

RESOLUTION NO. 600

A RESOLUTION ENDORSING THE OREGON ROADS FINANCE STUDY, URGING STATE LEGISLATORS TO ADOPT THE STUDY'S RECOMMENDATIONS, AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, Oregon roads are the State's largest public investment, but currently are deteriorating significantly under the strain of increased use, and declining maintenance; and

WHEREAS, the League of Oregon Cities, the Association of Oregon Counties, and the Oregon Department of Transportation recently completed the Oregon Roads Finance Study, which catalogued the problems facing our road systems, and made recommendations for solutions; and

WHEREAS, the City of Wilsonville has received and reviewed this Study, considered its recommendations, and recognizes the serious problem confronting the State and local government.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

Section 1. Study Endorsed. That the recommendations of Oregon Road Finance Study and Action Plan are endorsed, and the following financing suggestions specifically supported;

- a. Establish a state titling fee on new and used autos and light-weight trucks at the rate of two percent of the value of the vehicle at the time of title change, beginning in 1988.

- b. Increase the existing vehicle registration fee by \$10.00 per year, beginning in 1988.
- c. Increase the State fuel tax and equivalent weight/mile tax by a total of two cents per gallon for each of the six years, beginning 1988.
- d. Distribute the additional revenues generated on the basis of 50% to the State, 30% to counties, and 20% to cities.
- e. Create a special account in the State Highway Trust Fund for urban arterial road development.
- f. Authorize a local option to increase the existing state vehicle registration fee.
- g. Implement other recommendations of the Study in a timely manner.

Section 2. Legislative Action Urged. That the Oregon State Legislature act in the current session to approve and authorize the fiscal recommendations of the Road Finance Study.

Section 3. Resolution Distributed. That the City Recorder is hereby authorized to immediately distribute this Resolution to Representative Darlene Hooley, State Senator Joyce Cohen, Governor Neil Goldschmidt, the Chairs of the House and Senate Committees on Transportation, and Finance, and to the League of Oregon Cities.

Section 4. Effective Date. This Resolution shall be effective immediately upon passage and approval.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this 17th day of February, 1987, and

filed with the Wilsonville City Recorder this same date.

William E. Stark

WILLIAM E. STARK, Mayor

ATTEST:

Vera A. Rojas

VERA A. ROJAS, City Recorder

Summary of Votes:

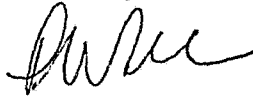
Mayor Stark	<u>AYE</u>
Councilor Gardiner	<u>AYE</u>
Councilor Clark	<u>AYE</u>
Councilor Edwards	<u>AYE</u>
Councilor Stokes	<u>Absent</u>

CITY OF WILSONVILLE

MEMO

TO: Honorable Mayor and City Council

FROM: Pete Wall
City Manager



SUBJECT: Road Financing Package

DATE: February 13, 1987

The attached information is the study portion of the road financing package developed by the League of Oregon Cities, the Association of Oregon Counties, and the Oregon Department of Transportation. Mayor Stark attended a meeting on this issue Friday, and it was requested that cities act on this as soon as possible. A Resolution supporting this package will be presented to the Council under Mayor's business at the meeting on Tuesday.

pw:lb



WASHINGTON
COUNTY,
OREGON

February 6, 1987

Mayor A.G. Gregg Meyer
P.O. Box 220, 30000 Town Center Loop, E.
Wilsonville, OR 97070

Dear Mayor Meyer: *Gregg*

On February 2, 1987 in Beaverton City Hall, the Metropolitan Service District presented a proposal for the 1987-1988 budget for the Intergovernmental Resource Center (IRC). Present at the meeting were Sharron Kelley, Metro Councillor, Metro staff, elected representatives from Beaverton, Hillsboro, Durham, Sherwood and Washington County's Administrator and Director of Land Use and Transportation.

After presentation of budget/program information and a subsequent question/answer period, the following response was suggested:

1. That the IRC reflect a \$111,000 reduction to be achieved by:
 - a. A general increase in the fee schedule as it applies to program Urban Growth Boundary Maintenance IV.A.1.a., Program (see attached) to reduce the dues support of the program.
 - b. A reduction in the Intern Assistance Program, IV.B.1.a., to be achieved by a limiting availability to jurisdictions of population less than 10,000.
 - c. A variety of reductions in non-mandated programs with specific attention to, but not limited to, those programs included in section IV.C., Coordination to achieve the total program reduction of \$111,000.
2. That reductions achieved by the above be used to effect a commensurate reduction in annual dues.

It is the opinion of the Washington County Board of Commissioners that the reductions in this proposed IRC increase will provide the new Metro Administration essentially the current year's revenue level to fund IRC programs.

This jurisdiction and our fellow jurisdictions in Washington County are facing this next year, and subsequent years, a period of finite resources. In contrast, fortunate circumstances have created a \$111,000 cash carry over, which will be available next year for the IRC. This positive fund balance should be used to reduce the local dues rather than expand IRC programs.

February 6, 1987
Page Two

I urge you to join Washington County, in our effort to achieve the alteration of the proposed Metro Budget.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Bonnie".

Bonnie Hays, Chairman
Washington County Board of Commissioners

2012M

TABLE 1

WORK PROGRAM OUTLINE AND BUDGET FOR INTERGOVERNMENTAL RESOURCE CENTER

	FY 1986				FY 1987	
	Dues	Grant	Other	Total	Dues	Total
I. Administration						
A. Management and Administration						
1. IRC Program Management	34,551	0	0	34,551	49,700	49,700
2. IRC Materials & Services	23,000	0		23,000	19,500	19,500
3. Transfer to General Fund	182,000	0	0	182,000	137,000	264,505
4. Contingency.	15,000	0	0	15,000	1,644	1,644
B. Coordination						
1. Regional Directory	7,200	0	0	7,200	3,106	3,106
II. Data Services						
A. Regional Database Maintenance						
1. Current and Past Data						
a. Socio-Economic & L.U.	36,000	45,199	2,000	83,199	48,286	81,266
b. Travel	1,200	14,800	0	16,000	1,200	12,000
2. Forecasts						
a. Socio-Economic & L.U.	27,750	45,868	2,000	75,618	29,100	48,500
b. Travel	1,200	14,800	0	16,000	1,050	11,500
B. Technical Assistance						
1. Subscription Services						
a. Socio-Economic & L.U.	34,500	4,500	1,000	40,000	35,955	38,500
b. Travel	5,510	145,589	2,500	153,599	13,850	76,600

WORK PROGRAM OUTLINE AND BUDGET FOR INTERGOVERNMENTAL RESOURCE CENTER
(continued)

	FY 1988				FY 1987	
	Dues	Grant	Other	Total	Dues	Total
2. Data Sales and Contracts						
a. Socio-Economic & L.U..	0	0	25,500	25,500	0	25,500
b. Travel	0	0	2,500	2,500	0	17,406
C. Capability Devt.						
a. Travel	20,800	114,845	0	135,645	17,720	126,200
III. Transportation						
A. Regional Transportation Planning and Programming						
1. Regional Planning Studies						
a. RTP Update	19,136	150,223	0	169,359	16,450	164,500
b. Regional LRT Study	17,250	97,750	0	115,000	18,300	122,000
c. Southeast Corridor Study	8,455	131,545	0	140,000	9,555	136,500
d. Southwest Corridor Study	0	0	0	0	1,414	20,200
2. Transportation Improvement Program . . .	7,659	107,341	5,000	120,000	6,000	99,250
B. Technical Assistance						
1. Subscription Services						
a. Cornell/Barnes/Burnside Assessment	0	16,000	0	16,000	1,600	16,000
2. Contract Services						
a. Support to Westside LRT/PE	0	0	17,854	17,854	0	17,854
b. Banfield LRT "Before" Assessment	0	0	0	0	3,500	17,500
c. Banfield LRT "After" Assessment.	5,100	32,900	0	38,000	0	0
d. Bike Maps.	0	0	9,000	9,000	0	7,500
C. Coordination	11,200	91,800	0	103,000	7,028	100,404

**WORK PROGRAM OUTLINE AND BUDGET FOR INTERGOVERNMENTAL RESOURCE CENTER
(continued)**

	FY 1988				FY 1987	
	Dues	Grant	Other	Total	Dues	Total
IV. Development Services						
A. Regional Land Development Planning						
1. Land Use						
a. Urban Growth Boundary Maintenance	26,610	0	16,500	43,110	40,650	66,350
b. UGB Periodic Review	37,000	0	0	37,000	0	0
c. Coordination	16,600	0	0	16,600	11,050	15,350
2. Public Facilities						
a. "208" Regional Sewer Plan Maintenance	8,300	0	0	8,300	6,750	6,750
b. Urban Service Financing	15,600	0	0	15,600	13,750	37,750
3. Development Constraints Report	16,600	0	0	16,600	0	0
B. Technical Assistance						
1. Subscription						
a. Urban Technical Assistance Program	18,000	0	0	18,000	17,800	17,800
b. Professional Training Workshops	20,000	0	2,000	22,000	14,500	16,500
c. Regional Information Service	20,000	0	0	20,000	8,500	8,500
C. Coordination						
1. Intergovernmental Project Review	23,400	0	0	23,400	17,600	17,600
2. Regional Parks Task Force	61,400	0	20,000	81,400	0	0
3. Regional Adult Corrections Task Force	12,500	0	0	12,500	17,572	17,572
4. Regional "State" Agenda	17,600	0	0	17,600	27,200	27,200
5. CTS Task Force	0	0	0	0	50,750	50,750
TOTAL	751,121	1,013,160	105,854	1,870,135	648,530	1,759,797
PROJECTED FUND BALANCE	111,785					
PROJECTED DUES @ \$.51	624,330					
DUES DEFICIT	15,000					

