

RESOLUTION SUPPORTING ROAD FINANCE LEGISLATION

WHEREAS, the League of Oregon Cities, with the Association of Oregon Counties and the Oregon Department of Transportation, commissioned a comprehensive technical study to 1) examine the ability of the total statewide road system to meet the demands for traffic, commerce and development; 2) determine the adequacy of existing and projected sources of revenue, considering revenue stability, to meet those demands; and 3) develop suitable strategies for long-term financing of the total road system; and

WHEREAS, the findings of the 1986 study on roads needs and financing demonstrates that of over \$6 billion needed to correct a backlog of deteriorating streets and structures, over \$1 billion is attributable to the city-owned roads; and

WHEREAS, the backlog could grow to more than two-and-a-half times by the year 2000 if financing strategies to address it are not enacted; and

WHEREAS, mileage of roads in urban areas currently in less than satisfactory condition are expected to grow from over 40% to over 81% by the year 2005, if funding levels are not altered; and

WHEREAS, although cities presently generate through local effort a substantially larger share of their total revenues than other jurisdictions, yet the total of these and all other revenues expected to be available to cities will meet only about 45% of needs; and

WHEREAS, the 1986 study proposes an 18-year plan for the development of revenues, with its focus on a specific strategy to generate an additional \$1.2 billion in the first six years, yet retains other local options; and

WHEREAS, the proposed source of revenues for the first six-year period is establishment of a new titling fee for autos and light-weight trucks, an increase in motor vehicle registration fees and a series of increases in the state fuel and equivalent weight/mile tax; and

WHEREAS, the preliminary findings support a reasonable apportionment of new revenues among jurisdictions on the basis of 50% for the state, 30% for counties, and 20% for cities;

NOW, THEREFORE, BE IT RESOLVED that the City of Troutdale endorses the plan and the need for a long-term financing proposal and urges the Oregon Legislature and the Governor to adopt programs to generate the level of revenues identified in the six-year strategy; and

BE IT FURTHER RESOLVED that, within the six-year financing proposal, the City endorses concepts for increased assistance to small cities under 5,000 population and, as adequate funding is available, a program for the repair, preservation and modernization of roads within urban areas which would be jointly funded and targeted to the upgrading of priority roads regardless of current ownership.

ADOPTED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THIS TWENTY-FOURTH DAY OF FEBRUARY, 1987.

YEAS: 6
NAYS: 0
ABSTAINED: 0

Sam K Cox
Sam K. Cox, Mayor
Dated: FEBRUARY 25, 1987

ATTEST:

Valerie J. Raglione
Valerie J. Raglione
City Recorder
27:50