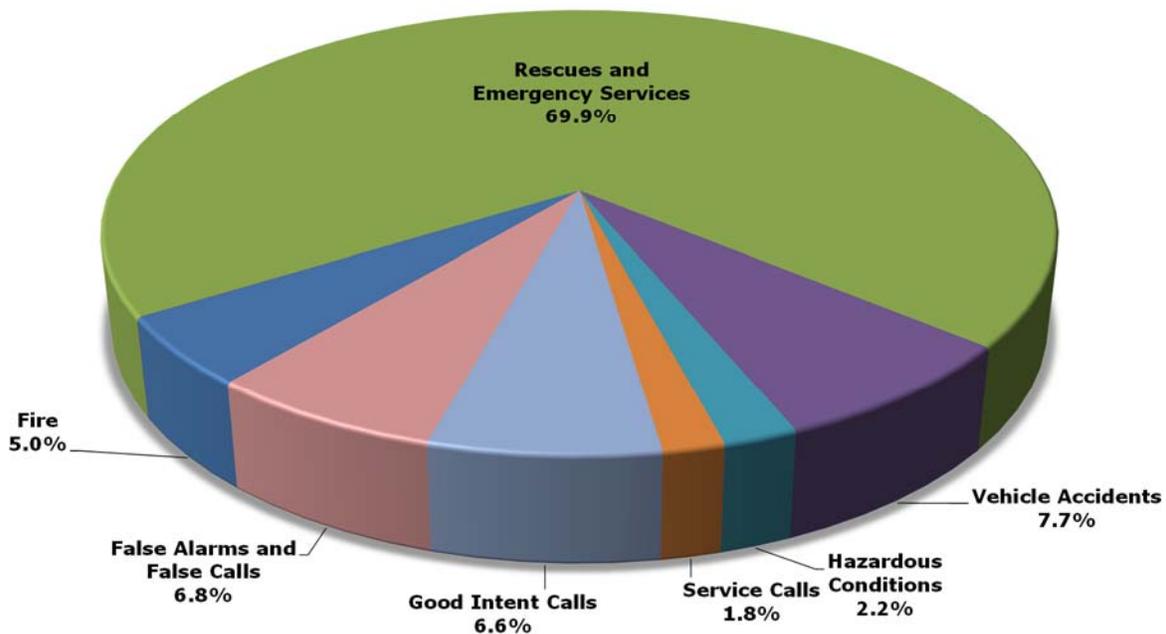
commercial and industrial buildings, rural areas, as well as a portion of Highway 29. The District covers 15 square miles and serves a population of approximately 22,300 people.

Other District Information

The District provides a full range of services, including fire prevention, fire suppression, and emergency medical response in addition to a variety of other miscellaneous requests. The District is a Special District, a self-governed agency led by a five-member Board of Directors, and is composed of 21 full time employees, 1 Fire Chief, 1 Assistant Fire Chief and 2 fire executive assistants.

The District responded to 7,685 service calls from 2017 through 2021. Rescue and EMS calls amounted to 69.9% of the service calls, as shown in the **Chart 1**. On average the District had approximately 1,537 service calls per year over the past five years.

CHART 1
Over the Past 5 Years the District Received 7,685 Service Calls



Source: American Canyon Fire Protection District

SECTION 6: EXISTING ASSETS

Facilities

The District currently operates out of two fire stations and has a communications building located in American Canyon. A training tower is also located on-site at Station 211. Station 11 is a public safety facility that is shared with the American Canyon Police Department. An inventory of the District’s stations and the year they were constructed is shown in **Table 3** below.

TABLE 3

American Canyon Fire Protection District Facilities Inventory			
Building	Address	Year Built	Insured Value
Station 211	225 James Road	1980	\$1,490,517
Training Tower	225 James Road	1990	\$127,299
Station 11	911 East Donaldson Way	2007	\$6,332,339
Communications Building	4401 Hess Drive	1980	\$84,267
Total			\$8,034,422

Source: American Canyon Fire Protection District

Vehicles and Capital Equipment

The District’s equipment inventory is shown in **Table 4**, and **Table 5** shows the District’s current apparatus and vehicles.

Table 4

Equipment Inventory and Estimated Value	
Description	Estimated Value
Breathing Apparatus	\$283,966
Chest Compression Systems	\$37,494
Defibrillators	\$90,751
Fill Station	\$116,296
Fire Hoses	\$10,717
Thermal Imaging	\$59,644
Total	\$598,868

Source: American Canyon Fire Protection District

TABLE 5

American Canyon Fire Protection District Apparatus and Vehicle Inventory		
Apparatus Type	Year	Insured Value
White FT	1955	\$3,500
Wells Cargo Trailer	1990	\$24,000
Ford Utility Pickup	2001	\$50,000
Zodiak MK	2002	\$15,000
Achilles/Honda - 15 HP	2003	\$4,800
American La France 75' Quint Engine	2005	\$975,000
Interstate Trailer	2006	\$24,000
SPCNS Trailer	2006	\$24,000
Ford Ambulance	2007	\$5,000
Ford F-150 Utility	2007	\$50,000
Ameri-Can Engineering 814 Traditional Restroom Trailer	2009	\$24,000
Ford F150	2011	\$75,000
International Water Tender	2013	\$400,000
Hyundai Tucson	2015	\$24,200
Ford F150	2016	\$75,000
Hi-Tech/Ford - Type 6 Wildland	2017	\$275,000
International HME	2018	\$450,000
Pierce FT	2018	\$590,000
Pierce FT	2020	\$700,000
Total		\$5,630,500

Note: Total includes recent purchase of two new apparatus, totaling \$1,842,000.

Source: American Canyon Fire Protection District

SECTION 7: ANTICIPATED GROWTH

According to the District’s Long Range Master Plan, adopted in October 2022, the District expects an additional 3,144 residential units to be constructed within its boundaries. To estimate the square footage of new residential development, the average square footage of current residential units within the District was determined using ParcelQuest and then applied to the estimated number of units expected to be built, shown in **Table 6** below.

TABLE 6

Estimated Residential Development Square Footage		
Total Estimated # of Units	Average Current Residential Square Footage	Estimated Square Footage
3,144	2,204	6,929,531

Commercial/Industrial Development

As residential construction continues within the boundaries of the District, an inherent demand for commercial facilities is created. According to the District’s Long Range Master Plan there is a total of 3,773,416 square footage of non-residential building space expected to be constructed within its boundaries, shown in **Table 7** below. As these developments may significantly affect the District’s service requirements, the District must consider these properties when planning and assessing its ability to maintain high levels of service to existing residents and as well these new properties that will be added to its service population.

TABLE 7

Estimated Non-Residential Development Square Footage	
Type of Construction	Estimated Square Footage
Retail	90,187
Industrial/Warehouse	3,583,229
Utility Regional Center	100,000
Total Non-Residential Square Footage	3,773,416

Source: American Canyon Fire Protection District

As the demand for fire suppression and emergency response increases due to new construction, the capabilities and overall quality of protection services and personnel provided, degrades proportionally. The only plausible mitigation from the District’s perspective is the addition of facilities, equipment, and personnel to provide existing service levels to any new construction which may occur. This is accomplished through the modernization and upgrade of existing facilities, or the construction of entirely new facilities. This will serve to support timely response and maintain adequate supplies of apparatus and equipment so that the District may maintain its current service levels while accommodating any new growth.

SECTION 8: NECESSARY FACILITIES

New development within the District will benefit from the existing capital resources of the District and will need to provide funding towards new fire stations and required apparatus, vehicles and capital equipment that will enable the District to adequately serve the future development. Furthermore, based on data provided by the District it is recommended that the District construct a new fire station over the next five years to provide fire service at adequate levels. The new station will serve current and new development within the District in conjunction with the existing fire stations.

Existing Capital Resources

As previously detailed in *Tables 3, 4* and 5, and summarized in *Table 8*, the District has invested approximately \$14.2 million into its capital assets.

TABLE 8

Capital Asset Summary	
Type of Asset	Total Insured Value
Fire Stations	\$8,034,422
Apparatus and Vehicles	\$5,630,500
Other Assets	\$598,868
Total	\$14,263,790

New Station Cost

In order to serve future new development within the District, one additional fire station will be needed. The location of the new fire station has yet to be determined. The District has estimated that a new fire station, including a training facility, will cost approximately \$15 million.

Apparatus, Vehicle & Capital Equipment Costs

The District has a policy that new development will not adversely impact the existing service levels and subsequently response capabilities. As the District's existing fleet ages, new apparatus and equipment will need to be purchased to both meet the demands of the existing service population and offset the increased demand and meet District standards. The District has projected that it will require acquisition of the apparatus, vehicles, and equipment shown in *Table 9*.

TABLE 9

Apparatus, Vehicle and Equipment Needs	
Type	Estimated Cost
Apparatus and Vehicles	
Ladder Truck	\$2,000,000
Total Apparatus and Vehicle Estimated Costs	\$2,000,000
Equipment	
Radios - Mobile (19 @ \$11,165 each)	\$212,135
Turnouts (34 @ \$3,000 each)	\$102,000
Computers (11 @ \$1,500 each)	\$16,500
Mobile Data Terminal (11 @ 2,000 each)	\$22,000
Total Equipment Estimated Costs	\$352,635
Total Apparatus, Vehicle and Equipment Needs Estimated Costs	\$2,352,635

Source: American Canyon Fire Protection District

Available Revenue Sources

The District intends to commit all available developer fee funds to the projects. As of August 2022, the District had approximately \$60,929 in developer fees available to commit to facilities projects.

Total Estimated Costs

Adding together the current capital assets with the cost of a new station and new apparatus, results in the total estimated capital impact from new development in the District, as shown in *Table 10*.

TABLE 10

Combined Total Capital Assets and Future Costs	
Type of Asset	Total Estimated Value/Costs
Current Capital Assets	\$14,263,790
Future Improvement Costs	\$17,352,635
Total Estimated Capital Impact	\$31,616,425
Less Development Fee Balance	\$60,929
Net Total Estimated Capital Impact	\$31,555,496

Source: American Canyon Fire Protection District

The District is currently utilizing all available Mitigation and General Fund revenues to fund existing expenditures and will not have sufficient funds to offset the cost of future capital needs.

SECTION 9: DEVELOPMENT IMPACT FEE CALCULATION

To properly express the impact of new construction on the service quality and capabilities of the District, the District's impact fee will be justified by taking the total value of assets of the District and dividing the value across all assessable square footage within the District boundaries. Then, the average size of units within the District will be applied to the per unit value to determine a per square foot value.

Impact Fee Calculation

To calculate the amount of the development impact fee necessary on a per square foot basis, for all properties within the District's boundaries, we will identify the cost to provide facilities and equipment to new construction at existing levels. To accomplish this goal, we must first identify the total number of structures within the District. Although the District covers a wide ranging service area, including open land and large forest areas, the impact fee calculated will include solely on structures with assessable square footage.

As described in Section 7, the estimated square footage of development to be constructed is 10,702,947. Using information provided by the District and a visual inspection via ParcelQuest it was determined that there is currently 22,298,828 total square footage of building space within the District. As shown in **Table 11**, over the next 5 years the District expects to have approximately 33 million square feet of building space within its boundaries.

TABLE 11

Estimated Current and Future Development by Square Footage	
	Square Footage
Current Structures	22,298,828
Anticipated New Construction	10,702,947
Total Square Footage	33,001,775

To calculate the amount of the development impact fee necessary, on a per square foot basis, we first identify the unfunded facilities cost of \$31,555,496, as stated in Section 8. We then determine the total square footage of residential, commercial, and industrial construction within the District, which is 33,001,775 square feet. Finally, we divide the total facilities cost (\$31,555,496) by the total square footage of building space within the District (33,001,775 square feet).

TABLE 12

Gross Impact Fee Calculation	
Total Estimated Costs	\$31,555,496
Future Service Square Footage	33,001,775
Cost per Square Foot	\$0.96

Therefore, as shown in **Table 12**, the District can justify a development impact fee for fire facilities of **\$0.96** per square foot of new construction.

Imposing the Fee on Different Types of Property

The District serves non-residential parcels with the same capital equipment as residential parcels, based on the relative size of the development, with a more equipment intense response for larger buildings. For all calls that the District responds to, the Type 1 engine is the first to respond, with the exception of wildfire/vegetation calls, when the Type 3 engine is first. The type of property does not impact the apparatus or equipment that is used for response. As such, the same fee is applied to all new construction, regardless of the use of the property. Imposing the impact fee on a per square foot basis provides for proportionate funding based on the size of the building and the resulting fire response.

As stated above, the District can justify a development impact fee for fire facilities of \$0.96 per square foot of new construction. In addition to the cost of fire facilities and equipment necessary to serve new development, there is an administrative cost to the District to justify, impose and collect development impact fees. The administrative cost is estimated to be 2% of the fee. As such, approximately \$0.02 is added to the fee to cover the cost of administering the fee program bringing the total fee up to **\$0.98** per square foot of new construction.

TABLE 13

Net Impact Fee Calculation			
Type Construction	Total Impact Fee	Less Voter-Approved Fee Credit	Net Impact Fee
Residential			
Single Family	\$0.98	\$0.2714	\$0.71
Multi-Family	\$0.98	\$0.3312	\$0.65
Commercial	\$0.98	\$0.4968	\$0.48
Industrial	\$0.98	\$0.6025	\$0.38

SECTION 10: ASSESSING THE FEE

The fee is a uniform fee that will be applicable to new construction, including residential, commercial, office, and industrial building space as well as to additions to existing buildings which requires the issuance of a permit or approval from the County of Napa.

Future large or specialized commercial/industrial development may require special considerations and should be judged on a project-by-project basis. Commercial and industrial development should be reevaluated during the routine review of impact fees for fire and hazmat response data to support the different fee structure. An in lieu mitigation agreement may be needed in order to adequately collect mitigation fees from commercial and/or industrial development with unique considerations.

Residential categories other than single-family dwellings, are differentiated by their size as the fee is assessed on a per square foot basis. These fees are recommended to include the square footage of all classes of covered structures constructed within the District. A covered structure is defined as a roof assembly, as the same is described within the Uniform Building Code, or as defined by the Napa County Fire Development fee ordinance.

SECTION 11: IMPLEMENTATION

If the District Board concurs with and chooses to increase the fee as provided for in this study, the following process should be followed for fee implementation.

Fire District Board Approval

The District Board should adopt a resolution and make a recommendation to the City Council and the County Board of Supervisors to adopt this fee pursuant to the County's "police powers" under Article XI, section 7 of the California Constitution.

City Council and County Board of Supervisors Approval

The City Council and the County Board of Supervisors should adopt the proposed fee schedule in compliance with California Government Code section 66016 through 66018. The City and the County should:

- ◆ 30 days before the City Council and the County Board of Supervisors approve the fee, the City and County must post a notice of public hearing on their website and where notices are physically posted;
- ◆ Send a notice of a public hearing at least 14 days prior to the hearing to any party that has submitted a written request for such a notice. Have this report and all supporting documentation available for review by the public at least 10 days prior to the hearing. Publish notice of the public hearing in a newspaper of general circulation at least 10 days prior to the scheduled hearing, with a second notice published at least 5 days after the first hearing notice. The notice should include the time and place of the meeting as well as a general explanation of the matter to be considered;
- ◆ Hold the public hearing to consider adoption of the development impact fee;
- ◆ Adopt an implementing ordinance to establish the authority to impose the proposed fee and automatically adjust the fee annually for inflation, and adopt a resolution or ordinance to set the fee;
- ◆ Begin collecting the fee no sooner than 60 days following adoption of the ordinance and resolution.

Fee Accounting

The District should deposit all fee revenues into a restricted public facility fee account. Interest earned on fund balances should be credited to the fund.

Use of the Fee

The District should only use fee revenues for capital expenditures that expand the District ability to deliver fire services to accommodate new development. Use of the fee in this manner documents a reasonable relationship between new development and the use of fee revenue. The Fire District may alter the scope of the capital expenditures or substitute new capital projects as long as the project continues to represent an expansion of the District's

capabilities. If the total cost of all capital expenditures varies from the total cost used as a basis for the fee, the District should revise the fee accordingly.

Inflation Adjustment

The Fire District should adjust the fee annually for inflation in the cost of the capital expenditures to be funded by the fee. The inflation adjustment may be based on the Consumer Price Index for the San Francisco / Oakland / San Jose area for the month ending April of the year of the inflation adjustment. The inflation adjustment should take effect the following July 1. Any inflationary adjustment must first be authorized in the enacting resolution or ordinance approved by the County.

Reporting Requirements

The District should comply with the annual and five-year reporting requirements of Government Code section 66000 et. seq. Annually, the District must identify the fee revenues received and for what purposes they were expended.



TITLE

Pavement Management Program Update P-TAP 23

RECOMMENDATION

Receive the Pavement Management Program P-TAP 23 Budget Options Report Summary and file with the City Clerk.

CONTACT

Erica Ahmann Smithies, P.E., Public Works Director

BACKGROUND & ANALYSIS

Pavement Management Program

The City of American Canyon has approximately 55.34 centerline miles of streets with an estimated replacement value over \$191.5 million. The most cost-effective, long-term method for managing a pavement network is through a pavement management program (PMP).

To receive funds for pavement maintenance and rehabilitation projects through California's State Transportation Improvement Program (STIP) and other participating grant programs, local jurisdictions are required under State Highway Code Section 2108.1 to develop and periodically update a certified Pavement Management System (PMS). To be certified, the City must maintain a PMS that is updated biennially and keeps an inventory of arterial and collector routes; assesses pavement condition for all routes in the system; identifies all sections of pavement that need rehabilitation or replacement; and determines the budget needs for rehabilitation or replacement of deficient sections over a five-year period. The last certification was completed by the City in 2020 with a one year extension granted in 2022.

The Metropolitan Transportation Commission (MTC), the region's transportation planning agency, uses a PMS software program called StreetSaver to manage data and analyze pavement needs. StreetSaver software is a computer-assisted system designed to help cities prevent pavement problems through maintenance and to diagnose and repair problems that exist in a timely and cost-effective manner. The software calculates a Pavement Condition Index (PCI), a measure used to monitor the condition of local streets and roads, on a scale of 0 to 100. The numerical ranges for PCI's correspond to: Good 100-70, Fair 69-50, Poor 49-25, and Very Poor 24-0. The PCI is based on information entered into the system once a section of pavement has been inspected for distresses.

The PCI is based on the type and severity of pavement deterioration (cracking, rutting, weathering and utility patching). The PCI is calculated based on a field survey, then adjusted each year for deterioration and any maintenance treatments that were performed.

Pavement Management Program PTAP-2023 Budget Options Report

In 2022, the City applied for and was awarded Round 23 Pavement Technical Assistance Program (PTAP-23) funding through MTC which provides for a certified PMS update and continued use of the StreetSaver Software program. Capitol Asset & Pavement Services, Inc. (CAPS) was contracted by MTC to perform the visual inspection of all of the paved streets maintained by the City and provide an assessment report as part of the PTAP-23 program. The total project cost was \$19,000 with the City only required to pay a 20% match or \$3,800. CAPS’s Pavement Management Budget Option Report presents the funding needs and various budget scenarios for the City street program. The report is intended to assist the City of American Canyon with identifying street maintenance priorities specific to the City and plan the most cost- effective strategies to preserve and improve the street network.

Based on 2022 field surveys and the recently completed pavement projects, the average overall network Pavement Condition Index (PCI) of the City’s street network is 60, which indicates that the street network is in ‘Fair’ condition. As a comparison, the average PCI for local streets and roads in 2020 for all of Napa County was 56, and the average for the entire Bay Area was 67.

City of American Canyon Street Network Statistics and Average PCI by Functional Class

Functional Class	No. of Sections	Centerline Miles	Lane Miles	Average PCI
Arterial	7	2.62	6.95	74
Collector	57	16.70	33.32	56
Residential	258	36.02	72.29	61
Totals	322	55.34	112.56	60

The Pavement Management Program Budget Options Report prepared by CAPS analyzed four scenarios for various street maintenance funding levels. The budgets include preventative maintenance and rehabilitation work for existing paved street surfaces. The City’s current strategy of street maintenance, along with current prices for the treatments, is represented in the Streetsaver decision tree matrix. This matrix defines what treatments need to be applied to streets in varying PCI conditions. Utilizing this decision matrix, it was determined that the City will need to spend \$71.9 million over the next five years to bring the street network into ‘optimal’ condition, or an overall street network PCI of 85. At this level, the City should be able to maintain the street network in the future with primarily cost-effective preventative maintenance treatments (crack seals and surface seals). The City’s current funding level of \$12.4 million (Scenario #2) over the next five years should maintain the current network PCI of 60 through 2027, though the deferred maintenance backlog increases, to \$63.3 million. Scenario #3 determines the funding level required to increase the overall network PCI by five points over the next five years. Scenario #4 illustrates the

effects of ceasing all funding for street maintenance, in order to highlight the importance of a well-funded street maintenance program. Scenario analyses show that at current funding levels, the overall street condition should maintain at the current level.

As demonstrated in the different scenarios above, the City needs to invest a significant amount of money on expensive rehabilitation and reconstruction projects. This will reduce the deferred maintenance backlog, increase the network PCI, and allow money to be spent for less capital-intensive treatments such as slurry seals, crack sealing, and thin overlays in the future. What this report did not analyze is the funding provided by the Green Island Road Community Facilities District and the Economic Development Administration's Grant that will rehabilitate the Green Island Road District that is set to begin in the next 18 months. However, the significant road improvements should be reflected in the next PCI review cycle as well as the maintenance work that City staff continues to plan, design and construct on an annual basis.

The financial reality is that the City does not have unlimited financial resources. However, the infusion of Countywide Measure T funds that began in early 2019 will continue to help the City reduce the backlog of deferred street maintenance. In addition, City staff will continue to utilize cost-effective strategies that maximize every dollar invested in street maintenance as well as seek grant funding opportunities.

COUNCIL PRIORITY PROGRAMS AND PROJECTS

Transportation: "Improve the transportation network within the City to alleviate congestion and enhance the quality of life for the community."

FISCAL IMPACT

There is no fiscal impact associated with receiving and filing this report.

ENVIRONMENTAL REVIEW

15378(b) - The action is not a "Project" subject to the California Environmental Quality Act ("CEQA") because it does not qualify as a "Project" under Public Resources Code Sections 21065 and 21080 and in Section 15378(b) of Title 14 of the California Code of Regulations.

ATTACHMENTS:

- [1. PTAP23 Pavement Management Budget Option Report](#)

Pavement Management Budget Options Report



February, 2023

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Executive Summary

Capitol Asset & Pavement Services, Inc. was contracted by the Metropolitan Transportation Commission to perform visual inspections of all of the paved streets maintained by the City of American Canyon (City) as part of the P-TAP 23 grant program. All 55.34 centerline miles of paved streets maintained by the City were evaluated in accordance with MTC standards and the Streetsaver Online 9.0 database was updated with the inspection data. Field inspections were completed in August, 2022.

The maintenance decision tree treatments and costs were reviewed and updated to reflect current pavement maintenance treatment prices. A budgetary needs analysis was performed based on the updated inspections and treatment costs and four budget scenarios were evaluated to compare the effects of various funding levels.

The City's street network consists of 55.34 centerline miles of streets. A detailed visual inspection of the City's streets resulted in a calculated average PCI of 60. Using a 0-100 PCI scale, with 100 being the most favorable, a rating of 60 places the City's street network in the 'Fair' condition category.

Four scenarios were analyzed for various street maintenance funding levels. The budgets include preventative maintenance and rehabilitation work for existing paved street surfaces. The City's current strategy of street maintenance, along with current prices for the treatments, is represented in the Streetsaver decision tree matrix. This matrix defines what treatments need to be applied to streets in varying PCI conditions. Utilizing this decision matrix, it was determined that the City will need to spend \$71.9 million over the next five years to bring the street network into 'optimal' condition, or an overall street network PCI of 85. At this level, the City should be able to maintain the street network in the future with primarily cost-effective preventative maintenance treatments (crack seals and surface seals). The City's current funding level of \$12.4 million (Scenario #2) over the next five years should maintain the current network PCI of 60 through 2027, though the deferred maintenance backlog increases, to \$63.3 million. Scenario #3 determines the funding level required to increase the overall network PCI by five points over the next five years. Scenario #4 illustrates the effects of ceasing all funding for street maintenance, in order to highlight the importance of a well-funded street maintenance program. Scenario analyses show that at current funding levels, the overall street condition should maintain at the current level. Table 1 summarizes the findings of the Scenarios.

Table 1 – Summary of outcome of different funding levels (Scenarios)

Average yearly budget	\$14.4 million (1-Unconstrained Needs)	\$2.5 million (2-Current Investment Level)	\$5.0 million (3-Increase PCI 5 points (to 65))	\$0 (4-Do Nothing)
Total budget for 5 years	\$71.9 million	\$12.4 million	\$25.0 million	\$0
Current PCI	60	60	60	60
Current % in 'Good' condition	51.8%	51.8%	51.8%	51.8%
PCI after 5 years (change)	85 (+25)	60 (0)	65 (+5)	51 (-9)
Backlog after 5 years	\$0	\$63.3 million	\$52.0 million	\$72.8 million
% 'Good' in 5 years	94.0%	61.9%	70.2%	40.0%
% 'Fair' in 5 years	5.7%	5.7%	5.7%	20.0%
% 'Poor' in 5 years	0.3%	5.2%	0.3%	12.7%
% 'Very Poor' in 5 years	0.0%	27.1%	23.8%	27.3%

Purpose

This report is intended to assist the City of American Canyon with identifying street maintenance priorities specific to the City.

The report examines the overall condition of the street network and highlights the impacts of various funding levels on the network pavement condition and deferred maintenance funding shortfalls. The Metropolitan Transportation Commission, MTC, Streetsaver Pavement Management Program (PMP) was used for this evaluation. The intent of this program is to develop a maintenance strategy that will improve the overall condition of the street network to an optimal Pavement Condition Index (PCI) in the low to mid 80's and also to maintain it at that level.

The MTC Streetsaver program maximizes the cost-effectiveness of the maintenance treatment plan by recommending a multi-year street maintenance and rehabilitation plan based on the most cost-effective repairs available. A comprehensive preventative maintenance program is a critical component of this plan, as these treatments extend the life of good pavements at a much lower cost than rehabilitation overlay or reconstruction treatments. To this end, various 'what-if' analyses (scenarios) were conducted to determine the most cost-effective plan for maintaining the City's street network over five years and at various funding levels.

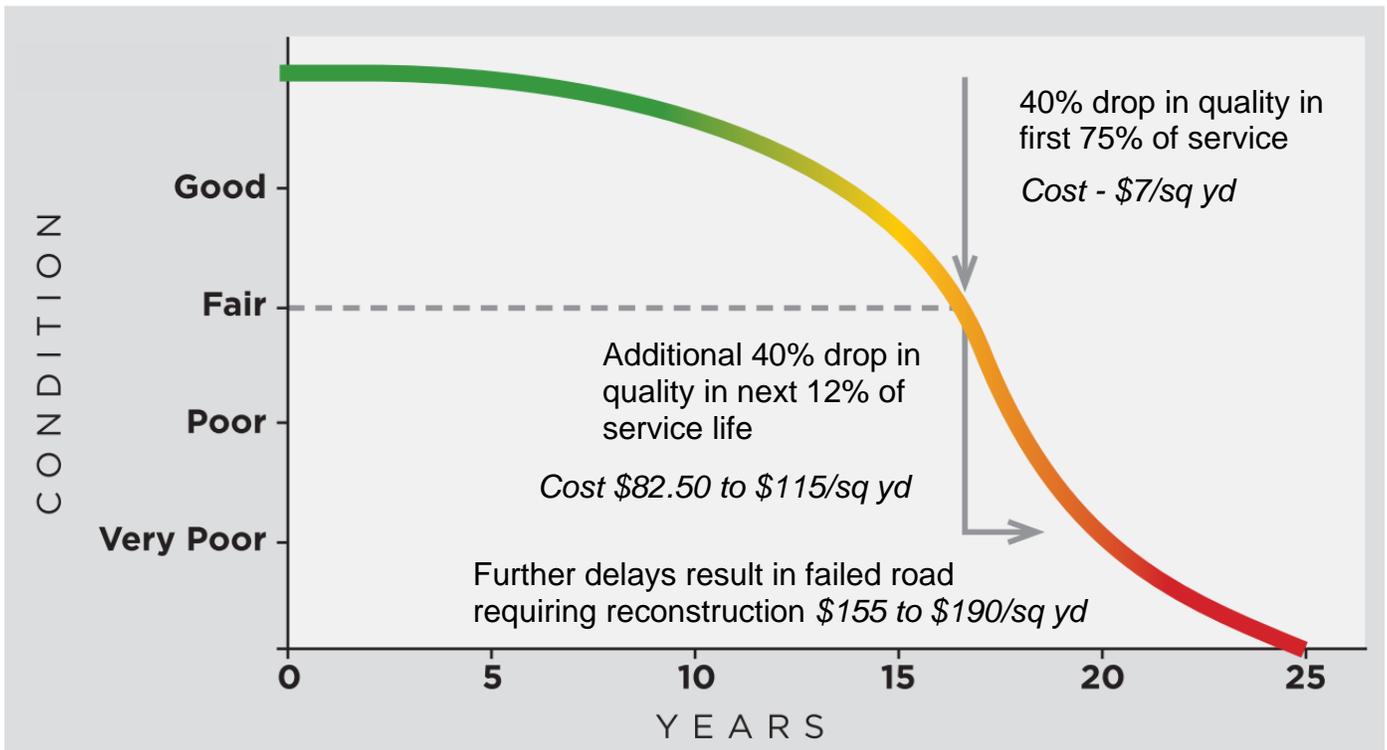
Pavement Management Strategy

Pavement Management is a set of tools and philosophies designed to manage the maintenance activities of asphalt concrete and Portland concrete pavements. A Pavement Management System consists of a module to keep track of existing and historical pavement condition data and a decision making process to help choose the most cost-effective maintenance strategies and which streets to treat when.

Conventional wisdom of most public works and street department agencies has been to treat streets in a “worst-first” philosophy. Under this “worst-first” policy, streets are allowed to deteriorate to a nearly failed condition before any rehabilitation (such as overlays or reconstructions), are applied. This can also be called the “don’t fix if it isn’t broke” mentality.

Pavement management systems are designed with a more cost-effective, “best-first” approach. The reasoning behind this philosophy, is that it is better to treat streets with lower-cost, preventative maintenance treatments, such as slurry seals, chip seals, and crack seals, and extend their life cycle before the street condition deteriorates to a state where it requires more costly rehabilitation and reconstruction treatments. Generally, paved streets spend about three-quarters of their life-cycle in fair to good condition, where the street shows little sign of deterioration and has a high service level. After this time, the street condition begins to deteriorate at a rapid rate and, if not maintained properly, will soon reach a condition where it will require costly overlays and reconstructions. If treated with a surface seal and other preventative measures, the street condition will remain at a good level for a longer period of time. Figure 1 shows a typical condition deterioration curve for a street.

Figure 1 – Street Condition over time



Existing Pavement Condition

The City is responsible for the repair and maintenance of 55.34 centerline miles of paved streets. The City’s street network replacement value is estimated at \$191.5 million.¹ This asset valuation assumes replacement of the entire street network in present day dollars (street base and surface only, not curbs or sidewalk). This represents a significant asset for City officials to manage.

The average overall network Pavement Condition Index (PCI) of the City’s street network is 60, which indicates that the street network is in ‘Fair’ condition. The PCI is a measurement of pavement condition that ranges from 0 to 100. A newly constructed or overlaid street would have a PCI of 100, while a failed street (requiring complete reconstruction) would have a PCI under 25. Appendix B contains a report detailing the PCI information for each street.

Table 2 details the network statistics and pavement condition by functional class.

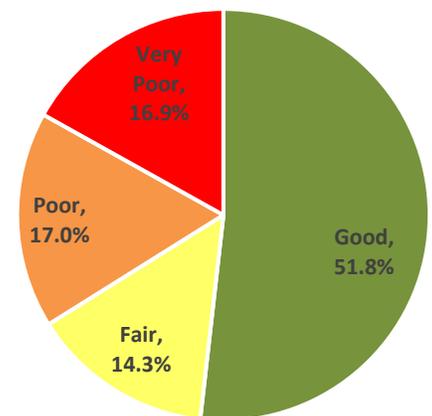
Table 2 – Street Network Statistics and Average PCI by Functional Class

Functional Class	# of Sections	Centerline Miles	Lane Miles	Average PCI
Arterial	7	2.62	6.95	74
Collector	57	16.70	33.32	56
Residential	258	36.02	72.29	61
Totals	322	55.34	112.56	60

Table 3 and Figure 2 details the percentage of the street network area by each PCI range or condition category.

Table 3 and Figure 2 – Percent Network Area by Functional Class and Condition

Condition Class	PCI Range	Arterial	Collector	Residential	Total
Good (I)	70-100	2.8%	13.8%	35.3%	51.8%
Fair (II/III)	50-70	1.2%	4.1%	9.0%	14.3%
Poor (IV)	25-50	0.8%	6.6%	9.6%	17.0%
Very Poor (V)	0-25	0.0%	6.7%	10.2%	16.9%
Totals		4.7%	31.3%	64.0%	



¹ Replacement value is calculated as the current cost to reconstruct each street in the network, based on the values in the Streetsaver decision tree. This does not include sidewalks or curb.

Present Cost to Repair the Street Network

The MTC Pavement Management Program (PMP) is designed to achieve an optimal network PCI somewhere between the low and mid 80's, which is in the middle of the good condition category. In other words, the system will recommend maintenance treatments in an attempt to bring all of the streets in the City to a 'Good' condition, with the majority of the streets falling in the low to mid 80's PCI range. Streets will remain in the 'Good' condition category for a longer period of time if relatively inexpensive preventive maintenance treatments are used. Once the PCI falls below 70, more expensive rehabilitation treatments will be needed.

The Budget Needs module of the PMP estimates a necessary funding level for the City's pavement preservation and rehabilitation program of \$71.9 million² over the next five-year period (2023–2027) in order to improve and maintain the street network PCI at an optimal level in the lower to mid 80's. Of this total, approximately \$42.6 million is needed in the first year alone. As mentioned earlier, the average PCI for the City's streets is 60, which is in the 'Fair' condition category. Why then, does it cost so much to repair the City's streets, and why bother improving them?

First, the cost to repair and maintain a pavement depends on its current PCI. In the 'Good' category, it costs very little to apply preventive maintenance treatments such as crack and surface seals (slurry seal), which can extend the life of a pavement by correcting minor faults and reducing further deterioration. Minor treatments are applied before pavement deterioration has become severe and typically costs less than \$7.00 per square yard³. 51.8% of the City's total street network would benefit from these relatively inexpensive, life-extending treatments.

14.3% of the City's total street network falls into the 'Fair' condition category. Pavements in this range show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. At this point, a well-designed pavement will have served at least 75 percent of its life, with the quality of the pavement dropping approximately 40 percent. The street surface may require a cape seal or mill and thick overlay (depending on functional class and load-related distress prevalence) at a cost of \$13.75 to \$82.50/square yard.

17.0% of the City's total street network falls into the 'Poor' condition category. These pavements are near the end of their service lives, and often exhibit major forms of distress such as potholes, extensive cracking, etc. At this stage, the street typically requires a mill and thick overlay or surface reconstruction, at a cost of \$82.50 to \$115 per square yard depending on the functional class of the street.

16.9% of the City's total street network falls into the 'Very Poor' condition category. Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base. Streets at this stage require major rehabilitation, usually the complete reconstruction of the street surface and sub-base. Reconstruction costs range approximately \$155 to \$190 per square yard.

² Treatment costs are based on this year's average costs per square yard, with future years including a 3% inflation adjustment per year after 2023.

³ For detailed treatments and costs used in analysis for this report, see appendix C – Decision Tree report

One of the key elements of a pavement repair strategy is to keep streets that are in the 'Good' or 'Fair' categories from deteriorating. This is particularly true for streets in the 'Fair' range, because they are at the point where pavement deterioration accelerates if left untreated. However, the deterioration rate for pavements in the 'Poor' to 'Very Poor' range is relatively flat and the condition of these streets will not decline significantly if repairs are delayed. As more 'Good' streets deteriorate into the 'Fair', 'Poor', and 'Very Poor' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or the whole network falls into the 'Very Poor' category (i.e. cannot deteriorate any further). The deferred maintenance backlog refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in 'Good' condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a "backlog."

Future Expenditures for Pavement Maintenance

Assuming projected funding is allocated for pavement maintenance; we anticipate that the City will spend \$12.4 million on pavement maintenance rehabilitation during the next five years (2023-2027) as detailed on Table 4.

Table 4. Projected Pavement Budget for 2023 to 2027

2023	2024	2025	2026	2027	Total
\$2,470,000	\$2,470,000	\$2,470,000	\$2,470,000	\$2,470,000	\$12.4 million

Budget Needs

Based on the principle that it costs less to maintain streets in good condition than bad, the MTC PMP strives to develop a maintenance strategy that will first improve the overall condition of the network to an optimal PCI somewhere between the low and mid 80's, and then sustain it at that level. The average PCI for the City is 60, which is in the 'Fair' condition category.

The first step in developing a cost-effective maintenance and rehabilitation strategy is to determine, assuming unlimited revenues, the maintenance "needs" of the City's street network. Using the PMP budget needs module; street maintenance needs are estimated at \$71.9 million over the next five years. If the City follows the strategy recommended by the program, the average network PCI will increase to 85. If, however, current pavement maintenance funding is exhausted and little or no maintenance is applied over the next five years, already distressed streets will continue to deteriorate, and the network PCI will drop to 51. The results of the budget needs analysis are summarized in Table 5.⁴

⁴ Actual program outputs are included in Appendixes B through F

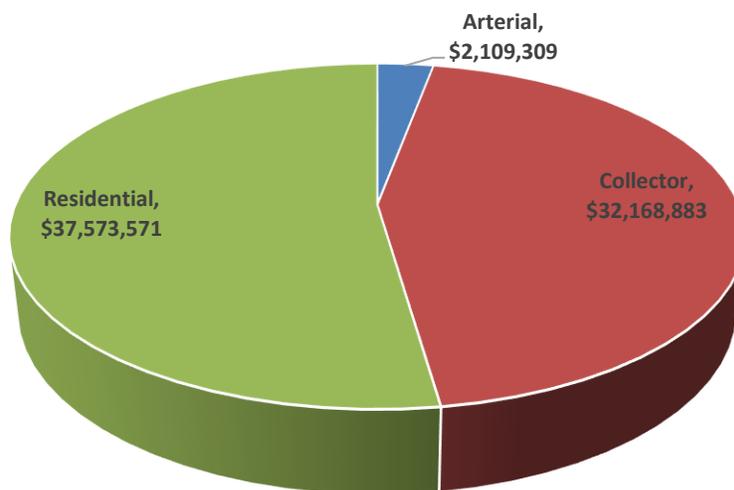
Table 5. Summary of Results from Needs Analysis

<i>Fiscal Years</i>	2023	2024	2025	2026	2027	Total
PCI with Treatment	81	81	82	83	85	---
PCI, no Treatment	60	58	56	53	51	---
Budget Needs Total	\$42,613,642	\$6,836,579	\$7,639,868	\$6,619,861	\$8,141,818	\$71,851,768
Rehabilitation Portion	\$39,927,070	\$6,774,427	\$7,483,684	\$6,483,280	\$7,774,919	\$68,443,380
Preventative Maintenance Portion	\$2,686,570	\$62,151	\$156,183	\$136,580	\$366,898	\$3,408,382

Table 5 shows the level of expenditure required to raise the City’s pavement condition to an optimal network PCI of 85 and eliminate the current maintenance and rehabilitation backlog. The results of the budget needs analysis represent the ideal funding strategy recommended by the MTC PMP. Of the \$71.9 million in maintenance and rehabilitation needs shown, approximately \$68.4 million or 95.3% is allocated for the more costly rehabilitation and reconstruction treatments, while \$3.4 million or 4.7% is earmarked for preventive maintenance or life-extending treatments.

Figure 4 is based on the budget needs predictive module. The pavement management program is recommending a funding level of \$71.9 million over a five-year period. Figure 4 illustrates the funding distribution by street functional classification.

Figure 4. Budget Needs Funding Distribution by Functional Classification



Budget Scenarios

Having determined the maintenance and rehabilitation needs of the City’s street network, the next step in developing a cost-effective maintenance and rehabilitation strategy is to conduct ‘what-if’ analyses. Using the PMP budget scenarios module, the impact of various budget scenarios can be evaluated. The program projects the effects of the different scenarios on pavement condition PCI and deferred maintenance (backlog). By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear. For the purpose of this report, the following scenarios were run for five (5)-year periods (2023-2027). Scenarios 2&3 include the City’s already planned maintenance for 2023⁵. The results of the scenarios are summarized in Table 6.

1. *Unconstrained (zero “deferred maintenance”)* — The annual amounts, as identified in the budget needs analysis totaling \$71.9 million, were input into the scenarios module. This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP Needs module).
2. *Current Investment Level* — An average annual budget of \$2.5 million was evaluated over five years, for a total of \$12.4 million, to determine the effects of continuing pavement maintenance at the current planned budget level. The overall network PCI remains the same, at 60, under this funding level.
3. *Increase PCI 5 points (to 65)* — This scenario determines the funding required to increase the overall network PCI by 5 points over the next five years. It was determined that \$25.0 million would be required over the next five years to achieve this goal. This should increase the overall network PCI to 65 over the duration of the five-year analysis period.
4. *Do Nothing* — This scenario was run to analyze the effects of ceasing all funding for street maintenance over the next five years. This would result in the overall network PCI decreasing by nine points, to 51 over the next five years.

Table 6. Scenario Summary

Scenario Name	5 Year Budget	2027 PCI (change)	2027 Deferred Maintenance	2027 % Good	2027 % Very Poor
1 – Unconstrained	\$71.9 million	85 (+25)	\$0	94.0%	0.0%
2 – Current Investment	\$12.4 million	60 (0)	\$63.3 million	61.9%	27.1%
3 – Increase PCI 5 points (to 65)	\$25.0 million	65 (+5)	\$52.0 million	70.2%	23.8%
4 – Do Nothing	\$0	51 (-9)	\$72.8 million	40.0%	27.3%

⁵ Details of the City’s 2023 planned maintenance can be found in Appendix F – Sections selected for treatment report
Capitol Asset & Pavement Services, Inc. -8- February, 2023

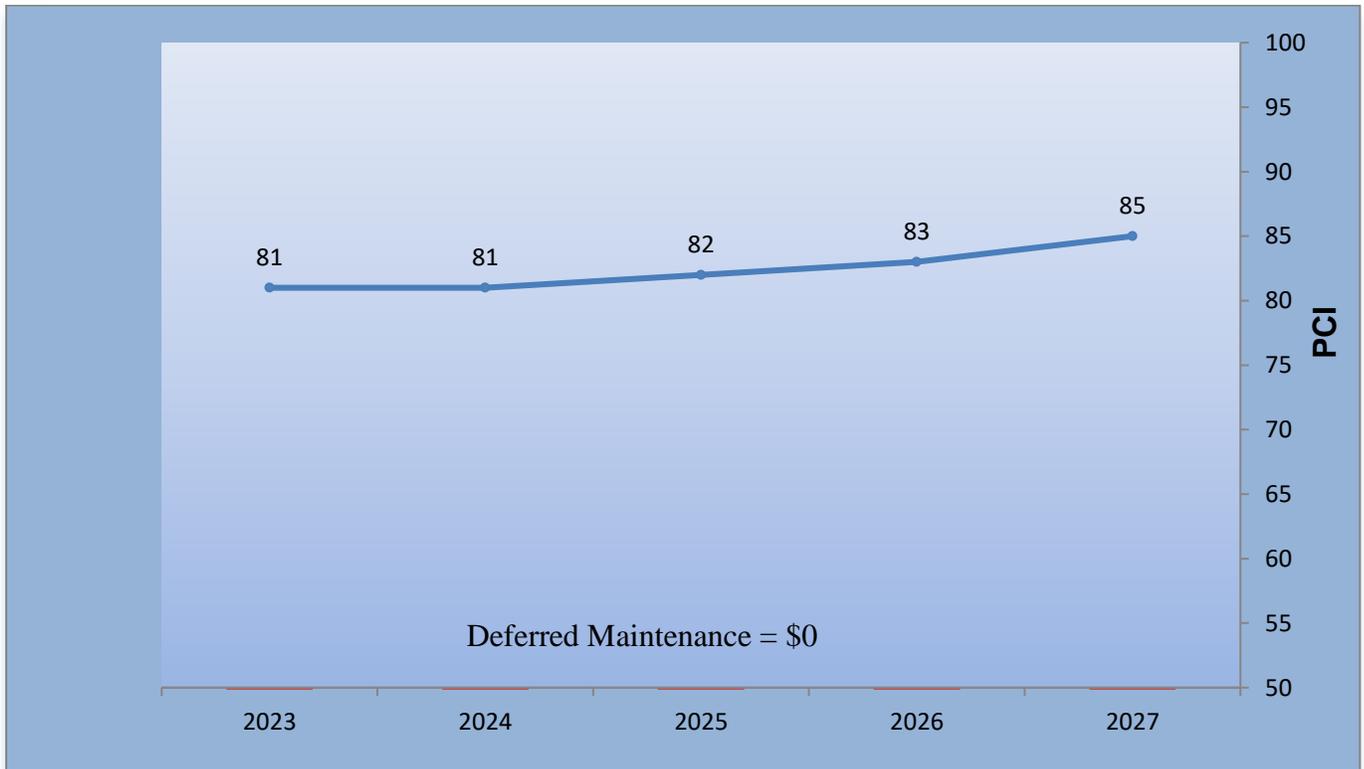
Scenario 1 — Unconstrained Needs (zero deferred maintenance)

This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP needs module). Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the bulk of the deferred maintenance needs are addressed in the first year of the five-year program, raising the overall average network PCI to 81. The network is maintained at an “optimal” level over the entire time period, reaching 85 by 2027. By 2027, 94.0% of the network improves into the 'Good' condition category, a significant increase from the current level of 51.8% in 'Good' condition. These results are shown in both Table 7 and Figure 5.