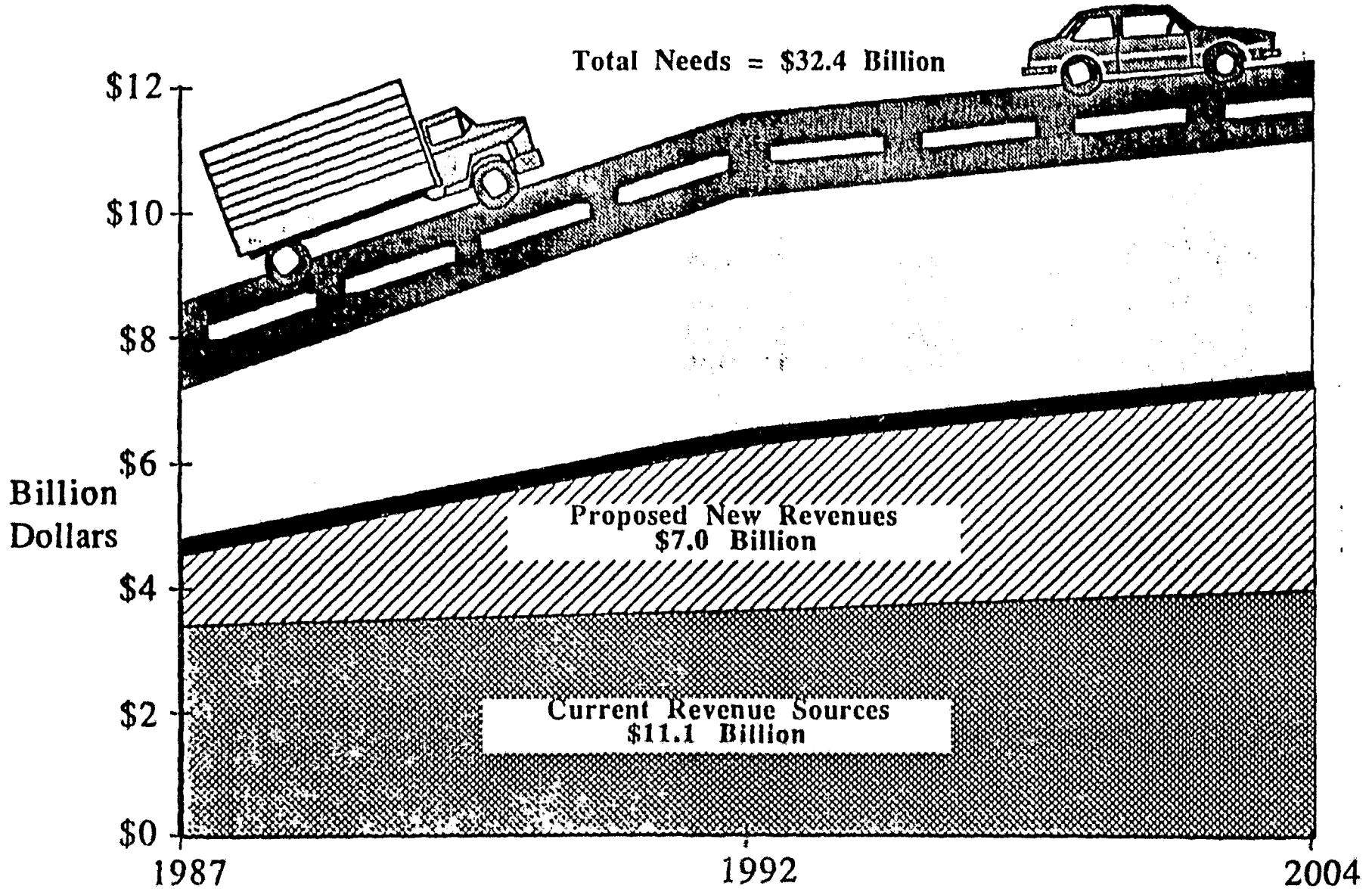
Oregon Roads Finance Study

- Introduction -
- Process -
- Results -
- Recommendations -

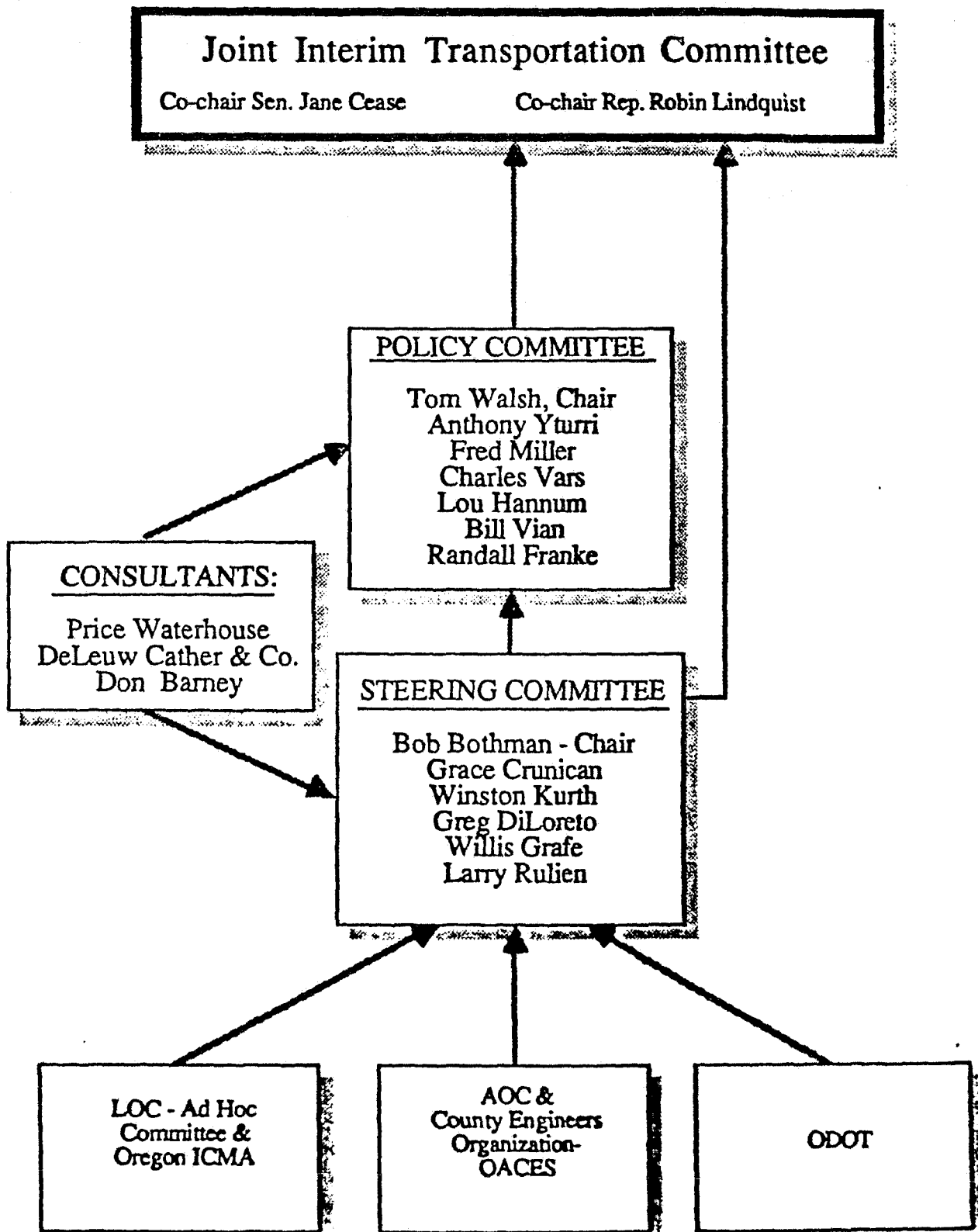
*The Hand Writing On Wall Is Clearest
When Wall Is Falling Toward You.*

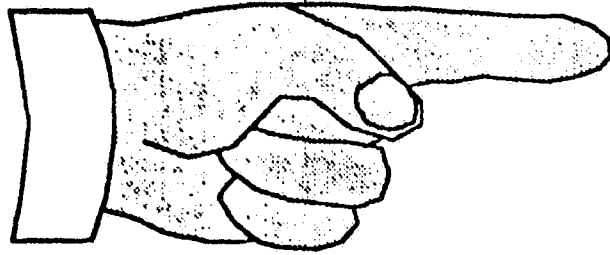
- Confucius: ca. 1025 BC

OREGON'S ROAD NEEDS VS. CURRENT & NEW REVENUES 1987 - 2004



ROADS FINANCE STUDY- COMMITTEE STRUCTURE





OBJECTIVES



Study State, City, & County Road Problems.



Survey Current Needs & Forecast Future Needs.



Evaluate Adequacy of Current Revenue Sources & Amounts.



Determine Unfunded Needs.

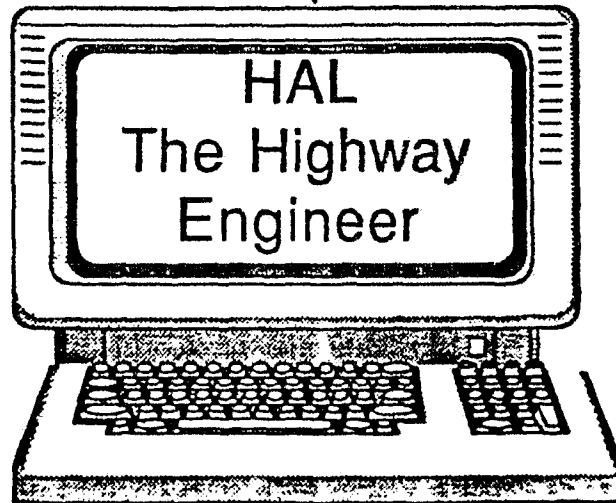


Develop Long Term Road Finance Plan.

