

RESOLUTION NO. 546

A RESOLUTION AUTHORIZING STAFF TO ASSIST IN PREPARING  
A ROAD MAINTENANCE FINANCING PROPOSAL FOR CLACKAMAS COUNTY.

WHEREAS, the City of Wilsonville, Clackamas County and other cities in Clackamas County, working together as the Clackamas Transportation and Coordinating Committee (CTCC) have determined that current road revenues are not keeping pace with needed road maintenance expenditures, and that preservation and upkeep of the existing roadway system is essential to ensure driver safety and prevent costly road reconstruction; and

WHEREAS, this City's road system has a 1985 construction value of more than \$50,000,000 and the cost to maintain the current condition of the roads is estimated at more than \$.500 million annually; and

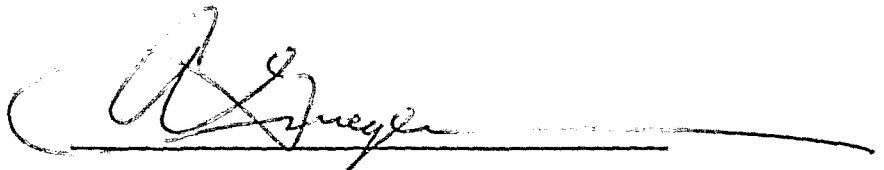
WHEREAS, anticipated annual road revenues of \$100,000 result in a road maintenance shortfall of more than \$400,000; and

WHEREAS many methods for additional road maintenance funding (including a serial levy, Countywide fuel tax shared with cities or property tax for roads), are subject to approval by the voters; and

WHEREAS, the City of Wilsonville may benefit financially by approximately \$120,000 according to Clackamas County's proposed funding formula.

NOW, THEREFORE, BE IT RESOLVED that the City directs its staff working with other cities and County, interested citizens and businesses to develop a financing proposal for maintaining the road system, and that said proposal be prepared in a timely manner so that any funding requiring voter approval can appear on the November, 1986, General Election Ballot.

ADOPTED by the City Council of the City of Wilsonville at a special meeting thereof this 7th day of April, 1986, and filed with the Wilsonville City Recorder this same date.

A handwritten signature in dark ink, appearing to read 'A. G. Meyer', is written over a horizontal line. The signature is fluid and cursive.

A. G. MEYER, Mayor

ATTEST:

*Vera A. Rojas*

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VERA A. ROJAS, City Recorder

CITY OF



Wilsonville

30000 S.W. Town Center Loop E  
P.O. Box 220 / Wilsonville, Oregon 97070-0220  
503 / 682-1011

MEMORANDUM

DATE: APRIL 3, 1986  
TO: MAYOR AND CITY COUNCIL  
FROM: LARRY R. BLANCHARD  
PUBLIC WORKS DIRECTOR  
SUBJECT: CB-R- -86

*Larry R. Blanchard*

The Clackamas County Transportation Coordinating Committee (C.T.C.C.) has identified serious financial shortfalls county wide, for street maintenance. Previously I have reported to the City Council that the City's annual street preventative maintenance revenue shortfall presently stands at \$400,000. The C.T.C.C. determined that the key to continuing street sections in a fair to good condition would require an additional \$2,000,000 county wide. The \$2,000,000 would only be for street preventative maintenance and did not include traffic signing, traffic control, right-of-way maintenance, storm drainage maintenance, and street sweeping/flushing.

The C.T.C.C. is requesting at this time that staff members from Wilsonville assist in proposing funding alternatives for county wide street maintenance. Wilsonville and all other communities realize that the proposed funding resource for this program does not complete all other street and storm drainage tasks county wide. However, it would offset the ever growing gap for needed street repairs. In Wilsonville the funding would be an offset to the \$400,000 in necessary revenue for overall street maintenance.

RECOMMENDATION:

1. Approve Resolution CB-R- -86.

MEMO TO: MAYOR AND CITY COUNCIL  
RE: RESOLUTION CB-R- -86  
4-3-86, Page 2

RECOMMENDATION: (CONT.)

2. Authorize staff members as members of the C.T.C.C., to assist in this proposal as specified.

Funding Alternative:

- Member Larry Blanchard
- Alternate Tom Barthel

Final Funding Method Group:

- Member Pete Wall
- Alternate Larry Blanchard

lrb:mld

Attachment: February 24, 1986 memorandum - Gary Spanovich

cc: C.T.C.C.