Table 7. Summary of Results from Scenario 1 — Unconstrained Needs

	2023	2024	2025	2026	2027	Total
Budget Total	\$42,613,642	\$6,836,579	\$7,639,868	\$6,619,861	\$8,141,818	\$71,851,768
Rehabilitation budget	\$39,927,070	\$6,774,427	\$7,483,684	\$6,483,280	\$7,774,919	\$68,443,380
Preventative Maintenance budget	\$2,686,570	\$62,151	\$156,183	\$136,580	\$366,898	\$3,408,382
Deferred Maintenance	\$0	\$0	\$0	\$0	\$0	--
PCI	81	81	82	83	85	

Figure 5. Summary of Results from Scenario 1 — Unconstrained Needs



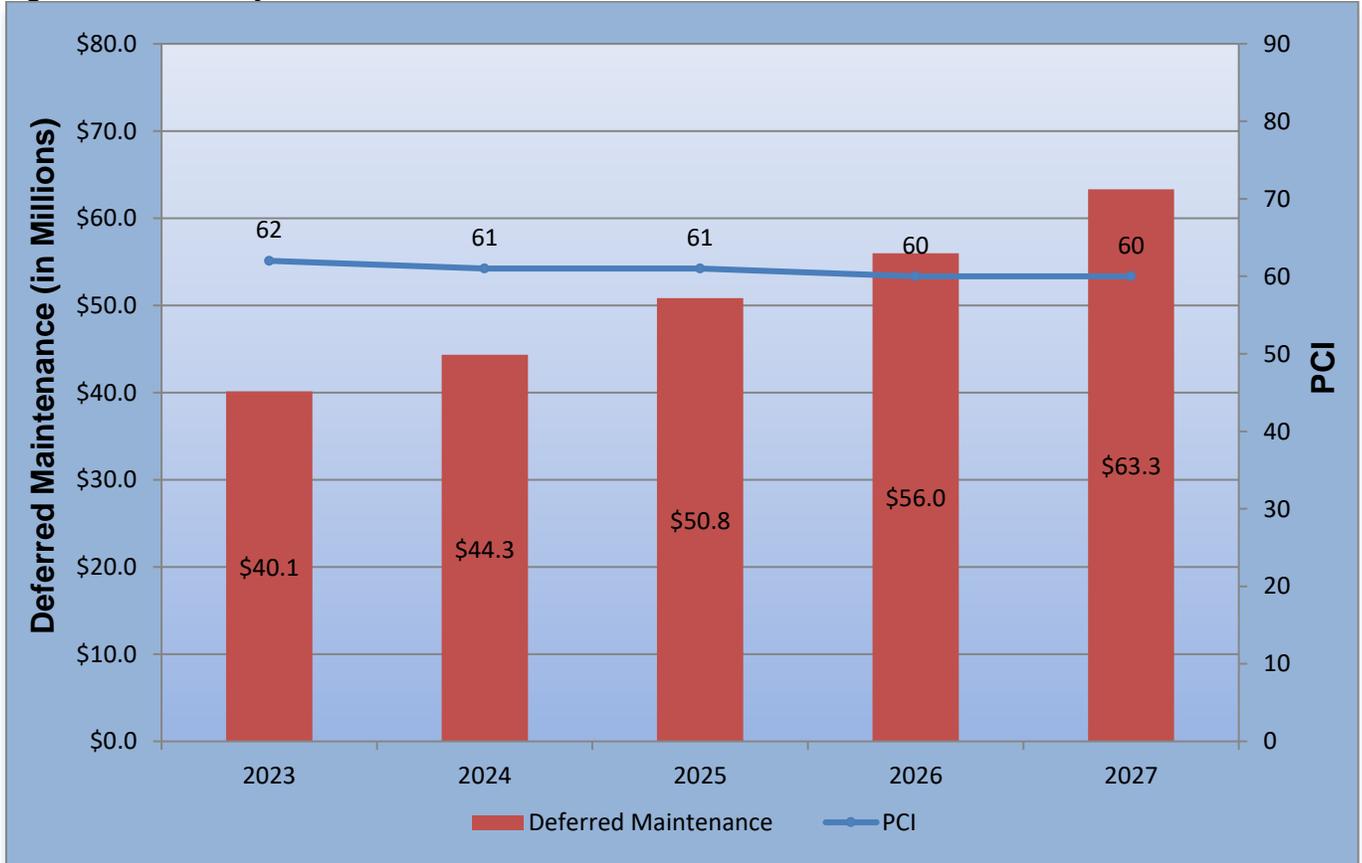
Scenario 2 — Current Investment Level

This scenario shows the effects of the City’s current planned budget for street maintenance of \$12.4 million over five years. Under this scenario, the overall network PCI remains at the current level of 60 through 2027. The deferred maintenance backlog, however, increases by \$23.2 million, from \$40.1 million currently, to \$63.3 million in 2027, mainly due to the increase in the number of streets that will require expensive reconstruction. The percentage of the street network in 'Very Poor' condition increases, from 16.9% currently, to 27.1% in 2027. The percentage of the street network in 'Good' condition increases, from 51.8% currently, to 61.9% in 2027. Results are illustrated in Table 8 and Figure 6.

Table 8. Summary of Results from Scenario 2 — Current Investment Level

	2023	2024	2025	2026	2027	Total
Budget Total	\$2,470,000	\$2,470,000	\$2,470,000	\$2,470,000	\$2,470,000	\$12,350,000
Rehabilitation budget	\$1,792,837	\$1,850,483	\$1,829,062	\$1,828,462	\$1,842,195	\$9,143,039
Preventative Maintenance budget	\$674,196	\$619,032	\$639,952	\$641,217	\$626,797	\$3,201,193
Deferred Maintenance	\$40,146,609	\$44,328,928	\$50,829,648	\$55,994,045	\$63,321,718	---
PCI	62	61	61	60	60	

Figure 6. Summary of Results from Scenario 2 — Current Investment Level



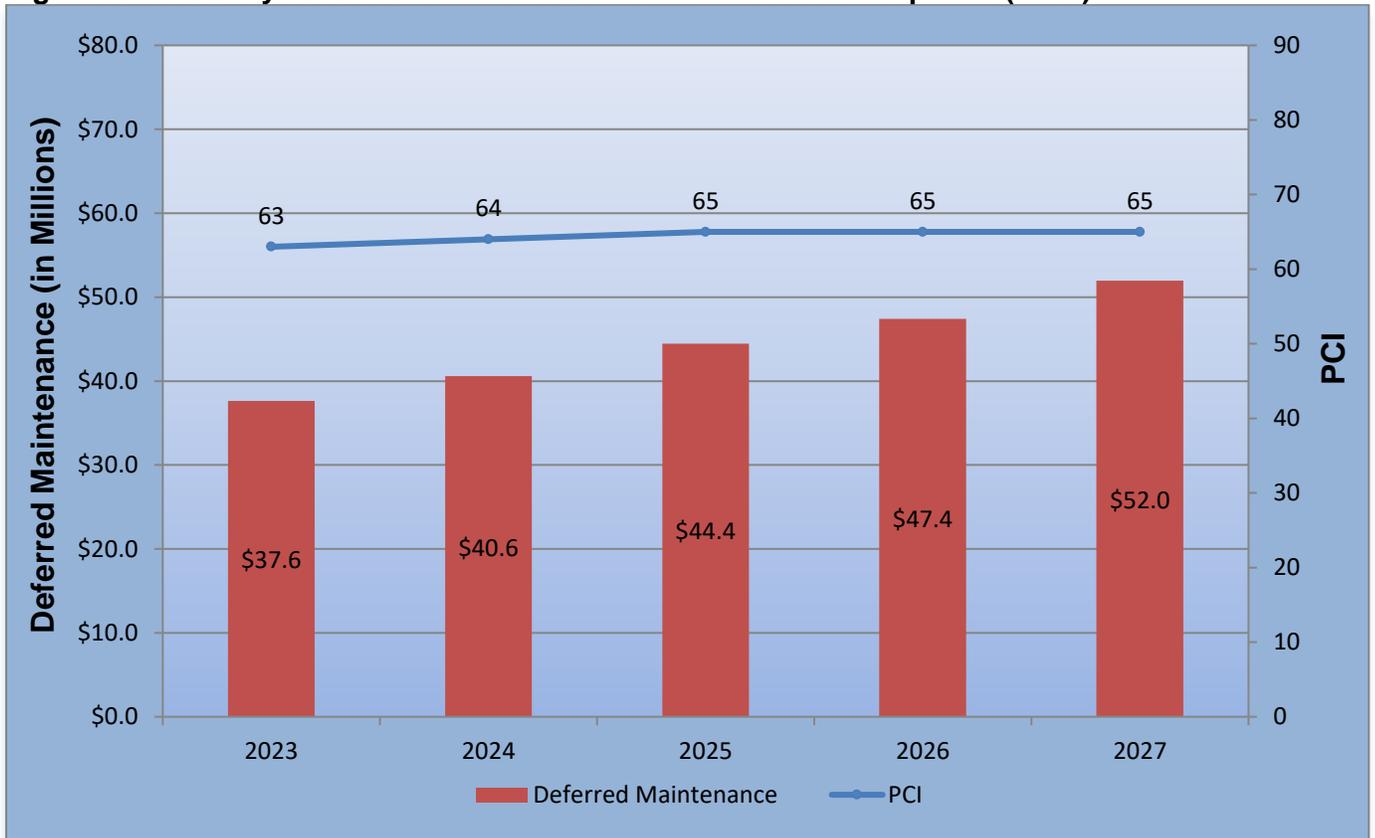
Scenario 3 — Increase PCI 5 points (to 65)

This scenario analyzes the funding level that would be required to increase the overall network PCI by 5 points, to 65, over the next five years. An annual investment level of \$5.0 million, for a total of \$25.0 million over five years, would be needed to achieve this goal. At this funding level the deferred maintenance backlog increases to \$52.0 million in 2027. The percentage of the street network in the ‘Good’ condition category increases to 70.2% in 2027, from the current level of 51.8%. The percentage of the street network in ‘Very Poor’ condition increases from 16.9% currently, to 23.8% in 2027. These results are illustrated in Table 9 and Figure 7.

Table 9. Summary of Results, Scenario 3 — Increase PCI 5 points (to 65)

	2023	2024	2025	2026	2027	Total
Budget Total	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,000,000
Rehabilitation budget	\$4,216,981	\$4,227,696	\$4,236,834	\$4,238,507	\$4,591,860	\$21,511,878
Preventative Maintenance budget	\$780,697	\$772,080	\$760,030	\$750,791	\$401,556	\$3,465,154
Deferred Maintenance	\$37,615,963	\$40,581,244	\$44,441,684	\$47,405,496	\$51,952,523	---
PCI	63	64	65	65	65	

Figure 7. Summary of Results from Scenario 3 — Increase PCI 5 points (to 65)



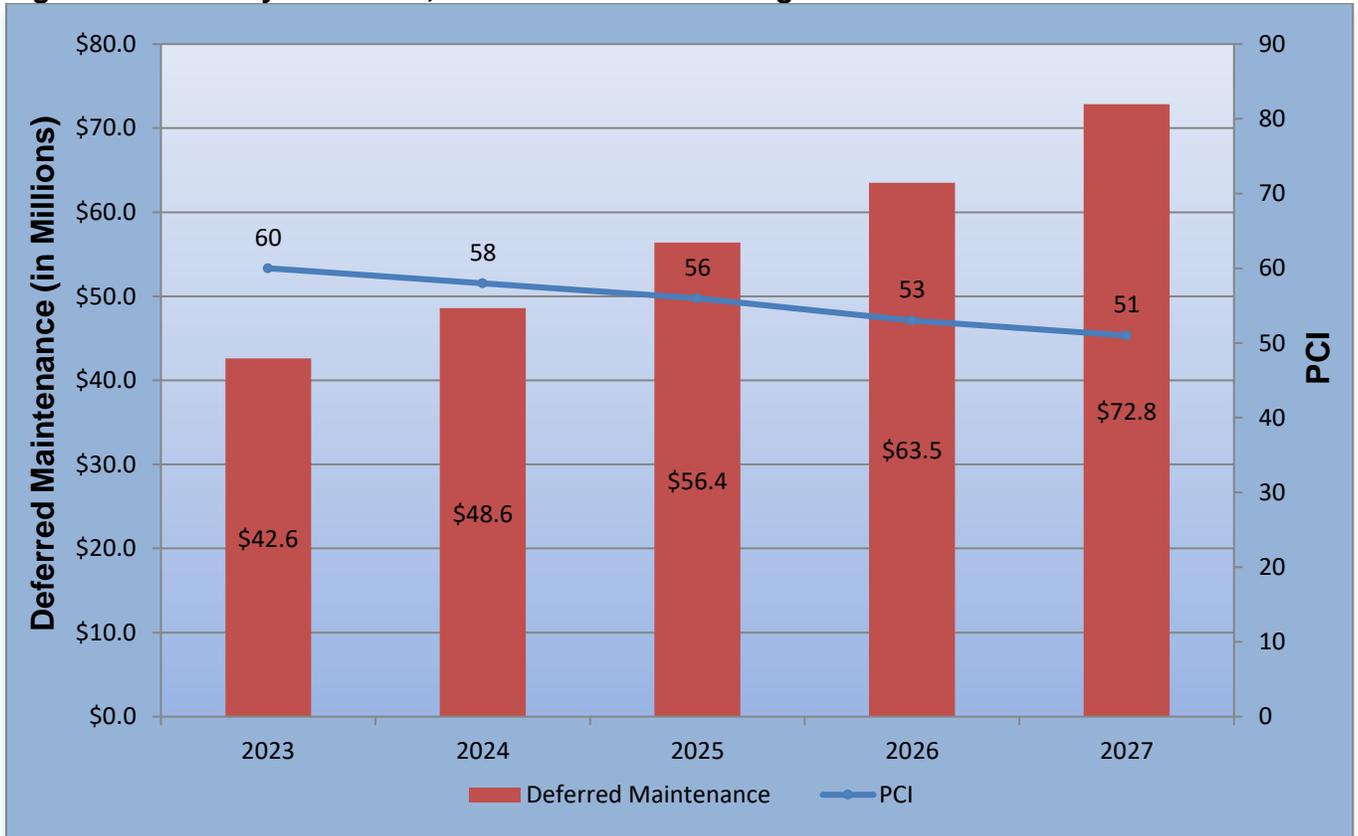
Scenario 4 — Do Nothing

This scenario analyzes the effects of ceasing all street maintenance over the next five years. Under this scenario the PCI decreases by nine points, from the current level of 60, to 51 in 2027. Additionally, the deferred maintenance backlog increases by \$30.2 million, from \$42.6 million in 2023, to \$72.8 million in 2027. The percentage of the street network in the ‘Good’ condition category decreases to 40.0% in 2027, from the current level of 51.8%. The percentage of the street network in ‘Very Poor’ condition increases from 16.9% currently, to 27.3% in 2027. This highlights the importance of maintaining a well-funding street maintenance program. These results are illustrated in Table 10 and Figure 8.

Table 10. Summary of Results, Scenario 4 — Do Nothing

	2023	2024	2025	2026	2027	Total
Budget Total	\$0	\$0	\$0	\$0	\$0	\$0
Rehabilitation budget	\$0	\$0	\$0	\$0	\$0	\$0
Preventative Maintenance budget	\$0	\$0	\$0	\$0	\$0	\$0
Deferred Maintenance	\$42,613,641	\$48,588,949	\$56,391,595	\$63,497,354	\$72,849,278	---
PCI	60	58	56	53	51	

Figure 8. Summary of Results, Scenario 4 — Do Nothing



A comparison of the four scenarios is summarized in Figures 9 and 10. Figure 9 depicts the deferred maintenance costs as they relate to PCI for the four scenarios evaluated. Figure 10 depicts the percent of the street network in the various condition categories for the four scenarios evaluated.

Figure 9 - Deferred Maintenance and PCI of Scenarios 1-4

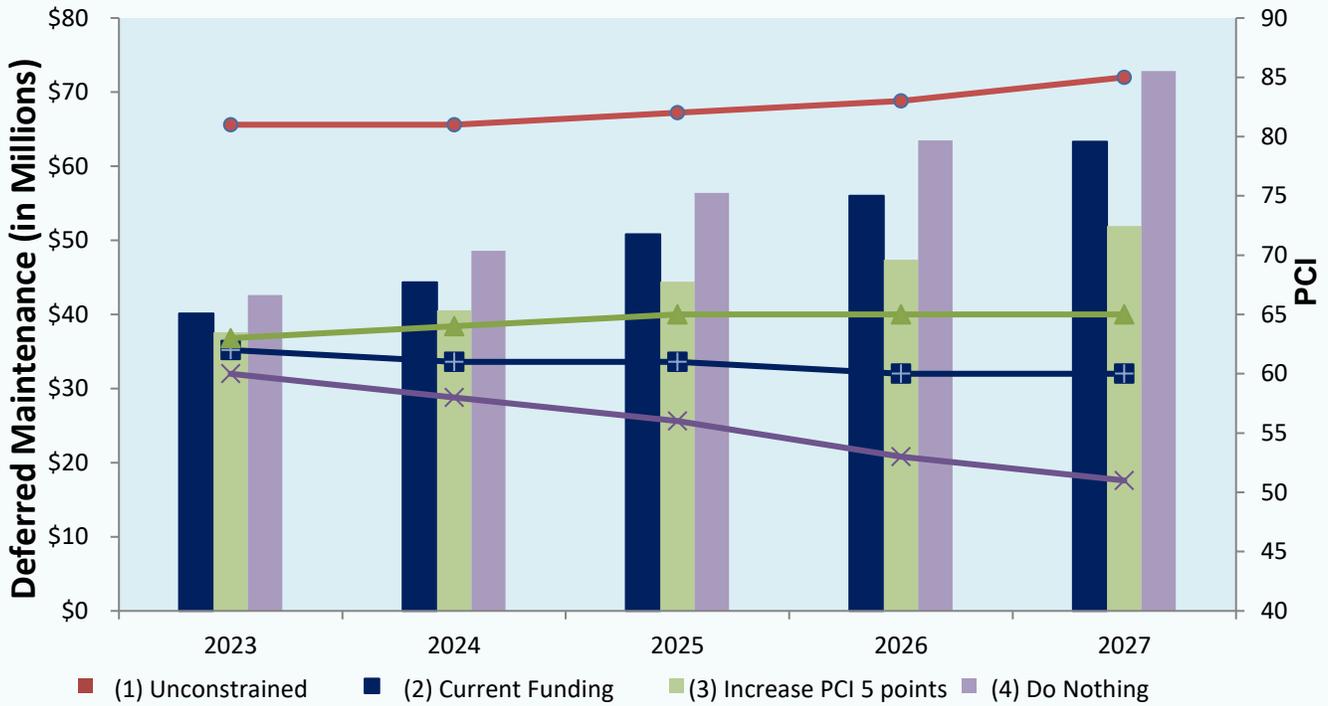
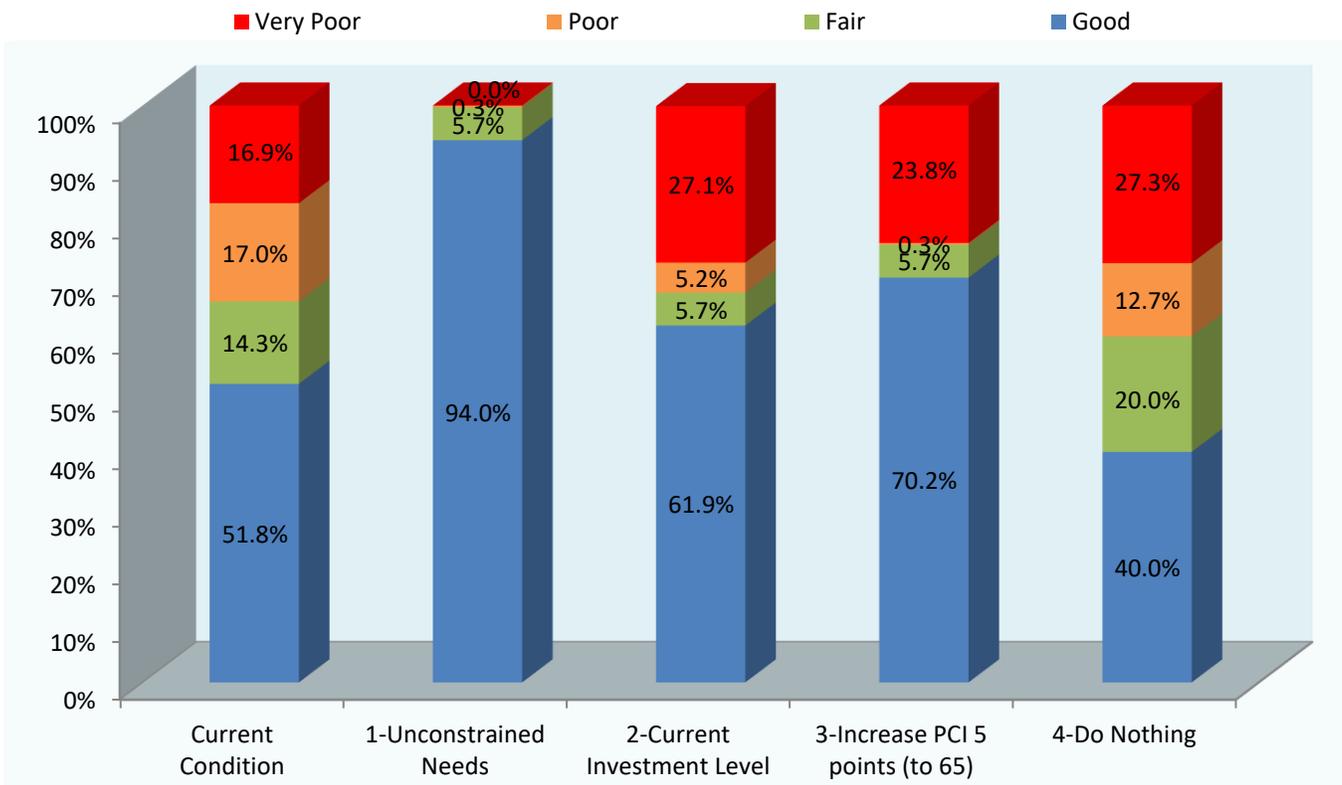


Figure 10 – Pavement Condition Category Percentages in 2027 – Scenarios 1-4



Recommendations

Of the various maintenance and funding options considered, the *ideal* strategy for the City is presented in Scenario 1 with a five-year expenditure total of \$71.9 million. Not only does this surface management plan improve the network to an optimal level of 85, it also eliminates the entire deferred maintenance backlog in the first year.

The current five-year funding level totaling \$12.4 million (Scenario 2) will result in the current network PCI maintaining at the current level of 60 over the course of five years. The deferred maintenance price increases to \$63.3 million by 2023. By following this strategy through 2027, 61.9% of the City's street will be in the 'Good' condition category, an increase from the current level of 51.8% in 'Good' condition. At the City's current funding level, while the street network PCI remains at the current level, the deferred maintenance backlog increase as well as the increase in the number of streets falling into 'Very Poor' condition, indicate that the overall condition of the street network will deteriorate over the foreseeable future.

Scenario and Needs analyses assume that the City follows a good pavement management philosophy of prioritizing preventative maintenance over rehabilitation. By first ensuring that Good streets stay Good, through the use of a cost-effective slurry and crack seal program, the City will save money in the long run. The use of cape seals or thin overlays to rehabilitate streets in Fair condition should be the second priority, followed by thick overlays on Poor streets. Failed streets should be the lowest priority, as the reconstruction that would be required to rehabilitate them are very expensive, and the money is better used on more cost-effective treatments to maintain and rehabilitate better streets.

The PMP Budget Needs Module is recommending \$66.53 million for streets in the 'Poor' to 'Very Poor' condition. Because these categories require extensive rehabilitation and reconstruction work, the work will consume approximately 92.6% of the planned costs, as estimated by the PMP. This places the city in a challenging position of trying to avoid increasing future street rehabilitation costs coupled with the risk of a substantial increase in an already significant five year shortfall projection. Currently, 16.9% of the street network is in 'Very Poor' condition. This is likely to increase slightly to 27.1% in five years if current funding levels continue. This conclusion is noteworthy to the City Council. The current funding level is insufficient to prevent more streets from falling into 'Very Poor' condition. Additional funding would be required to address these streets. The City should seek to increase funding for street maintenance.

As demonstrated in the different scenarios, the City needs to invest a significant amount of money on expensive rehabilitation and reconstruction projects. This will reduce the deferred maintenance backlog, increase the network PCI, and allow money to be spent for less capital-intensive treatments such as slurry seals, crack sealing, and thin overlays in the future.

Preparation of a budget options report is just one step in using the MTC PMP to build an effective street maintenance program. Recommendations for further steps are:

- Obtain detailed subsurface information on selected sections before major rehabilitation projects are contracted. Costs for large rehabilitation projects are extremely variable and estimates can sometimes be reduced following project-level engineering analysis. It is

possible that only a portion of a street recommended for reconstruction actually requires such heavy-duty repair.

- Consider grouping treatments by geographic location in the City. This can help lower the overall cost of treatments, as well as help simplify logistics. The recommended treatments in Appendix F are determined by best timing according to the PCI, regardless of location. Often, overlays can be advanced or delayed by a year or so, and seals performed one to two years early, without significant loss of cost-effectiveness. Adjusting the timing of treatments with geographic location in mind is recommended.
- Link major street repairs with utility maintenance schedules to prevent damage to newly paved street surfaces. Consider delaying treatment on streets with upcoming utility work, where appropriate.
- Evaluate the specific treatments and costs recommended by the PMP, and modify them to reflect the actual repairs and unit costs that are expected to be used.
- Test other budget options with varying revenues and preventive maintenance and rehabilitation splits.
- Prepare a brief memo to City Officials outlining the recommended five-year maintenance program. The memo should include the amount of revenues available for pavement repair, a list of streets to be repaired, and the type of repair to be completed (listed in order of year of scheduled treatment), as well as any requests for specific budgetary actions.

In addition to performing cyclic pavement condition inspections, unit cost information for the applications of various maintenance and rehabilitation treatments should be updated annually in the PMP ‘Decision Tree Module’. If this data is not kept current, the City runs the risk of understating actual funding requirements to adequately maintain the street network. A pavement inspection cycle that would allow for the inspection of streets every three years is recommended.

The City has completed the foundation work necessary to execute a successful pavement management plan. At the current investment level, the overall street condition maintain at the current level, and the deferred maintenance backlog will likely increase.

As more ‘Fair’ streets deteriorate into the ‘Poor’ and ‘Very Poor’ categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or when the whole network falls into the ‘Very Poor’ category (i.e. cannot deteriorate any further). At that time, the network would have to be replaced at a cost of \$191.5 million.

Appendix A

Definitions

Condition Categories

'Good' Condition Category – Streets in 'Good' condition have no to little distresses found on them. These streets may have some minor surface weathering or light cracking, but can generally be maintained with cost-effective preventative maintenance treatments (surface seals and crack seals).

'Fair' Condition Category – Streets in 'Fair' condition show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. The MTC Streetsaver program separates these into two condition categories for the purposes of the analysis. Category II – 'non-load' and Category III – 'load-related', based on whether a majority of the distresses found had load or environmental related causes

'Poor' Condition Category – Streets in 'Poor' condition are near the end of their service lives and often exhibit major forms of distress such as potholes, extensive alligator cracking, and/or pavement depressions.

'Very Poor' Condition Category - Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base

Deferred Maintenance refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in "good" condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a "backlog."

Load related distress - . Load related distresses, such as alligator cracking, rutting, and depressions are usually a sign of a sub-base issue, caused by repeated traffic loads.

Network is defined as a complete inventory of all streets and other pavement facilities in which the City has jurisdiction and maintenance responsibilities. To facilitate the management of streets, they are subdivided into management sections identified as a segment of street, which has the same characteristics.

Non-load related distress - Non-load (or environmental), distresses typically have environmental causes related to the pavement becoming older and less elastic (brittle). Typical non-load distresses are longitudinal or transverse cracking, block cracking, and surface weathering and raveling.

The *Pavement Condition Index*, or PCI, is a measurement of the health of the pavement network or condition and ranges from 0 to 100. A newly constructed street would have a PCI of 100, while a failed street would have a PCI of 10 or less. The PCI is calculated based on pavement distresses identified in the field.

Preventive Maintenance refers to repairs applied while the pavement is in “good” condition. Such repairs extend the life of the pavement at relatively low costs, and prevent the pavement from deteriorating into conditions requiring more expensive treatments. Preventive maintenance treatments include slurry seals, crack sealing, and deep patching. Treatments of this sort are applied before pavement deterioration has become severe and usually cost less than \$3.00/sq. yd.

Stop Gap refers to the dollar amount of repairs applied to maintain the pavement in a serviceable condition (e.g. pothole patching). These repairs are a temporary measure to stop resident complaints, and do not extend the pavement life. Stopgap repairs are directly proportional to the amount of deferred maintenance.

Surface Types – AC is an Asphalt Concrete street that has one year’s asphalt, for example a street that has been newly constructed or reconstructed. In contrast AC/AC (in reports marked as O – AC/AC) is a street that has an overlay treatment over the original asphalt construction. Streets marked as ST do not have an asphalt concrete layer, only a surface composed of layers of oil and rock (macadam or chip seal). Portland Concrete Cement streets (PCC) are a mix of Portland cement, coarse aggregate, and sand.

Urban Arterial street system carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central City. In addition, significant intra-area-travel such as between central business districts and outlying residential areas exists.

Urban Collector Street provides land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. It differs from the arterial system in that facilities on a collector system may penetrate residential neighborhoods.

Urban Local Street system comprises all facilities not one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher systems.

Appendix B

Network Summary Statistics

Network Replacement Cost



City of American Canyon
4381 Broadway
Suite 201
American Canyon, CA 94503
(707) 647-4587

Network Summary Statistics

Printed: 2/17/2023

	Total Sections	Total Center Miles	Total Lane Miles	Total Area (sq. ft.)	PCI
Arterial	7	2.62	6.95	480,960	74
Collector	57	16.70	33.32	3,219,991	56
Residential/Local	258	36.02	72.29	6,580,871	61
Total	322	55.34	112.56	10,281,822	
Overall Network PCI as of 2/17/2023:					60

*** Combined Sections are excluded from totals. These Sections do not have a PCI Date - they have not been inspected or had a Treatment applied.*



City of American Canyon
4381 Broadway
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Network Replacement Cost

Printed: 02/17/2023

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace/ (in thousands)
Arterial	AC	2.3	\$21.11	159,600	\$3,369
	AC/AC	4.6	\$21.11	321,360	\$6,784
Collector	AC	20.0	\$21.11	1,855,524	\$39,172
	AC/AC	13.4	\$21.11	1,364,467	\$28,805
Proposed; Private; Non-County	AC	0.8	\$0.97	85,200	\$83
Residential/Local	AC	48.2	\$17.22	4,446,201	\$76,573
	AC/AC	24.1	\$17.22	2,134,670	\$36,764
Grand Total:		113.4		10,367,022	\$191,551

Appendix C

Needs Analysis Reports



City of American Canyon
4381 Broadway
Suite 201
American Canyon, CA 94503
(707) 647-4587

Needs - Projected PCI/Cost Summary

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2023	81	60	\$2,686,570	\$39,927,070	\$42,613,641
2024	81	58	\$62,151	\$6,774,427	\$6,836,578
2025	82	56	\$156,183	\$7,483,684	\$7,639,867
2026	83	53	\$136,580	\$6,483,280	\$6,619,860
2027	85	51	\$366,898	\$7,774,919	\$8,141,817
		% PM	PM Total Cost	Rehab Total Cost	Total Cost
		4.74%	\$3,408,382	\$68,443,380	\$71,851,762



City of American Canyon
4381 Broadway
Suite 201
American Canyon, CA 94503
(707) 647-4587

Needs - Preventive Maintenance Treatment/Cost Summary

Interest: 6.00%

Inflation: 3.00%

Printed:
2/17/2023

Treatment	Year	Area Treated	Cost
SEAL CRACKS	2023	31.49 sq. yd.	\$63
	2024	73.73 sq. yd.	\$152
	2025	201.84 sq. yd.	\$428
	2026	1,788.18 sq. yd.	\$3,908
	2027	14,421.64 sq. yd.	\$32,463
	Total		16,516.88
SLURRY SEAL	2023	383,786.78 sq. yd.	\$2,686,507
	2024	8,599.11 sq. yd.	\$62,000
	2025	20,973.33 sq. yd.	\$155,754
	2026	17,344.78 sq. yd.	\$132,672
	2027	42,448.67 sq. yd.	\$334,434
	Total		473,152.67
Total Quantity		489,669.55	\$3,408,382



City of American Canyon
4381 Broadway
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American Canyon, CA 94503
(707) 647-4587

Needs - Rehabilitation Treatment/Cost Summary

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Treatment	Year	Area Treated	Cost
CAPE SEAL	2023	84,390.11 sq.yd.	\$1,160,364
	2024	4,176 sq.yd.	\$59,143
	2025	47,893.33 sq.yd.	\$698,638
	Total	136,459.44 sq.yd.	\$1,918,145
RECONSTRUCT STRUCTURE (AC)	2023	192,842.89 sq.yd.	\$32,580,837
	2024	29,658.67 sq.yd.	\$5,541,949
	2025	32,614.67 sq.yd.	\$5,750,607
	2026	30,125.89 sq.yd.	\$5,637,773
	2027	24,826.67 sq.yd.	\$5,172,328
Total	310,068.78 sq.yd.	\$54,683,495	
RECONSTRUCT SURFACE (AC)	2023	1,666.67 sq.yd.	\$191,667
	2027	653.33 sq.yd.	\$84,563
Total	2,320 sq.yd.	\$276,230	
MILL AND THICK OVERLAY	2023	72,657 sq.yd.	\$5,994,203
	2024	13,808 sq.yd.	\$1,173,335
	2025	11,818.89 sq.yd.	\$1,034,439
	2026	9,378.89 sq.yd.	\$845,507
	2027	27,118 sq.yd.	\$2,518,028
Total	134,780.78 sq.yd.	\$11,565,511	
		Total Cost	\$68,443,380



City of American Canyon
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Decision Tree

Printed: 2/17/2023

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay		
Arterial	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.00	3				
			Surface Treatment	SLURRY SEAL	\$7.00		6			
			Restoration Treatment	MILL AND THIN OVERLAY	\$57.00			2		
			II - Good, Non-Load Related		CAPE SEAL	\$13.75		6		
			III - Good, Load Related		MILL AND THICK OVERLAY	\$82.50				
			IV - Poor		RECONSTRUCT SURFACE (AC)	\$115.00				
			V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$190.00				
		AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.00	3			
	Surface Treatment			SLURRY SEAL	\$7.00		6			
	Restoration Treatment			MILL AND THIN OVERLAY	\$57.00			2		
				II - Good, Non-Load Related		CAPE SEAL	\$13.75		6	
				III - Good, Load Related		MILL AND THICK OVERLAY	\$82.50			
				IV - Poor		RECONSTRUCT SURFACE (AC)	\$115.00			
				V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$190.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$0.60	3				
Surface Treatment			SINGLE CHIP SEAL	\$0.74		6				
Restoration Treatment			MILL AND THICK OVERLAY	\$82.50			2			
				II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$1.52			
				III - Good, Load Related		HEATER SCARIFY & OVERLAY	\$5.95			
				IV - Poor		HEATER SCARIFY & OVERLAY	\$6.14			
				V - Very Poor		RECONSTRUCT SURFACE (AC)	\$115.00			

Functional Class and Surface combination not used
 Selected Treatment is not a Surface Seal



City of American Canyon
 4381 Broadway
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Decision Tree

Printed: 2/17/2023

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay		
Collector	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.00	4				
			Surface Treatment	SLURRY SEAL	\$7.00		7			
			Restoration Treatment	MILL AND THIN OVERLAY	\$57.00			3		
				II - Good, Non-Load Related		CAPE SEAL	\$13.75		7	
				III - Good, Load Related		MILL AND THICK OVERLAY	\$82.50			
				IV - Poor		MILL AND THICK OVERLAY	\$82.50			
				V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$190.00			
AC/AC	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.00	4				
			Surface Treatment	SLURRY SEAL	\$7.00		7			
			Restoration Treatment	MILL AND THIN OVERLAY	\$57.00			3		
				II - Good, Non-Load Related		CAPE SEAL	\$13.75		7	
				III - Good, Load Related		MILL AND THICK OVERLAY	\$82.50			
				IV - Poor		MILL AND THICK OVERLAY	\$82.50			
				V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$190.00			
AC/PCC	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$0.60	4				
			Surface Treatment	SINGLE CHIP SEAL	\$0.74		7			
			Restoration Treatment	MILL AND THIN OVERLAY	\$57.00			3		
				II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$1.52			
				III - Good, Load Related		HEATER SCARIFY & OVERLAY	\$5.95			
				IV - Poor		HEATER SCARIFY & OVERLAY	\$6.14			
				V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$190.00			

Functional Class and Surface combination not used
 Selected Treatment is not a Surface Seal



City of American Canyon
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Decision Tree

Printed: 2/17/2023

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay		
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.00	4				
			Surface Treatment	SLURRY SEAL	\$7.00		9			
			Restoration Treatment	MILL AND THIN OVERLAY	\$57.00			3		
				II - Good, Non-Load Related		CAPE SEAL	\$13.75		9	
				III - Good, Load Related		CAPE SEAL	\$13.75		9	
				IV - Poor		MILL AND THICK OVERLAY	\$82.50			
				V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$155.00			
				I - Very Good	Crack Treatment	SEAL CRACKS	\$2.00	4		
					Surface Treatment	SLURRY SEAL	\$7.00		9	
					Restoration Treatment	MILL AND THIN OVERLAY	\$57.00			3
		II - Good, Non-Load Related			CAPE SEAL	\$13.75		9		
		III - Good, Load Related		CAPE SEAL	\$13.75		9			
		IV - Poor		MILL AND THICK OVERLAY	\$82.50					
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$155.00					
AC/PCC		I - Very Good	Crack Treatment	SEAL CRACKS	\$0.60	4				
			Surface Treatment	SINGLE CHIP SEAL	\$0.74		8			
			Restoration Treatment	MILL AND THIN OVERLAY	\$57.00			3		
				II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$1.52			
				III - Good, Load Related		HEATER SCARIFY & OVERLAY	\$5.95			
				IV - Poor		HEATER SCARIFY & OVERLAY	\$6.14			
				V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$155.00			

Functional Class and Surface combination not used
 Selected Treatment is not a Surface Seal

Appendix D

Scenario Analysis Reports



Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$42,613,642	0%	2025	\$7,639,868	0%	2027	\$8,141,818	0%
2024	\$6,836,579	0%	2026	\$6,619,861	0%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	60	81	36.65	73.64
2024	58	81	3.23	6.38
2025	56	82	6.45	14.20
2026	53	83	6.83	13.76
2027	51	85	36.91	73.98

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.8%	13.8%	35.3%	0.0%	51.8%
II / III	1.2%	4.1%	9.0%	0.0%	14.3%
IV	0.8%	6.6%	9.6%	0.0%	17.0%
V	0.0%	6.7%	10.2%	0.0%	16.9%
Total	4.7%	31.3%	64.0%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.5%	23.3%	55.8%	0.0%	82.6%
II / III	0.5%	2.7%	3.7%	0.0%	6.9%
IV	0.6%	5.4%	4.6%	0.0%	10.5%
Total	4.7%	31.3%	64.0%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	4.2%	30.2%	59.6%	0.0%	94.0%
II / III	0.5%	1.1%	4.1%	0.0%	5.7%
IV	0.0%	0.0%	0.3%	0.0%	0.3%
Total	4.7%	31.3%	64.0%	0.0%	100.0%



City of American Canyon
 4381 Broadway
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Scenarios - Cost Summary

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2023	0%	\$42,613,642	II	\$976,065	Non-Project	\$2,686,570	\$0	Funded	\$0	
			III	\$184,299						
			IV	\$6,185,869						
			V	\$32,580,837						
			Total	\$39,927,070						
		Project	\$0				Unmet	\$0		
2024	0%	\$6,836,579	II	\$59,143	Non-Project	\$62,151	\$0	\$0	Funded	\$0
			III	\$0						
			IV	\$1,173,335						
			V	\$5,541,949						
			Total	\$6,774,427						
		Project	\$0				Unmet	\$0		
2025	0%	\$7,639,868	II	\$698,638	Non-Project	\$156,183	\$0	\$0	Funded	\$0
			III	\$0						
			IV	\$1,034,439						
			V	\$5,750,607						
			Total	\$7,483,684						
		Project	\$0				Unmet	\$0		
2026	0%	\$6,619,861	II	\$0	Non-Project	\$136,580	\$0	\$0	Funded	\$0
			III	\$0						
			IV	\$845,507						
			V	\$5,637,773						
			Total	\$6,483,280						
		Project	\$0				Unmet	\$0		
2027	0%	\$8,141,818	II	\$0	Non-Project	\$366,898	\$0	\$0	Funded	\$0
			III	\$0						
			IV	\$2,602,591						
			V	\$5,172,328						
			Total	\$7,774,919						
		Project	\$0				Unmet	\$0		

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$1,878,511	\$230,798	\$0	\$0
Collector	\$31,505,317	\$663,566	\$0	\$0
Residential/Local	\$35,059,553	\$2,514,018	\$0	\$0
Grand Total:	\$68,443,381	\$3,408,382	\$0	\$0



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Scenarios - Network Condition Summary

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (2) Current Funding Level
 (\$2.47M/Year)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$2,470,000	25%	2025	\$2,470,000	25%	2027	\$2,470,000	25%
2024	\$2,470,000	25%	2026	\$2,470,000	25%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	60	62	9.98	19.96
2024	58	61	5.65	11.32
2025	56	61	8.69	17.63
2026	53	60	8.62	18.54
2027	51	60	11.07	22.16