ROAD NEEDS METHODOLOGY

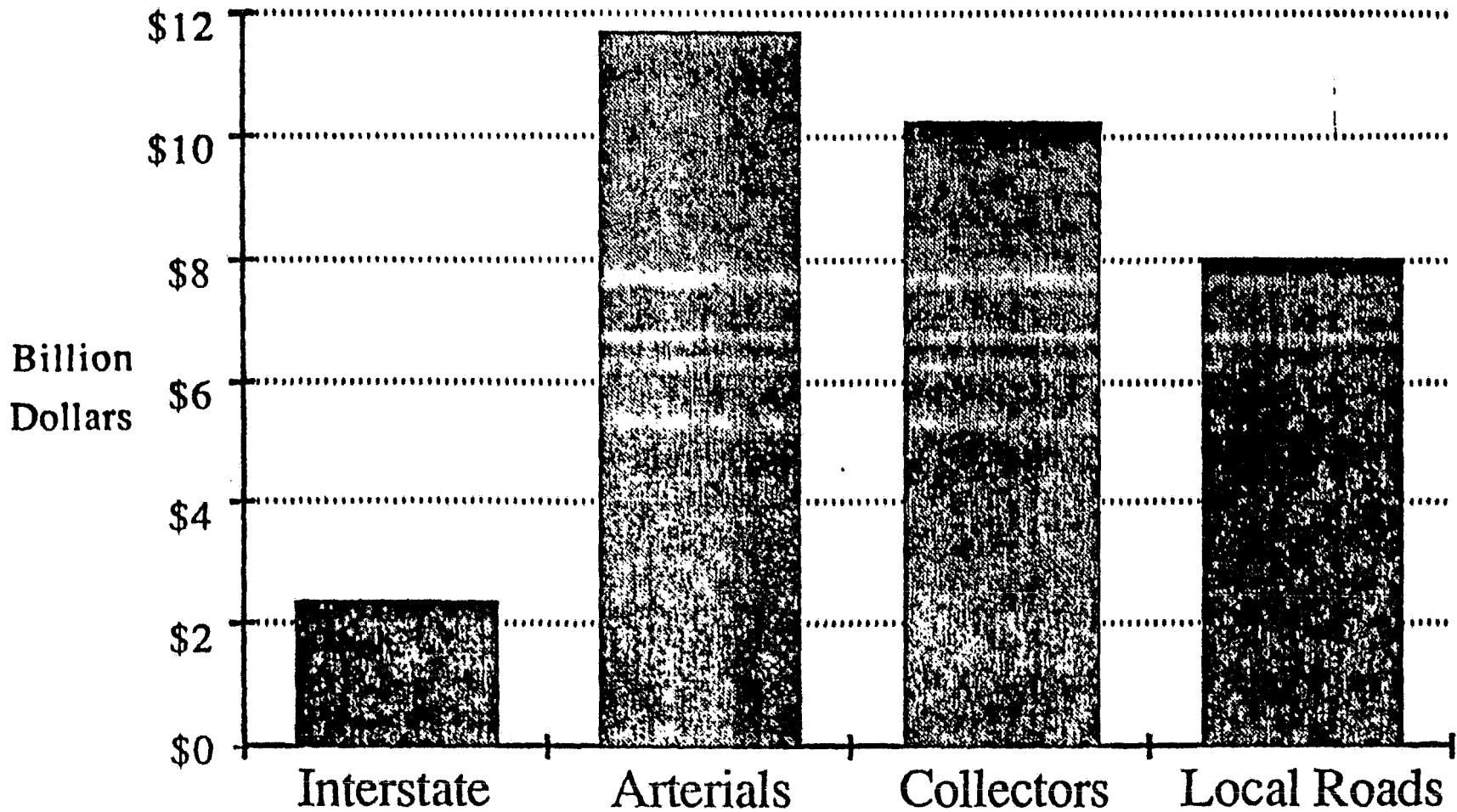
Input Data

1. Inventory of Road Mileages
2. Inspect 5,000 Road Segments
To Determine Current Conditions.
3. Projected Population Growth.
4. Tolerable Road Conditions.
5. Road Design Standards & Costs.

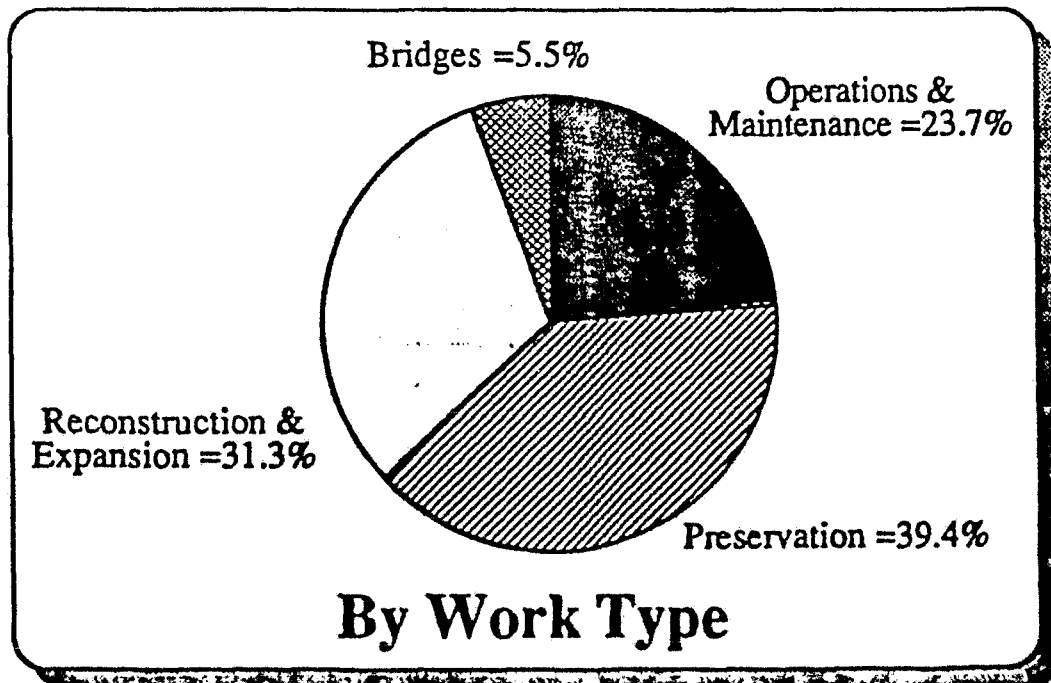
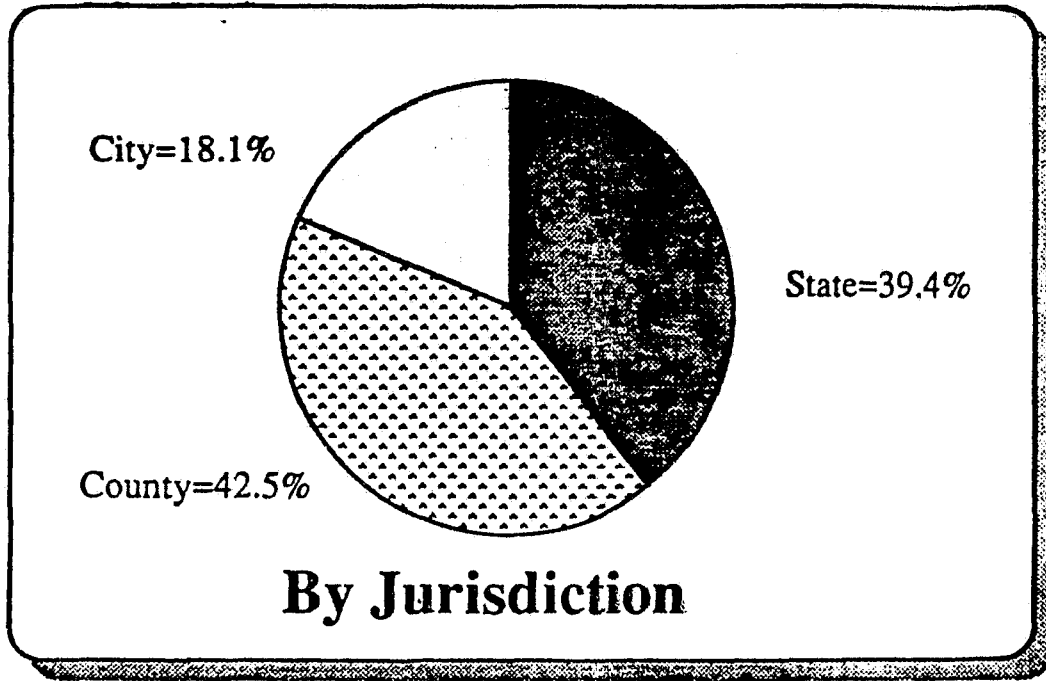


