

2026 Projected Road Reserve Funding Requirements

Crack Seal, per sq. ft	\$	0.14	.13 Updated per Jeff Curl 12/7/23 +9%
Seal Coat Rate, per sq. ft.	\$	0.19	.17 Updated per Jeff Curl 12/7/2023 +9%
Overlay Rate, per sq. ft.	\$	1.55	1.42 No Change per Jeff Curl 12/7/2023 + 9%
Inflation Rate		3.00%	
Street funds held end 2025	\$	130,018	

Private Streets							
		Homes	2025	50%	2026	50%	
Timber Pine Place							
Lots 4 - 21, 112, 114, 117, 120, 121	23	16,072	53	27	67	34	2025 Interest Earnings 4428 (net of tax)
E Cascade - West Alley							2026 Projected 3780 (net of tax)
Lots 34 - 47 - 50% of Private Alley	21	6,154	22	11	28	14	
Timber Pine Drive + 50% of alley							
Lots 48 - 60	16	18,559	88	44	111	56	
Timber Pine Drive without alley							
Lots 61-64, 79-85	11	12,405	85	43	108	54	
Creek View Drive							
Lots 65 - 78	14	17,566	95	48	120	60	
Cascade-Rope Alley							
Lots 92 -101 - Private Alley	10	7,177	54	27	69	35	
	95	77,933	5,894	2,971	7,463	3,756	

Reserve Study Comments and Assumptions

1. This street reserve fund study was prepared by the Timber Creek Board of Directors, none of whom is a certified reserve study specialist.
2. The study attempts to forecast street maintenance and general operating expenses over a twenty year period. The first maintenance - crack and seal coat - was made in Sept. 2012 and cost \$15,163.
A second one in Aug. 2015 cost \$15,071, Crack sealing was done in 2018 for \$5,678. Seal coating was done in 2019 for \$10,131
Each new annual study drops the concluded year and adds a new twentieth.
Baseline estimates are adjusted for the then latest information and a new forecast is developed for the upcoming year.
3. Three publicly owned streets and five private street/alleys comprise Timber Creek sub-division. Square footage measurements were made to determine the amount of surface requiring maintenance on each of the private streets. These amounts are the basis of road maintenance cost and reserve calculations for the privately owned streets.
4. Homeowners on public streets are not assessed for road maintenance costs.
5. Road maintenance costs are calculated on an actual street by street basis. Street repair assessments and collections are comingled in the road maintenance reserve fund and are used to defray all maintenance costs as incurred.
6. Current year street repair cost estimates were escalated by a 3.0% inflation factor to establish future year replacement outlays.
7. 116 homesite owners are included in this study as active dues payers. 21 homeowners reside on public streets and do not pay into the street repair fund.
8. General operating expenses are based on budget projections and allocated to all homeowners equally.
9. Assumes that all of the roads were initially paved in Jan 2004. Crack and seal coats were done in 2012 and 2015, 2018(CS),2019(SC), 2021(CS), 2024(CS)
10. Crack sealing was done in 2021, 2024 and seal coating in 2019. Crack seals will continue to be done every three years, but seal coats will stop until after the overlay planned for 2032 as recommended by our contractor.
11. For the 2021 Reserve Study - the full overlay was moved from 2027 to 2032 after a review by our contractor (Tri County Paving). Projected costs were also updated
12. Projections are based on having the reserve funds available to pay for all estimated maintenance costs through 2032 (full overlay).
13. It's assumed that the 2032 overlay brings the streets back to their original estimated life of 30 years.
14. In 2033 "the game starts over" in accumulating funds for future maintenance (full overlay in 2062).
15. Estimates for 2033 - 2045 are very preliminary and will be revised in the future.
- 16 Crack seal estimate: Jeff updated rate to .85 per lineal foot.
In 2021 we used 11,873 lineal feet of crack seal
Budget 12,000 lineal feet at .85= \$10,200.
Convert to square footage for reserve purposes: \$10,200 / 77,933 = .13 per square foot
17. For the asphalt overlay, expenditure assume a 3% increase per year in assessments
18. 2025 Reserve Study / Road Reserve will (did) earn \$4,526 in 2025 net of Fed Tax (no State Tax)
Reserve Fund calls for \$5,894 to be assessed for 2025 (without interest offset)
Recommendation is to reduce road assessments to 50% of current year's funding requirement
Note - 30% Federal tax on interest earnings, but 0 for Oregon (Treasury interest not taxable)
See Note 15 above, interesting earnings should lower future payments as reserve balance increases
19. 2026 Reserve Study / Road Reserve will earn \$3,880 in 2026 net of Fed Tax (no State Tax)
Road fund paid 50% of swales project \$9,435. Road assessments increased for 7 years to restore funds prior to overlay in 2032.
Reserve Fund calls for \$7,463 to be assessed for 2026 (without interest offset)
Recommendation is to reduce road assessments to 50% of current year's funding requirement
Note - 30% Federal tax on interest earnings, but 0 for Oregon (Treasury interest not taxable)

Calculations for the required estimated 2045 reserve balance

360,000	Projected cost for next full overlay in 2062 (30 years past 2032)
133,963	Reserve balance for Overlay at the end of 2045 (13 of 30 years)