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.8%	13.8%	35.3%	0.0%	51.8%
II / III	1.2%	4.1%	9.0%	0.0%	14.3%
IV	0.8%	6.6%	9.6%	0.0%	17.0%
V	0.0%	6.7%	10.2%	0.0%	16.9%
Total	4.7%	31.3%	64.0%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.4%	16.0%	40.5%	0.0%	59.9%
II / III	0.5%	2.7%	3.7%	0.0%	6.9%
IV	0.8%	6.0%	9.6%	0.0%	16.4%
V	0.0%	6.7%	10.2%	0.0%	16.9%
Total	4.7%	31.3%	64.0%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.6%	18.1%	40.2%	0.0%	61.9%
II / III	0.5%	1.1%	4.1%	0.0%	5.7%
IV	0.0%	0.0%	5.2%	0.0%	5.2%
V	0.6%	12.1%	14.4%	0.0%	27.1%
Total	4.7%	31.3%	64.0%	0.0%	100.0%



City of American Canyon
 4381 Broadway
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Scenarios - Cost Summary

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (2) Current Funding Level
 (\$2.47M/Year)

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2023	25%	\$2,470,000	II	\$976,065	Non-Project	\$674,196	\$0	\$40,146,609	Funded	\$0
			III	\$184,299					Unmet	\$163,749
			IV	\$632,473						
			V	\$0						
			Total Project	\$1,792,837						
2024	25%	\$2,470,000	II	\$59,143	Non-Project	\$619,032	\$0	\$44,328,928	Funded	\$0
			III	\$0					Unmet	\$26,672
			IV	\$1,791,340						
			V	\$0						
			Total Project	\$1,850,483						
2025	25%	\$2,470,000	II	\$698,638	Non-Project	\$639,952	\$0	\$50,829,648	Funded	\$0
			III	\$0					Unmet	\$27,345
			IV	\$1,130,424						
			V	\$0						
			Total Project	\$1,829,062						
2026	25%	\$2,470,000	II	\$0	Non-Project	\$641,217	\$0	\$55,994,045	Funded	\$0
			III	\$0					Unmet	\$27,006
			IV	\$1,828,462						
			V	\$0						
			Total Project	\$1,828,462						
2027	25%	\$2,470,000	II	\$0	Non-Project	\$626,797	\$0	\$63,321,718	Funded	\$0
			III	\$0					Unmet	\$23,963
			IV	\$1,842,195						
			V	\$0						
			Total Project	\$1,842,195						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$378,780	\$235,473	\$0	\$6,514
Collector	\$4,467,767	\$682,407	\$0	\$112,455
Residential/Local	\$4,296,492	\$2,283,313	\$0	\$149,766
Grand Total:	\$9,143,039	\$3,201,193	\$0	\$268,735



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Scenarios - Network Condition Summary

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (3) Increase PCI by 5 points (to 65)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$5,000,000	15%	2025	\$5,000,000	15%	2027	\$5,000,000	8%
2024	\$5,000,000	15%	2026	\$5,000,000	15%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	60	63	12.07	24.24
2024	58	64	8.55	17.27
2025	56	65	9.74	19.48
2026	53	65	9.72	20.83
2027	51	65	12.66	25.25

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.8%	13.8%	35.3%	0.0%	51.8%
II / III	1.2%	4.1%	9.0%	0.0%	14.3%
IV	0.8%	6.6%	9.6%	0.0%	17.0%
V	0.0%	6.7%	10.2%	0.0%	16.9%
Total	4.7%	31.3%	64.0%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.5%	16.6%	42.3%	0.0%	62.4%
II / III	0.5%	2.7%	3.7%	0.0%	6.9%
IV	0.6%	5.4%	7.9%	0.0%	13.9%
V	0.0%	6.7%	10.2%	0.0%	16.9%
Total	4.7%	31.3%	64.0%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	4.2%	20.4%	45.6%	0.0%	70.2%
II / III	0.5%	1.1%	4.1%	0.0%	5.7%
IV	0.0%	0.0%	0.3%	0.0%	0.3%
V	0.0%	9.8%	14.0%	0.0%	23.8%
Total	4.7%	31.3%	64.0%	0.0%	100.0%



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Scenarios - Cost Summary

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (3) Increase PCI by 5 points (to 65)

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2023	15%	\$5,000,000	II	\$976,065	Non-Project	\$780,697	\$0	\$37,615,963	Funded	\$0
			III	\$184,299					Unmet	\$158,004
			IV	\$3,056,617						
			V	\$0						
			Total	\$4,216,981						
			Project	\$0						
2024	15%	\$5,000,000	II	\$59,143	Non-Project	\$772,080	\$0	\$40,581,244	Funded	\$0
			III	\$0					Unmet	\$24,625
			IV	\$4,067,442						
			V	\$101,112						
			Total	\$4,227,696						
			Project	\$0						
2025	15%	\$5,000,000	II	\$698,638	Non-Project	\$760,030	\$0	\$44,441,684	Funded	\$0
			III	\$0					Unmet	\$26,989
			IV	\$1,373,333						
			V	\$2,164,863						
			Total	\$4,236,834						
			Project	\$0						
2026	15%	\$5,000,000	II	\$0	Non-Project	\$750,791	\$0	\$47,405,496	Funded	\$0
			III	\$0					Unmet	\$25,677
			IV	\$845,507						
			V	\$3,393,000						
			Total	\$4,238,507						
			Project	\$0						
2027	8%	\$5,000,000	II	\$0	Non-Project	\$401,556	\$0	\$51,952,523	Funded	\$0
			III	\$0					Unmet	\$15,615
			IV	\$2,602,591						
			V	\$1,989,269						
			Total	\$4,591,860						
			Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$1,878,511	\$235,471	\$0	\$0
Collector	\$9,826,837	\$676,551	\$0	\$111,067
Residential/Local	\$9,806,531	\$2,553,130	\$0	\$139,843
Grand Total:	\$21,511,879	\$3,465,152	\$0	\$250,910



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Scenarios - Network Condition Summary

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (4) Do Nothing

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$0	0%	2025	\$0	0%	2027	\$0	0%
2024	\$0	0%	2026	\$0	0%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	60	60	0	0
2024	58	58	0	0
2025	56	56	0	0
2026	53	53	0	0
2027	51	51	0	0

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.8%	13.8%	35.3%	0.0%	51.8%
II / III	1.2%	4.1%	9.0%	0.0%	14.3%
IV	0.8%	6.6%	9.6%	0.0%	17.0%
V	0.0%	6.7%	10.2%	0.0%	16.9%
Total	4.7%	31.3%	64.0%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.8%	13.8%	35.3%	0.0%	51.8%
II / III	1.2%	4.1%	9.0%	0.0%	14.3%
IV	0.8%	6.6%	9.6%	0.0%	17.0%
V	0.0%	6.7%	10.2%	0.0%	16.9%
Total	4.7%	31.3%	64.0%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.8%	8.7%	29.5%	0.0%	40.0%
II / III	2.0%	6.0%	11.9%	0.0%	20.0%
IV	0.2%	4.4%	8.1%	0.0%	12.7%
V	0.6%	12.2%	14.4%	0.0%	27.3%
Total	4.7%	31.3%	64.0%	0.0%	100.0%



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Scenarios - Cost Summary

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (4) Do Nothing

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2023	0%	\$0	II	\$0	Non-Project	\$0	\$42,613,641	Funded	\$0
			III	\$0				Unmet	\$175,029
			IV	\$0					
			V	\$0					
			Total Project	\$0					
2024	0%	\$0	II	\$0	Non-Project	\$0	\$48,588,949	Funded	\$0
			III	\$0				Unmet	\$27,450
			IV	\$0					
			V	\$0					
			Total Project	\$0					
2025	0%	\$0	II	\$0	Non-Project	\$0	\$56,391,595	Funded	\$0
			III	\$0				Unmet	\$36,102
			IV	\$0					
			V	\$0					
			Total Project	\$0					
2026	0%	\$0	II	\$0	Non-Project	\$0	\$63,497,354	Funded	\$0
			III	\$0				Unmet	\$33,185
			IV	\$0					
			V	\$0					
			Total Project	\$0					
2027	0%	\$0	II	\$0	Non-Project	\$0	\$72,849,278	Funded	\$0
			III	\$0				Unmet	\$34,513
			IV	\$0					
			V	\$0					
			Total Project	\$0					

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$0	\$0	\$9,117
Collector	\$0	\$0	\$0	\$130,194
Residential/Local	\$0	\$0	\$0	\$166,966
Grand Total:	\$0	\$0	\$0	\$306,278

Appendix E

Section PCI/Remaining Service Life (RSL) Listing Report



City of American Canyon
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Section PCI/RSL Listing

Printed: 2/17/2023

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
ABBY	01	ABBEY CT	HUNTINGTON WY	E. END	211	30	6,547	R - Residential/Local	O - AC/AC	90	45.85
ALAMO	01	ALAMO CT	AMARILLO DR	N. END	264	33	8,976	R - Residential/Local	O - AC/AC	18	0.00
ALDER	01	ALDER CT	HUNTINGTON WY	E. END	158	30	4,910	R - Residential/Local	O - AC/AC	88	40.04
ALTA L	01	ALTA LOMA DR	JOAN DR	END OF CIRCLE	1,584	33	52,272	R - Residential/Local	O - AC/AC	32	2.59
AMARIL	01	AMARILLO	CAROLYN DR	W. END	1,056	33	34,848	R - Residential/Local	O - AC/AC	19	0.00
AN CAN	01	AMERICAN CANYON RD	HY 29	FLOSDEN RD	3,432	55	188,760	A - Arterial	O - AC/AC	92	28.79
AN CAN	02A	AMERICAN CANYON RD	FLOSDEN RD	250 FT EAST OF FLOSDEN RD	250	60	15,000	A - Arterial	A - AC	48	6.61
AN CAN	02B	AMERICAN CANYON RD	250 FT EAST OF FLOSDEN RD	VIA FRIENZA	830	60	49,800	A - Arterial	A - AC	69	14.17
AN CAN	03	AMERICAN CANYON RD	VIA FRIENZA	CITY LIMITS	98	60	5,880	A - Arterial	O - AC/AC	59	10.82
ANDREW	01	ANDREW RD	THAYER WY	CRAWFORD WY	462	33	15,246	R - Residential/Local	O - AC/AC	9	0.00
ANDREW	02	ANDREW RD	CRAWFORD WY	DONALDSON WY	962	33	31,746	R - Residential/Local	O - AC/AC	12	0.00
ANDREW	03	ANDREW RD	DONALDSON WY	WILSON WY	712	33	23,496	R - Residential/Local	O - AC/AC	16	0.00
ARANDA	01	ARANDA CT	CARTAGENA WAY	N END	216	36	7,776	R - Residential/Local	A - AC	82	27.53
ARDEN	01	ARDEN CT	KNIGHTSBRIDGE WY	N. END	264	29	7,920	R - Residential/Local	A - AC	1	0.00
ASCOT	01	ASCOT CT	KNIGHTSBRIDGE WY	N. END	158	29	4,910	R - Residential/Local	O - AC/AC	90	43.49
ASHBY	01	ASHBY PL	DANROSE DR	W. END	264	29	7,920	R - Residential/Local	O - AC/AC	90	45.85
BANBUR	01	BANBURY WY	KNIGHTSBRIDGE WY	E. END	528	29	16,368	R - Residential/Local	A - AC	12	0.00
BARCEL	01	BARCELONA DR	CARTAGENA WAY	ENTRADA CIR	445	36	16,020	R - Residential/Local	A - AC	77	28.65
BEDFOR	01	BEDFORD LN	ELLIOTT DR	W. END	370	29	11,088	R - Residential/Local	O - AC/AC	93	50.78
BENTLE	01	BENTLEY CT	NORTH HAMPTON	E. END	370	29	10,730	R - Residential/Local	A - AC	78	24.94
BENTON	01	BENTON WY	HUMMINGBIRD	HUNTINGTON WY	290	48	13,920	C - Collector	A - AC	43	3.76
BENTON	02	BENTON WY	HUNTINGTON WY	ELLIOTT DR	1,214	48	58,291	C - Collector	O - AC/AC	16	0.00
BENTON	03	BENTON WY	HUMMINGBIRD	WETLANDS EDGE RD	468	34	15,912	C - Collector	A - AC	76	13.85
BETTON	01	BETTONA WAY	SAN MARCO WAY	VINCI WAY	576	36	20,736	R - Residential/Local	A - AC	76	27.71
BIELLA	01	BIELLA CT	VIA LAMORRA	S END	210	36	7,560	R - Residential/Local	A - AC	46	7.23
BLACKD	01	BLACK DUCK CT	BUFFLEHEAD	S END	400	36	14,400	R - Residential/Local	A - AC	79	25.58
BLANCO	01	BLANCO ST	MARLA DR	CAPRA DR	1,056	33	34,848	R - Residential/Local	O - AC/AC	51	11.67
BLUEBI	01	BLUE BELL ST	WETLANDS EDGE	E END	500	36	18,000	R - Residential/Local	A - AC	79	25.58
BLUE E	01	BLUE ELDER CT	RED CLOVER WY	EAST END	290	36	10,440	R - Residential/Local	A - AC	81	26.86

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
BOONE	01	BOONE DR	DEVELIN RD ROUNDBOUT	AIRPORT	3,520	34	119,680	C - Collector	A - AC	92	21.60
BRESSO	01	BRESSO CT	VINCI WAY	E END	310	34	10,540	R - Residential/Local	A - AC	76	27.71
BRIXTO	01	BRIXTON CT	NORTH HAMPTON DR	E. END	264	29	7,920	R - Residential/Local	A - AC	13	0.00
BROADW	01	BROADWAY	AMERICAN ROAD	SOUTH CITY LIMITS	3,696	35	129,360	R - Residential/Local	O - AC/AC	72	20.72
BROOKS	01	BROOKSHIRE WY	NORTH HAMPTON DR	S. END	317	29	9,504	R - Residential/Local	O - AC/AC	90	43.49
BROPHY	01	BROPHY ST	KIMBERLY DR W.	KIMBERLY DR E.	1,056	33	34,848	R - Residential/Local	O - AC/AC	57	14.71
BRUNEL	01	BRUNELLO DR	VIA BELLIAGO	PELLERIA DR	290	36	10,440	R - Residential/Local	A - AC	82	27.53
BUFFLE	01	BUFFLEHEAD ST	REDHEAD	RIO GRANDE	734	36	26,424	R - Residential/Local	A - AC	81	26.86
BULLRU	01	BULLRUSH CT	RED CLOVER WY	EAST END	161	36	5,796	R - Residential/Local	A - AC	80	26.22
CAMERI	01	CAMERINO CT	TOLENTINO DR	E END	330	36	11,880	R - Residential/Local	A - AC	78	29.76
CANTAD	02	CANTADA CT	SAGEBRUSH LANE	E END	310	33	10,230	R - Residential/Local	A - AC	82	32.98
CANTAD	01	CANTADA WAY	ROLLING HILLS	CANTADA CT	1,264	35	44,240	R - Residential/Local	A - AC	82	32.98
CM DR	01	CANYON MEADOWS DR	MARSH CREEK DR	MEADOW BAY DR	691	34	23,494	R - Residential/Local	A - AC	76	27.73
CAPRA	01	CAPRA DR	ELLIOTT DR	DANROSE DR	1,080	33	35,640	R - Residential/Local	O - AC/AC	93	50.91
CAPRA	02	CAPRA DR	DANROSE DR	BLANCO ST	504	33	16,632	R - Residential/Local	O - AC/AC	30	1.81
CARMEL	01	CARMEL DR	CORSICANA DR	W. END	792	33	26,136	R - Residential/Local	O - AC/AC	61	17.50
CAROLY	01	CAROLYN DR	DONALDSON WAY	225DDONALDSON	150	38	5,700	R - Residential/Local	O - AC/AC	20	0.00
CAROLY	02	CAROLYN DR	255 CAROLYN	RIO DEL MAR	2,300	33	75,900	R - Residential/Local	O - AC/AC	31	2.18
CARRA	01	CARRARA CT	VINCI WAY	EAST END	289	34	9,826	R - Residential/Local	A - AC	80	26.25
CARTAG	01	CARTAGENA WAY	BROADWAY	EAST END	1,970	36	70,920	R - Residential/Local	A - AC	65	17.90
CASSAY	01	CASSAYER DR	RIO DEL MAR W.	RIO DEL MAR E.	780	33	25,740	R - Residential/Local	O - AC/AC	50	10.90
CASTEL	01	CASTELLINA CIRCLE	VERONA	VERONA	1,646	36	59,256	R - Residential/Local	A - AC	79	25.62
CATALO	01	CATALONIA DR	CARTAGENA WAY	ENTRADA CIR	467	36	16,812	R - Residential/Local	A - AC	79	25.62
C TAIL	01	CATTAIL CT	CATTAIL DR	N END	150	34	5,100	R - Residential/Local	A - AC	73	24.75
CAT TA	01	CATTAIL DR	MARSH CREEK DR	MEADOW BAY DR	694	34	23,596	R - Residential/Local	A - AC	72	23.83
CENTER	01	CENTER AVE	SONOMA CREEK	S. END	373	37	13,801	R - Residential/Local	A - AC	82	27.58
CHAUC	01	CHAUCER CT	CHAUCER LN	E. END	264	33	8,448	R - Residential/Local	O - AC/AC	93	50.78
CHAUCE	01	CHAUCER LN	S. END	W AMERICAN CANYON RD	2,196	29	63,684	R - Residential/Local	A - AC	51	10.42
CHAUCE	02	CHAUCER LN	W AMERICAN CANYON RD	BENTON WY	1,500	45	67,500	R - Residential/Local	O - AC/AC	94	37.81
CHERRY	01	CHERRY BLOSSOM CT	HEARTFORD WY	E. END	317	29	9,187	R - Residential/Local	O - AC/AC	90	45.85
COMMER	01	COMMERCE BL	GREEN ISLAND RD	POKKA BEVERAGE DRIVEWAY	1,185	41	48,585	C - Collector	A - AC	16	0.00
COMMER	02	COMMERCE BL	POKKA BEVERAGE DRIVEWAY	CUL-DE-SAC	417	32	13,344	C - Collector	A - AC	69	12.08

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
COMMER	03	COMMERCE BL	OLD CUL-DE-SAC	NEW SOUTH END CUL-DE-SAC	2,290	44	100,760	C - Collector	A - AC	91	21.46
CONDOR	01	CONDOR CT	HIGHRIDGE DR	S END	500	34	17,000	R - Residential/Local	A - AC	32	2.33
CORBIN	01	CORBIN DR	N END	S. END	792	33	26,928	R - Residential/Local	O - AC/AC	48	9.14
CORSIC	01	CORSICANA DR	W CAROLYN DR	N. END	528	33	17,424	R - Residential/Local	O - AC/AC	58	13.41
CRAWFO	01	CRAWFORD WY	CHAUCER LN	ELLIOTT DR	605	31	18,755	R - Residential/Local	A - AC	0	0.00
CRAWFO	02	CRAWFORD WY	ELLIOTT DR	ANDREW RD	1,095	38	41,610	R - Residential/Local	O - AC/AC	20	0.00
CRAWFO	03	CRAWFORD WY	ANDREW RD	HY 29	1,382	38	44,416	R - Residential/Local	O - AC/AC	61	16.77
CRESTW	01	CRESTWOOD LANE	DONALDSON WAY	GOLDENBROOK LANE	647	35	22,645	R - Residential/Local	A - AC	82	27.58
DANROS	01	DANROSE DR	MARLA DR	KIMBERLY DR	1,090	38	41,420	C - Collector	O - AC/AC	9	0.00
DANROS	02	DANROSE DR	KIMBERLY DR	KNIGHTSBRIDGE WAY	1,450	45	65,250	C - Collector	O - AC/AC	54	9.36
DANROS	03	DANROSE DR	KNIGHTSBRIDGE WY	WEST AMERICAN CANYON RD	992	45	44,640	C - Collector	A - AC	26	0.20
DEAVER	01	DEAVER CT	TOSCANA DR	N. END	251	33	8,283	R - Residential/Local	A - AC	74	25.21
DELRAY	01	DEL RAY CT	LOS ALTOS DR	E. END	528	33	17,952	R - Residential/Local	O - AC/AC	16	0.00
DEVLIN	01	DEVELIN RD	SOUTH KELLY ROAD	MIDDELTON WAY	2,670	45	120,150	C - Collector	A - AC	82	18.42
DEVLIN	02	DEVELIN RD	MIDDELTON WAY	ROUNDABOUT	622	44	27,368	C - Collector	A - AC	88	19.73
DEVLIN	03	DEVELIN RD	ROUNDABOUT	GREEN ISLAND RD	2,300	38	87,400	C - Collector	A - AC	97	24.04
DEVLINRN D	01	DEVELIN RD	BOONE RD	END ROUNDABOUT	400	22	8,800	C - Collector	A - AC	90	18.20
DODD	01	DODD CT	PAOLI LOOP RD	W. END	264	33	9,240	R - Residential/Local	A - AC	14	0.00
DONALD	07	DONALDSON WAY EAST	101 DONALDSON WAY	9 DONALDSON WAY	1,380	33	45,540	C - Collector	O - AC/AC	40	4.44
DONALD	08	DONALDSON WAY EAST	9 DONALDSON WAY	HY 29	289	33	9,537	C - Collector	O - AC/AC	44	5.84
DONALD E	01	DONALDSON WAY EAST	HY 29	NEWELL DR	3,359	37	124,283	C - Collector	A - AC	88	19.41
DONALD	01	DONALDSON WY	EUCALYPTUS DR	1060 DONALDSON WAY	720	46	33,120	R - Residential/Local	A - AC	42	6.16
DONALD	02	DONALDSON WY	1060 DONALDSON WAY	910 DONALDSON WAY	1,065	38	40,470	R - Residential/Local	O - AC/AC	44	7.28
DONALD	03	DONALDSON WY	910 DONALDSON WAY	RIO DEL MAR	800	38	30,400	C - Collector	O - AC/AC	58	11.12
DONALD	04	DONALDSON WY	RIO DEL MAR	AMARILLO	940	45	42,300	C - Collector	A - AC	10	0.00
DONALD	05	DONALDSON WY	AMARILLO	BENTON WAY	880	45	39,600	C - Collector	O - AC/AC	58	11.12
DONALD	06	DONALDSON WY	ELLIOT DR	101 DONALDSON WAY	745	33	24,585	C - Collector	O - AC/AC	4	0.00
DORCHE	01	DORCHESTER PL	KNIGHTSBRIDGE WY	S. END	528	29	15,840	R - Residential/Local	A - AC	0	0.00
EISEN	01	EISENHOWER CT	VENTANA	S END	195	36	7,020	R - Residential/Local	A - AC	83	28.16
ELBA	01	ELBA CT	VIA PESCARA	NORTH END	241	36	8,676	R - Residential/Local	A - AC	78	24.98
ELKE	01	ELKE DR	DONALDSON WY	GISELA DR	667	31	20,677	R - Residential/Local	A - AC	14	0.00
ELLIOT	01	ELLIOTT DR	MARLA DR	KIMBERLY DR	1,092	38	41,496	C - Collector	O - AC/AC	32	1.92

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
ELLIOT	02	ELLIOTT DR	KIMBERLY DR	FOLLAND RD	833	38	31,654	C - Collector	O - AC/AC	50	7.73
ELLIOT	03	ELLIOTT DR	FOLLAND RD	W. AMERICAN CANYON RD	1,877	45	84,465	C - Collector	O - AC/AC	33	2.22
ELLIOT	04	ELLIOTT DR	W AMERICAN CANYON RD	DONALDSON WY	2,087	45	93,915	C - Collector	A - AC	33	1.61
ENTRAD	01	ENTRADA CIR	CARTAGENA WAY W END	CARTAGENA WAY E END	2,330	36	83,880	R - Residential/Local	A - AC	69	21.07
EUCALY	01	EUCALYPTUS DR	W. END	315' W. OF DONALDSON WY	2,992	25	87,400	C - Collector	O - AC/AC	58	11.12
EUCALY	02A	EUCALYPTUS DR	315 FT W. OF DONALDSON WY	450 FT W. OF THERESA AVE	890	40	35,600	C - Collector	O - AC/AC	11	0.00
EUCALY	02B	EUCALYPTUS DR	450 FT W. OF THERESA AVE	THERESA AVE	450	40	18,000	C - Collector	O - AC/AC	93	29.66
EUCALY	03	EUCALYPTUS DR	THERESA AV	RIO DEL MAR	880	35	30,800	C - Collector	O - AC/AC	10	0.00
EUCLY	04	EUCALYPTUS DR	EAST HY 29	SOUTH END OF WALMART	645	55	35,475	R - Residential/Local	A - AC	79	27.53
FARENT	01	FARENTINO PALCE	SAGEBRUSH LANE	E END	453	33	14,949	R - Residential/Local	A - AC	82	27.58
FLAMIN	01	FLAMINGO CT	RIO DEL MAR	N . END	950	34	32,313	R - Residential/Local	O - AC/AC	49	10.39
FLOSDE	01	FLOSDEN RD	AMERICAN CANYON RD	SOUTH CITY LIMITS	2,640	24	63,360	A - Arterial	O - AC/AC	68	14.20
FLOSDEN	02	FLOSDEN RD	AMERICAN CANYON ROAD	SOUTH CITY LIMITS	2,640	24	63,360	A - Arterial	O - AC/AC	38	3.51
FOLLAN	01	FOLLAND DR	ELLIOTT DR	DANROSE DR	1,140	35	39,900	R - Residential/Local	O - AC/AC	64	17.44
FOLLAN	02	FOLLAND DR	DANROSE DR	CORBIN DR	580	33	19,140	R - Residential/Local	O - AC/AC	61	15.47
FORDDR	01	FORD DR	INDEPONDANCE	INDEPENDENCE	1,146	36	41,256	R - Residential/Local	A - AC	82	27.53
GAD CT	01	GADWALL CT	RINGNECK	S END	714	36	25,704	R - Residential/Local	A - AC	81	26.86
GADWAL	01	GADWALL ST	RINGNECK	RINGNECK	1,185	36	42,660	R - Residential/Local	A - AC	77	28.53
GISELA	01	GISELA DR	ELKE DR	DONALDSON WY	1,008	31	31,248	R - Residential/Local	A - AC	35	3.31
GISELA	02	GISELA DR	DONALDSON WY	RIO DEL MAR	629	31	19,492	R - Residential/Local	A - AC	49	9.40
GOLDBR	01	GOLDEN BROOK LANE	TUSCAN OAK TRAIL	GOLD VALLEY WAY	878	35	30,730	R - Residential/Local	A - AC	80	30.44
GOLDVA	01	GOLDEN VALLEY CT	S END	GOLDEN BROOK	296	35	10,360	R - Residential/Local	A - AC	82	32.98
GOLDVA	02	GOLDEN VALLEY WAY	GOLD VALLEY COURT	ROLLING HILLS	924	35	32,340	R - Residential/Local	A - AC	76	27.03
GOLDEN	01	GOLDENEYE CT	N END	S END	830	36	29,880	R - Residential/Local	A - AC	81	26.86
GOLDFI	01	GOLDFINCH DR	MONTEVINO	MONTEVINO	1,628	34	55,352	R - Residential/Local	A - AC	73	24.88
GRANIT	01	GRANITE SPRINGS WAY	SHENANDOAH DR	NEWELL DR	1,256	37	46,472	R - Residential/Local	A - AC	81	26.90
GREEN	01	GREEN ISLAND RD	MEZZETTA CT	HY 29	5,438	37	201,206	C - Collector	O - AC/AC	24	0.00
GREEN	02	GREEN ISLAND RD	MEZETTA CT	NORTH CITY LIMIT	650	32	20,800	C - Collector	A - AC	54	6.01
GREENW	01	GREENWING ST	EUCALYPTUS ST	GADWALL ST	185	36	6,660	R - Residential/Local	A - AC	83	28.12
GULL	01	GULL	PEACOCK	E END	243	34	8,262	R - Residential/Local	A - AC	77	28.75

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
HALLMA	01	HALLMARK CT	SAGEBRUSH LANE	E END	351	33	11,583	R - Residential/Local	A - AC	83	28.21
HALLMA	02	HALLMARK LANE	SIENNA WAY	SAGEBRUSH LANE	600	35	21,000	R - Residential/Local	A - AC	86	30.03
HANNA	01	HANNA DR	COMMERCE BL	E. END	1,848	42	77,616	R - Residential/Local	A - AC	13	0.00
HARTFO	01	HARTFORD CT	KNIGHTSBRIDGE WY	S. END	264	31	8,184	R - Residential/Local	O - AC/AC	88	40.04
HEARTF	01	HEARTFORD WY	CRAWFORD WY	DONALDSON WY	1,162	31	36,009	R - Residential/Local	A - AC	2	0.00
HEARTH	01	HEARTHSTONE DR	CENTER AVE	TUSCAN OAK TRAIL	1,430	37	52,910	R - Residential/Local	A - AC	82	32.89
HESS	01	HESS RD	LOMBARD RD	END	3,536	29	102,544	R - Residential/Local	O - AC/AC	22	0.00
HR.CT	01	HIGHRIDGE CT	VENTANA	N END	230	34	7,820	R - Residential/Local	A - AC	81	26.90
HR.DR	01	HIGHRIDGE DR	VENTANA	STARLING CT	1,360	34	46,240	R - Residential/Local	A - AC	74	25.83
HILLCR	01	HILLCREST CT	HIGHRIDGE DR	S END	490	34	16,660	R - Residential/Local	A - AC	79	25.62
HORIZO	01	HORIZON CT	SAGEBRUSH LANE	E END	354	33	11,682	R - Residential/Local	A - AC	84	28.83
HORIZO	02	HORIZON WAY	SAGEBRUSH LANE	SIENNA WAY	777	35	27,195	R - Residential/Local	A - AC	84	28.83
HUMMIN	01	HUMMINGBIRD	BENTON WAY	W. AM. CAN. RD	1,440	34	48,960	R - Residential/Local	A - AC	64	17.44
HUNTIN	01	HUNTINGTON WY	LARKSPUR ST	BENTON WY	1,584	31	49,104	R - Residential/Local	A - AC	15	0.00
IND CT	01	INDEPENDENCE CT	VENTANA DR	SOUTH END	207	36	7,452	R - Residential/Local	A - AC	82	27.53
INDEPE	01	INDEPENDENCE DR	VENTANA DR	EAST END	1,970	36	70,920	R - Residential/Local	A - AC	82	27.53
IRONH	01	IRONHORSE DR	SIRAH DR	OAKSTONE WAY	784	35	27,440	R - Residential/Local	A - AC	77	28.20
JAMES	01	JAMES RD	W. AMERICAN CANYON RD	CRAWFORD WY	903	36	32,508	C - Collector	O - AC/AC	92	29.49
JAMES	02	JAMES RD	CRAWFORD WY	DONALDSON WY	894	38	33,972	C - Collector	O - AC/AC	92	29.49
JAMES	03	JAMES RD	DONALDSON WY	WILSON WY	704	38	26,752	R - Residential/Local	O - AC/AC	24	0.00
JANA	01	JANA WY	DONALDSON WY	DONALDSON WY	820	31	25,420	R - Residential/Local	A - AC	22	0.00
OSWALD	01	JIM OSWALD WY	W. END	MEZZETTA CT	900	37	33,300	R - Residential/Local	A - AC	22	0.00
JOAN	01	JOAN DR	W. END	CAROLYN DR	1,200	35	42,000	R - Residential/Local	O - AC/AC	46	8.89
JOAN	02	JOAN DR	CAROLYN DR	LOS ALTOS DR	958	35	33,530	R - Residential/Local	O - AC/AC	48	9.88
KARLY	01	KARLY CT	TOSCANA DR	N. END	338	33	11,154	R - Residential/Local	A - AC	71	22.41
KEMPL	01	KEMP LN	SHEFFIELD WY	FOLLAND DR	264	31	8,184	R - Residential/Local	O - AC/AC	64	17.44
KEMPW	01	KEMP WY	SHEFFIELD WY	FOLLAND DR	264	31	8,184	R - Residential/Local	O - AC/AC	64	17.44
KENSIN	01	KENSINGTON WY	E END	CHAUCER	470	31	14,570	R - Residential/Local	O - AC/AC	94	37.81
KENSIN	02	KENSINGTON WY	CHAUCER	WETLANDS EDGE RD	656	36	23,616	R - Residential/Local	A - AC	49	8.68
KENTP	01	KENT PL	ELLIOTT DR	E. END	290	29	8,410	R - Residential/Local	O - AC/AC	90	45.85
KENTW	01	KENT WY	NORTH HAMPTON DR	N. END	106	75	7,950	R - Residential/Local	O - AC/AC	93	50.78
KILPAT	01	KILPATRICK ST	MARLA DR	ELLIOTT DR	528	29	15,312	R - Residential/Local	O - AC/AC	14	0.00
KIM.CT	01	KIMBERLY CT	KIMBERLY DR	SOUTH END	150	34	5,100	R - Residential/Local	A - AC	66	18.90
KIMBER	01	KIMBERLY DR	ELLIOTT DR	HY 29	2,112	61	128,832	C - Collector	O - AC/AC	37	3.51
KIMBER	02	KIMBERLY DR	ELLIOTT	MEADOW BAY DR	1,044	36	37,584	R - Residential/Local	A - AC	70	22.08
KINGSL	01	KINGSLEY LN	ELLIOTT DR	W. END	370	29	10,718	R - Residential/Local	O - AC/AC	90	43.49

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
KLAMAT	01	KLAMATH CT	PAOLI LOOP RD	W. END	528	35	19,008	R - Residential/Local	A - AC	11	0.00
KNIGHT	05	KNIGHTSBRIDGE CT	BANBURY WAY	EAST END	190	33	6,270	R - Residential/Local	O - AC/AC	93	50.78
KNIGHT	01	KNIGHTSBRIDGE WY	W. END	CHAUCER LN	458	33	15,114	R - Residential/Local	A - AC	53	11.46
KNIGHT	02	KNIGHTSBRIDGE WY	CHAUCER LN	ELLIOTT DR	910	33	30,030	R - Residential/Local	A - AC	41	5.75
KNIGHT	03	KNIGHTSBRIDGE WY	ELLIOTT DR	DANROSE DR	1,294	33	42,702	R - Residential/Local	A - AC	11	0.00
KNIGHT	04	KNIGHTSBRIDGE WY	DANROSE DR	BANBURY	250	33	8,250	R - Residential/Local	O - AC/AC	93	50.78
LANDAN	01	LANDANA DR	RIO GRANDE	DONALDSON WY	657	35	22,995	R - Residential/Local	O - AC/AC	41	5.88
LANDAN	02	LANDANA DR	DONALDSON WY	W. CAROLYN DR	750	33	24,750	R - Residential/Local	O - AC/AC	54	12.75
LANSFO	01	LANSFORD CT	KNIGHTSBRIDGE WY	S. END	317	29	9,504	R - Residential/Local	A - AC	1	0.00
LARK	01	LARK	PEACOCK	E END	243	34	8,262	R - Residential/Local	A - AC	75	26.66
LARKSP	01	LARKSPUR ST	CHAUCER LN	ELLIOTT DR	680	31	21,080	R - Residential/Local	O - AC/AC	88	40.15
LARKSP	02	LARKSPUR ST	ELLIOTT DR	CRAWFORD WY	796	31	24,676	R - Residential/Local	O - AC/AC	88	40.15
LENA	01	LENA	MARLA DR	PATRICIA DR	528	29	15,312	R - Residential/Local	O - AC/AC	89	45.99
LINWOO	01	LINWOOD LN	KNIGHTSBRIDGE WY	S. END	264	29	7,920	R - Residential/Local	A - AC	0	0.00
LISA	01	LISA CT	ELLIOTT DR	E. END	160	29	4,640	R - Residential/Local	O - AC/AC	67	20.79
LOMBAR	01	LOMBARD RD	NAPA JUNCTION RD	N. END	1,690	39	65,894	R - Residential/Local	A - AC	44	6.83
LOS AL	01	LOS ALTOS DR	DONALDSON WY	CAROLYN DR	985	35	34,475	R - Residential/Local	O - AC/AC	29	1.37
LOS AL	02	LOS ALTOS DR	CAROLYN DR	RIO DEL MAR	2,090	35	73,150	R - Residential/Local	O - AC/AC	30	1.77
LOS AL	03	LOS ALTOS DR	RIO DEL MAR W.	THERESA AVE	960	35	33,600	R - Residential/Local	O - AC/AC	94	37.81
LOS AL	04	LOS ALTOS DR	THERESA AVE	RIO DEL MAR E.	510	35	17,850	R - Residential/Local	O - AC/AC	28	0.98
LUCIND	01	LUCINDA ST	MARLA DR	CAPRA DR	810	33	26,730	R - Residential/Local	O - AC/AC	28	1.02
MAINST	01	MAIN ST	NAPA JUNCTION RD	SOUTH END	2,140	30	64,200	C - Collector	A - AC	79	15.22
MANOR	01	MANOR CT	DANROSE DR	W. END	264	29	7,920	R - Residential/Local	A - AC	86	29.95
MARBEL	01	MARBELLA CT	CARTAGENA WAY	N END	360	36	12,960	R - Residential/Local	A - AC	55	11.60
MARCEL	01	MARCELLO CT	TOLENTINO DR	E END	283	36	10,188	R - Residential/Local	A - AC	74	25.54
MARLA	01	MARLA DR	KILPATRIC ST	BLANCO	1,848	33	60,984	C - Collector	O - AC/AC	24	0.00
MARLA	02	MARLA DR	KILPATRICK 100 FEET WEST	MEADOW BAY DR	1,050	36	37,800	R - Residential/Local	A - AC	80	26.25
MARLA	03	MARLA DR	KILPATRIC	100 FEET WEST	100	36	3,600	R - Residential/Local	O - AC/AC	18	0.00
MARSAL	01	MARSALA PLACE	GRANITE SPRINGS WAY	S. END	444	33	14,652	R - Residential/Local	A - AC	82	27.53
MARSH	01	MARSH CREEK DR	KIMBERLY DR	MARLA DR	937	36	33,732	R - Residential/Local	A - AC	61	15.42
MEADOW	01	MEADOW BAY DR	KIMBERLY DR	MARLA DR	938	30	28,140	R - Residential/Local	A - AC	81	26.89
MELVIN	01	MELVIN RD	WILSON WY	CASSAYER DR	1,848	33	60,984	R - Residential/Local	O - AC/AC	41	6.51
MEZZET	01	MEZZETTA CT	GREEN ISLAND RD	S. END	1,050	33	34,650	R - Residential/Local	A - AC	0	0.00
MIDDL	247	MIDDLETON WAY	DEVLIN RD	NORTH END	2,130	40	85,200	NCR - Proposed; Private; Non-County	A - AC	85	32.23
MOCKIN	01	MOCKINGBIRD DR	MONTEVINO	HIGHRIDGE DR	500	34	17,000	R - Residential/Local	A - AC	55	11.96

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
MONTE	01	MONTECARLO WAY	N VIA BELLIGAGO	S VIA BELLIGAGO	1,516	38	57,608	R - Residential/Local	A - AC	73	24.69
MONTER	01	MONTEREY DR	RIO GRANDE	CORSICIANA DR	528	34	17,952	R - Residential/Local	O - AC/AC	26	0.20
MONTEV	01	MONTEVINO DR	SOUTH GOLDFINCH	VENTANA	900	34	30,600	R - Residential/Local	A - AC	72	23.96
MOSAIC	01	MOSAIC CT	S END	TERRAZZO LANE	244	35	8,540	R - Residential/Local	A - AC	76	27.03
NAPA J	02	NAPA JUNCTION RD	NAPA JUNCTION SCHOOL	HY 29	792	29	22,968	R - Residential/Local	O - AC/AC	49	10.39
NAPA J	03	NAPA JUNCTION RD	HY 29	Private Driveway	690	30	20,700	R - Residential/Local	O - AC/AC	88	37.84
NAPA J	04	NAPA JUNCTION RD	PRIVATE DRIVE WAY	EAST END	280	22	6,160	R - Residential/Local	O - AC/AC	86	33.10
NEWBUR	01	NEWBURY WY	CRAWFORD WY	BENTON WY	1,056	33	34,848	R - Residential/Local	O - AC/AC	89	42.79
NEWELL	01	NEWELL DR	AMERICAN CANYON RD	DONALDSON WAY EAST	3,950	24	94,800	A - Arterial	A - AC	75	20.11
NEWELL	02	NEWELL DR	AMERICAN CANYON RD	DONALDSON WAY	3,950	24	94,800	C - Collector	A - AC	73	13.82
N. HAM	01	NORTHHAMPTON DR	170' W. OF CHAUCER	ELLIOTT	896	31	27,776	R - Residential/Local	A - AC	39	4.95
N. HAM	02	NORTHHAMPTON DR	ELLIOTT DR	DANROSE DR	1,745	33	57,585	R - Residential/Local	A - AC	17	0.00
N. HAM	03	NORTHHAMPTON DR	170' W. OF CHAUCER	SAN MARCO WAY	140	36	5,040	R - Residential/Local	A - AC	82	27.53
NORTHR	01	NORTHRUP LN	CHAUCER	E. END	528	31	16,896	R - Residential/Local	A - AC	0	0.00
NORTHR	02	NORTHRUP LN	CHAUCER	PAVEMENT CHANGE	320	34	10,880	R - Residential/Local	A - AC	0	0.00
NORTHRUP	03	NORTHRUP LN	PAVEMENT CHANGE	CUL DE SAC WEST	290	34	9,860	R - Residential/Local	A - AC	81	26.86
NORWIC	01	NORWICK CT	CRAWFORD WY	E. END	260	31	8,060	R - Residential/Local	O - AC/AC	90	45.85
NOTTIN	01	NOTTINGHAM LN	ELLIOTT DR	E. END	370	29	11,088	R - Residential/Local	A - AC	8	0.00
OAKS	01	OAK STONE CT	IRONHORSE DR	NORTH END	212	33	6,996	R - Residential/Local	A - AC	81	26.90
OAKSTO	01	OAK STONE WAY	SIRAH DR	IRONHORSE DR	1,551	33	51,183	R - Residential/Local	A - AC	82	27.53
ORANGE	01	ORANGE BLOSSEM CT	HEARTFORD	E. END	316	29	9,187	R - Residential/Local	O - AC/AC	90	45.85
ORIOLE	01	ORIOLE CT	HIDGERIDGE DR	S END	470	34	15,980	R - Residential/Local	A - AC	61	15.56
PALEN	01	PALENCIA CT	CARTAGENA WAY	N END	135	36	4,860	R - Residential/Local	A - AC	81	26.90
PALEST	02	PALESTRINA CT	TOLENTINO DR	EAST END	485	36	17,460	R - Residential/Local	A - AC	74	25.54
PALEST	01	PALESTRINA DR	VIA MARCIANA	TOLENTINO DR	230	36	8,280	R - Residential/Local	A - AC	79	25.62
PAOLI	01	PAOLI LOOP RD	GREEN ISLAND RD	EAST SIDE OR NORTH BOUND HY29	4,752	33	156,816	C - Collector	A - AC	29	0.72
PARK	01	PARK LN	KNIGHTSBRIDGE WY	N. END	264	29	7,920	R - Residential/Local	A - AC	0	0.00
PAVKVI	01	PARKVIEW CT	BENTON WY	S. END	211	31	6,547	R - Residential/Local	O - AC/AC	90	45.85
PATRIC	01	PATRICIA DR	ELLIOTT DR	DANROSE DR	1,320	33	43,560	R - Residential/Local	O - AC/AC	93	50.91
PEACOC	01	PEACOCK	HUMMING BIRD	HUMMING BIRD	1,549	34	52,666	R - Residential/Local	A - AC	80	26.22
PELLER	01	PELLERIA DR	PLAZZO WAY	VIA MONTALCNIO	800	36	28,800	R - Residential/Local	A - AC	78	29.76
PIENZA	01	PIENZA DRIVE	N MONTECARLO	S MONTECARLO	793	36	28,548	R - Residential/Local	A - AC	64	17.39
PLAZZO	01	PLAZZO WAY	VIA TREVESO	VIA MONTALCINO	1,262	36	45,432	R - Residential/Local	A - AC	79	25.62