Road Needs Thru 2004 -
\$32.4 Billion
With \$6.5 Billion Backlog

NEEDS BY FUNCTIONAL CLASS
1986 - 2004



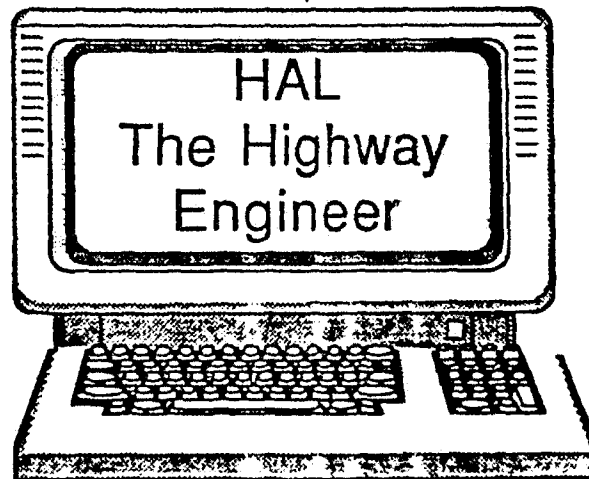
OREGON'S ROAD NEEDS 1987-2004



ROAD REVENUE METHODOLOGY

Input Data

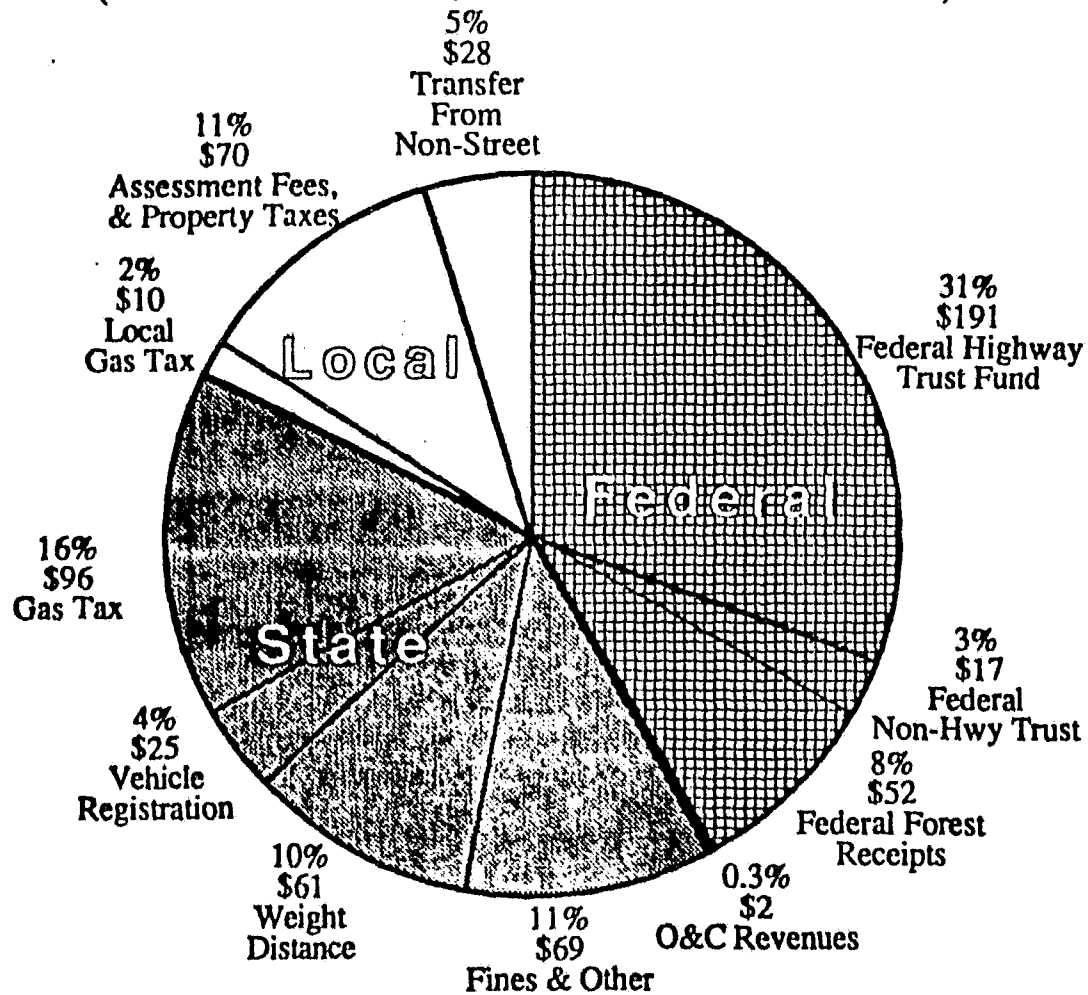
1. Survey State, Counties, & Cities.
2. Identify All Revenues Used For Roads.
3. Identify Past Revenue Levels.
4. Project Future Revenue Levels.
5. Analyze Stability Of Revenues.



Future Revenue From
Current Sources -
\$11 Billion

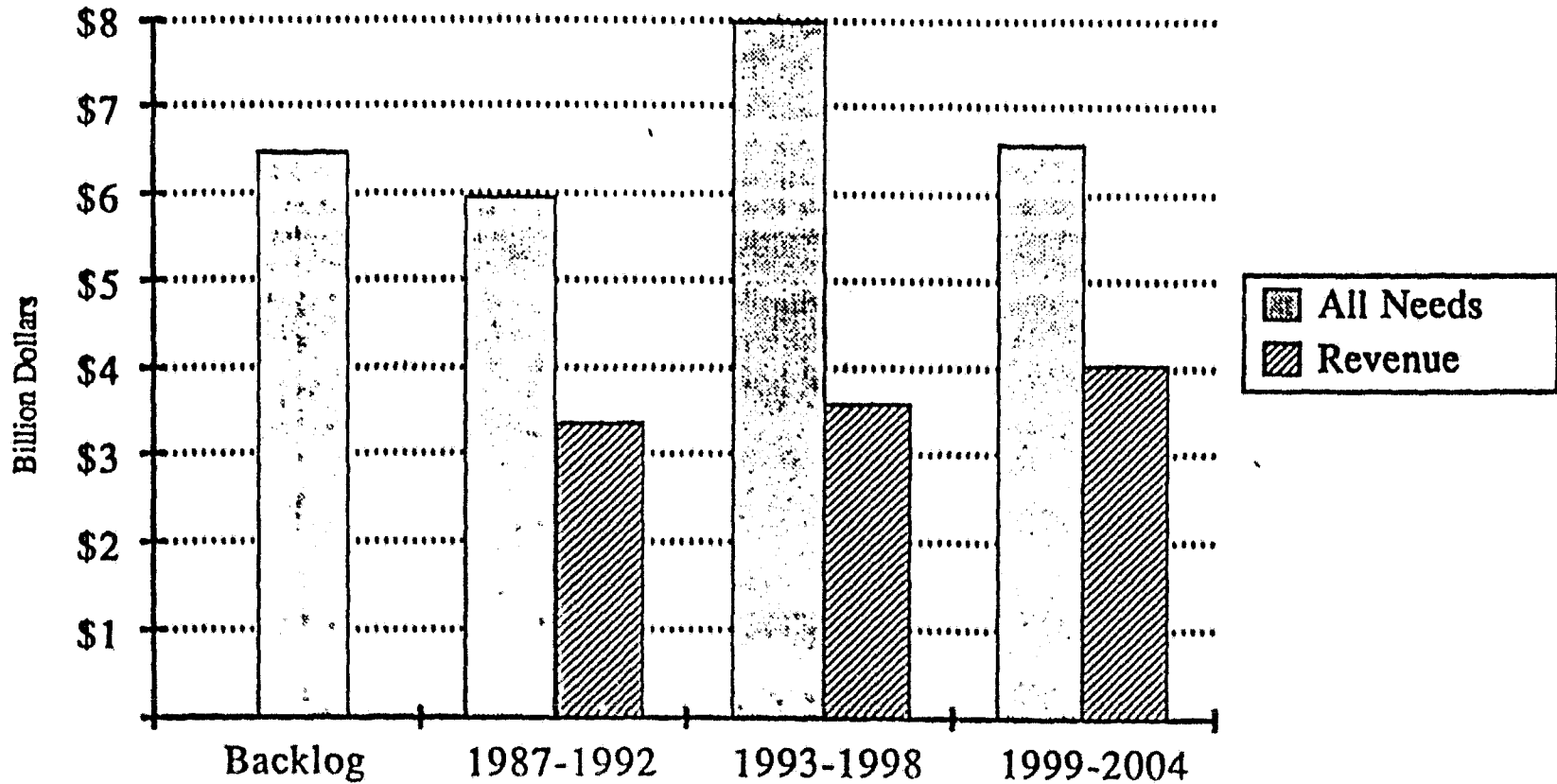
1984 OREGON ROAD REVENUES

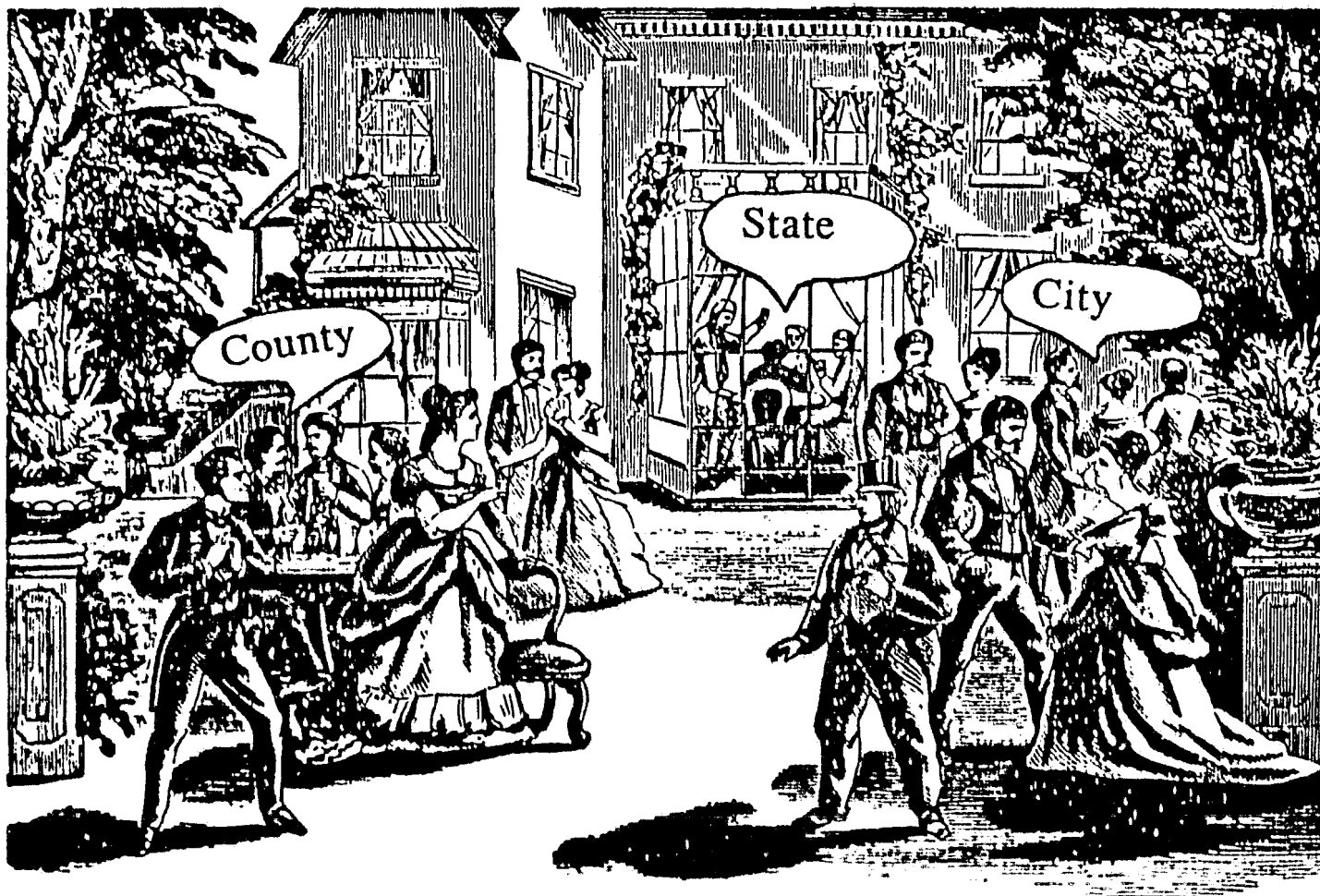
(Million Dollars, Total = \$621 Million)



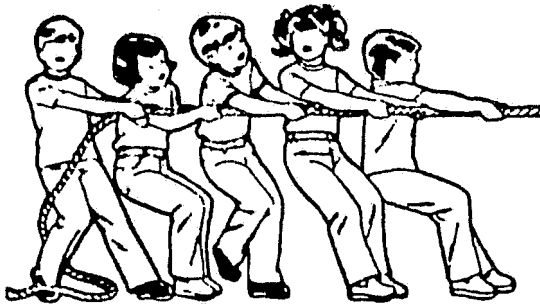
OREGON ROAD NEEDS - NOW & IN THE FUTURE

Without New Revenues, Backlog Will Grow to \$16 Billion In 2000!

