

A RESOLUTION SUPPORTING THE)
RECOMMENDATIONS OF THE OREGON)
ROAD FINANCING COMMITTEE AND)
THAT THE 1991 OREGON STATE)
LEGISLATURE ENACT LAWS IMPOSING)
STATE GASOLINE TAXES AND STATE)
WEIGHT/MILE TAX)

RESOLUTION NO. 20
FOR 1991

WHEREAS, the Oregon Road Committee, representing the State of Oregon (Oregon Department of Transportation), the 36 counties, and the large and small cities of Oregon, has recently completed a new statewide update on a long-term program to improve Oregon's road and bridge infrastructure, and the results of this study show that, while the program is addressing some priority needs and is beginning to reduce a large backlog of basic road maintenance requirements, the long-term program objectives are not being met. The reasons for the long-term shortfall include: growth demands, which are adding to the unmet need for road and bridge improvement; the continuing inadequacy of available revenues to cover both growth demands and unmet backlog requirements for road and bridge maintenance; and the impact of inflation on costs of improvements; and

WHEREAS, the objectives of the long-term program that began in 1986 remain critical to the economies of Oregon cities, counties, and the state. Those objectives are: to preserve the public investment in the highway infrastructure; to stay on top of demand and opportunities arising from growth; to ensure the system of road and bridges statewide meets needs and enhances livability throughout Oregon; and

WHEREAS, the state, cities and counties in Oregon have made a significant commitment to improve major roads and bridges in both urban and rural areas of the state, and propose over the next four (4) years to accelerate that effort to ensure communities statewide are able to capitalize on economic development and tourism opportunities; and

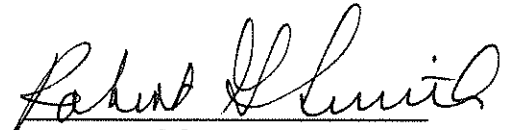
WHEREAS, cities and counties, as well as the state, propose over the next four (4) years to set priorities of expanding road capacity and reducing traffic congestion in growth areas of the state, and reducing the costs of future road repairs and reconstruction by making less costly maintenance improvements now.

NOW THEREFORE, THE CITY OF LEBANON RESOLVES THAT:

The City Council of the City of Lebanon support the recommendations of the Oregon Roads Financing Committee and that the 1991 session of the Oregon State Legislature enact laws which will:


1. Impose a two (\$.02) cent increase in state gasoline taxes over each of the next four (4) years (1192-95); and
2. Impose an equivalent increase in the state weight/mile tax

Passed by the Council of the City of Lebanon by a vote of 6 for and 0 against, and approved by the Mayor this 8th day of May, 1991.



Mayor

ATTEST:



City Administrator