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
POCO	01	POCO WY	MELVIN RD	HY 29	528	33	17,424	C - Collector	O - AC/AC	5	0.00
POPPY	01	POPPYFIELD DR	KIMBERLY DR	MARLA DR	992	34	33,728	R - Residential/Local	A - AC	77	28.79
REBECC	01	REBECCA CT	GISELA DR	N. END	316	33	10,771	R - Residential/Local	A - AC	20	0.00
REDCLO	01	RED CLOVER WY	NORTH END	SOUTH END	1,774	36	63,864	R - Residential/Local	A - AC	78	29.46
REDHE	01	REDHEAD ST	BLUE BELL	N END	1,170	36	42,120	R - Residential/Local	A - AC	81	26.86
REED	01	REED DR	DANROSE DR	CORBIN DR	528	33	17,424	R - Residential/Local	O - AC/AC	46	8.12
REEDGR	01	REED GRASS	REDCLOVER	E END	300	36	10,800	R - Residential/Local	A - AC	64	16.91
REGENT	01	REGENT CT	KNIGHTSBRIDGE WY	N. END	316	29	9,504	R - Residential/Local	A - AC	11	0.00
RENWOO	01	RENWOOD LANE	WHITEOAK DR	SILVEROAK TRAIL	1,026	35	35,910	R - Residential/Local	A - AC	74	25.07
RENW	01	RENWOOD PLACE	WHITEOAK DR	S. END	175	33	5,775	R - Residential/Local	A - AC	82	27.53
RINGNE	01	RINGNECK ST	REDHEAD	GOLDENEYE	1,450	36	52,200	R - Residential/Local	A - AC	82	27.49
RIO DE	01	RIO DEL MAR	RIO GRANDE	DONALDSON WY	810	38	30,780	R - Residential/Local	O - AC/AC	29	1.38
RIO DE	02	RIO DEL MAR	DONALDSON WY	CAROLYN DR	1,041	38	39,558	C - Collector	O - AC/AC	9	0.00
RIO DE	03	RIO DEL MAR	CAROLYN DR	WEST LOS ALTOS DR	1,138	38	43,244	C - Collector	O - AC/AC	15	0.00
RIO DE	04	RIO DEL MAR	WEST LOS ALTOS DR	CASSAYARE DR	834	38	31,692	C - Collector	O - AC/AC	6	0.00
RIO DE	05	RIO DEL MAR	CASSAYARE DR	HY 29	423	38	16,074	C - Collector	O - AC/AC	11	0.00
RIO DE	06	RIO DEL MAR	WETLANDSEEDGE RD	RIO GRANDE	956	38	36,328	C - Collector	A - AC	85	18.08
RIOGRA	01	RIO GRANDE	RIO DEL MAR	CARMEL	1,320	36	47,520	R - Residential/Local	O - AC/AC	27	0.59
RIOGRA	02	RIO GRANDE	CARMEL	RINGNECK	450	36	16,200	R - Residential/Local	A - AC	81	26.86
RITA	01	RITA CT	ELKE DR	E. END	200	31	11,226	R - Residential/Local	A - AC	0	0.00
ROLLIN	01	ROLLING HILLS DR	N END	DONALDSON WAY	1,169	37	43,253	R - Residential/Local	A - AC	89	31.66
SADIE	01	SADIE PLACE	GRANITE SPRINGS WAY	S. END	228	33	7,524	R - Residential/Local	A - AC	81	31.74
SAGEBR	02	SAGEBRUSH CT	HALLMARK CT	S END	227	33	7,491	R - Residential/Local	A - AC	84	28.83
SAGEBR	01	SAGEBRUSH LANE	CANTADA WAY	HALLMARK	1,126	35	39,410	R - Residential/Local	A - AC	85	29.44
SAN MA	01	SAN MARCO WAY	WETLANDS EDGE RD	BETTONA WAY	1,245	36	44,820	R - Residential/Local	A - AC	77	28.78
SARCED	01	SARCEDO WAY	VIA LA MORRA	VIA TREVISO	1,445	36	52,020	R - Residential/Local	A - AC	69	21.06
SELVIN	01	SELVINO CT	SAGEBRUSH LANE	E END	383	33	12,639	R - Residential/Local	A - AC	82	27.58
SEQUOI	01	SEQUOIA GROVE CT	TOSCANA DR	S. END	132	75	9,900	R - Residential/Local	A - AC	78	29.44
SEQUI	01	SEQUOIA GROVE WAY	TOSCANA DR	SILVEROAK TRAIL	567	35	19,845	R - Residential/Local	A - AC	79	30.62
SEREN	01	SERENA PLACE	HALLAMARK LANE	S END	377	33	12,441	R - Residential/Local	A - AC	81	31.54
SHEFFI	01	SHEFFIELD WY	W. END	E. END	528	31	16,368	R - Residential/Local	O - AC/AC	60	14.19
SHENAN	01	SHENANDOAH DR	SILVEROAK TRAIL	260 FT S. OF SONOMA CREEK WAY	916	37	33,892	R - Residential/Local	A - AC	89	31.71
SHENNA	01	SHENANDOAH DR	260 FT S. OF SONOMA CREEK WAY	DONADLSON WAY	1,060	37	39,220	R - Residential/Local	A - AC	89	31.71
SIENNA	02	SIENNA CT	TREVIEW LANE	S END	207	33	6,831	R - Residential/Local	A - AC	82	32.84
SIENNA	01	SIENNA WAY	HORIZON WAY	SIENNA CT	516	35	18,060	R - Residential/Local	A - AC	83	28.21

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
SIERRA	01	SIERRA VISTA	CAROLYN DR	AMARILLO DR	1,056	31	32,736	R - Residential/Local	A - AC	17	0.00
SILVER	01	SILVEROAK TRAIL	AMERICAN CANYON RD	NEWELL DR	3,130	37	115,810	C - Collector	A - AC	85	18.11
SIRAH	01	SIRAH DR	SHENANDOAH	OAKSTONE DR	699	37	25,863	R - Residential/Local	A - AC	82	27.53
SOBAN	01	SOBON WAY	SILVEROAK TRAIL	OAKSTONE WAY	129	37	4,773	R - Residential/Local	A - AC	81	31.75
SONOMA	01	SONOMA CREEK WAY	SHENANDOAH DR	HEARTHSTONE DR	1,564	37	57,868	R - Residential/Local	A - AC	78	29.13
SORREN	01	SORRENTO LANE	CANTADA WAY	DONALDSON WAY	770	35	26,950	R - Residential/Local	A - AC	76	27.03
SNAPAJ	01	SOUTH NAPA JUNCTION RD	HY 29	E. END	792	29	22,968	R - Residential/Local	O - AC/AC	8	0.00
SPIKER	01	SPIKE RUSH CIR	SOUTH WETLANSEDRIDGE RD	NORTH WETLANSEDRIDGE RD	2,805	36	100,980	R - Residential/Local	A - AC	75	26.21
SPINET	01	SPINETTA CT	SILVEROAK TRAIL	N. END	296	33	9,768	R - Residential/Local	A - AC	73	24.22
STARLI	01	STARLING CT	HIGHRIDGE DR	N. END	260	34	8,840	R - Residential/Local	A - AC	76	27.84
STETSO	01	STETSON	MARLA DR	PATRICIA DR	528	29	15,312	R - Residential/Local	O - AC/AC	89	45.99
STONE	01	STONECREEK DR	TOSCANA DR	SEQUOIA GROVE WAY	1,198	35	41,930	R - Residential/Local	A - AC	68	19.90
STRAND	01	STRAND CT	KNIGHTSBRIDGE WY	S. END	264	29	7,920	R - Residential/Local	A - AC	0	0.00
SUMMER	01	SUMMERWOOD DR	DONALDSON WAY	N.END	1,587	35	55,545	R - Residential/Local	A - AC	82	32.98
TAPEST	01	TAPESTRY LANE	SUMMERWOOD	GOLDEN VALLEY WAY	682	33	22,506	R - Residential/Local	A - AC	78	29.25
TERRAZ	01	TERRAZZO LANE	GOLD VALLEY WAY	ROLLING HILLS DRIVE	1,244	35	43,540	R - Residential/Local	A - AC	77	27.60
THAYER	01	THAYER WY	ANDREW RD	JAMES RD	528	34	17,952	R - Residential/Local	O - AC/AC	19	0.00
THERES	01A	THERESA AV	NAPA JUNCTION RD	422' NORTH OF EUCALYPTUS DR	1,122	36	40,392	R - Residential/Local	O - AC/AC	25	0.00
THERES	01B	THERESA AV	422' NORTH OF EUCALYPTUS DR	EUCALYPTUS DR	422	36	15,192	R - Residential/Local	O - AC/AC	86	32.96
THERES	02	THERESA AV	EUCALYPTUS DR	LOS ALTOS DR	140	30	4,200	R - Residential/Local	O - AC/AC	90	43.48
TOLENT	01	TOLENTINO DR	PALAZZO WAY	PALESTRINA DR	725	36	26,100	R - Residential/Local	A - AC	79	25.62
TOSCAN	01	TOSCANA DR	SILVEROAK TRAIL	SEQUOIA GROVE WAY	994	35	34,790	R - Residential/Local	A - AC	71	22.41
TREVIA	01	TREVIA LANE	SHENANDOAH DR	SIENNA WAY	173	37	6,401	R - Residential/Local	A - AC	88	31.15
TREVIC	01	TREVISO CT	VIA TREVISO	END	120	40	4,800	R - Residential/Local	A - AC	73	24.58
TRUMAN	01	TRUMAN CT	VENTANA DR	S END	313	36	11,268	R - Residential/Local	A - AC	86	29.98
TUSCAN	01	TUSCAN OAK TRAIL	HEARTHSTONE DR	GOLDEN BROOK	1,082	37	40,034	R - Residential/Local	A - AC	77	28.12
TYLER	01	TYLER CT	KIMBERLY DR	N. END	264	33	8,976	R - Residential/Local	O - AC/AC	46	8.12
VENTAN	01	VENTANA DR	BROADWAY	HIGHRIDGE DR	732	38	27,816	R - Residential/Local	A - AC	74	25.83
VENTAN	02	VENTANA DR	HIGHRIDGE	EAST WEST INDEPENDENCE DR	1,075	36	38,700	R - Residential/Local	A - AC	79	25.62
VERONA	01	VERONA DR	VIA BELLAGIO	CASTELLINA CIRCLE	251	46	11,546	R - Residential/Local	A - AC	76	27.67
BELLIA	01	VIA BELLIGIO	N FLOSDEN	S FLOSDEN	3,333	46	153,318	C - Collector	A - AC	75	13.52
FRENZI	01	VIA FIRENZIA	AMERICAN CANYON RD	VIA BELLIGIO	840	36	30,240	R - Residential/Local	A - AC	85	29.39
LAMORR	01	VIA LAMORRA	EAST VIA BELLIGIO	SOUTH VIA BELLIGIO	1,255	36	45,180	R - Residential/Local	A - AC	71	22.76

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
MARCIN	01	VIA MARCIANA	PELLARIA DR	PALESTRINA DR	820	36	29,520	R - Residential/Local	A - AC	80	26.26
MONTAL	01	VIA MONTALCINO	PALLERIA DR	PLAZZO WAY	310	36	11,160	R - Residential/Local	A - AC	75	26.54
PESARO	01	VIA PESARO	SARCEDO WAY	SARCEDO WAY	606	36	21,816	R - Residential/Local	A - AC	69	21.06
PESCA	01	VIA PESCARA	N. VIA FIRENZIA	S. VIA FIRENZIA	1,731	36	62,316	R - Residential/Local	A - AC	80	26.26
TREVIS	01	VIA TREVISO	SARCEDO WAY	SARCEDO WAY	1,168	36	42,048	R - Residential/Local	A - AC	63	16.57
VINCI	01	VINCI WAY	SAN MARCO WAY	BETTONA WAY	932	36	33,552	R - Residential/Local	A - AC	75	26.68
VINE G	01	VINE GATE WAY	SONOMA CREEK WAY	DONALDSON WAY	195	37	7,215	R - Residential/Local	A - AC	86	30.03
V. TER	01	VINE TERRACE WAY	BROADWAY	GOLDFINCH	750	34	25,500	R - Residential/Local	A - AC	75	26.82
WATER	01	WATER FERN	REDCLOVER	E END	336	36	12,096	R - Residential/Local	A - AC	65	17.63
WENTWO	01	WENTWORTH CT	HUNTINGTON WY	E. END	211	31	6,547	R - Residential/Local	O - AC/AC	90	45.85
W. ACR	01	WEST AMERICAN CANYON RD	CHAUCER	ELLIOTT DR	815	35	28,525	C - Collector	O - AC/AC	77	22.35
W. ACR	02	WEST AMERICAN CANYON RD	JAMES	HY 29	710	35	24,850	C - Collector	O - AC/AC	69	16.71
W. ACR	03	WEST AMERICAN CANYON RD	CHAUCER	WETLANNDS EDGE RD	1,100	28	30,800	C - Collector	A - AC	49	5.33
W. ACR	04	WEST AMERICAN CANYON RD	ELLIOTT DR	JAMES RD	1,710	36	61,560	C - Collector	O - AC/AC	72	18.49
W. ACR	05	WEST AMERICAN CANYON RD	CHAUCER	ELLIOTT	815	35	28,525	C - Collector	A - AC	70	11.26
W. ACR	06	WEST AMERICAN CANYON RD	JAMES	HY 29	710	35	24,850	C - Collector	A - AC	67	10.38
W. ACR	07	WEST AMERICAN CANYON RD	CHAUCER	WETLANDS EDGE RD	1,100	27	29,700	C - Collector	A - AC	58	8.16
W.ACR	08	WEST AMERICAN CANYON RD	ELLIOTT	JAMES	1,710	36	61,560	C - Collector	A - AC	63	8.72
W. CAR	03	WEST CAROLYN DR	RIO GRANDE	SPIKERUSH CIR	137	38	5,206	R - Residential/Local	A - AC	53	10.30
W.CARO	01	WEST CAROLYN DR	RIO GRANDE	DONALDSON WY	905	38	34,390	R - Residential/Local	O - AC/AC	56	14.02
W.CARO	02	WEST CAROLYN DR	DONALDSON WY	RIO DEL MAR	899	38	34,162	R - Residential/Local	O - AC/AC	48	9.31
WETLCT	01	WETLANDS EDGE CT	EUCALYPTUS DR	END NORTH	496	22	10,912	R - Residential/Local	A - AC	92	32.91
WET LA	01	WETLANDS EDGE RD	KENSINGTON WAY	W. AM CANYON RD	1,464	30	43,920	C - Collector	A - AC	76	13.85
WET LA	02	WETLANDS EDGE RD	BENTON WAY	W. AM. CAN RD	1,340	30	40,200	C - Collector	A - AC	82	16.59
WET LA	03	WETLANDS EDGE RD	BENTON WAY	EUCALYPTUS	4,220	22	92,840	C - Collector	A - AC	78	14.73
WHITEO	01	WHITEOAK DR	SILVEROAK TRAIL	RENWOOD PLACE	1,294	37	47,878	R - Residential/Local	A - AC	81	31.78
WILSON	01	WILSON WY	ANDREW RD	MELVIN RD	750	35	26,250	R - Residential/Local	O - AC/AC	12	0.00
WOODD	01	WOOD DUCK CT	RINGNECK	W END	370	36	13,320	R - Residential/Local	A - AC	81	26.86

Total Section Length: 294,334

Total Section Area:

10,367,022

Appendix F

Scenarios - Sections Selected for Treatment

Scenario - Current Funding - Sections Selected for Treatment

Scenario - Unconstrained Needs - Sections Selected for Treatment

Scenarios - Sections Selected for Treatment Reports for each Scenario are available separate from this report. These reports show a list of all treatments selected in any given year for each Scenario.



City of American Canyon
 4381 Broadway
 Suite 201
 American Canyon, CA 94503
 (707) 647-4587

Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (2) Current Funding Level
 (\$2.47M/Year)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$2,470,000	25%	2025	\$2,470,000	25%	2027	\$2,470,000	25%
2024	\$2,470,000	25%	2026	\$2,470,000	25%			

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
CARMEL DR	CORSICANA DR	W. END	CARMEL	01	792	33	26,136	R	AC/AC		61	61	72	\$39,930	6,073	CAPE SEAL
CARTAGENA WAY	BROADWAY	EAST END	CARTAG	01	1,970	36	70,920	R	AC		65	65	75	\$108,350	6,102	CAPE SEAL
COMMERCE BL	POKKA BEVERAGE DRIVEWAY	CUL-DE-SAC	COMMER	02	417	32	13,344	C	AC		69	69	78	\$20,387	7,379	CAPE SEAL
CRAWFORD WY	ANDREW RD	HY 29	CRAWFO	03	1,382	38	44,416	R	AC/AC		61	61	72	\$67,858	5,788	CAPE SEAL
ENTRADA CIR	CARTAGENA WAY W END	CARTAGENA WAY E END	ENTRAD	01	2,330	36	83,880	R	AC		69	69	79	\$128,150	6,510	CAPE SEAL
FLOSDEN RD	AMERICAN CANYON RD	SOUTH CITY LIMITS	FLOSDE	01	2,640	24	63,360	A	AC/AC		68	68	78	\$96,800	12,833	CAPE SEAL
HUMMINGBIRD	BENTON WAY	W. AM. CAN. RD	HUMMIN	01	1,440	34	48,960	R	AC		64	64	74	\$74,800	6,077	CAPE SEAL
KIMBERLY CT	KIMBERLY DR	SOUTH END	KIM.CT	01	150	34	5,100	R	AC		66	66	76	\$7,792	6,285	CAPE SEAL
LISA CT	ELLIOTT DR	E. END	LISA	01	160	29	4,640	R	AC/AC		67	67	77	\$7,089	5,835	CAPE SEAL
MARSH CREEK DR	KIMBERLY DR	MARLA DR	MARSH	01	937	36	33,732	R	AC		61	61	72	\$51,535	5,817	CAPE SEAL
ORIOLE CT	HIDGERIDGE DR	S END	ORIOLE	01	470	34	15,980	R	AC		61	61	72	\$24,414	5,911	CAPE SEAL
VIA PESARO	SARCEDO WAY	SARCEDO WAY	PESARO	01	606	36	21,816	R	AC		69	69	79	\$33,330	6,512	CAPE SEAL
PIENZA DRIVE	N MONTECARLO	S MONTECARLO	PIENZA	01	793	36	28,548	R	AC		64	64	74	\$43,615	6,089	CAPE SEAL
REED GRASS	REDCLOVER	E END	REEDGR	01	300	36	10,800	R	AC		64	64	74	\$16,500	5,891	CAPE SEAL
SARCEDO WAY	VIA LA MORRA	VIA TREVISO	SARCED	01	1,445	36	52,020	R	AC		69	69	79	\$79,475	6,512	CAPE SEAL
STONECREEK DR	TOSCANA DR	SEQUOIA GROVE WAY	STONE	01	1,198	35	41,930	R	AC		68	68	78	\$64,060	6,302	CAPE SEAL
VIA TREVISO	SARCEDO WAY	SARCEDO WAY	TREVIS	01	1,168	36	42,048	R	AC		63	63	73	\$64,240	5,892	CAPE SEAL
WEST AMERICAN CANYON RD	JAMES	HY 29	W. ACR	02	710	35	24,850	C	AC/AC		69	69	78	\$37,965	7,471	CAPE SEAL
WEST AMERICAN CANYON RD	CHAUCER	ELLIOTT	W. ACR	05	815	35	28,525	C	AC		70	70	79	\$43,580	5,995	CAPE SEAL
WEST AMERICAN CANYON RD	JAMES	HY 29	W. ACR	06	710	35	24,850	C	AC		67	67	76	\$37,965	5,906	CAPE SEAL
WEST AMERICAN CANYON RD	ELLIOTT	JAMES	W.ACR	08	1,710	36	61,560	C	AC		63	64	74	\$94,050	5,187	CAPE SEAL
WATER FERN	REDCLOVER	E END	WATER	01	336	36	12,096	R	AC		65	65	75	\$18,480	5,974	CAPE SEAL
Treatment Total												\$1,160,364				
BARCELONA DR	CARTAGENA WAY	ENTRADA CIR	BARCEL	01	445	36	16,020	R	AC		77	78	86	\$12,460	14,945	SLURRY SEAL

** - Treatment from Project Selection



City of American Canyon
 4381 Broadway
 Suite 201
 American Canyon, CA 94503
 (707) 647-4587

Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (2) Current Funding Level
 (\$2.47M/Year)

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
BETTONA WAY	SAN MARCO WAY	VINCI WAY	BETTON	01	576	36	20,736	R	AC		76	77	85	\$16,128	14,923	SLURRY SEAL
BRESSO CT	VINCI WAY	E END	BRESSO	01	310	34	10,540	R	AC		76	77	85	\$8,198	14,923	SLURRY SEAL
CAMERINO CT	TOLENTINO DR	E END	CAMERI	01	330	36	11,880	R	AC		78	79	86	\$9,240	15,252	SLURRY SEAL
CANTADA WAY	ROLLING HILLS	CANTADA CT	CANTAD	01	1,264	35	44,240	R	AC		82	82	89	\$34,409	15,096	SLURRY SEAL
CANTADA CT	SAGEBRUSH LANE	E END	CANTAD	02	310	33	10,230	R	AC		82	82	89	\$7,957	15,096	SLURRY SEAL
CANYON MEADOWS DR	MARSH CREEK DR	MEADOW BAY DR	CM DR	01	691	34	23,494	R	AC		76	77	85	\$18,273	14,921	SLURRY SEAL
DEVELIN RD	SOUTH KELLY ROAD	MIDDELTON WAY	DEVLIN	01	2,670	45	120,150	C	AC		82	82	90	\$93,450	16,334	SLURRY SEAL
GADWALL ST	RINGNECK	RINGNECK	GADWAL	01	1,185	36	42,660	R	AC		77	78	86	\$33,180	14,921	SLURRY SEAL
GOLDEN VALLEY CT	S END	GOLDEN BROOK	GOLDVA	01	296	35	10,360	R	AC		82	82	89	\$8,058	15,096	SLURRY SEAL
GULL	PEACOCK	E END	GULL	01	243	34	8,262	R	AC		77	78	86	\$6,426	15,219	SLURRY SEAL
HEARTHSTONE DR	CENTER AVE	TUSCAN OAK TRAIL	HEARTH	01	1,430	37	52,910	R	AC		82	82	89	\$41,152	15,060	SLURRY SEAL
NEWELL DR	AMERICAN CANYON RD	DONALDSON WAY EAST	NEWELL	01	3,950	24	94,800	A	AC		75	75	84	\$73,733	24,337	SLURRY SEAL
PELLERIA DR	PLAZZO WAY	VIA MONTALCNIIO	PELLER	01	800	36	28,800	R	AC		78	79	86	\$22,400	15,252	SLURRY SEAL
POPPYFIELD DR	KIMBERLY DR	MARLA DR	POPPY	01	992	34	33,728	R	AC		77	78	86	\$26,233	15,231	SLURRY SEAL
RED CLOVER WY	NORTH END	SOUTH END	REDCLO	01	1,774	36	63,864	R	AC		78	79	86	\$49,672	14,902	SLURRY SEAL
SADIE PLACE	GRANITE SPRINGS WAY	S. END	SADIE	01	228	33	7,524	R	AC		81	81	88	\$5,852	15,149	SLURRY SEAL
SAN MARCO WAY	WETLANDS EDGE RD	BETTONA WAY	SAN MA	01	1,245	36	44,820	R	AC		77	78	86	\$34,860	15,234	SLURRY SEAL
SEQUOIA GROVE WAY	TOSCANA DR	SILVEROAK TRAIL	SEQUI	01	567	35	19,845	R	AC		79	80	87	\$15,435	14,904	SLURRY SEAL
SERENA PLACE	HALLAMARK LANE	S END	SEREN	01	377	33	12,441	R	AC		81	81	88	\$9,676	14,763	SLURRY SEAL
SIENNA CT	TREVIA LANE	S END	SIENNA	02	207	33	6,831	R	AC		82	82	89	\$5,313	15,037	SLURRY SEAL
SOBON WAY	SILVEROAK TRAIL	OAKSTONE WAY	SOBAN	01	129	37	4,773	R	AC		81	81	88	\$3,712	15,156	SLURRY SEAL
STARLING CT	HIGHRIDGE DR	N. END	STARLI	01	260	34	8,840	R	AC		76	77	85	\$6,876	15,187	SLURRY SEAL
SUMMERWOOD DR	DONALDSON WAY	N.END	SUMMER	01	1,587	35	55,545	R	AC		82	82	89	\$43,202	15,096	SLURRY SEAL
VINE TERRACE WAY	BROADWAY	GOLDFINCH	V. TER	01	750	34	25,500	R	AC		75	76	84	\$19,833	14,875	SLURRY SEAL
VERONA DR	VIA BELLAGIO	CASTELLINA CIRCLE	VERONA	01	251	46	11,546	R	AC		76	77	85	\$8,980	14,927	SLURRY SEAL
WEST AMERICAN CANYON RD	CHAUCER	ELLIOTT DR	W. ACR	01	815	35	28,525	C	AC/AC		77	77	86	\$22,186	16,708	SLURRY SEAL
WHITEOAK DR	SILVEROAK TRAIL	RENWOOD PLACE	WHITEO	01	1,294	37	47,878	R	AC		81	81	88	\$37,238	15,167	SLURRY SEAL

** - Treatment from Project Selection



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Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (2) Current Funding Level
 (\$2.47M/Year)

											Treatment Total			\$674,133		
ALDER CT	HUNTINGTON WY	E. END	ALDER	01	158	30	4,910	R	AC/AC		88	88	89	\$1	4,329,498	SEAL CRACKS
HARTFORD CT	KNIGHTSBRIDGE WY	S. END	HARTFO	01	264	31	8,184	R	AC/AC		88	88	89	\$2	4,329,498	SEAL CRACKS
LARKSPUR ST	CHAUCER LN	ELLIOTT DR	LARKSP	01	680	31	21,080	R	AC/AC		88	89	89	\$4	5,198,409	SEAL CRACKS
LARKSPUR ST	ELLIOTT DR	CRAWFORD WY	LARKSP	02	796	31	24,676	R	AC/AC		88	89	89	\$5	5,198,409	SEAL CRACKS
NAPA JUNCTION RD	HY 29	Private Driveway	NAPA J	03	690	30	20,700	R	AC/AC		88	88	89	\$5	3,496,619	SEAL CRACKS
NAPA JUNCTION RD	PRIVATE DRIVE WAY	EAST END	NAPA J	04	280	22	6,160	R	AC/AC		86	86	87	\$13	502,930	SEAL CRACKS
THERESA AV	422' NORTH OF EUCALYPTUS DR	EUCALYPTUS DR	THERES	01B	422	36	15,192	R	AC/AC		86	86	87	\$33	494,638	SEAL CRACKS
											Treatment Total			\$63		
BENTON WY	HUMMINGBIRD	HUNTINGTON WY	BENTON	01	290	48	13,920	C	AC		43	43	100	\$127,600	4,489	MILL AND THICK OVERLAY
DONALDSON WAY EAST	101 DONALDSON WAY	9 DONALDSON WAY	DONALD	07	1,380	33	45,540	C	AC/AC		40	41	100	\$417,450	4,486	MILL AND THICK OVERLAY
DONALDSON WAY EAST	9 DONALDSON WAY	HY 29	DONALD	08	289	33	9,537	C	AC/AC		44	45	100	\$87,423	4,389	MILL AND THICK OVERLAY
											Treatment Total			\$632,473		
Year 2023 Area Total					1,796,152					Year 2023 Total			\$2,467,032			

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
KIMBERLY DR	ELLIOTT	MEADOW BAY DR	KIMBER	02	1,044	36	37,584	R	AC		70	69	78	\$59,143	6,487	CAPE SEAL
											Treatment Total			\$59,143		
AMERICAN CANYON RD	FLOSDEN RD	250 FT EAST OF FLOSDEN RD	AN CAN	02A	250	60	15,000	A	AC		48	46	100	\$197,417	3,890	RECONSTRUCT SURFACE (AC)
											Treatment Total			\$197,417		
CATTAIL CT	CATTAIL DR	N END	C TAIL	01	150	34	5,100	R	AC		73	72	81	\$4,086	13,530	SLURRY SEAL
DEAVER CT	TOSCANA DR	N. END	DEAVER	01	251	33	8,283	R	AC		74	73	82	\$6,636	13,355	SLURRY SEAL
GOLDEN BROOK LANE	TUSCAN OAK TRAIL	GOLD VALLEY WAY	GOLDBR	01	878	35	30,730	R	AC		80	79	86	\$24,618	14,193	SLURRY SEAL
GOLDFINCH DR	MONTEVINO	MONTEVINO	GOLDFI	01	1,628	34	55,352	R	AC		73	72	81	\$44,343	13,741	SLURRY SEAL
GOLDEN VALLEY WAY	GOLD VALLEY COURT	ROLLING HILLS	GOLDVA	02	924	35	32,340	R	AC		76	75	84	\$25,908	13,362	SLURRY SEAL
HIGHRIDGE DR	VENTANA	STARLING CT	HR.DR	01	1,360	34	46,240	R	AC		74	73	82	\$37,043	14,029	SLURRY SEAL
IRONHORSE DR	SIRAH DR	OAKSTONE WAY	IRONH	01	784	35	27,440	R	AC		77	76	85	\$21,982	13,905	SLURRY SEAL

** - Treatment from Project Selection



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Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (2) Current Funding Level
 (\$2.47M/Year)

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
LARK	PEACOCK	E END	LARK	01	243	34	8,262	R	AC		75	74	83	\$6,619	14,086	SLURRY SEAL
MARCELLO CT	TOLENTINO DR	E END	MARCEL	01	283	36	10,188	R	AC		74	73	82	\$8,162	13,585	SLURRY SEAL
VIA MONTALCINO	PALLERIA DR	PLAZZO WAY	MONTAL	01	310	36	11,160	R	AC		75	74	83	\$8,940	13,872	SLURRY SEAL
MONTECARLO WAY	N VIA BELLIAGO	S VIA BELLIAGO	MONTE	01	1,516	38	57,608	R	AC		73	72	81	\$46,150	13,556	SLURRY SEAL
MOSAIC CT	S END	TERRAZZO LANE	MOSAIC	01	244	35	8,540	R	AC		76	75	84	\$6,841	13,362	SLURRY SEAL
PALESTRINA CT	TOLENTINO DR	EAST END	PALEST	02	485	36	17,460	R	AC		74	73	82	\$13,987	13,585	SLURRY SEAL
RENWOOD LANE	WHITEOAK DR	SILVEROAK TRAIL	RENWOO	01	1,026	35	35,910	R	AC		74	73	82	\$28,768	13,089	SLURRY SEAL
SEQUOIA GROVE CT	TOSCANA DR	S. END	SEQUOI	01	132	75	9,900	R	AC		78	78	86	\$7,931	14,205	SLURRY SEAL
SONOMA CREEK WAY	SHENANDOAH DR	HEARTHSTONE DR	SONOMA	01	1,564	37	57,868	R	AC		78	78	86	\$46,359	13,884	SLURRY SEAL
SORRENTO LANE	CANTADA WAY	DONALDSON WAY	SORREN	01	770	35	26,950	R	AC		76	75	84	\$21,590	13,362	SLURRY SEAL
SPIKE RUSH CIR	SOUTH WETLANDSEdge RD	NORTH WETLANDSEdge RD	SPIKER	01	2,805	36	100,980	R	AC		75	74	83	\$80,896	13,605	SLURRY SEAL
SPINETTA CT	SILVEROAK TRAIL	N. END	SPINET	01	296	33	9,768	R	AC		73	72	81	\$7,825	12,821	SLURRY SEAL
TAPESTRY LANE	SUMMERWOOD	GOLDEN VALLEY WAY	TAPEST	01	682	33	22,506	R	AC		78	78	86	\$18,030	13,912	SLURRY SEAL
TERRAZZO LANE	GOLD VALLEY WAY	ROLLING HILLS DRIVE	TERRAZ	01	1,244	35	43,540	R	AC		77	76	85	\$34,880	12,993	SLURRY SEAL
TREVISO CT	VIA TREVISO	END	TREVIC	01	120	40	4,800	R	AC		73	72	81	\$3,845	13,307	SLURRY SEAL
TUSCAN OAK TRAIL	HEARTHSTONE DR	GOLDEN BROOK	TUSCAN	01	1,082	37	40,034	R	AC		77	76	85	\$32,072	13,625	SLURRY SEAL
VENTANA DR	BROADWAY	HIGHRIDGE DR	VENTAN	01	732	38	27,816	R	AC		74	73	82	\$22,284	14,029	SLURRY SEAL
VINCI WAY	SAN MARCO WAY	BETTONA WAY	VINCI	01	932	36	33,552	R	AC		75	74	83	\$26,879	14,106	SLURRY SEAL
WETLANDS EDGE RD	BENTON WAY	W. AM. CAN RD	WET LA	02	1,340	30	40,200	C	AC		82	80	88	\$32,205	12,828	SLURRY SEAL
Treatment Total												\$618,880				
DEVELIN RD	MIDDELTON WAY	ROUNDAABOUT	DEVLIN	02	622	44	27,368	C	AC		88	86	87	\$111	393,791	SEAL CRACKS
DEVELIN RD	BOONE RD	END ROUNDAABOUT	DEVLINRND	01	400	22	8,800	C	AC		90	88	89	\$32	311,795	SEAL CRACKS
NEWBURY WY	CRAWFORD WY	BENTON WY	NEWBUR	01	1,056	33	34,848	R	AC/AC		89	89	89	\$8	4,634,665	SEAL CRACKS
Treatment Total												\$152				
DONALDSON WY	1060 DONALDSON WAY	910 DONALDSON WAY	DONALD	02	1,065	38	40,470	R	AC/AC		44	42	100	\$382,104	3,521	MILL AND THICK OVERLAY

** - Treatment from Project Selection



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Inflation: 3.00%

Printed: 2/17/2023

Scenario: (2) Current Funding Level
 (\$2.47M/Year)

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
ELLIOTT DR	KIMBERLY DR	FOLLAND RD	ELLIOT	02	833	38	31,654	C	AC/AC		50	47	100	\$298,867	4,188	MILL AND THICK OVERLAY	
LOMBARD RD	NAPA JUNCTION RD	N. END	LOMBAR	01	1,690	39	65,894	R	AC		44	42	100	\$622,149	3,532	MILL AND THICK OVERLAY	
WEST AMERICAN CANYON RD	CHAUCER	WETLANnds EDGE RD	W. ACR	03	1,100	28	30,800	C	AC		49	46	100	\$290,803	4,312	MILL AND THICK OVERLAY	
Treatment Total												\$1,593,923					
Year 2024 Area Total							1,064,945					Year 2024 Total	\$2,469,514				

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
BROADWAY	AMERICAN ROAD	SOUTH CITY LIMITS	BROADW	01	3,696	35	129,360	R	AC/AC		72	68	78	\$209,669	4,682	CAPE SEAL
CATTAIL DR	MARSH CREEK DR	MEADOW BAY DR	CAT TA	01	694	34	23,596	R	AC		72	70	79	\$38,245	6,488	CAPE SEAL
KARLY CT	TOSCANA DR	N. END	KARLY	01	338	33	11,154	R	AC		71	69	78	\$18,079	6,174	CAPE SEAL
VIA LAMORRA	EAST VIA BELLIGIO	SOUTH VIA BELLIGIO	LAMORR	01	1,255	36	45,180	R	AC		71	69	78	\$73,229	6,258	CAPE SEAL
MONTEVINO DR	SOUTH GOLDFINCH	VENTANA	MONTEV	01	900	34	30,600	R	AC		72	70	79	\$49,597	6,581	CAPE SEAL
NEWELL DR	AMERICAN CANYON RD	DONALDSON WAY	NEWELL	02	3,950	24	94,800	C	AC		73	69	78	\$153,654	6,705	CAPE SEAL
TOSCANA DR	SILVEROAK TRAIL	SEQUOIA GROVE WAY	TOSCAN	01	994	35	34,790	R	AC		71	69	78	\$56,388	6,174	CAPE SEAL
WEST AMERICAN CANYON RD	ELLIOTT DR	JAMES RD	W. ACR	04	1,710	36	61,560	C	AC/AC		72	69	78	\$99,778	7,126	CAPE SEAL
Treatment Total												\$698,638				
VIA BELLIGIO	N FLOSDEN	S FLOSDEN	BELLIA	01	3,333	46	153,318	C	AC		75	70	79	\$126,510	11,562	SLURRY SEAL
BENTLEY CT	NORTH HAMPTON	E. END	BENTLE	01	370	29	10,730	R	AC		78	75	84	\$8,854	10,185	SLURRY SEAL
BENTON WY	HUMMINGBIRD	WETLANDS EDGE RD	BENTON	03	468	34	15,912	C	AC		76	71	80	\$13,130	11,602	SLURRY SEAL
BLACK DUCK CT	BUFFLEHEAD	S END	BLACKD	01	400	36	14,400	R	AC		79	76	84	\$11,882	10,183	SLURRY SEAL
BLUE ELDER CT	RED CLOVER WY	EAST END	BLUE E	01	290	36	10,440	R	AC		81	78	86	\$8,615	9,873	SLURRY SEAL
BLUE BELL ST	WETLANDS EDGE	E END	BLUEBI	01	500	36	18,000	R	AC		79	76	84	\$14,853	10,183	SLURRY SEAL
BULLRUSH CT	RED CLOVER WY	EAST END	BULLRU	01	161	36	5,796	R	AC		80	77	85	\$4,783	10,061	SLURRY SEAL
CARRARA CT	VINCI WAY	EAST END	CARRA	01	289	34	9,826	R	AC		80	77	85	\$8,108	9,934	SLURRY SEAL

** - Treatment from Project Selection



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Inflation: 3.00%

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Scenario: (2) Current Funding Level
 (\$2.47M/Year)

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
CASTELLINA CIRCLE	VERONA	VERONA	CASTEL	01	1,646	36	59,256	R	AC		79	76	84	\$48,895	10,137	SLURRY SEAL
CATALONIA DR	CARTAGENA WAY	ENTRADA CIR	CATALO	01	467	36	16,812	R	AC		79	76	84	\$13,872	10,062	SLURRY SEAL
ELBA CT	VIA PESCARA	NORTH END	ELBA	01	241	36	8,676	R	AC		78	75	84	\$7,159	10,275	SLURRY SEAL
EUCALYPTUS DR	EAST HY 29	SOUTH END OF WALMART	EUCLY	04	645	55	35,475	R	AC		79	77	85	\$29,272	11,265	SLURRY SEAL
HILLCREST CT	HIGHRIDGE DR	S END	HILLCR	01	490	34	16,660	R	AC		79	76	84	\$13,747	10,043	SLURRY SEAL
LENA	MARLA DR	PATRICIA DR	LENA	01	528	29	15,312	R	AC/AC		89	87	93	\$12,635	11,331	SLURRY SEAL
MAIN ST	NAPA JUNCTION RD	SOUTH END	MAINST	01	2,140	30	64,200	C	AC		79	74	83	\$52,974	12,036	SLURRY SEAL
PALESTRINA DR	VIA MARCIANA	TOLENTINO DR	PALEST	01	230	36	8,280	R	AC		79	76	84	\$6,832	10,076	SLURRY SEAL
PLAZZO WAY	VIA TREVESO	VIA MONTALCINO	PLAZZO	01	1,262	36	45,432	R	AC		79	76	84	\$37,488	10,076	SLURRY SEAL
RIO DEL MAR	WETLANDSEGE RD	RIO GRANDE	RIO DE	06	956	38	36,328	C	AC		85	81	89	\$29,976	12,607	SLURRY SEAL
STETSON	MARLA DR	PATRICIA DR	STETSO	01	528	29	15,312	R	AC/AC		89	87	93	\$12,635	11,331	SLURRY SEAL
TOLENTINO DR	PALAZZO WAY	PALESTRINA DR	TOLENT	01	725	36	26,100	R	AC		79	76	84	\$21,536	10,076	SLURRY SEAL
VENTANA DR	HIGHRIDGE	EAST WEST INDEPENDENCE DR	VENTAN	02	1,075	36	38,700	R	AC		79	76	84	\$31,933	10,175	SLURRY SEAL
WETLANDS EDGE RD	KENSINGTON WAY	W. AM CANYON RD	WET LA	01	1,464	30	43,920	C	AC		76	71	80	\$36,240	11,647	SLURRY SEAL
WETLANDS EDGE RD	BENTON WAY	EUCALYPTUS	WET LA	03	4,220	22	92,840	C	AC		78	73	82	\$76,606	12,099	SLURRY SEAL
WOOD DUCK CT	RINGNECK	W END	WOODD	01	370	36	13,320	R	AC		81	78	86	\$10,991	9,853	SLURRY SEAL
Treatment Total												\$639,524				
ABBEY CT	HUNTINGTON WY	E. END	ABBY	01	211	30	6,547	R	AC/AC		90	89	90	\$0	79,615,150	SEAL CRACKS
ASCOT CT	KNIGHTSBRIDGE WY	N. END	ASCOT	01	158	29	4,910	R	AC/AC		90	88	89	\$2	3,078,566	SEAL CRACKS
ASHBY PL	DANROSE DR	W. END	ASHBY	01	264	29	7,920	R	AC/AC		90	89	90	\$0	79,615,150	SEAL CRACKS
BOONE DR	DEVELIN RD ROUNDABOUT	AIRPORT	BOONE	01	3,520	34	119,680	C	AC		92	88	89	\$417	361,009	SEAL CRACKS
BROOKSHIRE WY	NORTH HAMPTON DR	S. END	BROOKS	01	317	29	9,504	R	AC/AC		90	88	89	\$3	3,078,566	SEAL CRACKS
CHERRY BLOSSOM CT	HEARTFORD WY	E. END	CHERRY	01	317	29	9,187	R	AC/AC		90	89	90	\$0	65,051,291	SEAL CRACKS
KENT PL	ELLIOTT DR	E. END	KENTP	01	290	29	8,410	R	AC/AC		90	89	90	\$0	79,615,150	SEAL CRACKS
KINGSLEY LN	ELLIOTT DR	W. END	KINGSL	01	370	29	10,718	R	AC/AC		90	88	89	\$4	3,078,566	SEAL CRACKS
NORWICK CT	CRAWFORD WY	E. END	NORWIC	01	260	31	8,060	R	AC/AC		90	89	90	\$0	65,051,291	SEAL CRACKS
ORANGE BLOSSEM CT	HEARTFORD	E. END	ORANGE	01	316	29	9,187	R	AC/AC		90	89	90	\$0	65,051,291	SEAL CRACKS
PARKVIEW CT	BENTON WY	S. END	PAVKVI	01	211	31	6,547	R	AC/AC		90	89	90	\$0	79,615,150	SEAL CRACKS

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Scenario: (2) Current Funding Level
 (\$2.47M/Year)

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
THERESA AV	EUCALYPTUS DR	LOS ALTOS DR	THERES	02	140	30	4,200	R	AC/AC		90	88	89	\$2	3,046,148	SEAL CRACKS
WENTWORTH CT	HUNTINGTON WY	E. END	WENTWO	01	211	31	6,547	R	AC/AC		90	89	90	\$0	79,615,150	SEAL CRACKS
Treatment Total													\$428			
BIELLA CT	VIA LAMORRA	S END	BIELLA	01	210	36	7,560	R	AC		46	41	100	\$73,520	3,446	MILL AND THICK OVERLAY
DANROSE DR	KIMBERLY DR	KNIGHTSBRIDG E WAY	DANROS	02	1,450	45	65,250	C	AC/AC		54	49	100	\$634,551	4,010	MILL AND THICK OVERLAY
GREEN ISLAND RD	MEZETTA CT	NORTH CITY LIMIT	GREEN	02	650	32	20,800	C	AC		54	46	100	\$202,278	4,201	MILL AND THICK OVERLAY
REED DR	DANROSE DR	CORBIN DR	REED	01	528	33	17,424	R	AC/AC		46	41	100	\$169,447	3,424	MILL AND THICK OVERLAY
WEST CAROLYN DR	RIO GRANDE	SPIKERUSH CIR	W. CAR	03	137	38	5,206	R	AC		53	48	100	\$50,628	3,302	MILL AND THICK OVERLAY
Treatment Total													\$1,130,424			
Year 2025 Area Total										1,533,742	Year 2025 Total		\$2,469,015			