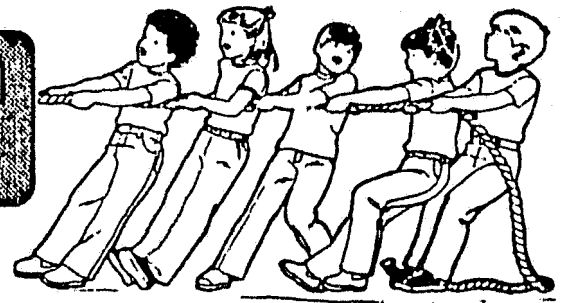








PRIORITIZATION OF NEEDS.



(Millions of Dollars)

Unfunded Needs 1987-1992	Maintenance \$160	Preservation \$2,307	Reconstruct \$1,962
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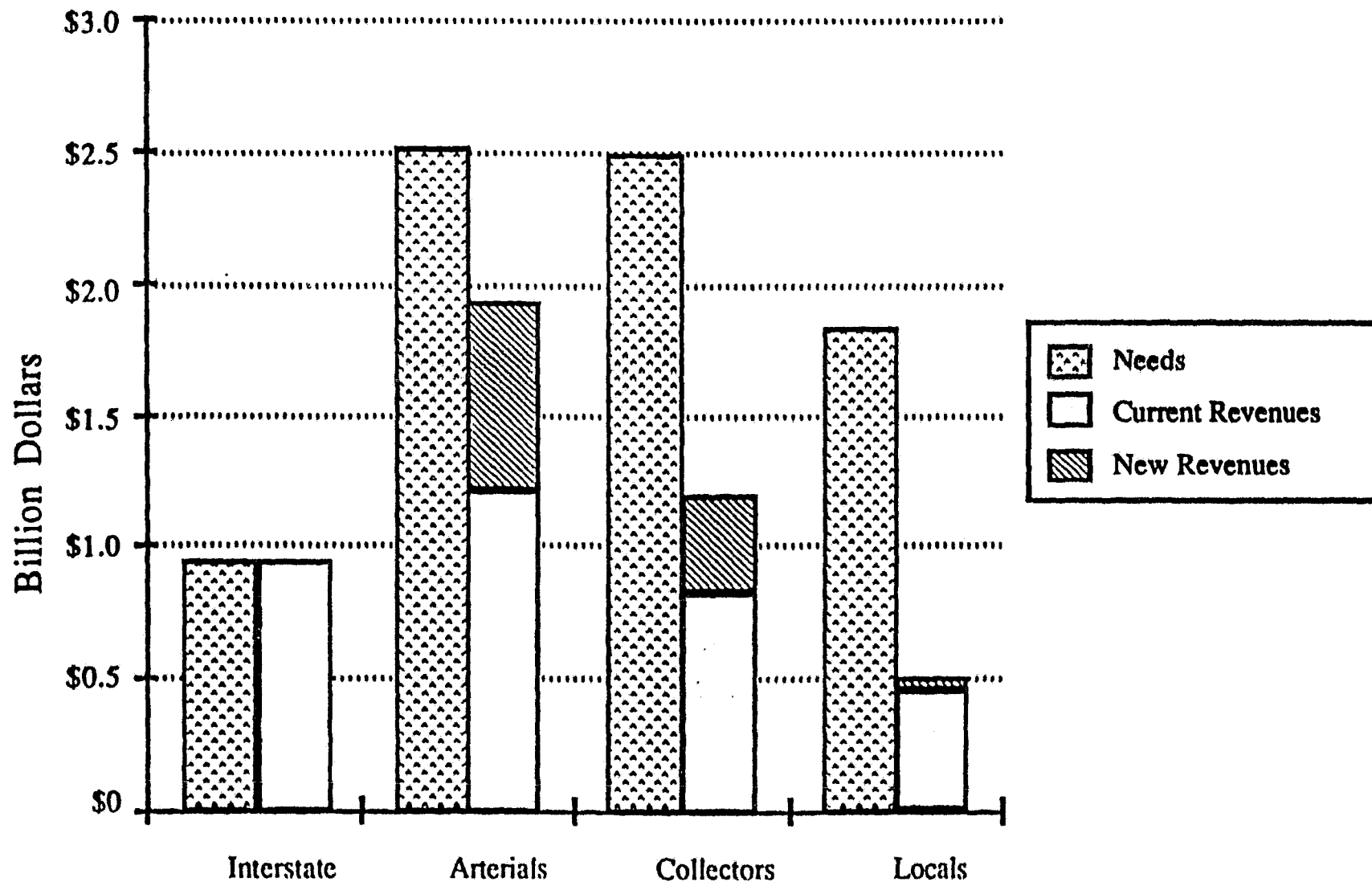
1. Fund 80% of O&M Needs.
2. Gradually Lower Backlog.
3. Fund Preservation & Reconstruction On Arterials & Collectors.
4. Fund Crucial Capacity & Safety Improvements On Arterials.
5. Funding For Capacity & Safety Improvements On Collectors Very Limited.
6. Funding For Improving & Preserving Local Roads Is a Local Responsibility Until Oregon Gets Caught-up.

Priority Needs 1987-1992	Maintenance \$130	Preservation \$184	Reconstruct \$810
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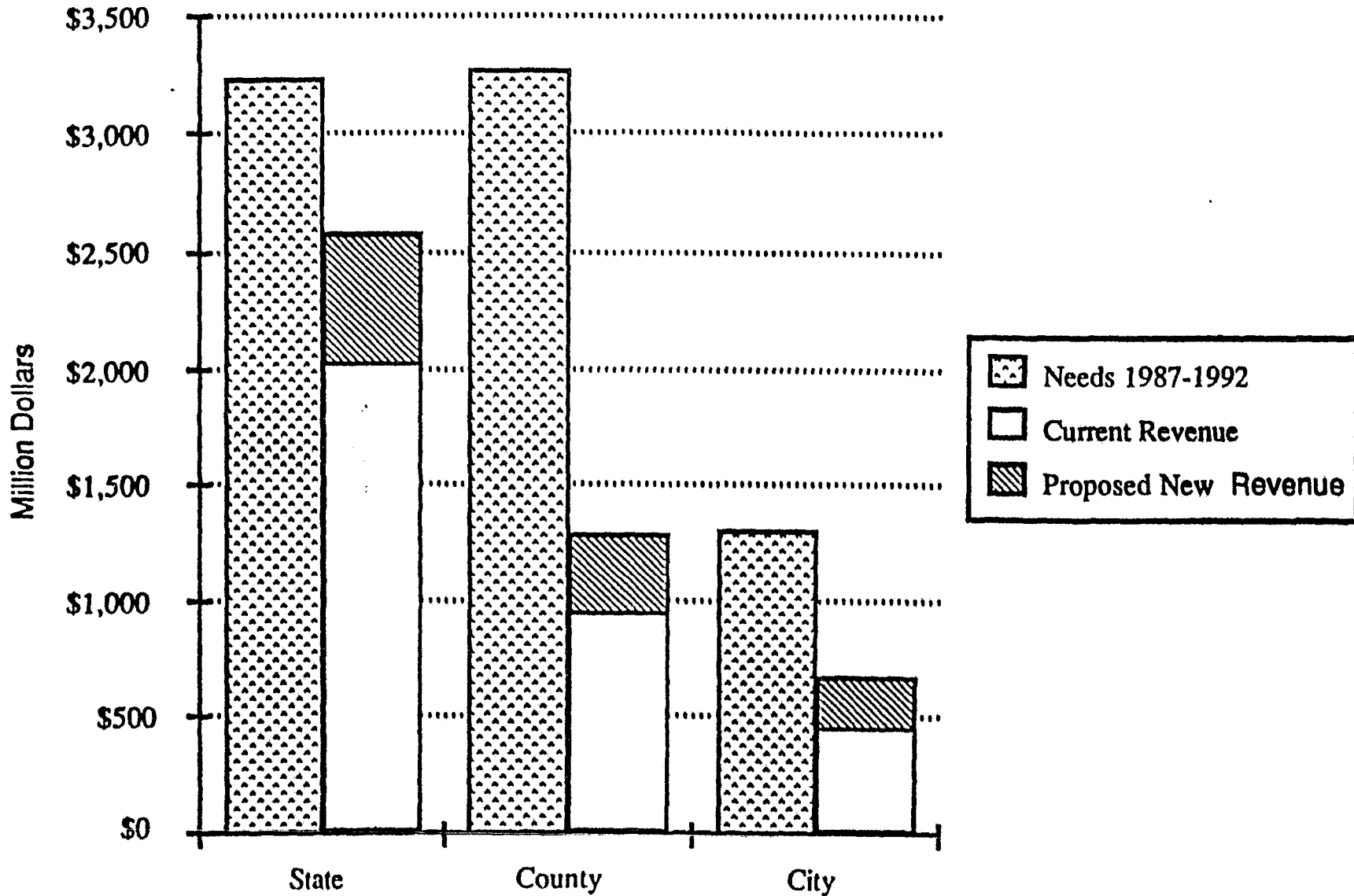
ALLOCATION 1987-1992	State 50%	County 30%	City 20%
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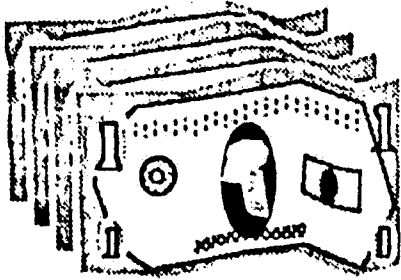


NEEDS, CURRENT REVENUES, AND NEW REVENUES BY FUNCTIONAL CLASS FOR 1987-1992.