CLACKAMAS COUNTY

# Department of Transportation & Development

Formerly Department of Environmental Services

**Winston Kurth**  
Executive Director

**Ardis Stevenson**  
Director  
Communications & Policy

In Memoriam - John C. McIntyre  
(1935-1984)

**Richard Dopp**  
Director  
Operations & Administration

**Tom VanderZanden**  
Director  
Planning & Development

TO: Clackamas County City Managers

FROM: Gary Spanovich

DATE: February 24, 1986

COPY: Clackamas Transportation Coordinating Committee

SUBJECT: CTCC (Clackamas Transportation Coordinating Committee)  
Purpose/Road Maintenance Project.

In February of 1985 the Clackamas Transportation Coordinating Committee, consisting of city and county engineers and public works directors was established. The purpose was to create a formal organization to review and comment on major transportation issues, plans and projects. The committee also has been involved in providing testimony to the Oregon Department of Transportation on the preparation of their 6 Year Plan Update.

One of the committee's current projects is an analysis of road maintenance needs County-wide. Through much discussion the committee developed the following mission statement on the maintenance needs of all political jurisdictions within Clackamas County:

"Clackamas County and the cities of Clackamas County recognize that current road revenues and existing revenue sources are not keeping pace with needed road maintenance expenditures.

The County and the cities realize because of the interconnectedness of the road system that they should mutually identify the degree of severity of the road crisis; examine new revenue sources and determine the best coordinated strategy for insuring that revenue sources keep pace with needed road upkeep."

Because upkeep may include a wide range of road maintenance categories, the committee determined that categories dealing with surface conditions should be prioritized.

The committee agreed that the needs analysis should only deal with the maintenance issues due to its immediate benefit to development and its importance to the general public, and that capital improvements should be dealt with separately. The committee agreed that a definition of maintenance was needed and that it should be used throughout the entire analysis. The following is that definition: Maintenance is the preservation and timely upkeep of the existing County and city roadway system in order to insure driver safety and comfort and to prevent costly reconstruction of road surfaces. Surface repair and resurfacing are considered to be the most important aspect of road conditions to the general public.

The committee felt that the following activities are a part of the road maintenance definition and are listed in order of priority:

1. Surface repair
2. Resurfacing
3. Reconstruction
4. Painting and striping included fog lines and buttons
5. Street sweeping and flushing
6. Storm drainage and catch basin maintenance
7. Sign maintenance
8. Traffic control
9. Miscellaneous street repair and existing landscaping, guard rail, street lighting, and shoulder maintenance.

In addition, the committee concluded that the analysis should review each city separately. Once this analysis has been completed, a collective needs analysis for all of the cities within Clackamas County would be the next step.

The current status of the project is as follows. The cities of Clackamas County are compiling data that is needed in making this analysis. The next CTCC Meeting, scheduled for February 27th, will be primarily a work session to go over the data that will be submitted by each city. It is anticipated that a rough draft including all of the incorporated cities in the County will be completed towards the end of March.

Each committee member has agreed throughout this process to keep his or her City Council and Manager aware of the status of this County-wide needs study. It was agreed that Councils should be informed that there is a County-wide road maintenance crisis and that the County-wide needs study will identify those specific problems and will suggest financial alternatives to eliminate or reduce those conditions. In addition, the committee members felt that once these needs and financial alternatives have been identified a County-wide "citizens roads" committee consisting of community business leaders and citizens should be established to determine the most suitable revenue alternatives which would eliminate the crisis and would spearhead a promotion effort to secure the needed revenues.

It appears appropriate at this time to begin considering the steps that will be necessary in securing additional road maintenance monies. The city managers group appears to be an appropriate vehicle in taking that first step.

Attached is a preliminary summary of the unincorporated Clackamas County road maintenance needs. In addition, attached is a copy of the Board of County Commissioners' resolution identifying the road maintenance crisis that currently exists within incorporated Clackamas County, and a draft resolution that each city could adopt.

MT:jb  
2/4-5

CLACKAMAS COUNTY

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## PRELIMINARY SUMMARY OF CLACKAMAS COUNTY ROAD MAINTENANCE NEEDS (Does not include City Maintained Roads)

Clackamas County has responsibility for road maintenance on some 1,514 miles within the County. Of this total, 343 miles (or 23%) are located within the N.W. Urban area. The remaining 1171 miles (or 77%) serves the rural portion of the County.