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
AMERICAN CANYON RD	HY 29	FLOSDEN RD	AN CAN	01	3,432	55	188,760	A	AC/AC		92	86	92	\$160,427	11,687	SLURRY SEAL
BUFFLEHEAD ST	REDHEAD	RIO GRANDE	BUFFLE	01	734	36	26,424	R	AC		81	77	85	\$22,458	9,841	SLURRY SEAL
CENTER AVE	SONOMA CREEK	S. END	CENTER	01	373	37	13,801	R	AC		82	78	86	\$11,729	9,656	SLURRY SEAL
FORD DR	INDEPENDANCE	INDEPENDENCE	FORDDR	01	1,146	36	41,256	R	AC		82	78	86	\$35,063	9,663	SLURRY SEAL
GADWALL CT	RINGNECK	S END	GAD CT	01	714	36	25,704	R	AC		81	77	85	\$21,846	9,841	SLURRY SEAL
GOLDENEYE CT	N END	S END	GOLDEN	01	830	36	29,880	R	AC		81	77	85	\$25,395	9,841	SLURRY SEAL
GRANITE SPRINGS WAY	SHENANDOAH DR	NEWELL DR	GRANIT	01	1,256	37	46,472	R	AC		81	77	85	\$39,497	9,835	SLURRY SEAL
HIGHRIDGE CT	VENTANA	N END	HR.CT	01	230	34	7,820	R	AC		81	77	85	\$6,646	9,706	SLURRY SEAL
INDEPENDENCE CT	VENTANA DR	SOUTH END	IND CT	01	207	36	7,452	R	AC		82	78	86	\$6,333	9,663	SLURRY SEAL
VIA MARCIANA	PELLARIA DR	PALESTRINA DR	MARCIN	01	820	36	29,520	R	AC		80	76	84	\$25,089	9,859	SLURRY SEAL
MARLA DR	KILPATRICK 100 FEET WEST	MEADOW BAY DR	MARLA	02	1,050	36	37,800	R	AC		80	76	84	\$32,126	9,826	SLURRY SEAL
MARSALA PLACE	GRANITE SPRINGS WAY	S. END	MARSAL	01	444	33	14,652	R	AC		82	78	86	\$12,453	9,664	SLURRY SEAL
MEADOW BAY DR	KIMBERLY DR	MARLA DR	MEADOW	01	938	30	28,140	R	AC		81	77	85	\$23,916	9,706	SLURRY SEAL

** - Treatment from Project Selection



City of American Canyon
 4381 Broadway
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Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (2) Current Funding Level
 (\$2.47M/Year)

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
NORTHHAMPTON DR	170' W. OF CHAUCER	SAN MARCO WAY	N. HAM	03	140	36	5,040	R	AC		82	78	86	\$4,283	9,567	SLURRY SEAL
NORTHRUP LN	PAVEMENT CHANGE	CUL DE SAC WEST	NORTHRUP	03	290	34	9,860	R	AC		81	77	85	\$8,380	9,737	SLURRY SEAL
OAK STONE CT	IRONHORSE DR	NORTH END	OAKS	01	212	33	6,996	R	AC		81	77	85	\$5,946	9,705	SLURRY SEAL
PALENCIA CT	CARTAGENA WAY	N END	PALEN	01	135	36	4,860	R	AC		81	77	85	\$4,131	9,724	SLURRY SEAL
PEACOCK	HUMMING BIRD	HUMMING BIRD	PEACOC	01	1,549	34	52,666	R	AC		80	76	84	\$44,761	9,834	SLURRY SEAL
VIA PESCARA	N. VIA FIRENZIA	S. VIA FIRENZIA	PESCA	01	1,731	36	62,316	R	AC		80	76	84	\$52,962	9,919	SLURRY SEAL
REDHEAD ST	BLUE BELL	N END	REDHE	01	1,170	36	42,120	R	AC		81	77	85	\$35,798	9,841	SLURRY SEAL
RINGNECK ST	REDHEAD	GOLDENEYE	RINGNE	01	1,450	36	52,200	R	AC		82	78	86	\$44,365	9,673	SLURRY SEAL
RIO GRANDE	CARMEL	RINGNECK	RIOGRA	02	450	36	16,200	R	AC		81	77	85	\$13,768	9,841	SLURRY SEAL
Treatment Total												\$637,372				
CHAUCER LN	W AMERICAN CANYON RD	BENTON WY	CHAUCE	02	1,500	45	67,500	R	AC/AC		94	88	89	\$55	1,061,744	SEAL CRACKS
COMMERCE BL	OLD CUL-DE-SAC	NEW SOUTH END CUL-DE-SAC	COMMER	03	2,290	44	100,760	C	AC		91	86	87	\$455	360,671	SEAL CRACKS
DONALDSON WAY EAST	HY 29	NEWELL DR	DONALD E	01	3,359	37	124,283	C	AC		88	82	83	\$771	348,199	SEAL CRACKS
EUCALYPTUS DR	450 FT W. OF THERESA AVE	THERESA AVE	EUCALY	02B	450	40	18,000	C	AC/AC		93	86	87	\$45	573,735	SEAL CRACKS
FLOSDEN RD	AMERICAN CANYON RD	SOUTH CITY LIMITS	FLOSDE	01	2,640	24	63,360	A	AC/AC		68	74	76	\$589	617,691	SEAL CRACKS
KENSINGTON WY	E END	CHAUCER	KENSIN	01	470	31	14,570	R	AC/AC		94	88	89	\$12	1,061,744	SEAL CRACKS
LOS ALTOS DR	RIO DEL MAR W.	THERESA AVE	LOS AL	03	960	35	33,600	R	AC/AC		94	88	89	\$28	1,058,333	SEAL CRACKS
NEWELL DR	AMERICAN CANYON RD	DONALDSON WAY EAST	NEWELL	01	3,950	24	94,800	A	AC		75	80	82	\$658	630,167	SEAL CRACKS
SHENANDOAH DR	SILVEROAK TRAIL	260 FT S. OF SONOMA CREEK WAY	SHENAN	01	916	37	33,892	R	AC		89	84	86	\$175	263,777	SEAL CRACKS
SHENANDOAH DR	260 FT S. OF SONOMA CREEK WAY	DONADLSON WAY	SHENNA	01	1,060	37	39,220	R	AC		89	84	86	\$203	265,733	SEAL CRACKS
SILVEROAK TRAIL	AMERICAN CANYON RD	NEWELL DR	SILVER	01	3,130	37	115,810	C	AC		85	79	81	\$854	319,218	SEAL CRACKS
Treatment Total												\$3,844				
CORBIN DR	N END	S. END	CORBIN	01	792	33	26,928	R	AC/AC		48	41	100	\$269,729	3,325	MILL AND THICK OVERLAY
GISELA DR	DONALDSON WY	RIO DEL MAR	GISELA	02	629	31	19,492	R	AC		49	42	100	\$195,245	3,308	MILL AND THICK OVERLAY

** - Treatment from Project Selection



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Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (2) Current Funding Level
 (\$2.47M/Year)

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
JOAN DR	CAROLYN DR	LOS ALTOS DR	JOAN	02	958	35	33,530	R	AC/AC		48	42	100	\$335,859	3,305	MILL AND THICK OVERLAY	
KENSINGTON WY	CHAUCER	WETLANDS EDGE RD	KENSIN	02	656	36	23,616	R	AC		49	42	100	\$236,554	3,331	MILL AND THICK OVERLAY	
KNIGHTSBRIDGE WY	W. END	CHAUCER LN	KNIGHT	01	458	33	15,114	R	AC		53	47	100	\$151,392	3,211	MILL AND THICK OVERLAY	
WEST AMERICAN CANYON RD	CHAUCER	WETLANDS EDGE RD	W. ACR	07	1,100	27	29,700	C	AC		58	49	100	\$297,495	3,999	MILL AND THICK OVERLAY	
WEST CAROLYN DR	DONALDSON WY	RIO DEL MAR	W.CARO	02	899	38	34,162	R	AC/AC		48	41	100	\$342,189	3,321	MILL AND THICK OVERLAY	
Treatment Total												\$1,828,462					
Year 2026 Area Total							1,638,276				Year 2026 Total		\$2,469,679				

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
AMERICAN CANYON RD	VIA FRIEZA	CITY LIMITS	AN CAN	03	98	60	5,880	A	AC/AC		59	49	100	\$84,563	3,453	RECONSTRUCT SURFACE (AC)
Treatment Total												\$84,563				
ABBEY CT	HUNTINGTON WY	E. END	ABBY	01	211	30	6,547	R	AC/AC		90	88	94	\$5,731	9,068	SLURRY SEAL
ALDER CT	HUNTINGTON WY	E. END	ALDER	01	158	30	4,910	R	AC/AC		88	85	91	\$4,298	9,178	SLURRY SEAL
ARANDA CT	CARTAGENA WAY	N END	ARANDA	01	216	36	7,776	R	AC		82	76	84	\$6,807	9,502	SLURRY SEAL
ASHBY PL	DANROSE DR	W. END	ASHBY	01	264	29	7,920	R	AC/AC		90	88	94	\$6,933	9,068	SLURRY SEAL
BOONE DR	DEVELIN RD ROUNDABOUT	AIRPORT	BOONE	01	3,520	34	119,680	C	AC		92	85	92	\$104,767	11,025	SLURRY SEAL
BRUNELLO DR	VIA BELLIGO	PELLERIA DR	BRUNEL	01	290	36	10,440	R	AC		82	76	84	\$9,139	9,516	SLURRY SEAL
CHERRY BLOSSOM CT	HEARTFORD WY	E. END	CHERRY	01	317	29	9,187	R	AC/AC		90	88	94	\$8,042	9,068	SLURRY SEAL
CRESTWOOD LANE	DONALDSON WAY	GOLDENBROOK LANE	CRESTW	01	647	35	22,645	R	AC		82	76	84	\$19,823	9,508	SLURRY SEAL
DEVELIN RD	MIDDELTON WAY	ROUNDABOUT	DEVLIN	02	622	44	27,368	C	AC		88	81	89	\$23,958	11,866	SLURRY SEAL
DEVELIN RD	BOONE RD	END ROUNDABOUT	DEVLINRND	01	400	22	8,800	C	AC		90	81	88	\$7,703	10,029	SLURRY SEAL
EISENHOWER CT	VENTANA	S END	EISEN	01	195	36	7,020	R	AC		83	77	85	\$6,145	9,481	SLURRY SEAL
FARENTINO PALCE	SAGEBRUSH LANE	E END	FARENT	01	453	33	14,949	R	AC		82	76	84	\$13,086	9,508	SLURRY SEAL
VIA FIRENZIA	AMERICAN CANYON RD	VIA BELLIGO	FRENZI	01	840	36	30,240	R	AC		85	79	87	\$26,472	9,077	SLURRY SEAL

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Inflation: 3.00%

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Scenario: (2) Current Funding Level
 (\$2.47M/Year)

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment	
												PCI Before	PCI After				
GREENWING ST	EUCALYPTUS ST	GADWALL ST	GREENW	01	185	36	6,660	R	AC		83	77	85	\$5,830	9,490	SLURRY SEAL	
HALLMARK CT	SAGEBRUSH LANE	E END	HALLMA	01	351	33	11,583	R	AC		83	77	85	\$10,140	9,496	SLURRY SEAL	
HARTFORD CT	KNIGHTSBRIDGE WY	S. END	HARTFO	01	264	31	8,184	R	AC/AC		88	85	91	\$7,164	9,178	SLURRY SEAL	
HORIZON CT	SAGEBRUSH LANE	E END	HORIZO	01	354	33	11,682	R	AC		84	78	86	\$10,226	9,324	SLURRY SEAL	
HORIZON WAY	SAGEBRUSH LANE	SIENNA WAY	HORIZO	02	777	35	27,195	R	AC		84	78	86	\$23,806	9,324	SLURRY SEAL	
INDEPENDENCE DR	VENTANA DR	EAST END	INDEPE	01	1,970	36	70,920	R	AC		82	76	84	\$62,083	9,609	SLURRY SEAL	
JAMES RD	W. AMERICAN CANYON RD	CRAWFORD WY	JAMES	01	903	36	32,508	C	AC/AC		92	84	91	\$28,457	9,155	SLURRY SEAL	
JAMES RD	CRAWFORD WY	DONALDSON WY	JAMES	02	894	38	33,972	C	AC/AC		92	84	91	\$29,739	9,155	SLURRY SEAL	
KENT PL	ELLIOTT DR	E. END	KENTP	01	290	29	8,410	R	AC/AC		90	88	94	\$7,362	9,068	SLURRY SEAL	
LARKSPUR ST	CHAUCER LN	ELLIOTT DR	LARKSP	01	680	31	21,080	R	AC/AC		88	85	92	\$18,453	9,182	SLURRY SEAL	
LARKSPUR ST	ELLIOTT DR	CRAWFORD WY	LARKSP	02	796	31	24,676	R	AC/AC		88	85	92	\$21,601	9,182	SLURRY SEAL	
NEWBURY WY	CRAWFORD WY	BENTON WY	NEWBUR	01	1,056	33	34,848	R	AC/AC		89	86	93	\$30,506	9,142	SLURRY SEAL	
NORWICK CT	CRAWFORD WY	E. END	NORWIC	01	260	31	8,060	R	AC/AC		90	88	94	\$7,056	9,068	SLURRY SEAL	
OAK STONE WAY	SIRAH DR	IRONHORSE DR	OAKSTO	01	1,551	33	51,183	R	AC		82	76	84	\$44,805	9,596	SLURRY SEAL	
ORANGE BLOSSEM CT	HEARTFORD	E. END	ORANGE	01	316	29	9,187	R	AC/AC		90	88	94	\$8,042	9,068	SLURRY SEAL	
RENWOOD PLACE	WHITEOAK DR	S. END	RENEW	01	175	33	5,775	R	AC		82	76	84	\$5,055	9,596	SLURRY SEAL	
SAGEBRUSH CT	HALLMARK CT	S END	SAGEBR	02	227	33	7,491	R	AC		84	78	86	\$6,558	9,210	SLURRY SEAL	
SELVINO CT	SAGEBRUSH LANE	E END	SELVIN	01	383	33	12,639	R	AC		82	76	84	\$11,064	9,508	SLURRY SEAL	
SIENNA WAY	HORIZON WAY	SIENNA CT	SIENNA	01	516	35	18,060	R	AC		83	77	85	\$15,810	9,496	SLURRY SEAL	
SIRAH DR	SHENANDOAH	OAKSTONE DR	SIRAH	01	699	37	25,863	R	AC		82	76	84	\$22,640	9,596	SLURRY SEAL	
												Treatment Total		\$619,306			
AMERICAN CANYON RD	FLOSDEN RD	250 FT EAST OF FLOSDEN RD	AN CAN	02A	250	60	15,000	A	AC		48	87	88	\$65	373,254	SEAL CRACKS	
BARCELONA DR	CARTAGENA WAY	ENTRADA CIR	BARCEL	01	445	36	16,020	R	AC		77	82	84	\$100	390,777	SEAL CRACKS	
BENTON WY	HUMMINGBIRD	HUNTINGTON WY	BENTON	01	290	48	13,920	C	AC		43	85	86	\$51	452,601	SEAL CRACKS	
BETTONA WAY	SAN MARCO WAY	VINCI WAY	BETTON	01	576	36	20,736	R	AC		76	81	83	\$138	384,580	SEAL CRACKS	
BRESSO CT	VINCI WAY	E END	BRESSO	01	310	34	10,540	R	AC		76	81	83	\$70	384,617	SEAL CRACKS	
CAMERINO CT	TOLENTINO DR	E END	CAMERI	01	330	36	11,880	R	AC		78	83	84	\$69	405,227	SEAL CRACKS	
CANTADA WAY	ROLLING HILLS	CANTADA CT	CANTAD	01	1,264	35	44,240	R	AC		82	86	87	\$207	415,327	SEAL CRACKS	

** - Treatment from Project Selection



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Inflation: 3.00%

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Scenario: (2) Current Funding Level
 (\$2.47M/Year)

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
CANTADA CT	SAGEBRUSH LANE	E END	CANTAD	02	310	33	10,230	R	AC		82	86	87	\$48	415,327	SEAL CRACKS
CANYON MEADOWS DR	MARSH CREEK DR	MEADOW BAY DR	CM DR	01	691	34	23,494	R	AC		76	81	83	\$156	384,556	SEAL CRACKS
COMMERCE BL	POKKA BEVERAGE DRIVEWAY	CUL-DE-SAC	COMMER	02	417	32	13,344	C	AC		69	70	73	\$146	288,913	SEAL CRACKS
DEVELIN RD	SOUTH KELLY ROAD	MIDDELTON WAY	DEVLIN	01	2,670	45	120,150	C	AC		82	84	85	\$670	424,171	SEAL CRACKS
DEVELIN RD	ROUNDAABOUT	GREEN ISLAND RD	DEVLIN	03	2,300	38	87,400	C	AC		97	89	90	\$306	343,588	SEAL CRACKS
DONALDSON WAY EAST	101 DONALDSON WAY	9 DONALDSON WAY	DONALD	07	1,380	33	45,540	C	AC/AC		40	85	86	\$168	452,601	SEAL CRACKS
DONALDSON WAY EAST	9 DONALDSON WAY	HY 29	DONALD	08	289	33	9,537	C	AC/AC		44	85	86	\$35	452,601	SEAL CRACKS
ENTRADA CIR	CARTAGENA WAY W END	CARTAGENA WAY E END	ENTRAD	01	2,330	36	83,880	R	AC		69	73	76	\$819	289,243	SEAL CRACKS
GADWALL ST	RINGNECK	RINGNECK	GADWAL	01	1,185	36	42,660	R	AC		77	82	83	\$269	391,088	SEAL CRACKS
GOLDEN VALLEY CT	S END	GOLDEN BROOK	GOLDVA	01	296	35	10,360	R	AC		82	86	87	\$49	415,327	SEAL CRACKS
GULL	PEACOCK	E END	GULL	01	243	34	8,262	R	AC		77	82	84	\$51	399,546	SEAL CRACKS
HEARTHSTONE DR	CENTER AVE	TUSCAN OAK TRAIL	HEARTH	01	1,430	37	52,910	R	AC		82	86	87	\$249	412,342	SEAL CRACKS
KIMBERLY CT	KIMBERLY DR	SOUTH END	KIM.CT	01	150	34	5,100	R	AC		66	70	73	\$55	265,464	SEAL CRACKS
LISA CT	ELLIOTT DR	E. END	LISA	01	160	29	4,640	R	AC/AC		67	71	74	\$47	257,501	SEAL CRACKS
PELLERIA DR	PLAZZO WAY	VIA MONTALCNIIO	PELLER	01	800	36	28,800	R	AC		78	83	84	\$168	405,227	SEAL CRACKS
VIA PESARO	SARCEDO WAY	SARCEDO WAY	PESARO	01	606	36	21,816	R	AC		69	73	76	\$213	289,440	SEAL CRACKS
POPPYFIELD DR	KIMBERLY DR	MARLA DR	POPPY	01	992	34	33,728	R	AC		77	82	84	\$210	400,273	SEAL CRACKS
RED CLOVER WY	NORTH END	SOUTH END	REDCLO	01	1,774	36	63,864	R	AC		78	83	84	\$378	394,980	SEAL CRACKS
SADIE PLACE	GRANITE SPRINGS WAY	S. END	SADIE	01	228	33	7,524	R	AC		81	85	86	\$38	410,744	SEAL CRACKS
SAN MARCO WAY	WETLANDS EDGE RD	BETTONA WAY	SAN MA	01	1,245	36	44,820	R	AC		77	82	84	\$279	399,938	SEAL CRACKS
SARCEDO WAY	VIA LA MORRA	VIA TREVISO	SARCED	01	1,445	36	52,020	R	AC		69	73	76	\$508	289,440	SEAL CRACKS
SEQUOIA GROVE WAY	TOSCANA DR	SILVEROAK TRAIL	SEQUI	01	567	35	19,845	R	AC		79	84	85	\$109	400,083	SEAL CRACKS
SERENA PLACE	HALLAMARK LANE	S END	SEREN	01	377	33	12,441	R	AC		81	85	86	\$64	401,377	SEAL CRACKS
SIENNA CT	TREVIA LANE	S END	SIENNA	02	207	33	6,831	R	AC		82	86	87	\$32	412,101	SEAL CRACKS
SOBON WAY	SILVEROAK TRAIL	OAKSTONE WAY	SOBAN	01	129	37	4,773	R	AC		81	85	86	\$24	410,761	SEAL CRACKS
STARLING CT	HIGHRIDGE DR	N. END	STARLI	01	260	34	8,840	R	AC		76	81	83	\$58	394,062	SEAL CRACKS

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Scenario: (2) Current Funding Level
 (\$2.47M/Year)

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment			
												PCI Before	PCI After						
STONECREEK DR	TOSCANA DR	SEQUOIA GROVE WAY	STONE	01	1,198	35	41,930	R	AC		68	72	75	\$431	272,203	SEAL CRACKS			
SUMMERWOOD DR	DONALDSON WAY	N.END	SUMMER	01	1,587	35	55,545	R	AC		82	86	87	\$260	415,327	SEAL CRACKS			
VINE TERRACE WAY	BROADWAY	GOLDFINCH	V. TER	01	750	34	25,500	R	AC		75	80	82	\$180	378,696	SEAL CRACKS			
VERONA DR	VIA BELLAGIO	CASTELLINA CIRCLE	VERONA	01	251	46	11,546	R	AC		76	81	83	\$77	385,264	SEAL CRACKS			
WEST AMERICAN CANYON RD	CHAUCER	ELLIOTT DR	W. ACR	01	815	35	28,525	C	AC/AC		77	80	82	\$195	431,021	SEAL CRACKS			
WEST AMERICAN CANYON RD	JAMES	HY 29	W. ACR	02	710	35	24,850	C	AC/AC		69	72	74	\$250	329,601	SEAL CRACKS			
WHITEOAK DR	SILVEROAK TRAIL	RENWOOD PLACE	WHITEO	01	1,294	37	47,878	R	AC		81	85	86	\$243	410,783	SEAL CRACKS			
													Treatment Total		\$7,491				
DONALDSON WY	910 DONALDSON WAY	RIO DEL MAR	DONALD	03	800	38	30,400	C	AC/AC		58	48	100	\$313,642	3,800	MILL AND THICK OVERLAY			
DONALDSON WY	AMARILLO	BENTON WAY	DONALD	05	880	45	39,600	C	AC/AC		58	48	100	\$408,560	3,800	MILL AND THICK OVERLAY			
EUCALYPTUS DR	W. END	315' W. OF DONALDSON WY	EUCALY	01	2,992	25	87,400	C	AC/AC		58	48	100	\$901,720	3,800	MILL AND THICK OVERLAY			
MARBELLA CT	CARTAGENA WAY	N END	MARBEL	01	360	36	12,960	R	AC		55	46	100	\$133,710	3,153	MILL AND THICK OVERLAY			
													Treatment Total		\$1,757,632				
Year 2027 Area Total									2,074,617		Year 2027 Total			\$2,468,992					
Grand Total Section Area:									8,107,732		Grand Total			\$12,344,232					

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Scenario: (1) Unconstrained Needs

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$42,613,642	0%	2025	\$7,639,868	0%	2027	\$8,141,818	0%
2024	\$6,836,579	0%	2026	\$6,619,861	0%			

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
CARMEL DR	CORSICANA DR	W. END	CARMEL	01	792	33	26,136	R	AC/AC		61	61	72	\$39,930	6,073	CAPE SEAL
CARTAGENA WAY	BROADWAY	EAST END	CARTAG	01	1,970	36	70,920	R	AC		65	65	75	\$108,350	6,102	CAPE SEAL
COMMERCE BL	POKKA BEVERAGE DRIVEWAY	CUL-DE-SAC	COMMER	02	417	32	13,344	C	AC		69	69	78	\$20,387	7,379	CAPE SEAL
CRAWFORD WY	ANDREW RD	HY 29	CRAWFO	03	1,382	38	44,416	R	AC/AC		61	61	72	\$67,858	5,788	CAPE SEAL
ENTRADA CIR	CARTAGENA WAY W END	CARTAGENA WAY E END	ENTRAD	01	2,330	36	83,880	R	AC		69	69	79	\$128,150	6,510	CAPE SEAL
FLOSDEN RD	AMERICAN CANYON RD	SOUTH CITY LIMITS	FLOSDE	01	2,640	24	63,360	A	AC/AC		68	68	78	\$96,800	12,833	CAPE SEAL
HUMMINGBIRD	BENTON WAY	W. AM. CAN. RD	HUMMIN	01	1,440	34	48,960	R	AC		64	64	74	\$74,800	6,077	CAPE SEAL
KIMBERLY CT	KIMBERLY DR	SOUTH END	KIM.CT	01	150	34	5,100	R	AC		66	66	76	\$7,792	6,285	CAPE SEAL
LISA CT	ELLIOTT DR	E. END	LISA	01	160	29	4,640	R	AC/AC		67	67	77	\$7,089	5,835	CAPE SEAL
MARSH CREEK DR	KIMBERLY DR	MARLA DR	MARSH	01	937	36	33,732	R	AC		61	61	72	\$51,535	5,817	CAPE SEAL
ORIOLE CT	HIDGERIDGE DR	S END	ORIOLE	01	470	34	15,980	R	AC		61	61	72	\$24,414	5,911	CAPE SEAL
VIA PESARO	SARCEDO WAY	SARCEDO WAY	PESARO	01	606	36	21,816	R	AC		69	69	79	\$33,330	6,512	CAPE SEAL
PIENZA DRIVE	N MONTECARLO	S MONTECARLO	PIENZA	01	793	36	28,548	R	AC		64	64	74	\$43,615	6,089	CAPE SEAL
REED GRASS	REDCLOVER	E END	REEDGR	01	300	36	10,800	R	AC		64	64	74	\$16,500	5,891	CAPE SEAL
SARCEDO WAY	VIA LA MORRA	VIA TREVISO	SARCED	01	1,445	36	52,020	R	AC		69	69	79	\$79,475	6,512	CAPE SEAL
STONECREEK DR	TOSCANA DR	SEQUOIA GROVE WAY	STONE	01	1,198	35	41,930	R	AC		68	68	78	\$64,060	6,302	CAPE SEAL
VIA TREVISO	SARCEDO WAY	SARCEDO WAY	TREVIS	01	1,168	36	42,048	R	AC		63	63	73	\$64,240	5,892	CAPE SEAL
WEST AMERICAN CANYON RD	JAMES	HY 29	W. ACR	02	710	35	24,850	C	AC/AC		69	69	78	\$37,965	7,471	CAPE SEAL
WEST AMERICAN CANYON RD	CHAUCER	ELLIOTT	W. ACR	05	815	35	28,525	C	AC		70	70	79	\$43,580	5,995	CAPE SEAL
WEST AMERICAN CANYON RD	JAMES	HY 29	W. ACR	06	710	35	24,850	C	AC		67	67	76	\$37,965	5,906	CAPE SEAL
WEST AMERICAN CANYON RD	ELLIOTT	JAMES	W.ACR	08	1,710	36	61,560	C	AC		63	64	74	\$94,050	5,187	CAPE SEAL
WATER FERN	REDCLOVER	E END	WATER	01	336	36	12,096	R	AC		65	65	75	\$18,480	5,974	CAPE SEAL
Treatment Total												\$1,160,364				
AMERICAN CANYON RD	FLOSDEN RD	250 FT EAST OF FLOSDEN RD	AN CAN	02A	250	60	15,000	A	AC		48	49	100	\$191,667	3,909	RECONSTRUCT SURFACE (AC)

** - Treatment from Project Selection



City of American Canyon
 4381 Broadway
 Suite 201
 American Canyon, CA 94503
 (707) 647-4587

Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

											Treatment Total		\$191,667			
ARANDA CT	CARTAGENA WAY	N END	ARANDA	01	216	36	7,776	R	AC		82	82	90	\$6,048	9,017	SLURRY SEAL
BARCELONA DR	CARTAGENA WAY	ENTRADA CIR	BARCEL	01	445	36	16,020	R	AC		77	78	86	\$12,460	14,945	SLURRY SEAL
VIA BELLIA	N FLOSDEN	S FLOSDEN	BELLIA	01	3,333	46	153,318	C	AC		75	75	84	\$119,247	13,029	SLURRY SEAL
BENTLEY CT	NORTH HAMPTON	E. END	BENTLE	01	370	29	10,730	R	AC		78	78	86	\$8,346	10,292	SLURRY SEAL
BENTON WY	HUMMINGBIRD	WETLANDS EDGE RD	BENTON	03	468	34	15,912	C	AC		76	76	84	\$12,376	13,007	SLURRY SEAL
BETTONA WAY	SAN MARCO WAY	VINCI WAY	BETTON	01	576	36	20,736	R	AC		76	77	85	\$16,128	14,923	SLURRY SEAL
BLACK DUCK CT	BUFFLEHEAD	S END	BLACKD	01	400	36	14,400	R	AC		79	79	87	\$11,200	10,184	SLURRY SEAL
BLUE ELDER CT	RED CLOVER WY	EAST END	BLUE E	01	290	36	10,440	R	AC		81	81	89	\$8,120	9,579	SLURRY SEAL
BLUE BELL ST	WETLANDS EDGE	E END	BLUEBI	01	500	36	18,000	R	AC		79	79	87	\$14,000	10,184	SLURRY SEAL
BRESSO CT	VINCI WAY	E END	BRESSO	01	310	34	10,540	R	AC		76	77	85	\$8,198	14,923	SLURRY SEAL
BRUNELLO DR	VIA BELLIA	PELLERIA DR	BRUNEL	01	290	36	10,440	R	AC		82	82	90	\$8,120	9,030	SLURRY SEAL
BUFFLEHEAD ST	REDHEAD	RIO GRANDE	BUFFLE	01	734	36	26,424	R	AC		81	81	89	\$20,552	9,560	SLURRY SEAL
BULLRUSH CT	RED CLOVER WY	EAST END	BULLRU	01	161	36	5,796	R	AC		80	80	88	\$4,508	9,899	SLURRY SEAL
CATTAIL CT	CATTAIL DR	N END	C TAIL	01	150	34	5,100	R	AC		73	74	82	\$3,967	14,048	SLURRY SEAL
CAMERINO CT	TOLENTINO DR	E END	CAMERI	01	330	36	11,880	R	AC		78	79	86	\$9,240	15,252	SLURRY SEAL
CANTADA WAY	ROLLING HILLS	CANTADA CT	CANTAD	01	1,264	35	44,240	R	AC		82	82	89	\$34,409	15,096	SLURRY SEAL
CANTADA CT	SAGEBRUSH LANE	E END	CANTAD	02	310	33	10,230	R	AC		82	82	89	\$7,957	15,096	SLURRY SEAL
CARRARA CT	VINCI WAY	EAST END	CARRA	01	289	34	9,826	R	AC		80	80	88	\$7,642	9,769	SLURRY SEAL
CASTELLINA CIRCLE	VERONA	VERONA	CASTEL	01	1,646	36	59,256	R	AC		79	79	87	\$46,088	10,132	SLURRY SEAL
CATALONIA DR	CARTAGENA WAY	ENTRADA CIR	CATALO	01	467	36	16,812	R	AC		79	79	87	\$13,076	10,058	SLURRY SEAL
CENTER AVE	SONOMA CREEK	S. END	CENTER	01	373	37	13,801	R	AC		82	82	90	\$10,734	9,085	SLURRY SEAL
CANYON MEADOWS DR	MARSH CREEK DR	MEADOW BAY DR	CM DR	01	691	34	23,494	R	AC		76	77	85	\$18,273	14,921	SLURRY SEAL
CRESTWOOD LANE	DONALDSON WAY	GOLDENBROOK LANE	CRESTW	01	647	35	22,645	R	AC		82	82	90	\$17,613	8,997	SLURRY SEAL
DEAVER CT	TOSCANA DR	N. END	DEAVER	01	251	33	8,283	R	AC		74	75	83	\$6,442	13,809	SLURRY SEAL
DEVELIN RD	SOUTH KELLY ROAD	MIDDELTON WAY	DEVLIN	01	2,670	45	120,150	C	AC		82	82	90	\$93,450	16,334	SLURRY SEAL
EISENHOWER CT	VENTANA	S END	EISEN	01	195	36	7,020	R	AC		83	83	90	\$5,460	8,663	SLURRY SEAL
ELBA CT	VIA PESCARA	NORTH END	ELBA	01	241	36	8,676	R	AC		78	78	86	\$6,748	10,375	SLURRY SEAL
EUCALYPTUS DR	EAST HY 29	SOUTH END OF WALMART	EUCLY	04	645	55	35,475	R	AC		79	79	87	\$27,592	11,524	SLURRY SEAL
FARENTINO PALCE	SAGEBRUSH LANE	E END	FARENT	01	453	33	14,949	R	AC		82	82	90	\$11,627	8,997	SLURRY SEAL
FORD DR	INDEPENDANCE	INDEPENDENCE	FORDDR	01	1,146	36	41,256	R	AC		82	82	90	\$32,088	9,115	SLURRY SEAL
VIA FIRENZIA	AMERICAN CANYON RD	VIA BELLIA	FRENZI	01	840	36	30,240	R	AC		85	85	92	\$23,520	7,516	SLURRY SEAL
GADWALL CT	RINGNECK	S END	GAD CT	01	714	36	25,704	R	AC		81	81	89	\$19,992	9,560	SLURRY SEAL

** - Treatment from Project Selection



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Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
GADWALL ST	RINGNECK	RINGNECK	GADWAL	01	1,185	36	42,660	R	AC		77	78	86	\$33,180	14,921	SLURRY SEAL
GOLDEN BROOK LANE	TUSCAN OAK TRAIL	GOLD VALLEY WAY	GOLDBR	01	878	35	30,730	R	AC		80	80	87	\$23,901	14,558	SLURRY SEAL
GOLDENEYE CT	N END	S END	GOLDEN	01	830	36	29,880	R	AC		81	81	89	\$23,240	9,561	SLURRY SEAL
GOLDFINCH DR	MONTEVINO	MONTEVINO	GOLDFI	01	1,628	34	55,352	R	AC		73	74	82	\$43,052	14,277	SLURRY SEAL
GOLDEN VALLEY CT	S END	GOLDEN BROOK	GOLDVA	01	296	35	10,360	R	AC		82	82	89	\$8,058	15,096	SLURRY SEAL
GOLDEN VALLEY WAY	GOLD VALLEY COURT	ROLLING HILLS	GOLDVA	02	924	35	32,340	R	AC		76	77	85	\$25,153	13,767	SLURRY SEAL
GRANITE SPRINGS WAY	SHENANDOAH DR	NEWELL DR	GRANIT	01	1,256	37	46,472	R	AC		81	81	89	\$36,145	9,538	SLURRY SEAL
GREENWING ST	EUCALYPTUS ST	GADWALL ST	GREENW	01	185	36	6,660	R	AC		83	83	90	\$5,180	8,695	SLURRY SEAL
GULL	PEACOCK	E END	GULL	01	243	34	8,262	R	AC		77	78	86	\$6,426	15,219	SLURRY SEAL
HALLMARK CT	SAGEBRUSH LANE	E END	HALLMA	01	351	33	11,583	R	AC		83	83	90	\$9,009	8,648	SLURRY SEAL
HALLMARK LANE	SIENNA WAY	SAGEBRUSH LANE	HALLMA	02	600	35	21,000	R	AC		86	86	93	\$16,333	6,881	SLURRY SEAL
HEARTHSTONE DR	CENTER AVE	TUSCAN OAK TRAIL	HEARTH	01	1,430	37	52,910	R	AC		82	82	89	\$41,152	15,060	SLURRY SEAL
HILLCREST CT	HIGHRIDGE DR	S END	HILLCR	01	490	34	16,660	R	AC		79	79	87	\$12,958	10,039	SLURRY SEAL
HORIZON CT	SAGEBRUSH LANE	E END	HORIZO	01	354	33	11,682	R	AC		84	84	91	\$9,086	8,127	SLURRY SEAL
HORIZON WAY	SAGEBRUSH LANE	SIENNA WAY	HORIZO	02	777	35	27,195	R	AC		84	84	91	\$21,152	8,127	SLURRY SEAL
HIGHRIDGE CT	VENTANA	N END	HR.CT	01	230	34	7,820	R	AC		81	81	89	\$6,082	9,417	SLURRY SEAL
HIGHRIDGE DR	VENTANA	STARLING CT	HR.DR	01	1,360	34	46,240	R	AC		74	75	83	\$35,964	14,571	SLURRY SEAL
INDEPENDENCE CT	VENTANA DR	SOUTH END	IND CT	01	207	36	7,452	R	AC		82	82	90	\$5,796	9,115	SLURRY SEAL
INDEPENDENCE DR	VENTANA DR	EAST END	INDEPE	01	1,970	36	70,920	R	AC		82	82	90	\$55,160	9,115	SLURRY SEAL
IRONHORSE DR	SIRAH DR	OAKSTONE WAY	IRONH	01	784	35	27,440	R	AC		77	78	86	\$21,342	14,319	SLURRY SEAL
LARK	PEACOCK	E END	LARK	01	243	34	8,262	R	AC		75	76	84	\$6,426	14,598	SLURRY SEAL
LENA	MARLA DR	PATRICIA DR	LENA	01	528	29	15,312	R	AC/AC		89	89	94	\$11,909	10,717	SLURRY SEAL
MAIN ST	NAPA JUNCTION RD	SOUTH END	MAINST	01	2,140	30	64,200	C	AC		79	79	87	\$49,933	13,179	SLURRY SEAL
MANOR CT	DANROSE DR	W. END	MANOR	01	264	29	7,920	R	AC		86	86	93	\$6,160	6,879	SLURRY SEAL
MARCELLO CT	TOLENTINO DR	E END	MARCEL	01	283	36	10,188	R	AC		74	75	83	\$7,924	14,079	SLURRY SEAL
VIA MARCIANA	PELLARIA DR	PALESTRINA DR	MARCIN	01	820	36	29,520	R	AC		80	80	88	\$22,960	9,768	SLURRY SEAL
MARLA DR	KILPATRICK 100 FEET WEST	MEADOW BAY DR	MARLA	02	1,050	36	37,800	R	AC		80	80	88	\$29,400	9,737	SLURRY SEAL
MARSALA PLACE	GRANITE SPRINGS WAY	S. END	MARSAL	01	444	33	14,652	R	AC		82	82	90	\$11,396	9,115	SLURRY SEAL

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
MEADOW BAY DR	KIMBERLY DR	MARLA DR	MEADOW	01	938	30	28,140	R	AC		81	81	89	\$21,887	9,419	SLURRY SEAL
VIA MONTALCINO	PALLERIA DR	PLAZZO WAY	MONTAL	01	310	36	11,160	R	AC		75	76	84	\$8,680	14,361	SLURRY SEAL
MONTECARLO WAY	N VIA BELLIAIGO	S VIA BELLIAIGO	MONTE	01	1,516	38	57,608	R	AC		73	74	82	\$44,806	14,068	SLURRY SEAL
MOSAIC CT	S END	TERRAZZO LANE	MOSAIC	01	244	35	8,540	R	AC		76	77	85	\$6,642	13,767	SLURRY SEAL
NORTHHAMPTON DR	170' W. OF CHAUCER	SAN MARCO WAY	N. HAM	03	140	36	5,040	R	AC		82	82	90	\$3,920	9,028	SLURRY SEAL
NEWELL DR	AMERICAN CANYON RD	DONALDSON WAY EAST	NEWELL	01	3,950	24	94,800	A	AC		75	75	84	\$73,733	24,337	SLURRY SEAL
NORTHRUP LN	PAVEMENT CHANGE	CUL DE SAC WEST	NORTHRUP	03	290	34	9,860	R	AC		81	81	89	\$7,669	9,462	SLURRY SEAL
OAK STONE CT	IRONHORSE DR	NORTH END	OAKS	01	212	33	6,996	R	AC		81	81	89	\$5,441	9,416	SLURRY SEAL
OAK STONE WAY	SIRAH DR	IRONHORSE DR	OAKSTO	01	1,551	33	51,183	R	AC		82	82	90	\$39,809	9,101	SLURRY SEAL
PALENCIA CT	CARTAGENA WAY	N END	PALEN	01	135	36	4,860	R	AC		81	81	89	\$3,780	9,434	SLURRY SEAL
PALESTRINA DR	VIA MARCIANA	TOLENTINO DR	PALEST	01	230	36	8,280	R	AC		79	79	87	\$6,440	10,072	SLURRY SEAL
PALESTRINA CT	TOLENTINO DR	EAST END	PALEST	02	485	36	17,460	R	AC		74	75	83	\$13,580	14,079	SLURRY SEAL
PEACOCK	HUMMING BIRD	HUMMING BIRD	PEACOC	01	1,549	34	52,666	R	AC		80	80	88	\$40,962	9,754	SLURRY SEAL
PELLERIA DR	PLAZZO WAY	VIA MONTALCINO	PELLER	01	800	36	28,800	R	AC		78	79	86	\$22,400	15,252	SLURRY SEAL
VIA PESCARA	N. VIA FIRENZIA	S. VIA FIRENZIA	PESCA	01	1,731	36	62,316	R	AC		80	80	88	\$48,468	9,826	SLURRY SEAL
PLAZZO WAY	VIA TREVESO	VIA MONTALCINO	PLAZZO	01	1,262	36	45,432	R	AC		79	79	87	\$35,336	10,072	SLURRY SEAL
POPPYFIELD DR	KIMBERLY DR	MARLA DR	POPPY	01	992	34	33,728	R	AC		77	78	86	\$26,233	15,231	SLURRY SEAL
RED CLOVER WY	NORTH END	SOUTH END	REDCLO	01	1,774	36	63,864	R	AC		78	79	86	\$49,672	14,902	SLURRY SEAL
REDHEAD ST	BLUE BELL	N END	REDHE	01	1,170	36	42,120	R	AC		81	81	89	\$32,760	9,560	SLURRY SEAL
RENWOOD PLACE	WHITEOAK DR	S. END	RENW	01	175	33	5,775	R	AC		82	82	90	\$4,492	9,101	SLURRY SEAL
RENWOOD LANE	WHITEOAK DR	SILVEROAK TRAIL	RENWOO	01	1,026	35	35,910	R	AC		74	75	83	\$27,930	13,526	SLURRY SEAL
RINGNECK ST	REDHEAD	GOLDENEYE	RINGNE	01	1,450	36	52,200	R	AC		82	82	90	\$40,600	9,142	SLURRY SEAL
RIO DEL MAR	WETLANDSEGE RD	RIO GRANDE	RIO DE	06	956	38	36,328	C	AC		85	85	92	\$28,255	12,624	SLURRY SEAL
RIO GRANDE	CARMEL	RINGNECK	RIOGRA	02	450	36	16,200	R	AC		81	81	89	\$12,600	9,560	SLURRY SEAL
ROLLING HILLS DR	N END	DONALDSON WAY	ROLLIN	01	1,169	37	43,253	R	AC		89	89	95	\$33,641	4,599	SLURRY SEAL
SADIE PLACE	GRANITE SPRINGS WAY	S. END	SADIE	01	228	33	7,524	R	AC		81	81	88	\$5,852	15,149	SLURRY SEAL
SAGEBRUSH LANE	CANTADA WAY	HALLMARK	SAGEBR	01	1,126	35	39,410	R	AC		85	85	92	\$30,652	7,427	SLURRY SEAL
SAGEBRUSH CT	HALLMARK CT	S END	SAGEBR	02	227	33	7,491	R	AC		84	84	91	\$5,826	8,031	SLURRY SEAL