NEEDS, CURRENT REVENUE, & NEW REVENUE BY JURISDICTION FOR 1987-1992





PROPOSED NEW STATE REVENUES FY 1987 - 1992

Enact a 2% Light Duty Vehicle Titling Fee = \$460 Million.

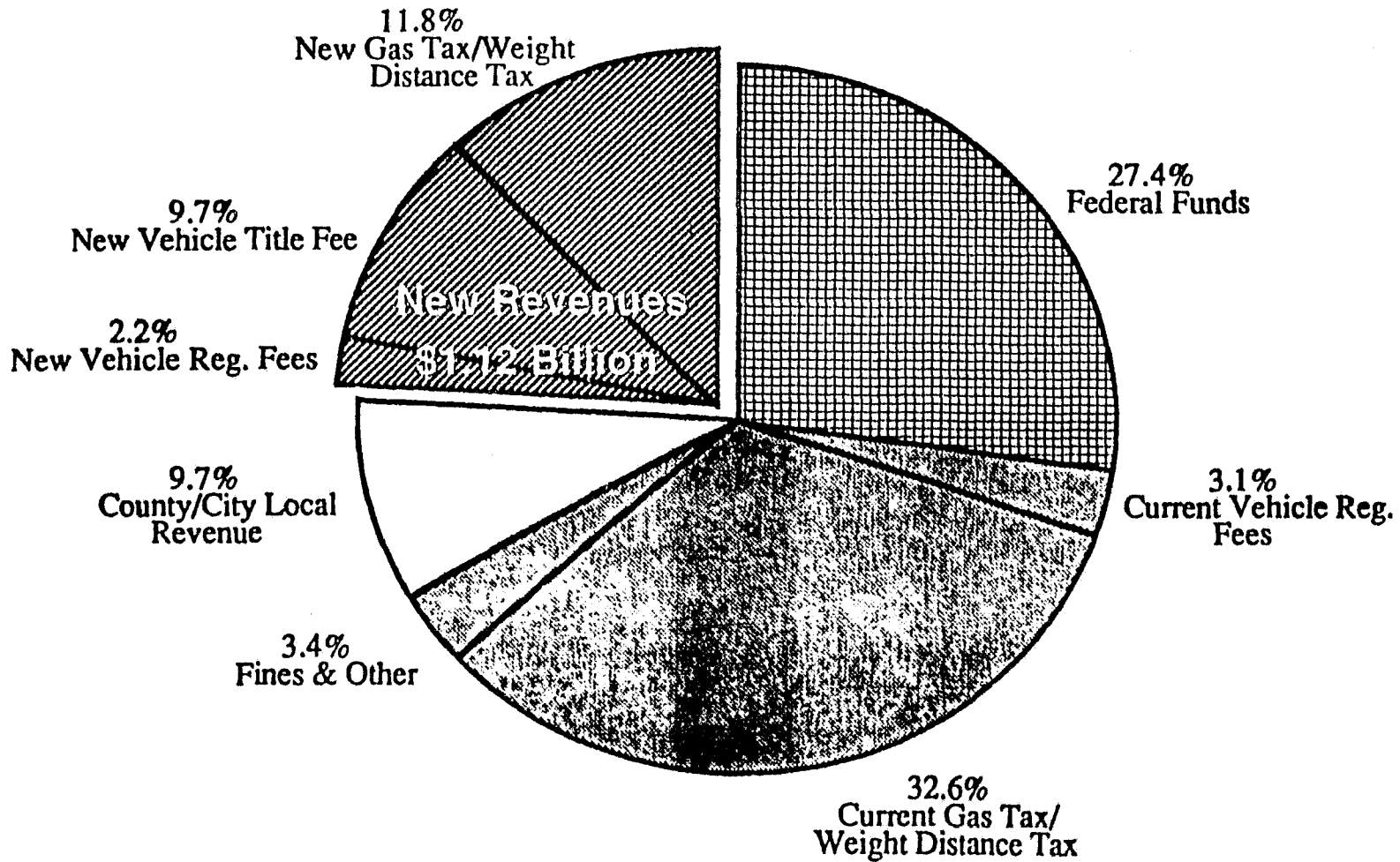
Increase Biannual Light Duty Vehicle Registration Fee From \$20 to \$40 = \$107 Million

Increase Gas Tax/Weight Mile Tax By 2¢ Every Year = \$562 Million.

**EVEN WITH THIS PROPOSED NEW FUNDING OREGON
WILL MEET ONLY HALF OF ITS UNFUNDED NEEDS**

CURRENT & PROPOSED REVENUES FOR OREGON ROADS - 1987-1992

(Total For All Revenues = \$4.55 Billion)

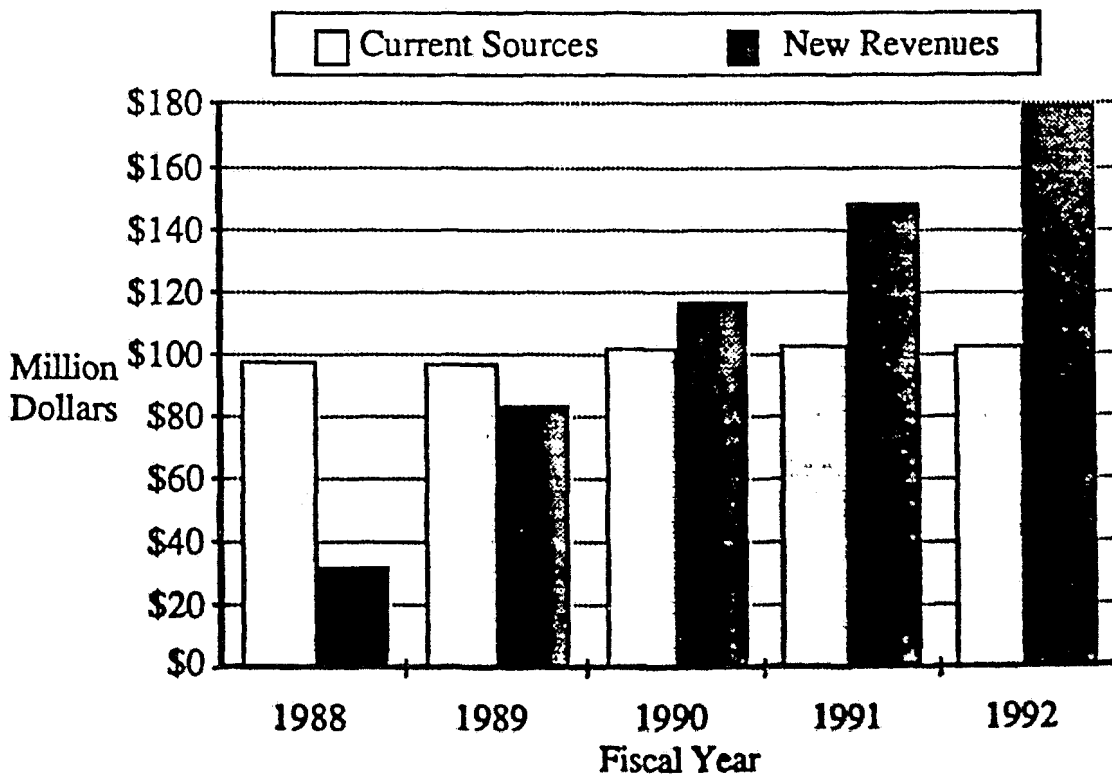


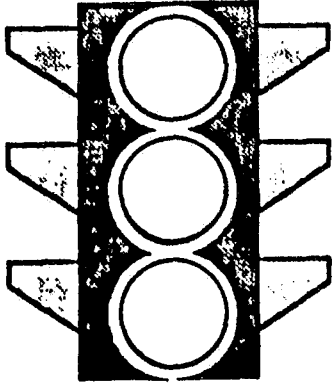
NEW REVENUE FOR COUNTIES & CITIES

Old Distribution Formula Was -
68% - 20% - 12%; State - County - City.

New Distribution Formula Is -
50% - 30% - 20%; State - County - City.