The following are preliminary findings regarding our current road condition, current maintenance needs, revenues, shortfalls and revenue alternatives.

### 1. Present condition of the County road system

#### Urban (343 miles)

- 94% of the major arterials are in "fair" or better condition.
- Only 65% of the remaining functional classification miles are in "fair" or better condition.

#### Rural (1171 miles)

- 92% of the major arterials are in "fair" or better condition.
- Only 55% of the remaining functional classification miles are in "fair" or better condition.

#### General (urban and rural)

- A total of 581, miles (38%) of County road miles are in a "poor" or "very poor" condition.
- The cost of upgrade the roads that are in "poor" or "very poor" condition is 4 to 5 times greater than to maintain roads that are in "fair" or better condition.

### 2. Current maintenance needs

Scenario 1 - maintain our existing road network in its present condition.

Total annual needs = \$10,440,442

Scenario 2 - upgrade 581 miles of "poor" and "very poor" rated roads to a "fair" or better condition, while maintaining the remaining 933 miles of "fair" or better rated road miles. Under this



scenario, it would take approximately 7 years to upgrade the "poor" and "very poor" roads, after which the annual need would be that of scenario 1.

Total annual needs = \$11,872,277

### 3. Revenues

#### Past Revenues

- Road maintenance revenues come from primarily two sources (1) state motor vehicle fund and (2) Mt. Hood Forest receipts.
- Over the past five years these revenues have averaged \$6,693,317 annually
- The State Motor Vehicle Fund has increased steadily over the past 5 years from \$2,404,559 in 1981 to \$4,040,337 in 1985.
- The Mt. Hood Timber receipts has been an unstable source over the past 5 years. With a high of \$5,285,819 in 1981 and a low of \$1,697,899 in 1983.

#### Projected 86/87 revenues

- Mt. Hood receipts	= \$3,246,995
- State Motor Vehicle Fund	= \$4,565,580
- Others	= \$ 102,800
TOTAL	= <u>\$8,073,688</u>

### 4. Projected annual shortfalls

- Scenario 1 = \$2,366,754
- Scenario 2 = \$3,798,589

### 5. Possible funding alternatives

- Existing practice
- County fuel tax
- Local improvement districts
- Serial levy
- County road districts
- Increase in State Motor Vehicle Fund

### 6. Conclusion

If the anticipated shortfalls are allowed to continue, additional deterioration of our road system is inevitable. If this deterioration is left unchecked, the eventual cost of future repairs will be 4 to 5 times greater than the cost of maintaining our road system in a "fair" or better condition, now.

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
OF CLACKAMAS COUNTY, STATE OF OREGON

RESOLUTION:  
Road Maintenance Financing

ORDER NO.

WHEREAS, Clackamas County and the cities in Clackamas County, working together as the Clackamas Transportation Coordinating Committee (CTCC) have determined that current road revenues are not keeping pace with needed road maintenance expenditures, and that preservation and upkeep of the existing roadway system is essential to ensure driver safety and prevent costly road reconstruction, and

WHEREAS Clackamas County's road system has a 1985 construction value of more than \$1.7 billion, and the cost to maintain the current condition of the roads is estimated at more than \$10.4 million annually, and

WHEREAS, anticipated annual road revenues of \$8.1 million result in a road maintenance shortfall of more than \$2 million each year, and

WHEREAS, many methods for additional road maintenance funding (including a serial levy, County fuel tax, a Countywide property tax for roads, or taxes levied by a road service district) are subject to approval by the voters,

NOW THEREFORE, BE IT RESOLVED that this board directs the Department of Transportation and Development, working with the cities, interested citizens and businesses, to develop a financing proposal for maintaining Clackamas County's road system, and that said proposal be prepared in a timely manner so that any funding requiring voter approval can appear on the November 1986 General Election Ballot.

DATED this \_\_\_\_ day of \_\_\_\_\_, 1986

BOARD OF COUNTY COMMISSIONERS

\_\_\_\_\_  
Dale Harlan - Chairman

\_\_\_\_\_  
Robert Schumacher - Commissioner

\_\_\_\_\_  
Ed Lindquist - Commissioner