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SAN MARCO WAY	WETLANDS EDGE RD	BETTONA WAY	SAN MA	01	1,245	36	44,820	R	AC		77	78	86	\$34,860	15,234	SLURRY SEAL
SELVINO CT	SAGEBRUSH LANE	E END	SELVIN	01	383	33	12,639	R	AC		82	82	90	\$9,830	8,997	SLURRY SEAL
SEQUOIA GROVE WAY	TOSCANA DR	SILVEROAK TRAIL	SEQUI	01	567	35	19,845	R	AC		79	80	87	\$15,435	14,904	SLURRY SEAL
SEQUOIA GROVE CT	TOSCANA DR	S. END	SEQUI	01	132	75	9,900	R	AC		78	79	86	\$7,700	14,618	SLURRY SEAL
SERENA PLACE	HALLAMARK LANE	S END	SEREN	01	377	33	12,441	R	AC		81	81	88	\$9,676	14,763	SLURRY SEAL
SIENNA WAY	HORIZON WAY	SIENNA CT	SIENNA	01	516	35	18,060	R	AC		83	83	90	\$14,047	8,648	SLURRY SEAL
SIENNA CT	TREVIA LANE	S END	SIENNA	02	207	33	6,831	R	AC		82	82	89	\$5,313	15,037	SLURRY SEAL
SIRAH DR	SHENANDOAH	OAKSTONE DR	SIRAH	01	699	37	25,863	R	AC		82	82	90	\$20,116	9,101	SLURRY SEAL
SOBON WAY	SILVEROAK TRAIL	OAKSTONE WAY	SOBAN	01	129	37	4,773	R	AC		81	81	88	\$3,712	15,156	SLURRY SEAL
SONOMA CREEK WAY	SHENANDOAH DR	HEARTHSTONE DR	SONOMA	01	1,564	37	57,868	R	AC		78	79	87	\$45,008	14,251	SLURRY SEAL
SORRENTO LANE	CANTADA WAY	DONALDSON WAY	SORREN	01	770	35	26,950	R	AC		76	77	85	\$20,961	13,767	SLURRY SEAL
SPIKE RUSH CIR	SOUTH WETLANDS E DGE RD	NORTH WETLANDS E DGE RD	SPIKER	01	2,805	36	100,980	R	AC		75	75	84	\$78,540	14,059	SLURRY SEAL
SPINETTA CT	SILVEROAK TRAIL	N. END	SPINET	01	296	33	9,768	R	AC		73	73	82	\$7,597	13,271	SLURRY SEAL
STARLING CT	HIGHRIDGE DR	N. END	STARLI	01	260	34	8,840	R	AC		76	77	85	\$6,876	15,187	SLURRY SEAL
STETSON	MARLA DR	PATRICIA DR	STETSO	01	528	29	15,312	R	AC/AC		89	89	94	\$11,909	10,717	SLURRY SEAL
SUMMERWOOD DR	DONALDSON WAY	N.END	SUMMER	01	1,587	35	55,545	R	AC		82	82	89	\$43,202	15,096	SLURRY SEAL
TAPESTRY LANE	SUMMERWOOD	GOLDEN VALLEY WAY	TAPEST	01	682	33	22,506	R	AC		78	79	87	\$17,505	14,292	SLURRY SEAL
TERRAZZO LANE	GOLD VALLEY WAY	ROLLING HILLS DRIVE	TERRAZ	01	1,244	35	43,540	R	AC		77	78	86	\$33,864	13,331	SLURRY SEAL
TOLENTINO DR	PALAZZO WAY	PALESTRINA DR	TOLENT	01	725	36	26,100	R	AC		79	79	87	\$20,300	10,072	SLURRY SEAL
TREVIA LANE	SHENANDOAH DR	SIENNA WAY	TREVIA	01	173	37	6,401	R	AC		88	88	94	\$4,979	5,429	SLURRY SEAL
TREVISO CT	VIA TREVISO	END	TREVIC	01	120	40	4,800	R	AC		73	74	82	\$3,733	13,802	SLURRY SEAL
TRUMAN CT	VENTANA DR	S END	TRUMAN	01	313	36	11,268	R	AC		86	86	93	\$8,764	6,922	SLURRY SEAL
TUSCAN OAK TRAIL	HEARTHSTONE DR	GOLDEN BROOK	TUSCAN	01	1,082	37	40,034	R	AC		77	78	86	\$31,138	14,019	SLURRY SEAL
VINE TERRACE WAY	BROADWAY	GOLDFINCH	V. TER	01	750	34	25,500	R	AC		75	76	84	\$19,833	14,875	SLURRY SEAL
VENTANA DR	BROADWAY	HIGHRIDGE DR	VENTAN	01	732	38	27,816	R	AC		74	75	83	\$21,635	14,571	SLURRY SEAL
VENTANA DR	HIGHRIDGE	EAST WEST INDEPENDENCE DR	VENTAN	02	1,075	36	38,700	R	AC		79	79	87	\$30,100	10,169	SLURRY SEAL

** - Treatment from Project Selection



City of American Canyon
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Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment		
												PCI Before	PCI After					
VERONA DR	VIA BELLAGIO	CASTELLINA CIRCLE	VERONA	01	251	46	11,546	R	AC		76	77	85	\$8,980	14,927	SLURRY SEAL		
VINCI WAY	SAN MARCO WAY	BETTONA WAY	VINCI	01	932	36	33,552	R	AC		75	76	84	\$26,096	14,615	SLURRY SEAL		
VINE GATE WAY	SONOMA CREEK WAY	DONALDSON WAY	VINE G	01	195	37	7,215	R	AC		86	86	93	\$5,612	6,867	SLURRY SEAL		
WEST AMERICAN CANYON RD	CHAUCER	ELLIOTT DR	W. ACR	01	815	35	28,525	C	AC/AC		77	77	86	\$22,186	16,708	SLURRY SEAL		
WETLANDS EDGE RD	KENSINGTON WAY	W. AM CANYON RD	WET LA	01	1,464	30	43,920	C	AC		76	76	84	\$34,160	13,056	SLURRY SEAL		
WETLANDS EDGE RD	BENTON WAY	W. AM. CAN RD	WET LA	02	1,340	30	40,200	C	AC		82	82	89	\$31,267	13,084	SLURRY SEAL		
WETLANDS EDGE RD	BENTON WAY	EUCALYPTUS	WET LA	03	4,220	22	92,840	C	AC		78	78	86	\$72,209	13,369	SLURRY SEAL		
WHITEOAK DR	SILVEROAK TRAIL	RENWOOD PLACE	WHITEO	01	1,294	37	47,878	R	AC		81	81	88	\$37,238	15,167	SLURRY SEAL		
WOOD DUCK CT	RINGNECK	W END	WOODD	01	370	36	13,320	R	AC		81	81	89	\$10,360	9,560	SLURRY SEAL		
												Treatment Total		\$2,686,507				
ALDER CT	HUNTINGTON WY	E. END	ALDER	01	158	30	4,910	R	AC/AC		88	88	89	\$1	4,329,498	SEAL CRACKS		
HARTFORD CT	KNIGHTSBRIDGE WY	S. END	HARTFO	01	264	31	8,184	R	AC/AC		88	88	89	\$2	4,329,498	SEAL CRACKS		
LARKSPUR ST	CHAUCER LN	ELLIOTT DR	LARKSP	01	680	31	21,080	R	AC/AC		88	89	89	\$4	5,198,409	SEAL CRACKS		
LARKSPUR ST	ELLIOTT DR	CRAWFORD WY	LARKSP	02	796	31	24,676	R	AC/AC		88	89	89	\$5	5,198,409	SEAL CRACKS		
NAPA JUNCTION RD	HY 29	Private Driveway	NAPA J	03	690	30	20,700	R	AC/AC		88	88	89	\$5	3,496,619	SEAL CRACKS		
NAPA JUNCTION RD	PRIVATE DRIVE WAY	EAST END	NAPA J	04	280	22	6,160	R	AC/AC		86	86	87	\$13	502,930	SEAL CRACKS		
THERESA AV	422' NORTH OF EUCALYPTUS DR	EUCALYPTUS DR	THERES	01B	422	36	15,192	R	AC/AC		86	86	87	\$33	494,638	SEAL CRACKS		
												Treatment Total		\$63				
BENTON WY	HUMMINGBIRD	HUNTINGTON WY	BENTON	01	290	48	13,920	C	AC		43	43	100	\$127,600	4,489	MILL AND THICK OVERLAY		
BIELLA CT	VIA LAMORRA	S END	BIELLA	01	210	36	7,560	R	AC		46	46	100	\$69,300	3,561	MILL AND THICK OVERLAY		
CORBIN DR	N END	S. END	CORBIN	01	792	33	26,928	R	AC/AC		48	48	100	\$246,840	3,481	MILL AND THICK OVERLAY		
DONALDSON WY	EUCALYPTUS DR	1060 DONALDSON WAY	DONALD	01	720	46	33,120	R	AC		42	42	100	\$303,600	3,625	MILL AND THICK OVERLAY		
DONALDSON WY	1060 DONALDSON WAY	910 DONALDSON WAY	DONALD	02	1,065	38	40,470	R	AC/AC		44	44	100	\$370,975	3,581	MILL AND THICK OVERLAY		
DONALDSON WAY EAST	101 DONALDSON WAY	9 DONALDSON WAY	DONALD	07	1,380	33	45,540	C	AC/AC		40	41	100	\$417,450	4,486	MILL AND THICK OVERLAY		

** - Treatment from Project Selection



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Inflation: 3.00%

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Year: 2023

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											Current PCI	PCI Before	PCI After			
DONALDSON WAY EAST	9 DONALDSON WAY	HY 29	DONALD	08	289	33	9,537	C	AC/AC		44	45	100	\$87,423	4,389	MILL AND THICK OVERLAY
ELLIOTT DR	KIMBERLY DR	FOLLAND RD	ELLIOT	02	833	38	31,654	C	AC/AC		50	50	100	\$290,162	4,219	MILL AND THICK OVERLAY
FLAMINGO CT	RIO DEL MAR	N . END	FLAMIN	01	950	34	32,313	R	AC/AC		49	49	100	\$296,203	3,424	MILL AND THICK OVERLAY
GISELA DR	DONALDSON WY	RIO DEL MAR	GISELA	02	629	31	19,492	R	AC		49	49	100	\$178,677	3,454	MILL AND THICK OVERLAY
JOAN DR	W. END	CAROLYN DR	JOAN	01	1,200	35	42,000	R	AC/AC		46	46	100	\$385,000	3,513	MILL AND THICK OVERLAY
JOAN DR	CAROLYN DR	LOS ALTOS DR	JOAN	02	958	35	33,530	R	AC/AC		48	48	100	\$307,358	3,456	MILL AND THICK OVERLAY
KENSINGTON WY	CHAUCER	WETLANDS EDGE RD	KENSIN	02	656	36	23,616	R	AC		49	49	100	\$216,480	3,483	MILL AND THICK OVERLAY
KNIGHTSBRIDGE WY	CHAUCER LN	ELLIOTT DR	KNIGHT	02	910	33	30,030	R	AC		41	41	100	\$275,275	3,643	MILL AND THICK OVERLAY
LANDANA DR	RIO GRANDE	DONALDSON WY	LANDAN	01	657	35	22,995	R	AC/AC		41	41	100	\$210,788	3,642	MILL AND THICK OVERLAY
LOMBARD RD	NAPA JUNCTION RD	N. END	LOMBAR	01	1,690	39	65,894	R	AC		44	44	100	\$604,028	3,592	MILL AND THICK OVERLAY
MELVIN RD	WILSON WY	CASSAYER DR	MELVIN	01	1,848	33	60,984	R	AC/AC		41	41	100	\$559,020	3,626	MILL AND THICK OVERLAY
NAPA JUNCTION RD	NAPA JUNCTION SCHOOL	HY 29	NAPA J	02	792	29	22,968	R	AC/AC		49	49	100	\$210,540	3,424	MILL AND THICK OVERLAY
REED DR	DANROSE DR	CORBIN DR	REED	01	528	33	17,424	R	AC/AC		46	46	100	\$159,720	3,536	MILL AND THICK OVERLAY
TYLER CT	KIMBERLY DR	N. END	TYLER	01	264	33	8,976	R	AC/AC		46	46	100	\$82,280	3,536	MILL AND THICK OVERLAY
WEST AMERICAN CANYON RD	CHAUCER	WETLANNDS EDGE RD	W. ACR	03	1,100	28	30,800	C	AC		49	50	100	\$282,333	4,351	MILL AND THICK OVERLAY
WEST CAROLYN DR	DONALDSON WY	RIO DEL MAR	W.CARO	02	899	38	34,162	R	AC/AC		48	48	100	\$313,152	3,476	MILL AND THICK OVERLAY
Treatment Total												\$5,994,203				
ALAMO CT	AMARILLO DR	N. END	ALAMO	01	264	33	8,976	R	AC/AC		18	19	100	\$154,587	1,946	RECONSTRUCT STRUCTURE (AC)
AMARILLO	CAROLYN DR	W. END	AMARIL	01	1,056	33	34,848	R	AC/AC		19	20	100	\$600,160	1,946	RECONSTRUCT STRUCTURE (AC)
ANDREW RD	THAYER WY	CRAWFORD WY	ANDREW	01	462	33	15,246	R	AC/AC		9	10	100	\$262,570	1,946	RECONSTRUCT STRUCTURE (AC)
ANDREW RD	CRAWFORD WY	DONALDSON WY	ANDREW	02	962	33	31,746	R	AC/AC		12	13	100	\$546,737	1,946	RECONSTRUCT STRUCTURE (AC)
ANDREW RD	DONALDSON WY	WILSON WY	ANDREW	03	712	33	23,496	R	AC/AC		16	17	100	\$404,653	1,946	RECONSTRUCT STRUCTURE (AC)

** - Treatment from Project Selection



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Inflation: 3.00%

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Scenario: (1) Unconstrained Needs

Year: 2023

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ARDEN CT	KNIGHTSBRIDGE WY	N. END	ARDEN	01	264	29	7,920	R	AC		1	1	100	\$136,400	1,946	RECONSTRUCT STRUCTURE (AC)
BANBURY WY	KNIGHTSBRIDGE WY	E. END	BANBUR	01	528	29	16,368	R	AC		12	12	100	\$281,893	1,946	RECONSTRUCT STRUCTURE (AC)
BENTON WY	HUNTINGTON WY	ELLIOTT DR	BENTON	02	1,214	48	58,291	C	AC/AC		16	16	100	\$1,230,588	2,053	RECONSTRUCT STRUCTURE (AC)
BRIXTON CT	NORTH HAMPTON DR	E. END	BRIXTO	01	264	29	7,920	R	AC		13	14	100	\$136,400	1,946	RECONSTRUCT STRUCTURE (AC)
CAROLYN DR	DONALDSON WAY	225DDONALDSON	CAROLYN	01	150	38	5,700	R	AC/AC		20	21	100	\$98,167	1,946	RECONSTRUCT STRUCTURE (AC)
COMMERCE BL	GREEN ISLAND RD	POKKA BEVERAGE DRIVEWAY	COMMER	01	1,185	41	48,585	C	AC		16	16	100	\$1,025,683	2,053	RECONSTRUCT STRUCTURE (AC)
CRAWFORD WY	CHAUCER LN	ELLIOTT DR	CRAWFO	01	605	31	18,755	R	AC		0	0	100	\$323,003	1,946	RECONSTRUCT STRUCTURE (AC)
CRAWFORD WY	ELLIOTT DR	ANDREW RD	CRAWFO	02	1,095	38	41,610	R	AC/AC		20	21	100	\$716,617	1,946	RECONSTRUCT STRUCTURE (AC)
DANROSE DR	MARLA DR	KIMBERLY DR	DANROS	01	1,090	38	41,420	C	AC/AC		9	10	100	\$874,422	2,053	RECONSTRUCT STRUCTURE (AC)
DEL RAY CT	LOS ALTOS DR	E. END	DELRAY	01	528	33	17,952	R	AC/AC		16	17	100	\$309,173	1,946	RECONSTRUCT STRUCTURE (AC)
DODD CT	PAOLI LOOP RD	W. END	DODD	01	264	33	9,240	R	AC		14	15	100	\$159,133	1,946	RECONSTRUCT STRUCTURE (AC)
DONALDSON WY	RIO DEL MAR	AMARILLO	DONALD	04	940	45	42,300	C	AC		10	11	100	\$893,000	2,053	RECONSTRUCT STRUCTURE (AC)
DONALDSON WY	ELLIOT DR	101 DONALDSON WAY	DONALD	06	745	33	24,585	C	AC/AC		4	5	100	\$519,017	2,053	RECONSTRUCT STRUCTURE (AC)
DORCHESTER PL	KNIGHTSBRIDGE WY	S. END	DORCHE	01	528	29	15,840	R	AC		0	0	100	\$272,800	1,946	RECONSTRUCT STRUCTURE (AC)
ELKE DR	DONALDSON WY	GISELA DR	ELKE	01	667	31	20,677	R	AC		14	14	100	\$356,104	1,946	RECONSTRUCT STRUCTURE (AC)
EUCALYPTUS DR	315 FT W. OF DONALDSON WY	450 FT W. OF THERESA AVE	EUCALY	02A	890	40	35,600	C	AC/AC		11	12	100	\$751,556	2,053	RECONSTRUCT STRUCTURE (AC)
EUCALYPTUS DR	THERESA AV	RIO DEL MAR	EUCALY	03	880	35	30,800	C	AC/AC		10	11	100	\$650,222	2,053	RECONSTRUCT STRUCTURE (AC)
GREEN ISLAND RD	MEZZETTA CT	HY 29	GREEN	01	5,438	37	201,206	C	AC/AC		24	24	100	\$4,247,682	2,053	RECONSTRUCT STRUCTURE (AC)
HANNA DR	COMMERCE BL	E. END	HANNA	01	1,848	42	77,616	R	AC		13	13	100	\$1,336,720	1,946	RECONSTRUCT STRUCTURE (AC)
HEARTFORD WY	CRAWFORD WY	DONALDSON WY	HEARTF	01	1,162	31	36,009	R	AC		2	2	100	\$620,155	1,946	RECONSTRUCT STRUCTURE (AC)
HESS RD	LOMBARD RD	END	HESS	01	3,536	29	102,544	R	AC/AC		22	22	100	\$1,766,036	1,946	RECONSTRUCT STRUCTURE (AC)

** - Treatment from Project Selection



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Year: 2023

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											Current PCI	PCI Before	PCI After			
HUNTINGTON WY	LARKSPUR ST	BENTON WY	HUNTIN	01	1,584	31	49,104	R	AC		15	16	100	\$845,680	1,946	RECONSTRUCT STRUCTURE (AC)
JAMES RD	DONALDSON WY	WILSON WY	JAMES	03	704	38	26,752	R	AC/AC		24	24	100	\$460,729	1,946	RECONSTRUCT STRUCTURE (AC)
JANA WY	DONALDSON WY	DONALDSON WY	JANA	01	820	31	25,420	R	AC		22	23	100	\$437,789	1,946	RECONSTRUCT STRUCTURE (AC)
KILPATRICK ST	MARLA DR	ELLIOTT DR	KILPAT	01	528	29	15,312	R	AC/AC		14	15	100	\$263,707	1,946	RECONSTRUCT STRUCTURE (AC)
KLAMATH CT	PAOLI LOOP RD	W. END	KLAMAT	01	528	35	19,008	R	AC		11	11	100	\$327,360	1,946	RECONSTRUCT STRUCTURE (AC)
KNIGHTSBRIDGE WY	ELLIOTT DR	DANROSE DR	KNIGHT	03	1,294	33	42,702	R	AC		11	11	100	\$735,423	1,946	RECONSTRUCT STRUCTURE (AC)
LANSFORD CT	KNIGHTSBRIDGE WY	S. END	LANSFO	01	317	29	9,504	R	AC		1	1	100	\$163,680	1,946	RECONSTRUCT STRUCTURE (AC)
LINWOOD LN	KNIGHTSBRIDGE WY	S. END	LINWOO	01	264	29	7,920	R	AC		0	0	100	\$136,400	1,946	RECONSTRUCT STRUCTURE (AC)
MARLA DR	KILPATRIC ST	BLANCO	MARLA	01	1,848	33	60,984	C	AC/AC		24	24	100	\$1,287,440	2,053	RECONSTRUCT STRUCTURE (AC)
MARLA DR	KILPATRIC	100 FEET WEST	MARLA	03	100	36	3,600	R	AC/AC		18	18	100	\$62,000	1,946	RECONSTRUCT STRUCTURE (AC)
MEZZETTA CT	GREEN ISLAND RD	S. END	MEZZET	01	1,050	33	34,650	R	AC		0	0	100	\$596,750	1,946	RECONSTRUCT STRUCTURE (AC)
NORTHHAMPTON DR	ELLIOTT DR	DANROSE DR	N. HAM	02	1,745	33	57,585	R	AC		17	18	100	\$991,742	1,946	RECONSTRUCT STRUCTURE (AC)
NORTHRUP LN	CHAUCER	E. END	NORTHR	01	528	31	16,896	R	AC		0	0	100	\$290,987	1,946	RECONSTRUCT STRUCTURE (AC)
NORTHRUP LN	CHAUCER	PAVEMENT CHANGE	NORTHR	02	320	34	10,880	R	AC		0	0	100	\$187,378	1,946	RECONSTRUCT STRUCTURE (AC)
NOTTINGHAM LN	ELLIOTT DR	E. END	NOTTIN	01	370	29	11,088	R	AC		8	8	100	\$190,960	1,946	RECONSTRUCT STRUCTURE (AC)
JIM OSWALD WY	W. END	MEZZETTA CT	OSWALD	01	900	37	33,300	R	AC		22	23	100	\$573,500	1,946	RECONSTRUCT STRUCTURE (AC)
PARK LN	KNIGHTSBRIDGE WY	N. END	PARK	01	264	29	7,920	R	AC		0	0	100	\$136,400	1,946	RECONSTRUCT STRUCTURE (AC)
POCO WY	MELVIN RD	HY 29	POCO	01	528	33	17,424	C	AC/AC		5	6	100	\$367,840	2,053	RECONSTRUCT STRUCTURE (AC)
REBECCA CT	GISELA DR	N. END	REBECC	01	316	33	10,771	R	AC		20	21	100	\$185,501	1,946	RECONSTRUCT STRUCTURE (AC)
REGENT CT	KNIGHTSBRIDGE WY	N. END	REGENT	01	316	29	9,504	R	AC		11	11	100	\$163,680	1,946	RECONSTRUCT STRUCTURE (AC)
RIO DEL MAR	DONALDSON WY	CAROLYN DR	RIO DE	02	1,041	38	39,558	C	AC/AC		9	10	100	\$835,113	2,053	RECONSTRUCT STRUCTURE (AC)
RIO DEL MAR	CAROLYN DR	WEST LOS ALTOS DR	RIO DE	03	1,138	38	43,244	C	AC/AC		15	15	100	\$912,929	2,053	RECONSTRUCT STRUCTURE (AC)

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Year: 2023

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												PCI Before	PCI After					
RIO DEL MAR	WEST LOS ALTOS DR	CASSAYARE DR	RIO DE	04	834	38	31,692	C	AC/AC		6	7	100	\$669,053	2,053	RECONSTRUCT STRUCTURE (AC)		
RIO DEL MAR	CASSAYARE DR	HY 29	RIO DE	05	423	38	16,074	C	AC/AC		11	12	100	\$339,340	2,053	RECONSTRUCT STRUCTURE (AC)		
RITA CT	ELKE DR	E. END	RITA	01	200	31	11,226	R	AC		0	0	100	\$193,337	1,946	RECONSTRUCT STRUCTURE (AC)		
SIERRA VISTA	CAROLYN DR	AMARILLO DR	SIERRA	01	1,056	31	32,736	R	AC		17	18	100	\$563,787	1,946	RECONSTRUCT STRUCTURE (AC)		
SOUTH NAPA JUNCTION RD	HY 29	E. END	SNAPAJ	01	792	29	22,968	R	AC/AC		8	9	100	\$395,560	1,946	RECONSTRUCT STRUCTURE (AC)		
STRAND CT	KNIGHTSBRIDGE WY	S. END	STRAND	01	264	29	7,920	R	AC		0	0	100	\$136,400	1,946	RECONSTRUCT STRUCTURE (AC)		
THAYER WY	ANDREW RD	JAMES RD	THAYER	01	528	34	17,952	R	AC/AC		19	20	100	\$309,173	1,946	RECONSTRUCT STRUCTURE (AC)		
THERESA AV	NAPA JUNCTION RD	422' NORTH OF EUCALYPTUS DR	THERES	01A	1,122	36	40,392	R	AC/AC		25	25	100	\$695,640	1,946	RECONSTRUCT STRUCTURE (AC)		
WILSON WY	ANDREW RD	MELVIN RD	WILSON	01	750	35	26,250	R	AC/AC		12	13	100	\$452,083	1,946	RECONSTRUCT STRUCTURE (AC)		
												Treatment Total		\$32,580,837				
Year 2023 Area Total								6,718,993		Year 2023 Total				\$42,613,641				

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment		
												PCI Before	PCI After					
KIMBERLY DR	ELLIOTT	MEADOW BAY DR	KIMBER	02	1,044	36	37,584	R	AC		70	69	78	\$59,143	6,487	CAPE SEAL		
												Treatment Total		\$59,143				
JAMES RD	W. AMERICAN CANYON RD	CRAWFORD WY	JAMES	01	903	36	32,508	C	AC/AC		92	90	95	\$26,043	4,155	SLURRY SEAL		
JAMES RD	CRAWFORD WY	DONALDSON WY	JAMES	02	894	38	33,972	C	AC/AC		92	90	95	\$27,215	4,155	SLURRY SEAL		
WETLANDS EDGE CT	EUCALYPTUS DR	END NORTH	WETLCT	01	496	22	10,912	R	AC		92	90	95	\$8,742	4,114	SLURRY SEAL		
												Treatment Total		\$62,000				
DEVELIN RD	MIDDELTON WAY	ROUNDBOUT	DEVLIN	02	622	44	27,368	C	AC		88	86	87	\$111	393,791	SEAL CRACKS		
DEVELIN RD	BOONE RD	END ROUNDBOUT	DEVLINRND	01	400	22	8,800	C	AC		90	88	89	\$32	311,795	SEAL CRACKS		

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												PCI Before	PCI After			
NEWBURY WY	CRAWFORD WY	BENTON WY	NEWBUR	01	1,056	33	34,848	R	AC/AC		89	89	89	\$8	4,634,665	SEAL CRACKS
													Treatment Total	\$152		
BLANCO ST	MARLA DR	CAPRA DR	BLANCO	01	1,056	33	34,848	R	AC/AC		51	50	100	\$329,023	3,308	MILL AND THICK OVERLAY
CASSAYER DR	RIO DEL MAR W.	RIO DEL MAR E.	CASSAY	01	780	33	25,740	R	AC/AC		50	48	100	\$243,029	3,354	MILL AND THICK OVERLAY
CHAUCER LN	S. END	W AMERICAN CANYON RD	CHAUCE	01	2,196	29	63,684	R	AC		51	49	100	\$601,283	3,352	MILL AND THICK OVERLAY
													Treatment Total	\$1,173,335		
DANROSE DR	KNIGHTSBRIDGE WY	WEST AMERICAN CANYON RD	DANROS	03	992	45	44,640	C	AC		26	21	100	\$970,672	1,994	RECONSTRUCT STRUCTURE (AC)
MONTEREY DR	RIO GRANDE	CORSICIANA DR	MONTER	01	528	34	17,952	R	AC/AC		26	23	100	\$318,449	1,889	RECONSTRUCT STRUCTURE (AC)
PAOLI LOOP RD	GREEN ISLAND RD	EAST SIDE OR NORTH BOUND HY29	PAOLI	01	4,752	33	156,816	C	AC		29	24	100	\$3,409,877	1,994	RECONSTRUCT STRUCTURE (AC)
RIO GRANDE	RIO DEL MAR	CARMEL	RIOGRA	01	1,320	36	47,520	R	AC/AC		27	24	100	\$842,952	1,889	RECONSTRUCT STRUCTURE (AC)
													Treatment Total	\$5,541,949		
Year 2024 Area Total									577,192	Year 2024 Total		\$6,836,578				

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
BROADWAY	AMERICAN ROAD	SOUTH CITY LIMITS	BROADW	01	3,696	35	129,360	R	AC/AC		72	68	78	\$209,669	4,682	CAPE SEAL
CATTAIL DR	MARSH CREEK DR	MEADOW BAY DR	CAT TA	01	694	34	23,596	R	AC		72	70	79	\$38,245	6,488	CAPE SEAL
KARLY CT	TOSCANA DR	N. END	KARLY	01	338	33	11,154	R	AC		71	69	78	\$18,079	6,174	CAPE SEAL
VIA LAMORRA	EAST VIA BELLIAGO	SOUTH VIA BELLIAGO	LAMORR	01	1,255	36	45,180	R	AC		71	69	78	\$73,229	6,258	CAPE SEAL
MONTEVINO DR	SOUTH GOLDFINCH	VENTANA	MONTEV	01	900	34	30,600	R	AC		72	70	79	\$49,597	6,581	CAPE SEAL
NEWELL DR	AMERICAN CANYON RD	DONALDSON WAY	NEWELL	02	3,950	24	94,800	C	AC		73	69	78	\$153,654	6,705	CAPE SEAL
TOSCANA DR	SILVEROAK TRAIL	SEQUOIA GROVE WAY	TOSCAN	01	994	35	34,790	R	AC		71	69	78	\$56,388	6,174	CAPE SEAL

** - Treatment from Project Selection



City of American Canyon
 4381 Broadway
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Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
WEST AMERICAN CANYON RD	ELLIOTT DR	JAMES RD	W. ACR	04	1,710	36	61,560	C	AC/AC		72	69	78	\$99,778	7,126	CAPE SEAL		
												Treatment Total		\$698,638				
AMERICAN CANYON RD	HY 29	FLOSDEN RD	AN CAN	01	3,432	55	188,760	A	AC/AC		92	88	94	\$155,754	9,271	SLURRY SEAL		
												Treatment Total		\$155,754				
ABBEY CT	HUNTINGTON WY	E. END	ABBY	01	211	30	6,547	R	AC/AC		90	89	90	\$0	79,615,150	SEAL CRACKS		
ASCOT CT	KNIGHTSBRIDGE WY	N. END	ASCOT	01	158	29	4,910	R	AC/AC		90	88	89	\$2	3,078,566	SEAL CRACKS		
ASHBY PL	DANROSE DR	W. END	ASHBY	01	264	29	7,920	R	AC/AC		90	89	90	\$0	79,615,150	SEAL CRACKS		
BOONE DR	DEVELIN RD ROUNDABOUT	AIRPORT	BOONE	01	3,520	34	119,680	C	AC		92	88	89	\$417	361,009	SEAL CRACKS		
BROOKSHIRE WY	NORTH HAMPTON DR	S. END	BROOKS	01	317	29	9,504	R	AC/AC		90	88	89	\$3	3,078,566	SEAL CRACKS		
CHERRY BLOSSOM CT	HEARTFORD WY	E. END	CHERRY	01	317	29	9,187	R	AC/AC		90	89	90	\$0	65,051,291	SEAL CRACKS		
KENT PL	ELLIOTT DR	E. END	KENTP	01	290	29	8,410	R	AC/AC		90	89	90	\$0	79,615,150	SEAL CRACKS		
KINGSLY LN	ELLIOTT DR	W. END	KINGSL	01	370	29	10,718	R	AC/AC		90	88	89	\$4	3,078,566	SEAL CRACKS		
NORWICK CT	CRAWFORD WY	E. END	NORWIC	01	260	31	8,060	R	AC/AC		90	89	90	\$0	65,051,291	SEAL CRACKS		
ORANGE BLOSSEM CT	HEARTFORD	E. END	ORANGE	01	316	29	9,187	R	AC/AC		90	89	90	\$0	65,051,291	SEAL CRACKS		
PARKVIEW CT	BENTON WY	S. END	PAVKVI	01	211	31	6,547	R	AC/AC		90	89	90	\$0	79,615,150	SEAL CRACKS		
THERESA AV	EUCALYPTUS DR	LOS ALTOS DR	THERES	02	140	30	4,200	R	AC/AC		90	88	89	\$2	3,046,148	SEAL CRACKS		
WENTWORTH CT	HUNTINGTON WY	E. END	WENTWO	01	211	31	6,547	R	AC/AC		90	89	90	\$0	79,615,150	SEAL CRACKS		
												Treatment Total		\$428				
DANROSE DR	KIMBERLY DR	KNIGHTSBRIDGE WAY	DANROS	02	1,450	45	65,250	C	AC/AC		54	49	100	\$634,551	4,010	MILL AND THICK OVERLAY		
GREEN ISLAND RD	MEZETTA CT	NORTH CITY LIMIT	GREEN	02	650	32	20,800	C	AC		54	46	100	\$202,278	4,201	MILL AND THICK OVERLAY		
KNIGHTSBRIDGE WY	W. END	CHAUCER LN	KNIGHT	01	458	33	15,114	R	AC		53	49	100	\$146,982	3,252	MILL AND THICK OVERLAY		
WEST CAROLYN DR	RIO GRANDE	SPIKERUSH CIR	W. CAR	03	137	38	5,206	R	AC		53	48	100	\$50,628	3,302	MILL AND THICK OVERLAY		
												Treatment Total		\$1,034,439				
CAPRA DR	DANROSE DR	BLANCO ST	CAPRA	02	504	33	16,632	R	AC/AC		30	25	100	\$303,884	1,834	RECONSTRUCT STRUCTURE (AC)		
ELLIOTT DR	W AMERICAN CANYON RD	DONALDSON WY	ELLIOT	04	2,087	45	93,915	C	AC		33	24	100	\$2,103,393	1,936	RECONSTRUCT STRUCTURE (AC)		

** - Treatment from Project Selection



City of American Canyon
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Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
LOS ALTOS DR	DONALDSON WY	CAROLYN DR	LOS AL	01	985	35	34,475	R	AC/AC		29	24	100	\$629,895	1,834	RECONSTRUCT STRUCTURE (AC)
LOS ALTOS DR	CAROLYN DR	RIO DEL MAR	LOS AL	02	2,090	35	73,150	R	AC/AC		30	25	100	\$1,336,528	1,834	RECONSTRUCT STRUCTURE (AC)
LOS ALTOS DR	THERESA AVE	RIO DEL MAR E.	LOS AL	04	510	35	17,850	R	AC/AC		28	23	100	\$326,138	1,834	RECONSTRUCT STRUCTURE (AC)
LUCINDA ST	MARLA DR	CAPRA DR	LUCIND	01	810	33	26,730	R	AC/AC		28	23	100	\$488,385	1,834	RECONSTRUCT STRUCTURE (AC)
RIO DEL MAR	RIO GRANDE WY	DONALDSON WY	RIO DE	01	810	38	30,780	R	AC/AC		29	24	100	\$562,383	1,834	RECONSTRUCT STRUCTURE (AC)
Treatment Total												\$5,750,607				
Year 2025 Area Total							1,231,119				Year 2025 Total	\$7,639,867				

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
ABBEY CT	HUNTINGTON WY	E. END	ABBY	01	211	30	6,547	R	AC/AC		90	89	94	\$5,564	8,626	SLURRY SEAL
ALDER CT	HUNTINGTON WY	E. END	ALDER	01	158	30	4,910	R	AC/AC		88	86	92	\$4,173	8,830	SLURRY SEAL
ASHBY PL	DANROSE DR	W. END	ASHBY	01	264	29	7,920	R	AC/AC		90	89	94	\$6,731	8,626	SLURRY SEAL
CHERRY BLOSSOM CT	HEARTFORD WY	E. END	CHERRY	01	317	29	9,187	R	AC/AC		90	89	94	\$7,808	8,626	SLURRY SEAL
HARTFORD CT	KNIGHTSBRIDGE WY	S. END	HARTFO	01	264	31	8,184	R	AC/AC		88	86	92	\$6,956	8,830	SLURRY SEAL
KENT PL	ELLIOTT DR	E. END	KENTP	01	290	29	8,410	R	AC/AC		90	89	94	\$7,148	8,626	SLURRY SEAL
LARKSPUR ST	CHAUCER LN	ELLIOTT DR	LARKSP	01	680	31	21,080	R	AC/AC		88	86	92	\$17,916	8,836	SLURRY SEAL
LARKSPUR ST	ELLIOTT DR	CRAWFORD WY	LARKSP	02	796	31	24,676	R	AC/AC		88	86	92	\$20,972	8,836	SLURRY SEAL
NEWBURY WY	CRAWFORD WY	BENTON WY	NEWBUR	01	1,056	33	34,848	R	AC/AC		89	87	93	\$29,617	8,740	SLURRY SEAL
NORWICK CT	CRAWFORD WY	E. END	NORWIC	01	260	31	8,060	R	AC/AC		90	89	94	\$6,850	8,626	SLURRY SEAL
ORANGE BLOSSEM CT	HEARTFORD	E. END	ORANGE	01	316	29	9,187	R	AC/AC		90	89	94	\$7,808	8,626	SLURRY SEAL
PARKVIEW CT	BENTON WY	S. END	PAVKVI	01	211	31	6,547	R	AC/AC		90	89	94	\$5,564	8,626	SLURRY SEAL
WENTWORTH CT	HUNTINGTON WY	E. END	WENTWO	01	211	31	6,547	R	AC/AC		90	89	94	\$5,564	8,626	SLURRY SEAL
Treatment Total												\$132,672				
AMERICAN CANYON RD	FLOSDEN RD	250 FT EAST OF FLOSDEN RD	AN CAN	02A	250	60	15,000	A	AC		48	87	88	\$64	384,451	SEAL CRACKS
CHAUCER LN	W AMERICAN CANYON RD	BENTON WY	CHAUCE	02	1,500	45	67,500	R	AC/AC		94	88	89	\$55	1,061,744	SEAL CRACKS

** - Treatment from Project Selection



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Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI		Cost	Rating	Treatment	
												Before	After				
COMMERCE BL	OLD CUL-DE-SAC	NEW SOUTH END CUL-DE-SAC	COMMER	03	2,290	44	100,760	C	AC		91	86	87	\$455	360,671	SEAL CRACKS	
DONALDSON WAY EAST	HY 29	NEWELL DR	DONALD E	01	3,359	37	124,283	C	AC		88	82	83	\$771	348,199	SEAL CRACKS	
EUCALYPTUS DR	450 FT W. OF THERESA AVE	THERESA AVE	EUCALY	02B	450	40	18,000	C	AC/AC		93	86	87	\$45	573,735	SEAL CRACKS	
FLOSDEN RD	AMERICAN CANYON RD	SOUTH CITY LIMITS	FLOSDE	01	2,640	24	63,360	A	AC/AC		68	74	76	\$589	617,691	SEAL CRACKS	
KENSINGTON WY	E END	CHAUCER	KENSIN	01	470	31	14,570	R	AC/AC		94	88	89	\$12	1,061,744	SEAL CRACKS	
LOS ALTOS DR	RIO DEL MAR W.	THERESA AVE	LOS AL	03	960	35	33,600	R	AC/AC		94	88	89	\$28	1,058,333	SEAL CRACKS	
NEWELL DR	AMERICAN CANYON RD	DONALDSON WAY EAST	NEWELL	01	3,950	24	94,800	A	AC		75	80	82	\$658	630,167	SEAL CRACKS	
SHENANDOAH DR	SILVEROAK TRAIL	260 FT S. OF SONOMA CREEK WAY	SHENAN	01	916	37	33,892	R	AC		89	84	86	\$175	263,777	SEAL CRACKS	
SHENANDOAH DR	260 FT S. OF SONOMA CREEK WAY	DONADLSON WAY	SHENNA	01	1,060	37	39,220	R	AC		89	84	86	\$203	265,733	SEAL CRACKS	
SILVEROAK TRAIL	AMERICAN CANYON RD	NEWELL DR	SILVER	01	3,130	37	115,810	C	AC		85	79	81	\$854	319,218	SEAL CRACKS	
													Treatment Total		\$3,908		
LANDANA DR	DONALDSON WY	W. CAROLYN DR	LANDAN	02	750	33	24,750	R	AC/AC		54	48	100	\$247,912	3,166	MILL AND THICK OVERLAY	
MARBELLA CT	CARTAGENA WAY	N END	MARBEL	01	360	36	12,960	R	AC		55	48	100	\$129,816	3,195	MILL AND THICK OVERLAY	
MOCKINGBIRD DR	MONTEVINO	HIGHRIDGE DR	MOCKIN	01	500	34	17,000	R	AC		55	49	100	\$170,283	3,180	MILL AND THICK OVERLAY	
WEST AMERICAN CANYON RD	CHAUCER	WETLANDS EDGE RD	W. ACR	07	1,100	27	29,700	C	AC		58	49	100	\$297,495	3,999	MILL AND THICK OVERLAY	
													Treatment Total		\$845,507		
ALTA LOMA DR	JOAN DR	END OF CIRCLE	ALTA L	01	1,584	33	52,272	R	AC/AC		32	24	100	\$983,717	1,781	RECONSTRUCT STRUCTURE (AC)	
CAROLYN DR	255 CAROLYN	RIO DEL MAR	CAROLY	02	2,300	33	75,900	R	AC/AC		31	23	100	\$1,428,376	1,781	RECONSTRUCT STRUCTURE (AC)	
CONDOR CT	HIGHRIDGE DR	S END	CONDOR	01	500	34	17,000	R	AC		32	23	100	\$319,926	1,781	RECONSTRUCT STRUCTURE (AC)	
ELLIOTT DR	MARLA DR	KIMBERLY DR	ELLIOT	01	1,092	38	41,496	C	AC/AC		32	21	100	\$957,258	1,879	RECONSTRUCT STRUCTURE (AC)	
ELLIOTT DR	FOLLAND RD	W. AMERICAN CANYON RD	ELLIOT	03	1,877	45	84,465	C	AC/AC		33	22	100	\$1,948,496	1,879	RECONSTRUCT STRUCTURE (AC)	

** - Treatment from Project Selection



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Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Treatment Total \$5,637,773