FUTURE COUNTY/CITY REVENUE FROM CURRENT & NEW SOURCES

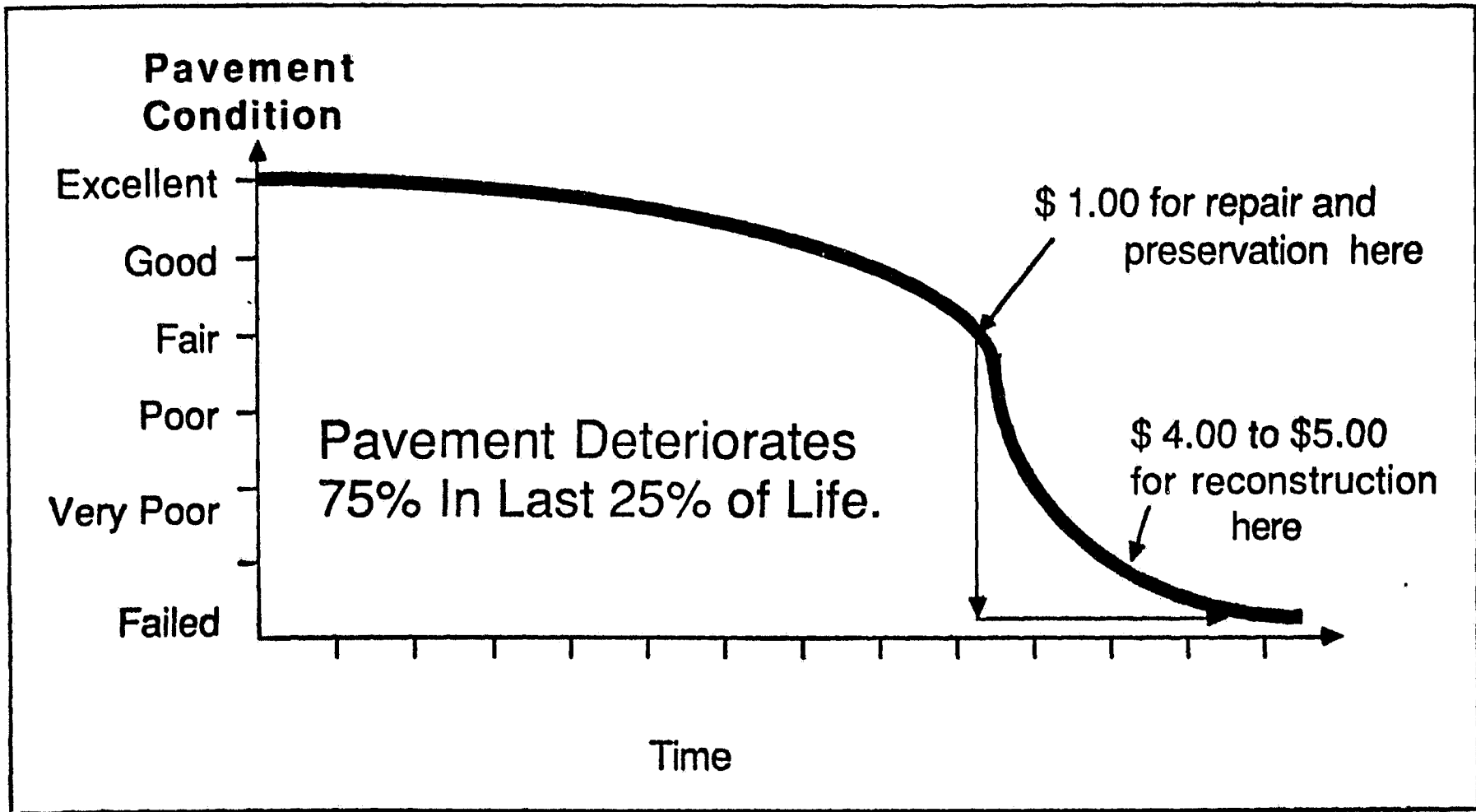




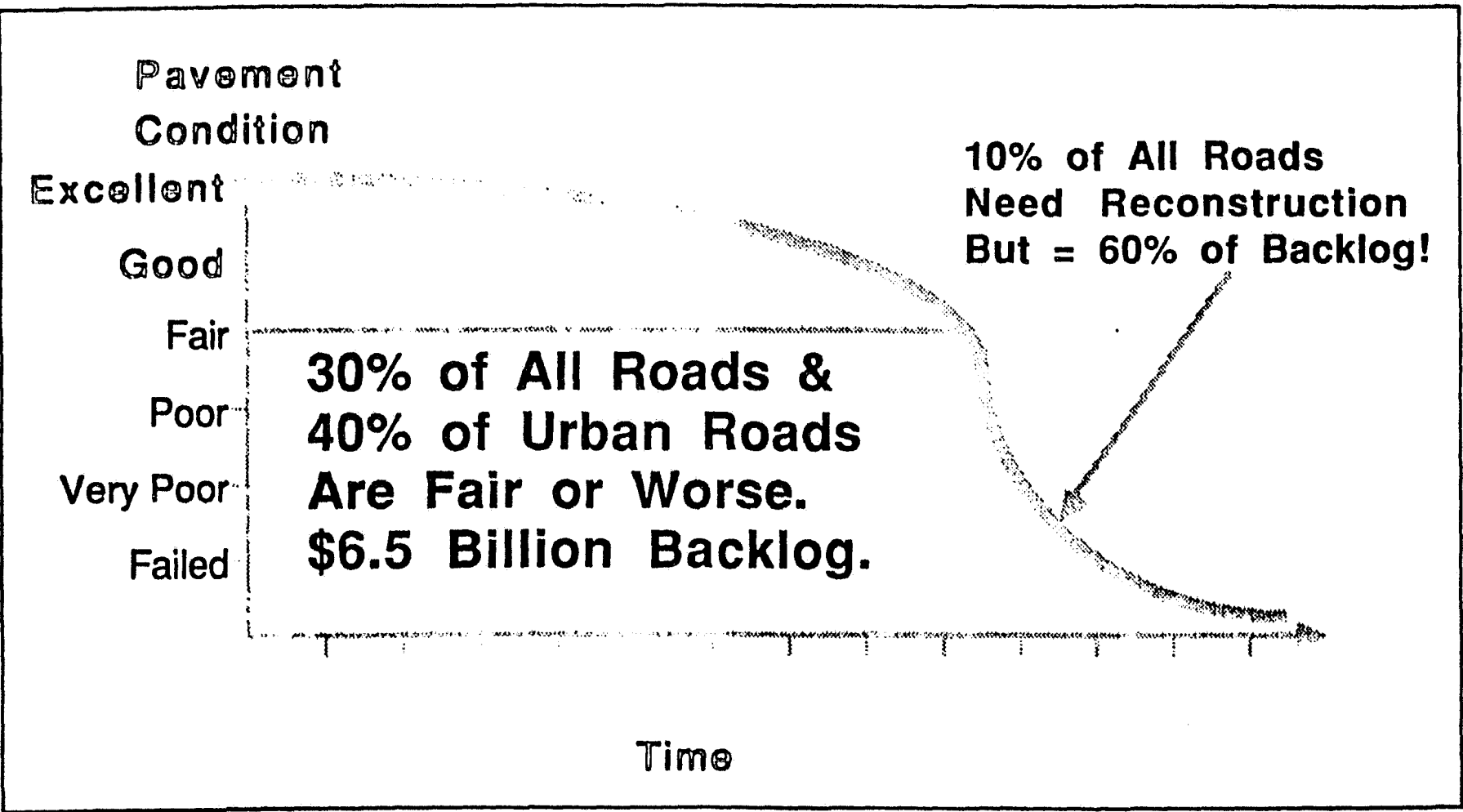
SIX YEAR ACTION PLAN FOR OREGON'S ROADS & BRIDGES

- ☞ Expand / Modernize Key State Roads & Bridges.
- ☞ Meet Minimum Maintenance Needs On All Roads.
- ☞ Repair or Reconstruct Deteriorating Arterials & Collectors.
- ☞ Start A New Urban Arterial Program.
- ☞ Expand The Small Cities Road Allotment.
- ☞ Report Progress To Legislature.