Year 2026 Area Total 1,232,441

Year 2026 Total \$6,619,860

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
AMERICAN CANYON RD	VIA FRIEZA	CITY LIMITS	AN CAN	03	98	60	5,880	A	AC/AC		59	49	100	\$84,563	3,453	RECONSTRUCT SURFACE (AC)		
												Treatment Total		\$84,563				
ASCOT CT	KNIGHTSBRIDGE WY	N. END	ASCOT	01	158	29	4,910	R	AC/AC		90	87	93	\$4,298	8,485	SLURRY SEAL		
BEDFORD LN	ELLIOTT DR	W. END	BEDFOR	01	370	29	11,088	R	AC/AC		93	89	95	\$9,706	8,891	SLURRY SEAL		
BOONE DR	DEVELIN RD ROUNDABOUT	AIRPORT	BOONE	01	3,520	34	119,680	C	AC		92	85	92	\$104,767	11,025	SLURRY SEAL		
BROOKSHIRE WY	NORTH HAMPTON DR	S. END	BROOKS	01	317	29	9,504	R	AC/AC		90	87	93	\$8,320	8,485	SLURRY SEAL		
CAPRA DR	ELLIOTT DR	DANROSE DR	CAPRA	01	1,080	33	35,640	R	AC/AC		93	89	95	\$31,199	8,890	SLURRY SEAL		
CHAUCER CT	CHAUCER LN	E. END	CHAUC	01	264	33	8,448	R	AC/AC		93	89	95	\$7,395	8,891	SLURRY SEAL		
DEVELIN RD	MIDDELTON WAY	ROUNDABOUT	DEVLIN	02	622	44	27,368	C	AC		88	81	89	\$23,958	11,866	SLURRY SEAL		
DEVELIN RD	BOONE RD	END ROUNDABOUT	DEVLINRND	01	400	22	8,800	C	AC		90	81	88	\$7,703	10,029	SLURRY SEAL		
KENT WY	NORTH HAMPTON DR	N. END	KENTW	01	106	75	7,950	R	AC/AC		93	89	95	\$6,959	8,891	SLURRY SEAL		
KINGSLY LN	ELLIOTT DR	W. END	KINGSL	01	370	29	10,718	R	AC/AC		90	87	93	\$9,382	8,485	SLURRY SEAL		
KNIGHTSBRIDGE WY	DANROSE DR	BANBURY	KNIGHT	04	250	33	8,250	R	AC/AC		93	89	95	\$7,222	8,891	SLURRY SEAL		
KNIGHTSBRIDGE CT	BANBURY WAY	EAST END	KNIGHT	05	190	33	6,270	R	AC/AC		93	89	95	\$5,489	8,891	SLURRY SEAL		
LOS ALTOS DR	RIO DEL MAR W.	THERESA AVE	LOS AL	03	960	35	33,600	R	AC/AC		94	87	93	\$29,413	5,813	SLURRY SEAL		
NAPA JUNCTION RD	HY 29	Private Driveway	NAPA J	03	690	30	20,700	R	AC/AC		88	84	91	\$18,121	8,607	SLURRY SEAL		
NAPA JUNCTION RD	PRIVATE DRIVE WAY	EAST END	NAPA J	04	280	22	6,160	R	AC/AC		86	81	89	\$5,392	8,442	SLURRY SEAL		
PATRICIA DR	ELLIOTT DR	DANROSE DR	PATRIC	01	1,320	33	43,560	R	AC/AC		93	89	95	\$38,132	8,890	SLURRY SEAL		
THERESA AV	422' NORTH OF EUCALYPTUS DR	EUCALYPTUS DR	THERES	01B	422	36	15,192	R	AC/AC		86	81	89	\$13,299	8,432	SLURRY SEAL		
THERESA AV	EUCALYPTUS DR	LOS ALTOS DR	THERES	02	140	30	4,200	R	AC/AC		90	87	93	\$3,677	8,485	SLURRY SEAL		
												Treatment Total		\$334,434				
ALAMO CT	AMARILLO DR	N. END	ALAMO	01	264	33	8,976	R	AC/AC		18	86	87	\$40	235,813	SEAL CRACKS		
AMARILLO	CAROLYN DR	W. END	AMARIL	01	1,056	33	34,848	R	AC/AC		19	86	87	\$155	235,813	SEAL CRACKS		
ANDREW RD	THAYER WY	CRAWFORD WY	ANDREW	01	462	33	15,246	R	AC/AC		9	86	87	\$68	235,813	SEAL CRACKS		
ANDREW RD	CRAWFORD WY	DONALDSON WY	ANDREW	02	962	33	31,746	R	AC/AC		12	86	87	\$142	235,813	SEAL CRACKS		

** - Treatment from Project Selection



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Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
ANDREW RD	DONALDSON WY	WILSON WY	ANDREW	03	712	33	23,496	R	AC/AC		16	86	87	\$105	235,813	SEAL CRACKS
ARANDA CT	CARTAGENA WAY	N END	ARANDA	01	216	36	7,776	R	AC		82	83	84	\$46	260,523	SEAL CRACKS
ARDEN CT	KNIGHTSBRIDGE WY	N. END	ARDEN	01	264	29	7,920	R	AC		1	86	87	\$35	235,813	SEAL CRACKS
BANBURY WY	KNIGHTSBRIDGE WY	E. END	BANBUR	01	528	29	16,368	R	AC		12	86	87	\$73	235,813	SEAL CRACKS
BARCELONA DR	CARTAGENA WAY	ENTRADA CIR	BARCEL	01	445	36	16,020	R	AC		77	82	84	\$100	390,777	SEAL CRACKS
VIA BELLIAGO	N FLOSDEN	S FLOSDEN	BELLIA	01	3,333	46	153,318	C	AC		75	75	77	\$1,431	279,647	SEAL CRACKS
BENTON WY	HUMMINGBIRD	HUNTINGTON WY	BENTON	01	290	48	13,920	C	AC		43	85	86	\$51	452,601	SEAL CRACKS
BENTON WY	HUNTINGTON WY	ELLIOTT DR	BENTON	02	1,214	48	58,291	C	AC/AC		16	89	90	\$201	335,130	SEAL CRACKS
BENTON WY	HUMMINGBIRD	WETLANDS EDGE RD	BENTON	03	468	34	15,912	C	AC		76	75	78	\$143	283,788	SEAL CRACKS
BETTONA WAY	SAN MARCO WAY	VINCI WAY	BETTON	01	576	36	20,736	R	AC		76	81	83	\$138	384,580	SEAL CRACKS
BIELLA CT	VIA LAMORRA	S END	BIELLA	01	210	36	7,560	R	AC		46	87	88	\$12	619,292	SEAL CRACKS
BLACK DUCK CT	BUFFLEHEAD	S END	BLACKD	01	400	36	14,400	R	AC		79	81	82	\$99	266,611	SEAL CRACKS
BLUE ELDER CT	RED CLOVER WY	EAST END	BLUE E	01	290	36	10,440	R	AC		81	82	84	\$65	265,397	SEAL CRACKS
BLUE BELL ST	WETLANDS EDGE	E END	BLUEBI	01	500	36	18,000	R	AC		79	81	82	\$123	266,626	SEAL CRACKS
BRESSO CT	VINCI WAY	E END	BRESSO	01	310	34	10,540	R	AC		76	81	83	\$70	384,617	SEAL CRACKS
BRIXTON CT	NORTH HAMPTON DR	E. END	BRIXTO	01	264	29	7,920	R	AC		13	86	87	\$35	235,813	SEAL CRACKS
BRUNELLO DR	VIA BELLIAGO	PELLERIA DR	BRUNEL	01	290	36	10,440	R	AC		82	83	84	\$62	260,918	SEAL CRACKS
BUFFLEHEAD ST	REDHEAD	RIO GRANDE	BUFFLE	01	734	36	26,424	R	AC		81	82	84	\$165	264,850	SEAL CRACKS
BULLRUSH CT	RED CLOVER WY	EAST END	BULLRU	01	161	36	5,796	R	AC		80	81	83	\$38	266,808	SEAL CRACKS
CATTAIL CT	CATTAIL DR	N END	C TAIL	01	150	34	5,100	R	AC		73	78	80	\$41	344,085	SEAL CRACKS
CAMERINO CT	TOLENTINO DR	E END	CAMERI	01	330	36	11,880	R	AC		78	83	84	\$69	405,227	SEAL CRACKS
CANTADA WAY	ROLLING HILLS	CANTADA CT	CANTAD	01	1,264	35	44,240	R	AC		82	86	87	\$207	415,327	SEAL CRACKS
CANTADA CT	SAGEBRUSH LANE	E END	CANTAD	02	310	33	10,230	R	AC		82	86	87	\$48	415,327	SEAL CRACKS
CAROLYN DR	DONALDSON WAY	225DDONALDSO N	CAROLY	01	150	38	5,700	R	AC/AC		20	86	87	\$25	235,813	SEAL CRACKS
CARRARA CT	VINCI WAY	EAST END	CARRA	01	289	34	9,826	R	AC		80	81	83	\$64	263,581	SEAL CRACKS
CASTELLINA CIRCLE	VERONA	VERONA	CASTEL	01	1,646	36	59,256	R	AC		79	81	82	\$404	265,596	SEAL CRACKS
CATALONIA DR	CARTAGENA WAY	ENTRADA CIR	CATALO	01	467	36	16,812	R	AC		79	81	82	\$115	263,598	SEAL CRACKS
CENTER AVE	SONOMA CREEK	S. END	CENTER	01	373	37	13,801	R	AC		82	83	84	\$81	263,568	SEAL CRACKS
CANYON MEADOWS DR	MARSH CREEK DR	MEADOW BAY DR	CM DR	01	691	34	23,494	R	AC		76	81	83	\$156	384,556	SEAL CRACKS

** - Treatment from Project Selection



City of American Canyon
 4381 Broadway
 Suite 201
 American Canyon, CA 94503
 (707) 647-4587

Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
COMMERCE BL	GREEN ISLAND RD	POKKA BEVERAGE DRIVEWAY	COMMER	01	1,185	41	48,585	C	AC		16	89	90	\$167	335,130	SEAL CRACKS
COMMERCE BL	POKKA BEVERAGE DRIVEWAY	CUL-DE-SAC	COMMER	02	417	32	13,344	C	AC		69	70	73	\$146	288,913	SEAL CRACKS
CORBIN DR	N END	S. END	CORBIN	01	792	33	26,928	R	AC/AC		48	87	88	\$41	619,292	SEAL CRACKS
CRAWFORD WY	CHAUCER LN	ELLIOTT DR	CRAWFO	01	605	31	18,755	R	AC		0	86	87	\$84	235,813	SEAL CRACKS
CRAWFORD WY	ELLIOTT DR	ANDREW RD	CRAWFO	02	1,095	38	41,610	R	AC/AC		20	86	87	\$186	235,813	SEAL CRACKS
CRESTWOOD LANE	DONALDSON WAY	GOLDENBROOK LANE	CRESTW	01	647	35	22,645	R	AC		82	83	84	\$134	260,891	SEAL CRACKS
DANROSE DR	MARLA DR	KIMBERLY DR	DANROS	01	1,090	38	41,420	C	AC/AC		9	89	90	\$143	335,130	SEAL CRACKS
DEAVER CT	TOSCANA DR	N. END	DEAVER	01	251	33	8,283	R	AC		74	79	80	\$64	340,174	SEAL CRACKS
DEL RAY CT	LOS ALTOS DR	E. END	DELRAY	01	528	33	17,952	R	AC/AC		16	86	87	\$80	235,813	SEAL CRACKS
DEVELIN RD	SOUTH KELLY ROAD	MIDDELTON WAY	DEVLIN	01	2,670	45	120,150	C	AC		82	84	85	\$670	424,171	SEAL CRACKS
DEVELIN RD	ROUNDAABOUT	GREEN ISLAND RD	DEVLIN	03	2,300	38	87,400	C	AC		97	89	90	\$306	343,588	SEAL CRACKS
DODD CT	PAOLI LOOP RD	W. END	DODD	01	264	33	9,240	R	AC		14	86	87	\$41	235,813	SEAL CRACKS
DONALDSON WY	EUCALYPTUS DR	1060 DONALDSON WAY	DONALD	01	720	46	33,120	R	AC		42	87	88	\$51	619,292	SEAL CRACKS
DONALDSON WY	1060 DONALDSON WAY	910 DONALDSON WAY	DONALD	02	1,065	38	40,470	R	AC/AC		44	87	88	\$62	619,292	SEAL CRACKS
DONALDSON WY	RIO DEL MAR	AMARILLO	DONALD	04	940	45	42,300	C	AC		10	89	90	\$146	335,130	SEAL CRACKS
DONALDSON WY	ELLIOT DR	101 DONALDSON WAY	DONALD	06	745	33	24,585	C	AC/AC		4	89	90	\$85	335,130	SEAL CRACKS
DONALDSON WY EAST	101 DONALDSON WAY	9 DONALDSON WAY	DONALD	07	1,380	33	45,540	C	AC/AC		40	85	86	\$168	452,601	SEAL CRACKS
DONALDSON WY EAST	9 DONALDSON WAY	HY 29	DONALD	08	289	33	9,537	C	AC/AC		44	85	86	\$35	452,601	SEAL CRACKS
DORCHESTER PL	KNIGHTSBRIDGE WY	S. END	DORCHE	01	528	29	15,840	R	AC		0	86	87	\$71	235,813	SEAL CRACKS
EISENHOWER CT	VENTANA	S END	EISEN	01	195	36	7,020	R	AC		83	83	85	\$40	260,105	SEAL CRACKS
ELBA CT	VIA PESCARA	NORTH END	ELBA	01	241	36	8,676	R	AC		78	80	82	\$62	266,365	SEAL CRACKS
ELKE DR	DONALDSON WY	GISELA DR	ELKE	01	667	31	20,677	R	AC		14	86	87	\$92	235,813	SEAL CRACKS
ELLIOTT DR	KIMBERLY DR	FOLLAND RD	ELLIOT	02	833	38	31,654	C	AC/AC		50	85	86	\$117	452,601	SEAL CRACKS
ENTRADA CIR	CARTAGENA WAY W END	CARTAGENA WAY E END	ENTRAD	01	2,330	36	83,880	R	AC		69	73	76	\$819	289,243	SEAL CRACKS

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
EUCALYPTUS DR	315 FT W. OF DONALDSON WY	450 FT W. OF THERESA AVE	EUCALY	02A	890	40	35,600	C	AC/AC		11	89	90	\$122	335,130	SEAL CRACKS
EUCALYPTUS DR	THERESA AV	RIO DEL MAR	EUCALY	03	880	35	30,800	C	AC/AC		10	89	90	\$106	335,130	SEAL CRACKS
EUCALYPTUS DR	EAST HY 29	SOUTH END OF WALMART	EUCLY	04	645	55	35,475	R	AC		79	82	84	\$223	300,960	SEAL CRACKS
FARENTINO PALCE	SAGEBRUSH LANE	E END	FARENT	01	453	33	14,949	R	AC		82	83	84	\$88	260,891	SEAL CRACKS
FLAMINGO CT	RIO DEL MAR	N . END	FLAMIN	01	950	34	32,313	R	AC/AC		49	87	88	\$49	619,292	SEAL CRACKS
FORD DR	INDEPENDANCE	INDEPENDENCE	FORDDR	01	1,146	36	41,256	R	AC		82	83	84	\$245	263,473	SEAL CRACKS
VIA FIRENZIA	AMERICAN CANYON RD	VIA BELLIAGO	FRENZI	01	840	36	30,240	R	AC		85	84	86	\$158	255,221	SEAL CRACKS
GADWALL CT	RINGNECK	S END	GAD CT	01	714	36	25,704	R	AC		81	82	84	\$160	264,850	SEAL CRACKS
GADWALL ST	RINGNECK	RINGNECK	GADWAL	01	1,185	36	42,660	R	AC		77	82	83	\$269	391,088	SEAL CRACKS
GISELA DR	DONALDSON WY	RIO DEL MAR	GISELA	02	629	31	19,492	R	AC		49	87	88	\$30	619,292	SEAL CRACKS
GOLDEN BROOK LANE	TUSCAN OAK TRAIL	GOLD VALLEY WAY	GOLDBR	01	878	35	30,730	R	AC		80	84	85	\$170	389,057	SEAL CRACKS
GOLDFINCH DR	MONTEVINO	MONTEVINO	GOLDFI	01	1,628	34	55,352	R	AC		73	78	80	\$440	351,777	SEAL CRACKS
GOLDEN VALLEY CT	S END	GOLDEN BROOK	GOLDVA	01	296	35	10,360	R	AC		82	86	87	\$49	415,327	SEAL CRACKS
GOLDEN VALLEY WAY	GOLD VALLEY COURT	ROLLING HILLS	GOLDVA	02	924	35	32,340	R	AC		76	81	82	\$222	349,101	SEAL CRACKS
GRANITE SPRINGS WAY	SHENANDOAH DR	NEWELL DR	GRANIT	01	1,256	37	46,472	R	AC		81	82	84	\$288	264,853	SEAL CRACKS
GREEN ISLAND RD	MEZZETTA CT	HY 29	GREEN	01	5,438	37	201,206	C	AC/AC		24	89	90	\$692	335,130	SEAL CRACKS
GREENWING ST	EUCALYPTUS ST	GADWALL ST	GREENW	01	185	36	6,660	R	AC		83	83	85	\$38	260,193	SEAL CRACKS
GULL	PEACOCK	E END	GULL	01	243	34	8,262	R	AC		77	82	84	\$51	399,546	SEAL CRACKS
HALLMARK CT	SAGEBRUSH LANE	E END	HALLMA	01	351	33	11,583	R	AC		83	83	85	\$65	260,734	SEAL CRACKS
HALLMARK LANE	SIENNA WAY	SAGEBRUSH LANE	HALLMA	02	600	35	21,000	R	AC		86	85	86	\$106	250,696	SEAL CRACKS
HANNA DR	COMMERCE BL	E. END	HANNA	01	1,848	42	77,616	R	AC		13	86	87	\$346	235,813	SEAL CRACKS
HEARTFORD WY	CRAWFORD WY	DONALDSON WY	HEARTF	01	1,162	31	36,009	R	AC		2	86	87	\$161	235,813	SEAL CRACKS
HEARTHSTONE DR	CENTER AVE	TUSCAN OAK TRAIL	HEARTH	01	1,430	37	52,910	R	AC		82	86	87	\$249	412,342	SEAL CRACKS
HESS RD	LOMBARD RD	END	HESS	01	3,536	29	102,544	R	AC/AC		22	86	87	\$457	235,813	SEAL CRACKS
HILLCREST CT	HIGHRIDGE DR	S END	HILLCR	01	490	34	16,660	R	AC		79	81	82	\$114	263,098	SEAL CRACKS
HORIZON CT	SAGEBRUSH LANE	E END	HORIZO	01	354	33	11,682	R	AC		84	84	85	\$63	258,769	SEAL CRACKS
HORIZON WAY	SAGEBRUSH LANE	SIENNA WAY	HORIZO	02	777	35	27,195	R	AC		84	84	85	\$147	258,769	SEAL CRACKS

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

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Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
HIGHRIDGE DR	VENTANA	STARLING CT	HR.DR	01	1,360	34	46,240	R	AC		74	79	81	\$347	364,633	SEAL CRACKS
HUNTINGTON WY	LARKSPUR ST	BENTON WY	HUNTIN	01	1,584	31	49,104	R	AC		15	86	87	\$219	235,813	SEAL CRACKS
INDEPENDENCE CT	VENTANA DR	SOUTH END	IND CT	01	207	36	7,452	R	AC		82	83	84	\$44	263,473	SEAL CRACKS
INDEPENDENCE DR	VENTANA DR	EAST END	INDEPE	01	1,970	36	70,920	R	AC		82	83	84	\$420	263,473	SEAL CRACKS
IRONHORSE DR	SIRAH DR	OAKSTONE WAY	IRONH	01	784	35	27,440	R	AC		77	82	83	\$176	370,999	SEAL CRACKS
JAMES RD	DONALDSON WY	WILSON WY	JAMES	03	704	38	26,752	R	AC/AC		24	86	87	\$119	235,813	SEAL CRACKS
JANA WY	DONALDSON WY	DONALDSON WY	JANA	01	820	31	25,420	R	AC		22	86	87	\$113	235,813	SEAL CRACKS
JOAN DR	W. END	CAROLYN DR	JOAN	01	1,200	35	42,000	R	AC/AC		46	87	88	\$64	619,292	SEAL CRACKS
JOAN DR	CAROLYN DR	LOS ALTOS DR	JOAN	02	958	35	33,530	R	AC/AC		48	87	88	\$51	619,292	SEAL CRACKS
KENSINGTON WY	CHAUCER	WETLANDS EDGE RD	KENSIN	02	656	36	23,616	R	AC		49	87	88	\$36	619,292	SEAL CRACKS
KILPATRICK ST	MARLA DR	ELLIOTT DR	KILPAT	01	528	29	15,312	R	AC/AC		14	86	87	\$68	235,813	SEAL CRACKS
KIMBERLY CT	KIMBERLY DR	SOUTH END	KIM.CT	01	150	34	5,100	R	AC		66	70	73	\$55	265,464	SEAL CRACKS
KLAMATH CT	PAOLI LOOP RD	W. END	KLAMAT	01	528	35	19,008	R	AC		11	86	87	\$85	235,813	SEAL CRACKS
KNIGHTSBRIDGE WY	CHAUCER LN	ELLIOTT DR	KNIGHT	02	910	33	30,030	R	AC		41	87	88	\$46	619,292	SEAL CRACKS
KNIGHTSBRIDGE WY	ELLIOTT DR	DANROSE DR	KNIGHT	03	1,294	33	42,702	R	AC		11	86	87	\$190	235,813	SEAL CRACKS
LANDANA DR	RIO GRANDE	DONALDSON WY	LANDAN	01	657	35	22,995	R	AC/AC		41	87	88	\$35	619,292	SEAL CRACKS
LANSFORD CT	KNIGHTSBRIDGE WY	S. END	LANSFO	01	317	29	9,504	R	AC		1	86	87	\$42	235,813	SEAL CRACKS
LARK	PEACOCK	E END	LARK	01	243	34	8,262	R	AC		75	80	82	\$59	371,538	SEAL CRACKS
LINWOOD LN	KNIGHTSBRIDGE WY	S. END	LINWOO	01	264	29	7,920	R	AC		0	86	87	\$35	235,813	SEAL CRACKS
LISA CT	ELLIOTT DR	E. END	LISA	01	160	29	4,640	R	AC/AC		67	71	74	\$47	257,501	SEAL CRACKS
LOMBARD RD	NAPA JUNCTION RD	N. END	LOMBAR	01	1,690	39	65,894	R	AC		44	87	88	\$101	619,292	SEAL CRACKS
MAIN ST	NAPA JUNCTION RD	SOUTH END	MAINST	01	2,140	30	64,200	C	AC		79	79	81	\$495	307,777	SEAL CRACKS
MANOR CT	DANROSE DR	W. END	MANOR	01	264	29	7,920	R	AC		86	85	86	\$40	247,234	SEAL CRACKS
MARCELLO CT	TOLENTINO DR	E END	MARCEL	01	283	36	10,188	R	AC		74	79	81	\$78	348,836	SEAL CRACKS
VIA MARCIANA	PELLARIA DR	PALESTRINA DR	MARCIN	01	820	36	29,520	R	AC		80	81	83	\$192	263,592	SEAL CRACKS
MARLA DR	KILPATRIC ST	BLANCO	MARLA	01	1,848	33	60,984	C	AC/AC		24	89	90	\$210	335,130	SEAL CRACKS
MARLA DR	KILPATRICK 100 FEET WEST	MEADOW BAY DR	MARLA	02	1,050	36	37,800	R	AC		80	81	83	\$246	262,698	SEAL CRACKS
MARLA DR	KILPATRIC	100 FEET WEST	MARLA	03	100	36	3,600	R	AC/AC		18	86	87	\$16	235,813	SEAL CRACKS
MARSALA PLACE	GRANITE SPRINGS WAY	S. END	MARSAL	01	444	33	14,652	R	AC		82	83	84	\$87	263,517	SEAL CRACKS

** - Treatment from Project Selection



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Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
MEADOW BAY DR	KIMBERLY DR	MARLA DR	MEADOW	01	938	30	28,140	R	AC		81	82	84	\$175	261,331	SEAL CRACKS
MELVIN RD	WILSON WY	CASSAYER DR	MELVIN	01	1,848	33	60,984	R	AC/AC		41	87	88	\$93	619,292	SEAL CRACKS
MEZZETTA CT	GREEN ISLAND RD	S. END	MEZZET	01	1,050	33	34,650	R	AC		0	86	87	\$154	235,813	SEAL CRACKS
VIA MONTALCINO	PALLERIA DR	PLAZZO WAY	MONTAL	01	310	36	11,160	R	AC		75	80	82	\$80	362,798	SEAL CRACKS
MONTECARLO WAY	N VIA BELLIGIO	S VIA BELLIGIO	MONTE	01	1,516	38	57,608	R	AC		73	78	80	\$462	343,747	SEAL CRACKS
MOSAIC CT	S END	TERRAZZO LANE	MOSAIC	01	244	35	8,540	R	AC		76	81	82	\$59	349,101	SEAL CRACKS
NORTHHAMPTON DR	ELLIOTT DR	DANROSE DR	N. HAM	02	1,745	33	57,585	R	AC		17	86	87	\$257	235,813	SEAL CRACKS
NORTHHAMPTON DR	170' W. OF CHAUCER	SAN MARCO WAY	N. HAM	03	140	36	5,040	R	AC		82	83	84	\$30	260,788	SEAL CRACKS
NAPA JUNCTION RD	NAPA JUNCTION SCHOOL	HY 29	NAPA J	02	792	29	22,968	R	AC/AC		49	87	88	\$35	619,292	SEAL CRACKS
NORTHRUP LN	CHAUCER	E. END	NORTHR	01	528	31	16,896	R	AC		0	86	87	\$75	235,813	SEAL CRACKS
NORTHRUP LN	CHAUCER	PAVEMENT CHANGE	NORTHR	02	320	34	10,880	R	AC		0	86	87	\$49	235,813	SEAL CRACKS
NORTHRUP LN	PAVEMENT CHANGE	CUL DE SAC WEST	NORTHRUP	03	290	34	9,860	R	AC		81	82	84	\$61	262,050	SEAL CRACKS
NOTTINGHAM LN	ELLIOTT DR	E. END	NOTTIN	01	370	29	11,088	R	AC		8	86	87	\$49	235,813	SEAL CRACKS
OAK STONE CT	IRONHORSE DR	NORTH END	OAKS	01	212	33	6,996	R	AC		81	82	84	\$43	261,320	SEAL CRACKS
OAK STONE WAY	SIRAH DR	IRONHORSE DR	OAKSTO	01	1,551	33	51,183	R	AC		82	83	84	\$303	263,099	SEAL CRACKS
JIM OSWALD WY	W. END	MEZZETTA CT	OSWALD	01	900	37	33,300	R	AC		22	86	87	\$148	235,813	SEAL CRACKS
PALENCIA CT	CARTAGENA WAY	N END	PALEN	01	135	36	4,860	R	AC		81	82	84	\$30	261,830	SEAL CRACKS
PALESTRINA DR	VIA MARCIANA	TOLENTINO DR	PALEST	01	230	36	8,280	R	AC		79	81	82	\$56	263,974	SEAL CRACKS
PALESTRINA CT	TOLENTINO DR	EAST END	PALEST	02	485	36	17,460	R	AC		74	79	81	\$133	348,836	SEAL CRACKS
PARK LN	KNIGHTSBRIDGE WY	N. END	PARK	01	264	29	7,920	R	AC		0	86	87	\$35	235,813	SEAL CRACKS
PEACOCK	HUMMING BIRD	HUMMING BIRD	PEACOC	01	1,549	34	52,666	R	AC		80	81	83	\$344	262,776	SEAL CRACKS
PELLERIA DR	PLAZZO WAY	VIA MONTALCINO	PELLER	01	800	36	28,800	R	AC		78	83	84	\$168	405,227	SEAL CRACKS
VIA PESARO	SARCEDO WAY	SARCEDO WAY	PESARO	01	606	36	21,816	R	AC		69	73	76	\$213	289,440	SEAL CRACKS
VIA PESCARA	N. VIA FIRENZIA	S. VIA FIRENZIA	PESCA	01	1,731	36	62,316	R	AC		80	81	83	\$405	265,202	SEAL CRACKS
PLAZZO WAY	VIA TREVESO	VIA MONTALCINO	PLAZZO	01	1,262	36	45,432	R	AC		79	81	82	\$310	263,974	SEAL CRACKS
POCO WY	MELVIN RD	HY 29	POCO	01	528	33	17,424	C	AC/AC		5	89	90	\$60	335,130	SEAL CRACKS
POPPYFIELD DR	KIMBERLY DR	MARLA DR	POPPY	01	992	34	33,728	R	AC		77	82	84	\$210	400,273	SEAL CRACKS
REBECCA CT	GISELA DR	N. END	REBECC	01	316	33	10,771	R	AC		20	86	87	\$48	235,813	SEAL CRACKS
RED CLOVER WY	NORTH END	SOUTH END	REDCLO	01	1,774	36	63,864	R	AC		78	83	84	\$378	394,980	SEAL CRACKS

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
REDHEAD ST	BLUE BELL	N END	REDHE	01	1,170	36	42,120	R	AC		81	82	84	\$262	264,850	SEAL CRACKS
REED DR	DANROSE DR	CORBIN DR	REED	01	528	33	17,424	R	AC/AC		46	87	88	\$27	619,292	SEAL CRACKS
REGENT CT	KNIGHTSBRIDGE WY	N. END	REGENT	01	316	29	9,504	R	AC		11	86	87	\$42	235,813	SEAL CRACKS
RENWOOD PLACE	WHITEOAK DR	S. END	RENW	01	175	33	5,775	R	AC		82	83	84	\$34	263,099	SEAL CRACKS
RENWOOD LANE	WHITEOAK DR	SILVEROAK TRAIL	RENWOO	01	1,026	35	35,910	R	AC		74	78	80	\$279	330,984	SEAL CRACKS
RINGNECK ST	REDHEAD	GOLDENEYE	RINGNE	01	1,450	36	52,200	R	AC		82	83	84	\$310	263,511	SEAL CRACKS
RIO DEL MAR	DONALDSON WY	CAROLYN DR	RIO DE	02	1,041	38	39,558	C	AC/AC		9	89	90	\$136	335,130	SEAL CRACKS
RIO DEL MAR	CAROLYN DR	WEST LOS ALTOS DR	RIO DE	03	1,138	38	43,244	C	AC/AC		15	89	90	\$149	335,130	SEAL CRACKS
RIO DEL MAR	WEST LOS ALTOS DR	CASSAYARE DR	RIO DE	04	834	38	31,692	C	AC/AC		6	89	90	\$109	335,130	SEAL CRACKS
RIO DEL MAR	CASSAYARE DR	HY 29	RIO DE	05	423	38	16,074	C	AC/AC		11	89	90	\$55	335,130	SEAL CRACKS
RIO DEL MAR	WETLANDSEGE RD	RIO GRANDE	RIO DE	06	956	38	36,328	C	AC		85	84	85	\$197	351,463	SEAL CRACKS
RIO GRANDE	CARMEL	RINGNECK	RIOGRA	02	450	36	16,200	R	AC		81	82	84	\$101	264,850	SEAL CRACKS
RITA CT	ELKE DR	E. END	RITA	01	200	31	11,226	R	AC		0	86	87	\$50	235,813	SEAL CRACKS
ROLLING HILLS DR	N END	DONALDSON WAY	ROLLIN	01	1,169	37	43,253	R	AC		89	86	87	\$201	242,384	SEAL CRACKS
SADIE PLACE	GRANITE SPRINGS WAY	S. END	SADIE	01	228	33	7,524	R	AC		81	85	86	\$38	410,744	SEAL CRACKS
SAGEBRUSH LANE	CANTADA WAY	HALLMARK	SAGEBR	01	1,126	35	39,410	R	AC		85	85	86	\$205	253,533	SEAL CRACKS
SAGEBRUSH CT	HALLMARK CT	S END	SAGEBR	02	227	33	7,491	R	AC		84	84	85	\$41	255,578	SEAL CRACKS
SAN MARCO WAY	WETLANDS EDGE RD	BETTONA WAY	SAN MA	01	1,245	36	44,820	R	AC		77	82	84	\$279	399,938	SEAL CRACKS
SARCEDO WAY	VIA LA MORRA	VIA TREVISO	SARCED	01	1,445	36	52,020	R	AC		69	73	76	\$508	289,440	SEAL CRACKS
SELVINO CT	SAGEBRUSH LANE	E END	SELVIN	01	383	33	12,639	R	AC		82	83	84	\$75	260,891	SEAL CRACKS
SEQUOIA GROVE WAY	TOSCANA DR	SILVEROAK TRAIL	SEQUI	01	567	35	19,845	R	AC		79	84	85	\$109	400,083	SEAL CRACKS
SEQUOIA GROVE CT	TOSCANA DR	S. END	SEQUI	01	132	75	9,900	R	AC		78	83	84	\$59	386,424	SEAL CRACKS
SERENA PLACE	HALLMARK LANE	S END	SEREN	01	377	33	12,441	R	AC		81	85	86	\$64	401,377	SEAL CRACKS
SIENNA WAY	HORIZON WAY	SIENNA CT	SIENNA	01	516	35	18,060	R	AC		83	83	85	\$102	260,734	SEAL CRACKS
SIENNA CT	TREVIA LANE	S END	SIENNA	02	207	33	6,831	R	AC		82	86	87	\$32	412,101	SEAL CRACKS
SIERRA VISTA	CAROLYN DR	AMARILLO DR	SIERRA	01	1,056	31	32,736	R	AC		17	86	87	\$146	235,813	SEAL CRACKS
SIRAH DR	SHENANDOAH	OAKSTONE DR	SIRAH	01	699	37	25,863	R	AC		82	83	84	\$153	263,099	SEAL CRACKS
SOUTH NAPA JUNCTION RD	HY 29	E. END	SNAPAJ	01	792	29	22,968	R	AC/AC		8	86	87	\$102	235,813	SEAL CRACKS

** - Treatment from Project Selection



City of American Canyon
 4381 Broadway
 Suite 201
 American Canyon, CA 94503
 (707) 647-4587

Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SOBON WAY	SILVEROAK TRAIL	OAKSTONE WAY	SOBAN	01	129	37	4,773	R	AC		81	85	86	\$24	410,761	SEAL CRACKS
SONOMA CREEK WAY	SHENANDOAH DR	HEARTHSTONE DR	SONOMA	01	1,564	37	57,868	R	AC		78	83	84	\$348	375,330	SEAL CRACKS
SORRENTO LANE	CANTADA WAY	DONALDSON WAY	SORREN	01	770	35	26,950	R	AC		76	81	82	\$185	349,101	SEAL CRACKS
SPIKE RUSH CIR	SOUTH WETLANDSEdge RD	NORTH WETLANDSEdge RD	SPIKER	01	2,805	36	100,980	R	AC		75	80	81	\$735	353,793	SEAL CRACKS
SPINETTA CT	SILVEROAK TRAIL	N. END	SPINET	01	296	33	9,768	R	AC		73	77	80	\$80	320,107	SEAL CRACKS
STARLING CT	HIGHRIDGE DR	N. END	STARLI	01	260	34	8,840	R	AC		76	81	83	\$58	394,062	SEAL CRACKS
STONECREEK DR	TOSCANA DR	SEQUOIA GROVE WAY	STONE	01	1,198	35	41,930	R	AC		68	72	75	\$431	272,203	SEAL CRACKS
STRAND CT	KNIGHTSBRIDGE WY	S. END	STRAND	01	264	29	7,920	R	AC		0	86	87	\$35	235,813	SEAL CRACKS
SUMMERWOOD DR	DONALDSON WAY	N.END	SUMMER	01	1,587	35	55,545	R	AC		82	86	87	\$260	415,327	SEAL CRACKS
TAPESTRY LANE	SUMMERWOOD	GOLDEN VALLEY WAY	TAPEST	01	682	33	22,506	R	AC		78	83	84	\$134	375,242	SEAL CRACKS
TERRAZZO LANE	GOLD VALLEY WAY	ROLLING HILLS DRIVE	TERRAZ	01	1,244	35	43,540	R	AC		77	81	83	\$286	343,022	SEAL CRACKS
THAYER WY	ANDREW RD	JAMES RD	THAYER	01	528	34	17,952	R	AC/AC		19	86	87	\$80	235,813	SEAL CRACKS
THERESA AV	NAPA JUNCTION RD	422' NORTH OF EUCALYPTUS DR	THERES	01A	1,122	36	40,392	R	AC/AC		25	86	87	\$180	235,813	SEAL CRACKS
TOLENTINO DR	PALAZZO WAY	PALESTRINA DR	TOLENT	01	725	36	26,100	R	AC		79	81	82	\$178	263,974	SEAL CRACKS
TREVIA LANE	SHENANDOAH DR	SIENNA WAY	TREVIA	01	173	37	6,401	R	AC		88	86	87	\$30	246,819	SEAL CRACKS
TREVISO CT	VIA TREVISO	END	TREVIC	01	120	40	4,800	R	AC		73	78	80	\$39	335,631	SEAL CRACKS
TRUMAN CT	VENTANA DR	S END	TRUMAN	01	313	36	11,268	R	AC		86	85	86	\$57	250,140	SEAL CRACKS
TUSCAN OAK TRAIL	HEARTHSTONE DR	GOLDEN BROOK	TUSCAN	01	1,082	37	40,034	R	AC		77	82	83	\$257	363,738	SEAL CRACKS
TYLER CT	KIMBERLY DR	N. END	TYLER	01	264	33	8,976	R	AC/AC		46	87	88	\$14	619,292	SEAL CRACKS
VINE TERRACE WAY	BROADWAY	GOLDFINCH	V. TER	01	750	34	25,500	R	AC		75	80	82	\$180	378,696	SEAL CRACKS
VENTANA DR	BROADWAY	HIGHRIDGE DR	VENTAN	01	732	38	27,816	R	AC		74	79	81	\$209	364,633	SEAL CRACKS
VENTANA DR	HIGHRIDGE	EAST WEST INDEPENDENCE DR	VENTAN	02	1,075	36	38,700	R	AC		79	81	82	\$264	266,612	SEAL CRACKS
VERONA DR	VIA BELLAGIO	CASTELLINA CIRCLE	VERONA	01	251	46	11,546	R	AC		76	81	83	\$77	385,264	SEAL CRACKS
VINCI WAY	SAN MARCO WAY	BETTONA WAY	VINCI	01	932	36	33,552	R	AC		75	80	82	\$239	372,050	SEAL CRACKS
VINE GATE WAY	SONOMA CREEK WAY	DONALDSON WAY	VINE G	01	195	37	7,215	R	AC		86	85	86	\$36	250,133	SEAL CRACKS

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
WEST AMERICAN CANYON RD	CHAUCER	ELLIOTT DR	W. ACR	01	815	35	28,525	C	AC/AC		77	80	82	\$195	431,021	SEAL CRACKS
WEST AMERICAN CANYON RD	JAMES	HY 29	W. ACR	02	710	35	24,850	C	AC/AC		69	72	74	\$250	329,601	SEAL CRACKS
WEST AMERICAN CANYON RD	CHAUCER	WETLANNDS EDGE RD	W. ACR	03	1,100	28	30,800	C	AC		49	85	86	\$113	452,601	SEAL CRACKS
WEST CAROLYN DR	DONALDSON WY	RIO DEL MAR	W.CARO	02	899	38	34,162	R	AC/AC		48	87	88	\$52	619,292	SEAL CRACKS
WETLANDS EDGE RD	KENSINGTON WAY	W. AM CANYON RD	WET LA	01	1,464	30	43,920	C	AC		76	75	78	\$396	284,905	SEAL CRACKS
WETLANDS EDGE RD	BENTON WAY	W. AM. CAN RD	WET LA	02	1,340	30	40,200	C	AC		82	81	83	\$262	328,498	SEAL CRACKS
WETLANDS EDGE RD	BENTON WAY	EUCALYPTUS	WET LA	03	4,220	22	92,840	C	AC		78	78	80	\$758	305,410	SEAL CRACKS
WHITEOAK DR	SILVEROAK TRAIL	RENWOOD PLACE	WHITEO	01	1,294	37	47,878	R	AC		81	85	86	\$243	410,783	SEAL CRACKS
WILSON WY	ANDREW RD	MELVIN RD	WILSON	01	750	35	26,250	R	AC/AC		12	86	87	\$117	235,813	SEAL CRACKS
WOOD DUCK CT	RINGNECK	W END	WOODD	01	370	36	13,320	R	AC		81	82	84	\$83	264,850	SEAL CRACKS
Treatment Total												\$32,463				
BROPHY ST	KIMBERLY DR W.	KIMBERLY DR E.	BROPHY	01	1,056	33	34,848	R	AC/AC		57	50	100	\$359,533	3,025	MILL AND THICK OVERLAY
CORSICANA DR	W CAROLYN DR	N. END	CORSIC	01	528	33	17,424	R	AC/AC		58	49	100	\$179,766	3,072	MILL AND THICK OVERLAY
DONALDSON WY	910 DONALDSON WAY	RIO DEL MAR	DONALD	03	800	38	30,400	C	AC/AC		58	48	100	\$313,642	3,800	MILL AND THICK OVERLAY
DONALDSON WY	AMARILLO	BENTON WAY	DONALD	05	880	45	39,600	C	AC/AC		58	48	100	\$408,560	3,800	MILL AND THICK OVERLAY
EUCALYPTUS DR	W. END	315' W. OF DONALDSON WY	EUCALY	01	2,992	25	87,400	C	AC/AC		58	48	100	\$901,720	3,800	MILL AND THICK OVERLAY
WEST CAROLYN DR	RIO GRANDE	DONALDSON WY	W.CARO	01	905	38	34,390	R	AC/AC		56	49	100	\$354,807	3,062	MILL AND THICK OVERLAY
Treatment Total												\$2,518,028				
FLOSDEN RD	AMERICAN CANYON ROAD	SOUTH CITY LIMITS	FLOSDEN	02	2,640	24	63,360	A	AC/AC		38	23	100	\$1,505,481	2,302	RECONSTRUCT STRUCTURE (AC)
GISELA DR	ELKE DR	DONALDSON WY	GISELA	01	1,008	31	31,248	R	AC		35	23	100	\$605,704	1,729	RECONSTRUCT STRUCTURE (AC)
KIMBERLY DR	ELLIOTT DR	HY 29	KIMBER	01	2,112	61	128,832	C	AC/AC		37	24	100	\$3,061,144	1,824	RECONSTRUCT STRUCTURE (AC)
Treatment Total												\$5,172,328				
Year 2027 Area Total							6,860,126		Year 2027 Total			\$8,141,817				

** - Treatment from Project Selection



City of American Canyon
4381 Broadway
Suite 201
American Canyon, CA 94503
(707) 647-4587

Scenarios - Sections Selected for Treatment

Interest: 6.00%

Inflation: 3.00%

Printed: 2/17/2023

Scenario: (1) Unconstrained Needs

Grand Total Section Area: 16,619,871

Grand Total \$71,851,762

Appendix G

Maps

Map – Current PCI

Scenario Maps – PCI Condition after Treatments (all Scenarios)

Scenario Maps – Section Selected for Treatment (all Scenarios)



Current PCI Condition

Printed: 2/17/2023

Feature Legend

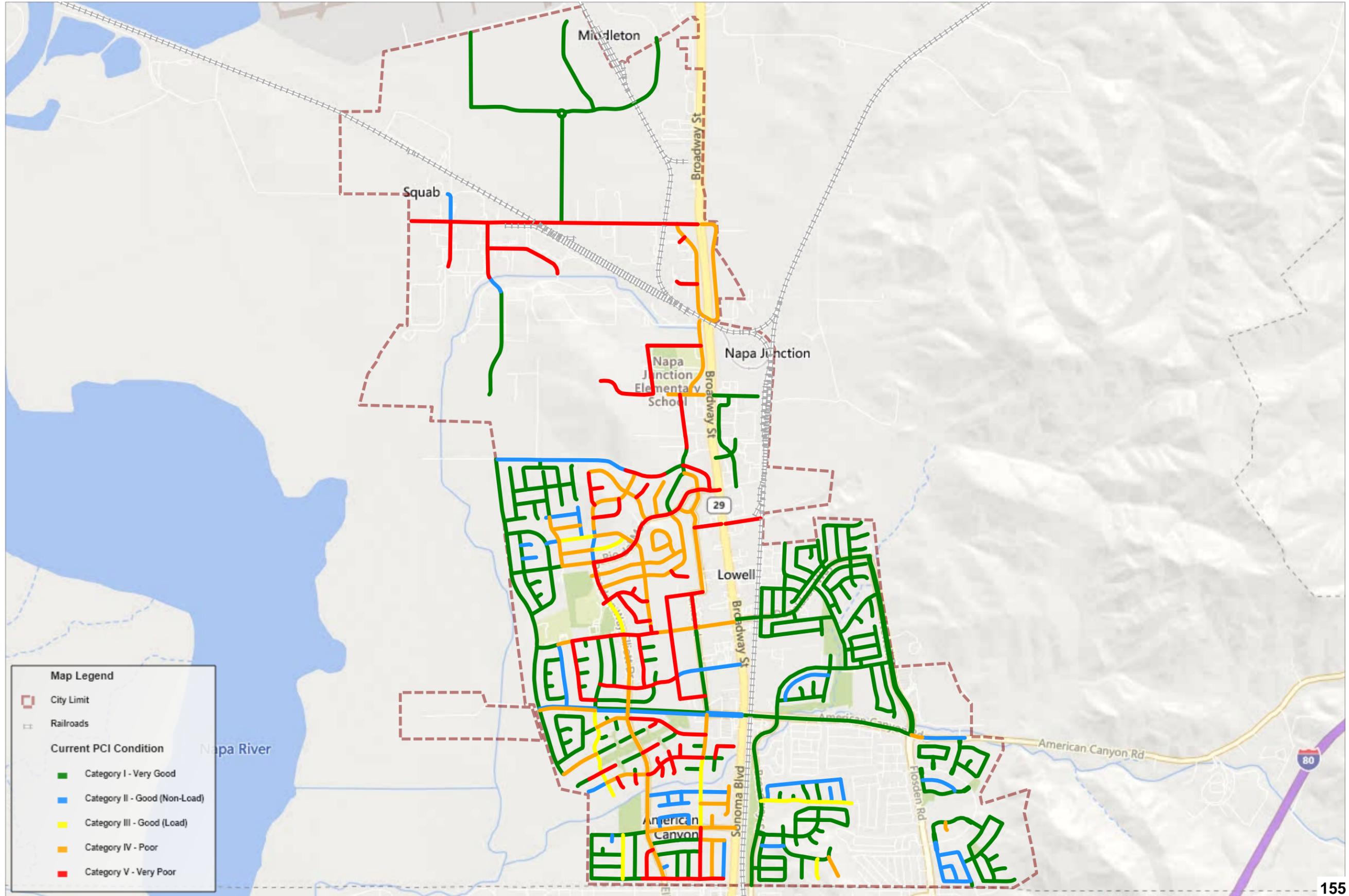
- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor

Map Legend

- City Limit
- Railroads

Current PCI Condition

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor





Scenario PCI Condition

(1) Unconstrained Needs - 2027 Project Period - Printed: 2/17/2023

Feature Legend

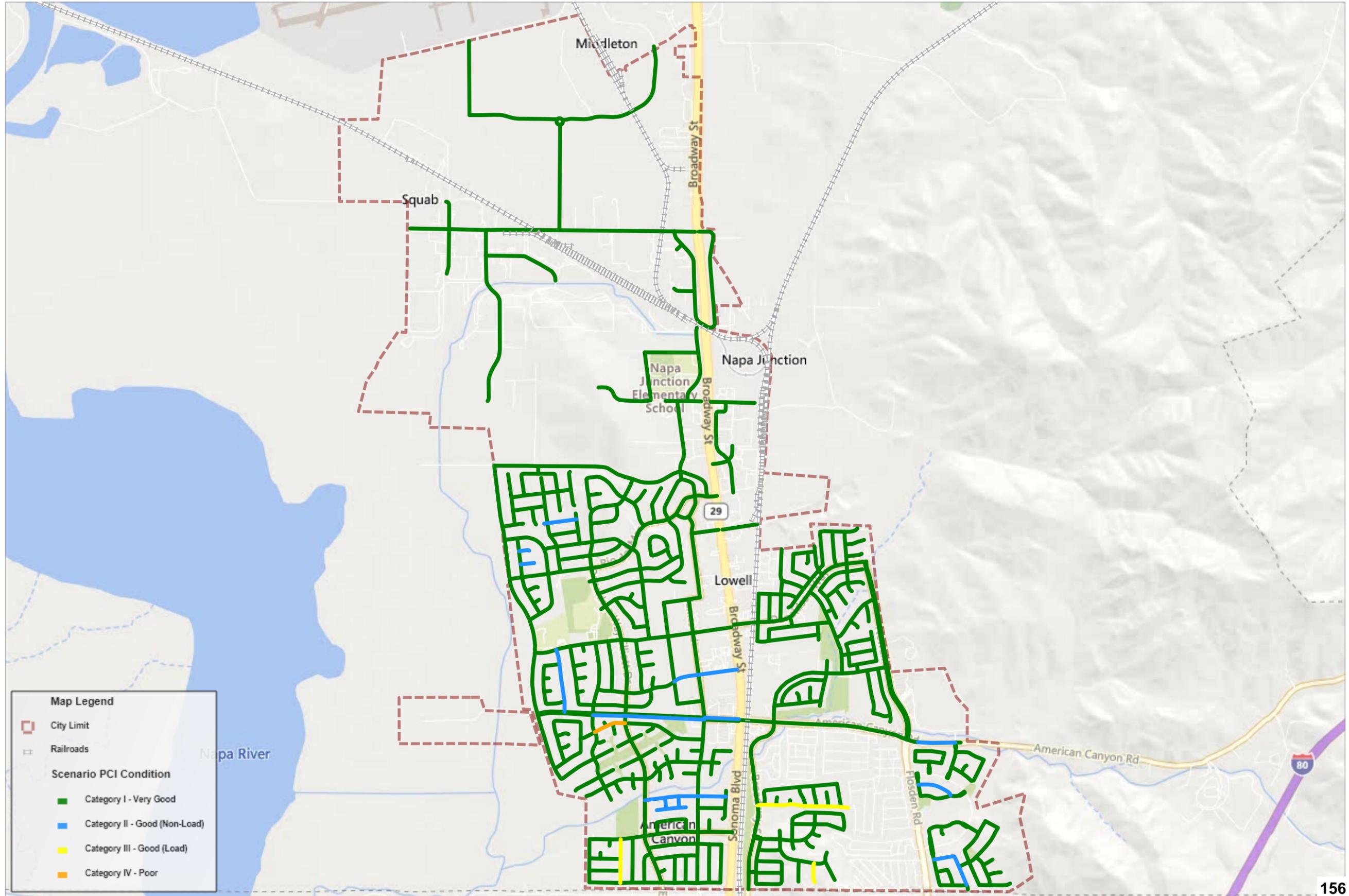
- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor

Map Legend

- City Limit
- Railroads

Scenario PCI Condition

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor





City of American Canyon
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Scenario PCI Condition

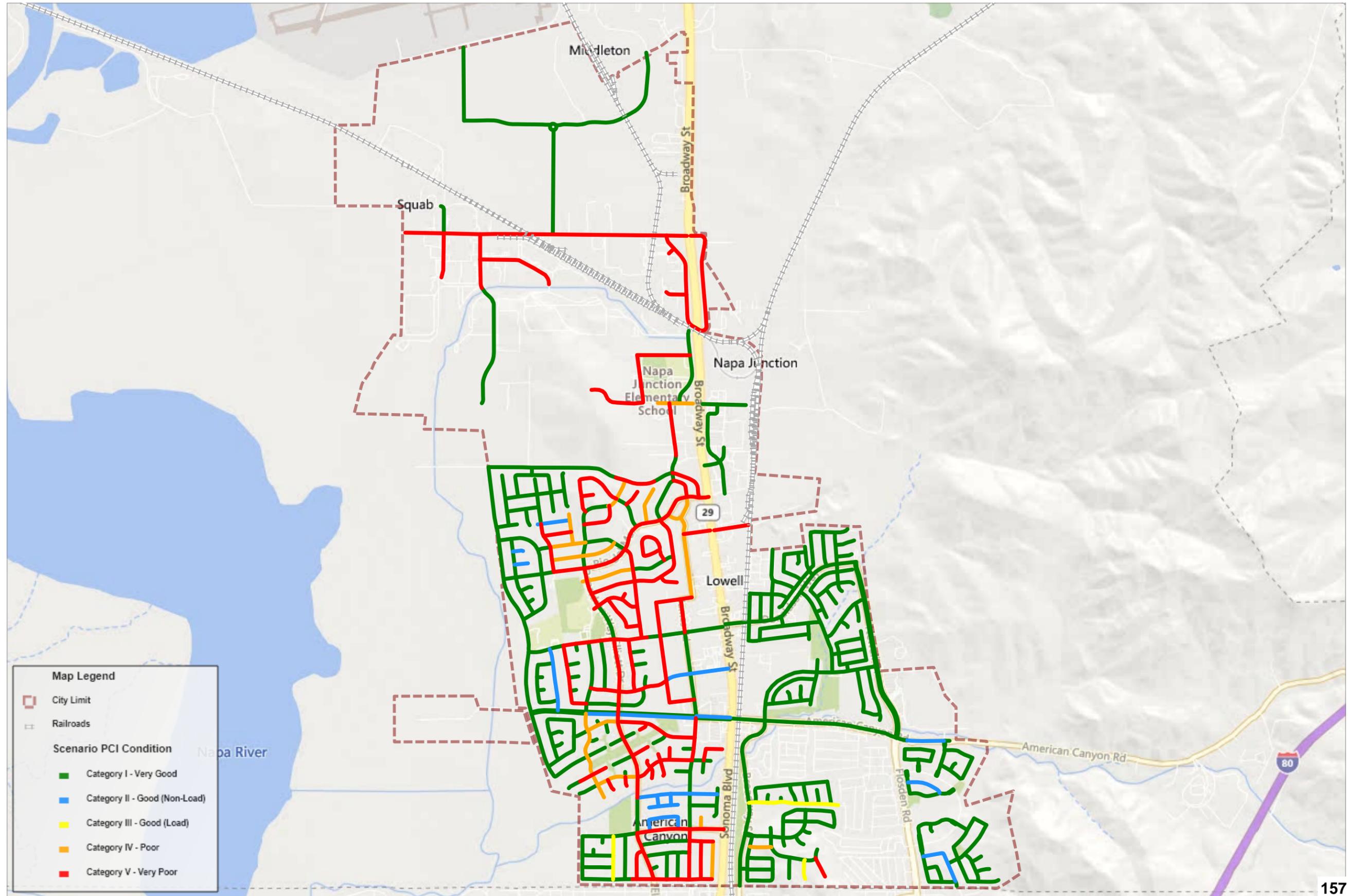
(2) Current Funding Level (\$2.47M/Year) - 2027 Project Period - Printed: 2/17/2023

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor

Map Legend

- City Limit
- Railroads
- Scenario PCI Condition**
 - Category I - Very Good
 - Category II - Good (Non-Load)
 - Category III - Good (Load)
 - Category IV - Poor
 - Category V - Very Poor





Scenario PCI Condition

(3) Increase PCI by 5 points (to 65) - 2027 Project Period - Printed: 2/17/2023

Feature Legend

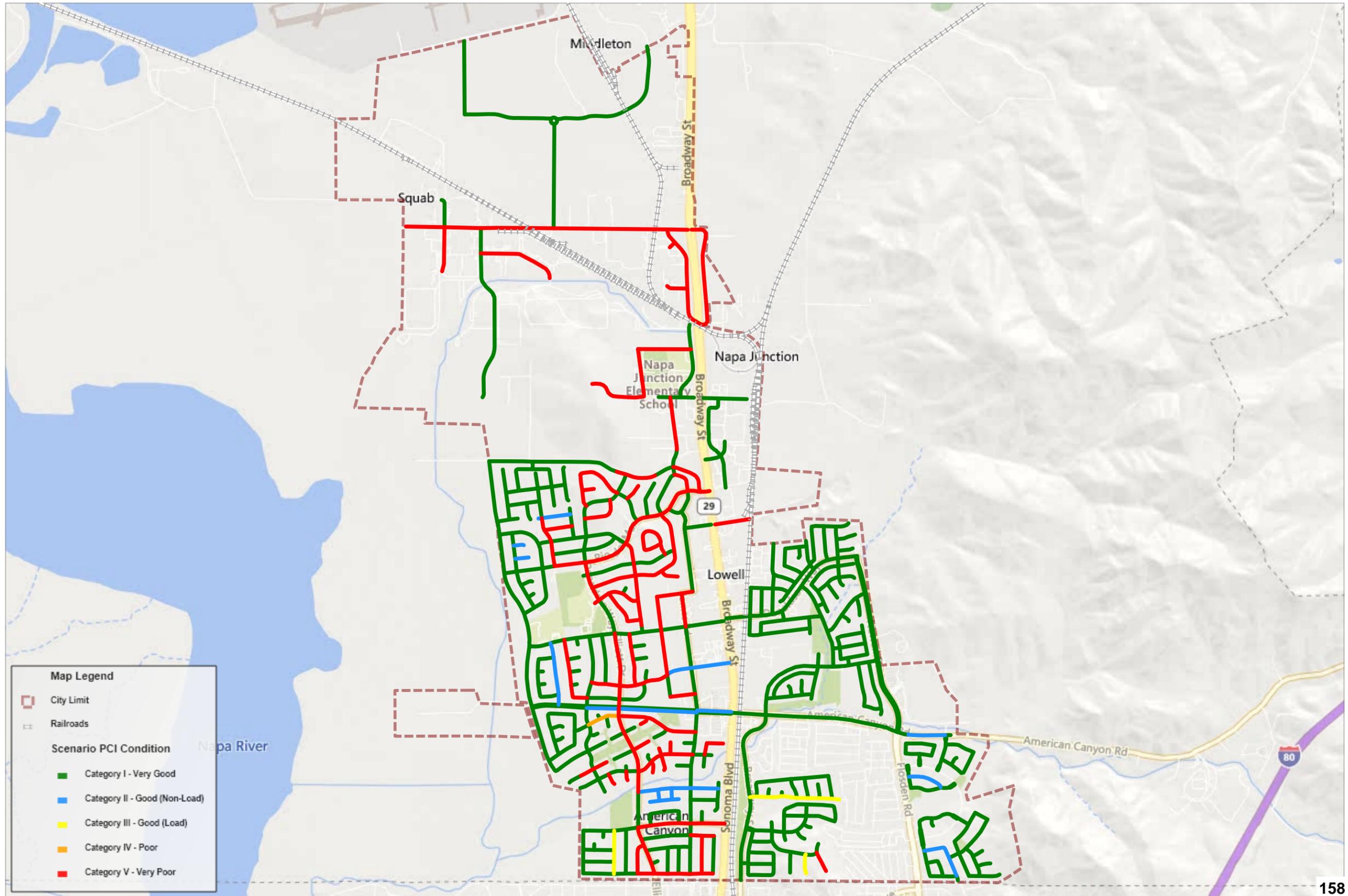
- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor

Map Legend

- City Limit
- Railroads

Scenario PCI Condition

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor





Scenario PCI Condition

(4) Do Nothing - 2027 Project Period - Printed: 2/17/2023

Feature Legend

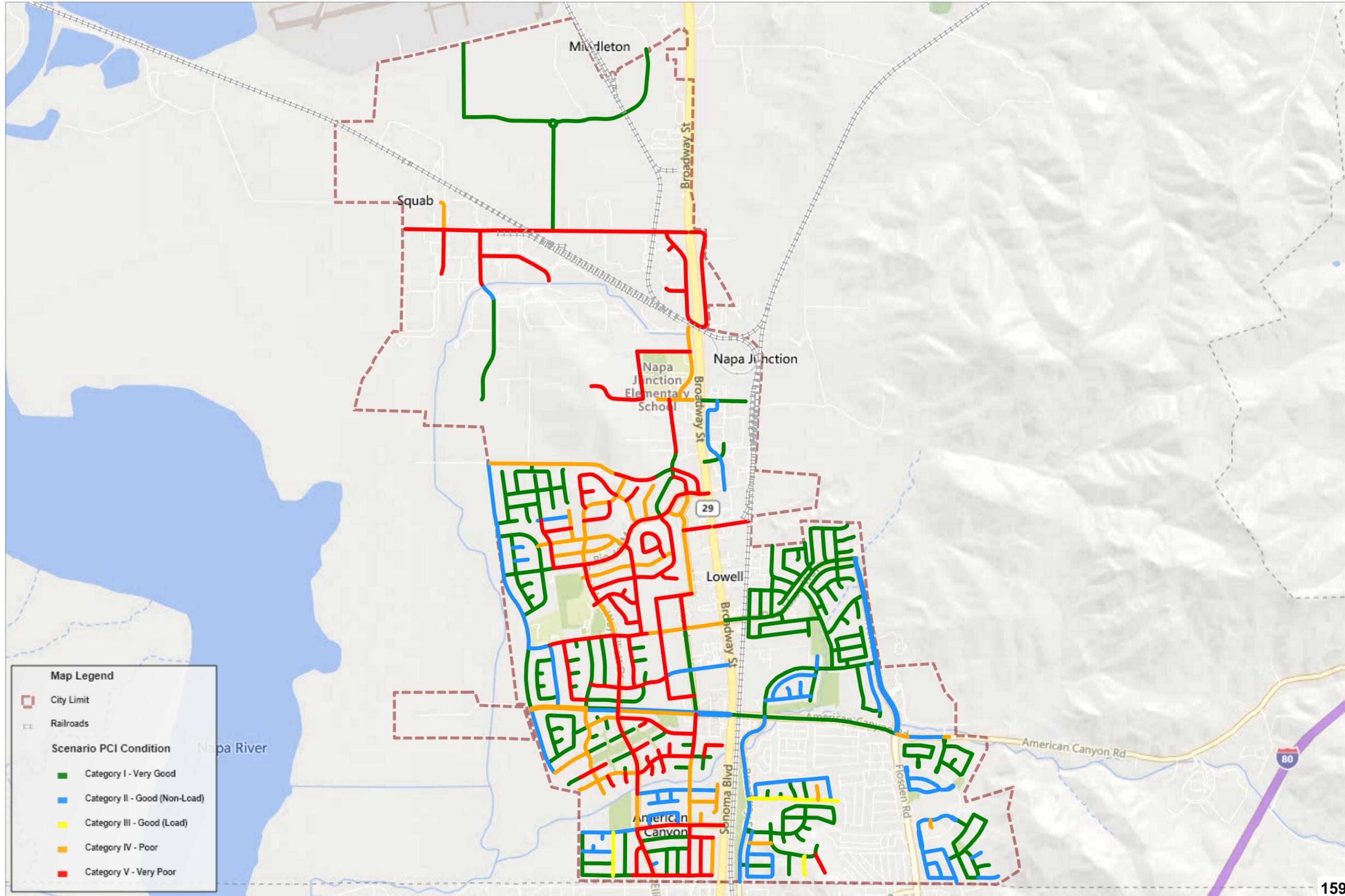
- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor

Map Legend

- City Limit
- Railroads

Scenario PCI Condition

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor





City of American Canyon
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Scenario Treatments

(1) Unconstrained Needs - All Project Periods - Printed: 2/17/2023

Feature Legend

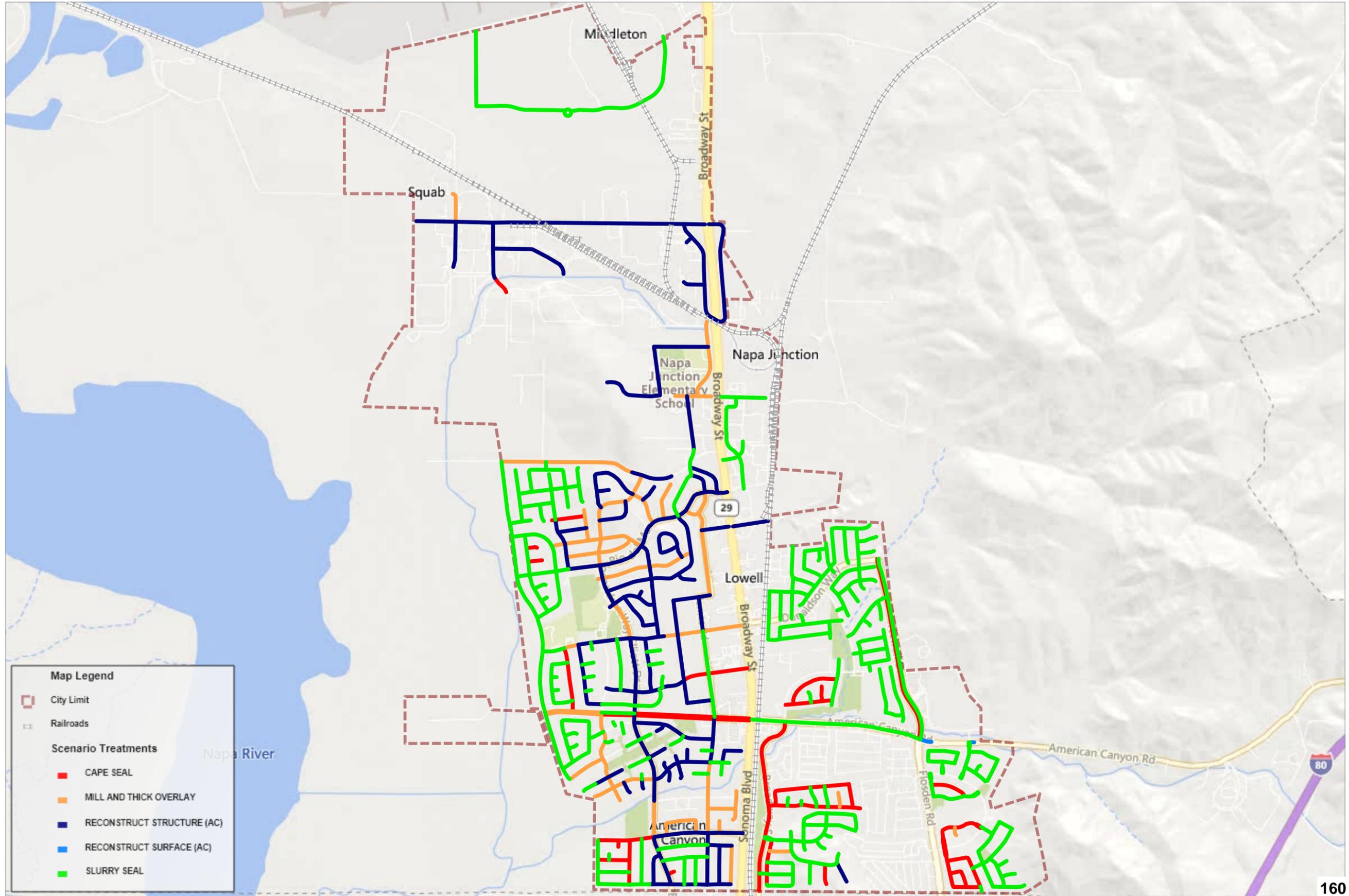
- CAPE SEAL
- MILL AND THICK OVERLAY
- RECONSTRUCT STRUCTURE (AC)
- RECONSTRUCT SURFACE (AC)
- SLURRY SEAL

Map Legend

- City Limit
- Railroads

Scenario Treatments

- CAPE SEAL
- MILL AND THICK OVERLAY
- RECONSTRUCT STRUCTURE (AC)
- RECONSTRUCT SURFACE (AC)
- SLURRY SEAL





Scenario Treatments

(2) Current Funding Level (\$2.47M/Year) - All Project Periods - Printed: 2/17/2023

Feature Legend

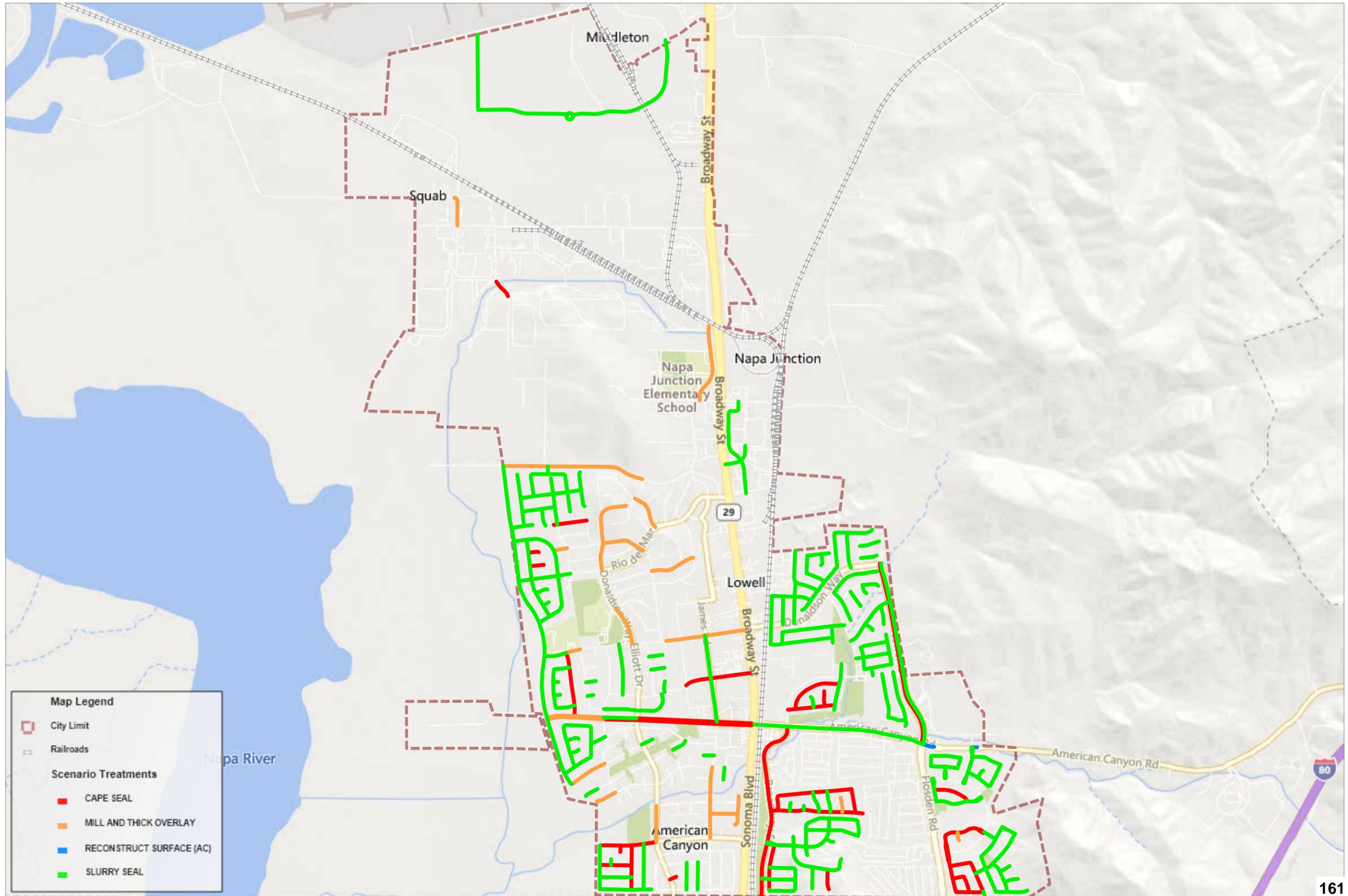
- CAPE SEAL
- MILL AND THICK OVERLAY
- RECONSTRUCT SURFACE (AC)
- SLURRY SEAL

Map Legend

- City Limit
- Railroads

Scenario Treatments

- CAPE SEAL
- MILL AND THICK OVERLAY
- RECONSTRUCT SURFACE (AC)
- SLURRY SEAL





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Scenario Treatments

(3) Increase PCI by 5 points (to 65) - All Project Periods - Printed: 2/17/2023

Feature Legend

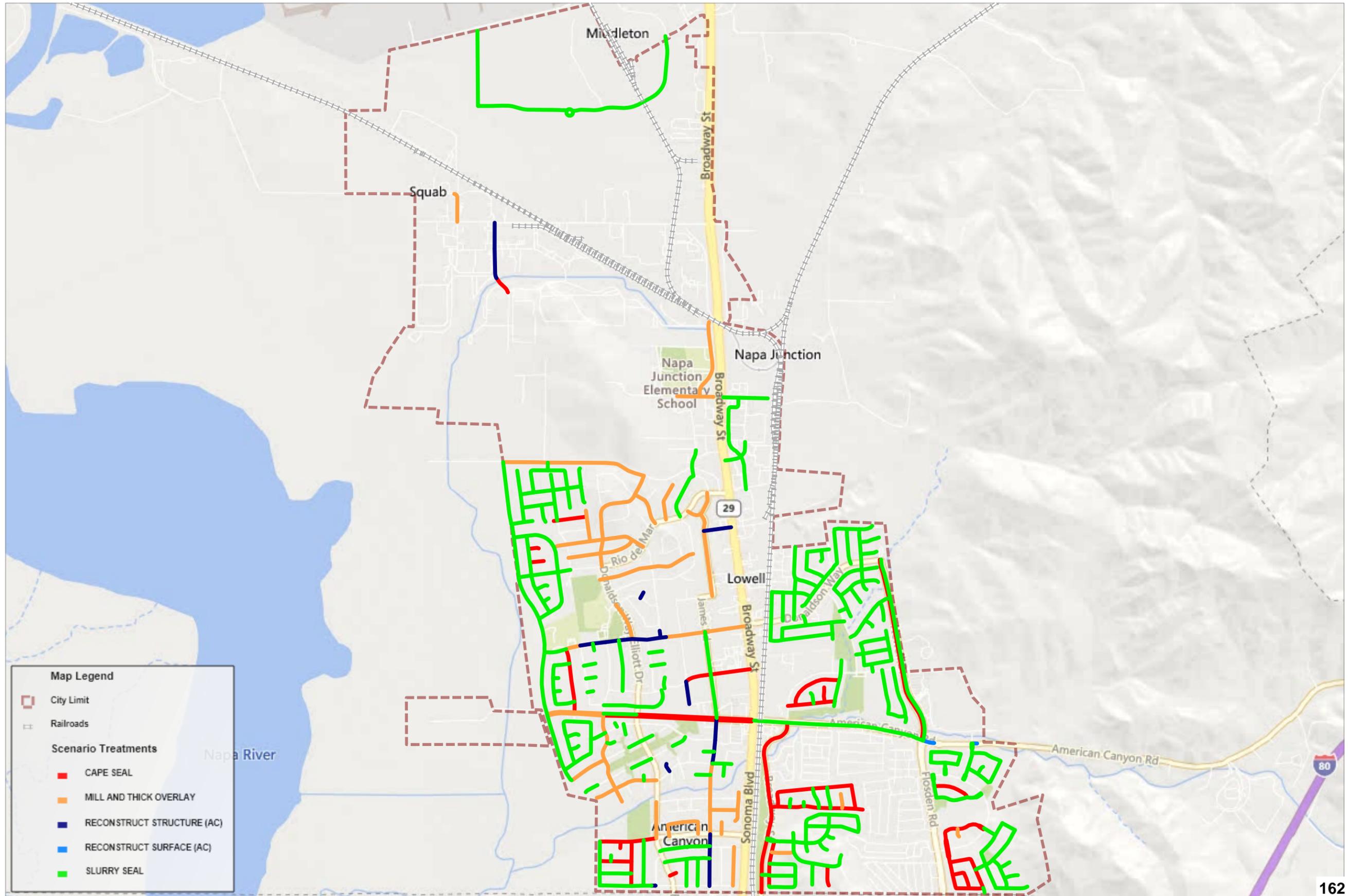
- CAPE SEAL
- MILL AND THICK OVERLAY
- RECONSTRUCT STRUCTURE (AC)
- RECONSTRUCT SURFACE (AC)
- SLURRY SEAL

Map Legend

- City Limit
- Railroads

Scenario Treatments

- CAPE SEAL
- MILL AND THICK OVERLAY
- RECONSTRUCT STRUCTURE (AC)
- RECONSTRUCT SURFACE (AC)
- SLURRY SEAL





Public Works Department

City Council Update

March 7, 2023

Streets and Storm Drain Operations Highlights

- *Maintains streets, signs, streetlights, traffic signals, sidewalks, and storm drains*
- Staffed by a Streets Supervisor and 4 Maintenance Workers
- Coordination with Napa County on City Creek Maintenance
- Citywide Street sign replacement
- “Share the Trail” Pavement Markings and signs
- Elliot Drive Enhanced Crosswalk Improvements



Capital Projects Completed in 2022

Devlin Road Extension

Eucalyptus Sidewalk

2021 Annual Paving Project

Sewer Manhole Rehabilitation

East American Canyon Road Rehabilitation

Flosden at Daniel Drive Crosswalk Improvement

ARPA Class II Bike Lanes and Crosswalk Upgrades

ARPA Elliot Drive Enhanced Crosswalk

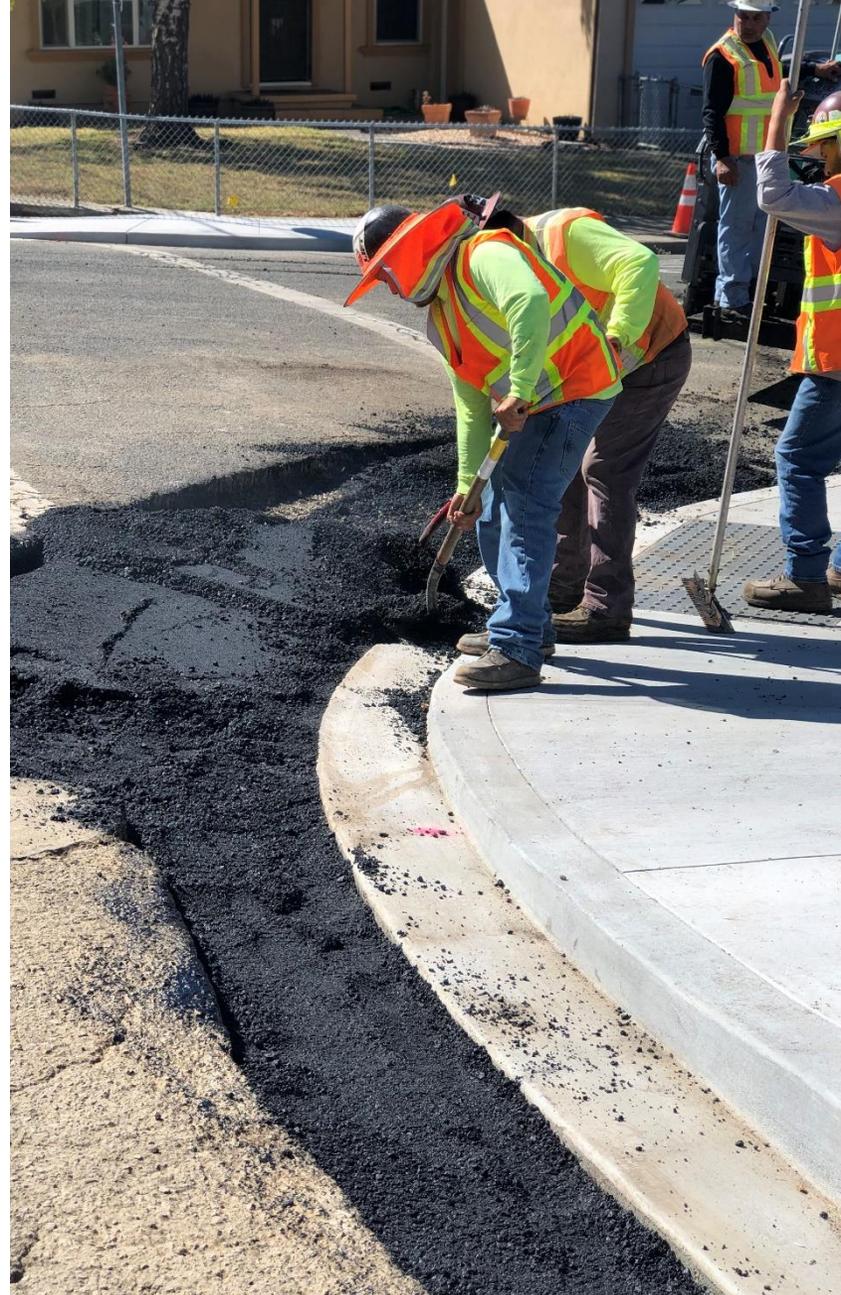


Devlin Road & Vine Trail Extension Project

Completed in 2022



Eucalyptus Sidewalk Gap Closure



Annual Pavement Project

Capital Projects in Construction



**RECYCLED WATER EXPANSION
PROJECT**



WETLANDS EDGE COURT



**GREEN ISLAND ROAD
UNDERGROUNDING**



189 THERESA DEMOLITION



**PLAYGROUND REPLACEMENTS
(COORDINATION WITH PARKS)**



**SKATEPARK RELOCATION
(COORDINATION WITH PARKS)**

Capital Projects in Design

**Newell Trail Open
Space/Parking**

**2022 Annual Paving
Project**

**Benton Way Paving
and Striping**

**Wetlands Restoration
Plan**

**ARPA Melvin Road
Sidewalk**

**Broadway Sewer
Rehabilitation**

**Stormwater Master
Plan**

**Wetlands Edge
Enhancement**

**ARPA Knightsbridge
Reconstruction -
Request for Proposals**

**ARPA Rancho Del Mar
Area -
Request for Proposals**

Commercial Development in 2022



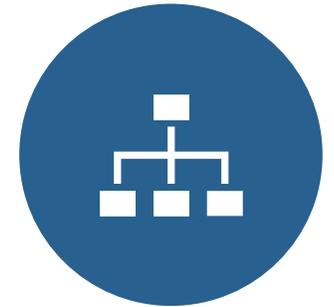
**GIOVANNONI LOGISTICS
CENTER**



**HAMPTON INN
HOTEL**



**1075 COMMERCE COURT
WINE STORAGE WAREHOUSE**



**PG&E REGIONAL
MAINTENANCE CENTER**

Commercial Development: Under Review

The Chicken Guy Restaurant

The Sun Square Mixed-Use Project

Eco Center at Wetlands Edge

Bell Products Corporation Building

Napa Junction Solar Farm and RV Parking

Stay Updated &
Provide Feedback



CityofAmCan.org/ProjectReview

Watson Ranch: A Dynamic New Community



COMING SOON:

The Hotel @ the Ruins and 30 condominiums were approved by the Planning Commission in January 2023.

The anticipated groundbreaking of the first phase is scheduled for spring 2024.

UNDER CONSTRUCTION:

Lemos Point

- 186-unit affordable apartments
- Occupancy planned for August 2023

Artisan @ Watson Ranch

- 98 single-family homes
- First homes for sale November 2022

Harvest @ Watson Ranch

- 219 single-family homes
- First homes for sale in spring 2023



Stay Updated at
CityofAmCan.org/WatsonRanchProject

Residential Development

Under Construction

Canyon Estates:
A 35-lot custom home community located at the northeast corner of Silver Oak Trail and Newell Drive.

Oat Hill Apartments:
291 apartment homes located near the intersection of Hess Road and Napa Junction Road.

Napa Cove Apartments:
66 affordable apartments between Melvin Rd and Highway 29.

Under Review

Residences at Napa Junction:
453-apartment unit development located north of the Canyon Ridge Apartments

219-unit single family subdivision in Watson Ranch

35-unit single family subdivision in Watson Ranch

100-unit rental townhome neighborhood at Crawford Way & Broadway





2022 Accomplishments

- 2019 Napa County Office of Education Safe Routes to School Report
- 2022 Local Roadway Safety Plan (LRSP)
- 2022 Complete Streets Assessment (CSSA)
- 2022 Speed Surveys

In Progress

- Traffic Calming Program Update
 - First implemented in 2011
 - City Council Workshop May 2023
 - Estimated completion June 2023
 - Updating to reflect the information in the LRSP, CSSA, and Speed Surveys

Traffic Calming Projects Completed in 2022

- Crosswalk ramp improvements on Folland Drive, Corsicana Drive, Brophy Street, Kemp Lane, Kemp Way, Sheffield Way, and Folland Drive, Gold Valley Way at Tapestry Lane
- Enhanced pedestrian intersection on Donaldson Way at Shenandoah Drive and on Silver Oak Trail at White Oak Drive
- 8,600 feet of new Class II Bike Lanes on Donaldson Way, Shenandoah Drive, and Silver Oak Trail
- Enhanced crosswalk improvements on Elliott Drive and on Daniel Drive
- Installation of 410 feet of sidewalk on Eucalyptus Drive
- Installation of permanent traffic calming measures on Wetlands Edge, including speed cushions and curb bulb-outs



WE ♥ SAFE STREETS



Projects In Progress

- Benton Way Enhanced Crosswalks and Class II Bike Lanes
- Melvin Road Traffic Calming, Sidewalk and Drainage Improvements
- Smart Signs - Replacing Old Radar Speed Signs
- Wetlands Edge Trail Connection to Commerce Court



CityofAmericanCanyon.org/SafeStreets



CITY OF
AMERICAN
CANYON

Questions?



City Council Committee Report

Submitted by: * Councilmember Mark Joseph

Council Meeting Date: 03/07/2023

Event Date: 2023-02-24 Event Type: Committee Report

Event Title: * Climate Action Committee

Event Report: The Countywide committee met for the first time this year. Since we have six new members (out of 12 total), much of the meeting was focused on history and background--a discussion about the structure and bylaws of the committee and current projects.

We also agreed to pursue a **Regional Climate Action Plan**, and in particular, partner with NC Resource Conservation District (RCD) on a \$500-650,000 grant to develop a plan, including resiliency. The cost of any environmental review is not an eligible cost, however; that would have to be covered by us (or advocate an environmental exemption from the State). One important aspect of the effort would be to identify the targets we would need to meet to achieve net zero by 2030 and a second set to meet the target by 2045. This will help us quantify the sacrifices needed to meet our stated goal of 2030.

We also appointed **Liz Alessio of Napa City and Joelle Gallagher from Napa County to be our Chair and Vice-Chair, respectively**. In March, we will do a "climate 101" primer and hopefully, review the second half of our GHG inventory (methane and carbon sequestration).

On a related note, I attended a webinar on **Miyawaki Forests**. Named after the person who developed the concept, these forests grow some 10 times faster than traditional plantings and provide a better environmental benefit. The secret is planting a variety of vegetation (shrubs, trees, etc.) much closer together. This approach does not require large parcels of land--areas less than an acre will work. We have a number of publicly owned land that could be offered, with student or community volunteers used to do the planting and initial maintenance (after about 3 years, the forest is self-sustaining). Here's more info on the [topic](#).

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Event Date: 2023-02-23 Event Type: Committee Report

Event Title: * Napa County League of Governments (NCLOG)

Event Report: Elected officials and staff met at the Culinary Institute of America (CIA) for the quarterly NCLOG meeting. It was great to meet with our counterparts throughout the Valley, and of course, the food was great!

The main topic was a presentation from Dr. Eyster from CSU Sonoma, giving us not only an economic update and forecast, but also a deeper dive into housing affordability and other impacts within the area. Here is the [link](#) to the PowerPoint.

This also was a great segue to a bigger role for the organization, since it includes all the elected officials from the County and Cities/Town. That is, this body could act as a mini-think tank to address some of the critical issues facing this Valley, such as housing affordability, declining school enrollments, traffic and economic diversity. The body agreed this should be discussed in more detail at our next meeting.

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Event Date: Event Type: Community Event

Event Title: * Community Events and Activities

Event Report:

- **Meet and Greet with Congressman Thompson's staff:** The Congressman traveled throughout his District with his staff from both DC and locally. His last stop was in Napa Valley, at the Raymond Winery in St. Helena (in part to dovetail with NCLOG that met that evening). This was a great opportunity to meet with his staff and get a chance to link a face with a name.
- **Kiwanis:** the Crab Feed is the big deal right now. I'm excited to say we sold out (although that was easier to do in a smaller venue!), and we hope to have a great event on March 4. [A shoutout to the City's Management Team--they purchased two of our VIP Tables!](#) Some of our members also submitted a \$25,000 grant to fund our Food Pantry operations. We also received over \$3000 from AC Community Church for their "empty bowl" fund raiser for the Pantry,
- **ACAF:** We held our board retreat and focused on planning our programs and events for the year. We also talked about more strategic opportunities as well. Financially, we submitted three grants totaling \$20,000, to help us with our Arts & Culture programs, the ACHS Arts & MusicFest program, and to update our marketing efforts.
- **Chamber's Casino Night:** The Chamber changed up the way they handle their annual Installation Dinner, and it was a hit. There seemed to be about 100+ attendees, the food and drink was great, and it was a lot of fun to gamble (especially when the staff are explaining how to bet!). I was able to turn my \$250 into \$2000! At the end of the evening, you convert your winnings into raffle tickets and then enter them to win prizes. Hats off to [Clarence Mamari](#) as Chamber member of the Year, and our own [Key Club](#) as nonprofit of the year!

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