ROAD LIFE CYCLE

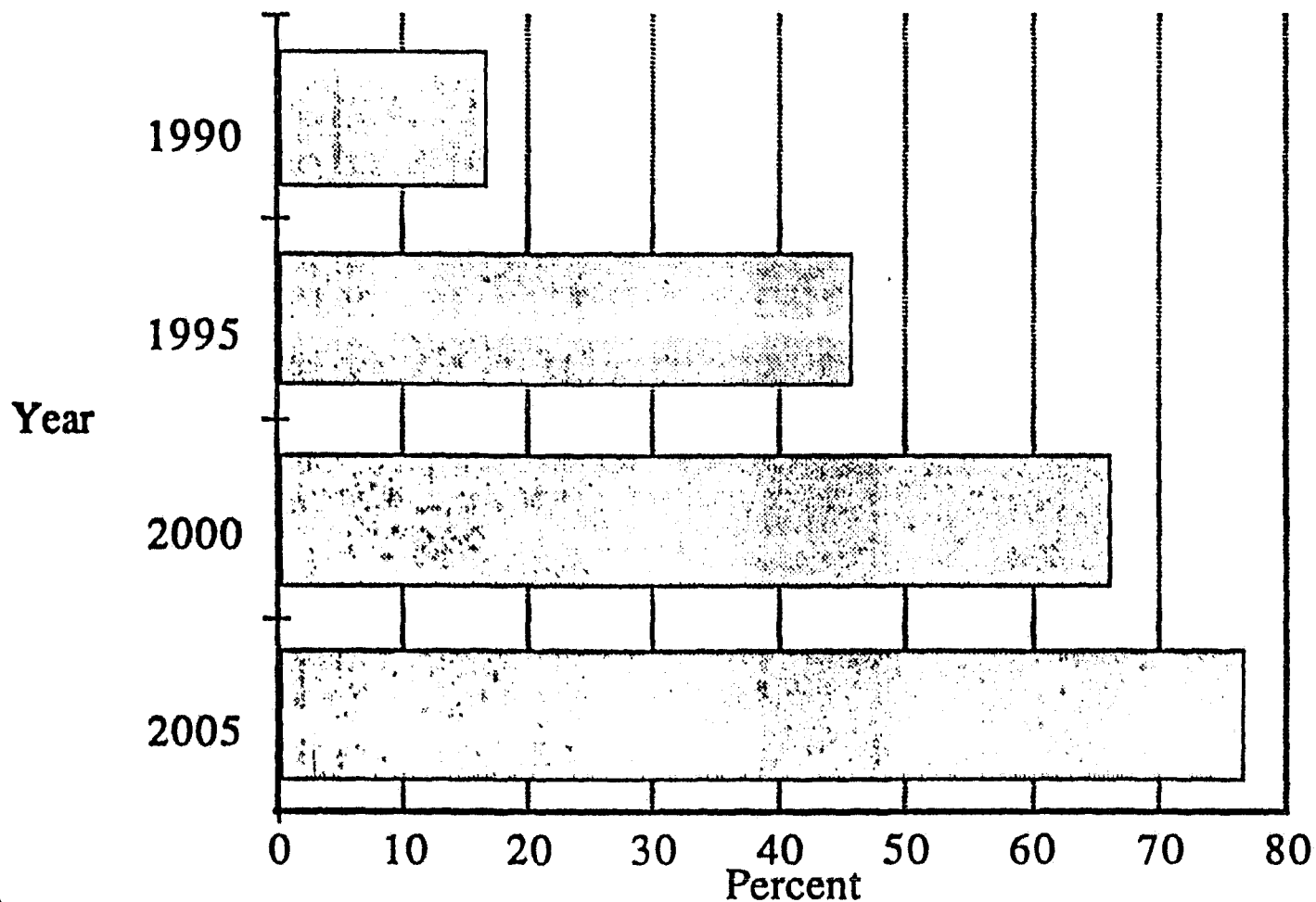


CURRENT OREGON PAVEMENT CONDITION

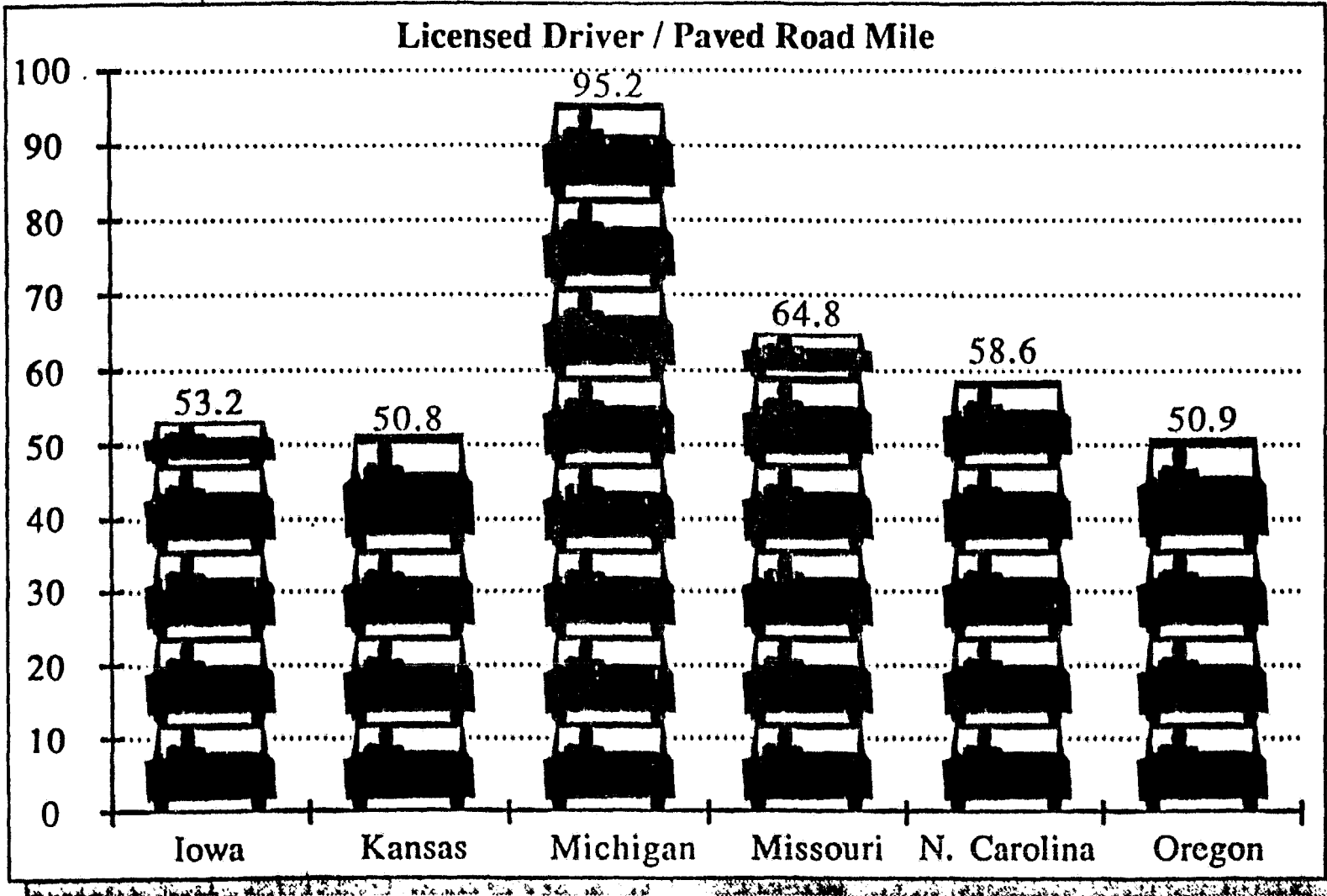


OREGON'S AGING ROADS

Roads In Poor or Very Poor Condition If No New Funding

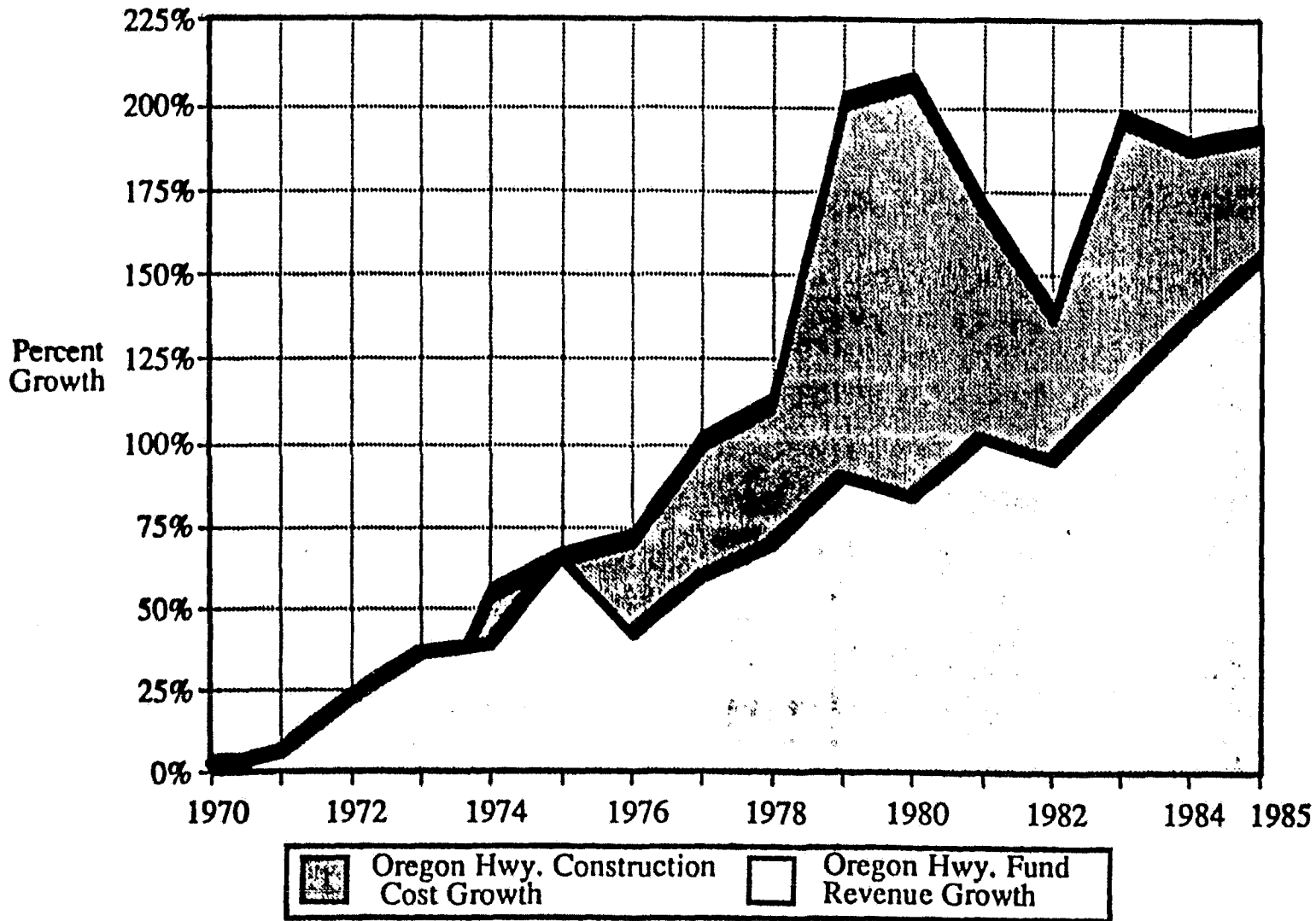


TAX BASE FOR ROADS IN OREGON & OTHER STATES



COSTS VS. REVENUE

The Decline of Highway Purchasing Power.



RECENT - PROPOSED REVENUE INCREASES IN WESTERN STATES.

State	When	What	Was/Is
Alaska	Proposed	8¢ Gas Tax Increase	8¢/gal.
Arizona	1985	3¢ Gas Tax Increase	13¢/gal.
	Proposed	8¢ Cigarette Tax	
California		No Proposal	15.6¢/gal.
Colorado	1986	6¢ Gas Tax Increase	12¢/gal.
Idaho	Proposed	6¢ Gas Tax Increase (2¢/Yr)	14.5¢/gal.
Montana	1986	2¢ Gas Tax Increase	15¢/gal.
	Proposed	3¢ Gas Tax Increase	
Nevada	Proposed	5¢ Gas Tax Increase	13¢/gal.
New Mexico		No Proposal	11¢/gal.
Utah	Proposed	5¢ Gas Tax Increase \$5 Reg. Fee Increase	14¢/gal.
Washington	Proposed	7¢ Gas Tax Increase	18¢/gal.
Wyoming		No Proposal	8¢/gal.

**OREGON HAS 2ND LOWEST VEHICLE
REGISTRATION FEES & TAXES IN U.S.!**

**Oregon = \$10 Annually.
U.S. Average = \$78.
Range = \$3 to \$443.**

Arizona	\$111.12
California	96.00
Colorado	91.98
Idaho	38.00
Montana	131.30
Nevada	77.00
New Mexico	24.00
Utah	69.71
Washington	119.70
Wyoming	95.88

STATE TITLING FEES

<u>STATE</u>	<u>RATE</u>	<u>1985 REVENUE</u>
Delaware	2%	\$ 8.3 Million
District of Columbia	5 or 6%	\$ 18.4 Million
Kentucky	4.5 or 5%	\$156.1 Million
Maryland	5%	\$276.8 Million
Montana	1.5%	\$ 6.0 Million
New Mexico	2%	\$ 31.6 Million
North Dakota	4%	\$ 2.7 Million
Texas	5%	\$859.9 Million
Vermont	4%	\$ 24.6 Million
Virginia	3%	\$143.1 Million
West Virginia	5%	\$ 77.2 Million