

RESOLUTION NO. 555

A RESOLUTION ADOPTING FINDINGS ON ROAD MAINTENANCE NEEDS AND INITIATING AN AD HOC CLACKAMAS COUNTY CITIZENS COMMITTEE.

WHEREAS, the Clackamas Transportation Coordinating Committee, established in February, 1985, and consisting of Cities and County engineers, public works officials, and transportation planners, has completed a Joint Cities and County Road Maintenance Needs study; and

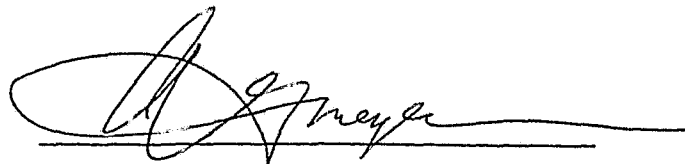
WHEREAS, the study states that, excluding state highways, there are 1,923 miles of roadway within the County and overall, 34% of those roads are in unacceptable condition; and

WHEREAS, total estimated road maintenance revenue for the County and Cities is \$7.5 million in FY 1986-87 while road maintenance needs are \$11.1 million for the same year which results in a shortfall of \$3.6 million; and

WHEREAS, the estimated replacement cost of the road system is \$1.3 million and deferring maintenance until roads are in unacceptable condition will cost four to twenty times more than the cost of preventative maintenance.

NOW, THEREFORE, the City of Wilsonville adopts the findings on road maintenance needs contained in the Joint Cities and Clackamas County Road Maintenance Needs Report of the Clackamas Transportation Coordinating Committee, which is attached hereto and made a part hereof.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this 19th day of May, 1986 and filed with the Wilsonville City Recorder this same date.

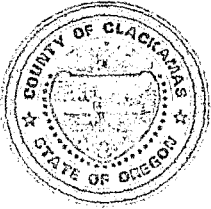
A handwritten signature in cursive script, appearing to read "A. G. Meyer", written over a horizontal line.

A. G. MEYER, Mayor

ATTEST:

A handwritten signature in cursive script, appearing to read "Vera A. Rojas", written over a horizontal line.

VERA A. ROJAS, City Recorder



COUNTY OF CLACKAMAS  
BOARD OF COMMISSIONERS  
OREGON CITY, OREGON 97045

655-8581

DALE HARLAN, CHAIRMAN  
ED LINDQUIST, COMMISSIONER  
ROBERT SCHUMACHER, COMMISSIONER

May 2, 1986

A. Meyer, Mayor  
City of Wilsonville  
PO Box 220  
Wilsonville, Oregon 97070

Dear Greg,

This Board learned yesterday that the cities in Clackamas County share with us the crisis of a \$3.6 million annual road maintenance revenue shortfall, and I would personally like to ask your help in finding a solution!

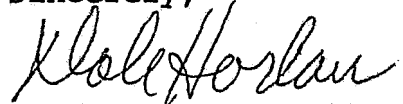
The attached summary of the Road Maintenance Needs Study, prepared by the Clackamas Transportation Coordinating Committee, defines the problem and recommends establishing an ad hoc committee of one or two community leaders from each jurisdiction plus a few business leaders to review the study's findings and alternatives. Members of the coordinating committee are listed on the inside front cover of this report which I feel reflect quality work and excellent cooperation. Larry Blanchard's assistance is especially appreciated.

I would like to request that your City Council adopt by resolution the Joint County Road Maintenance Study findings and that the City recommend one or two people to serve on the ad hoc group. Names of your suggested participants should reach Gary Spanovich or Max Talbot at 655-8521 by May 15. I would like the first meeting of the ad hoc group to be around June 1, and then conclusions available to all of us 4 to 6 weeks later.

Our staffs have done a very good job on a study that indicates that our road maintenance problems do not stop at political boundaries but are a problem County-wide. I feel that it is time now for the political leadership of the County to work together as one unit in solving the identified revenue shortfall.

Attached is the draft resolution, similar to the one that the County adopted yesterday. I hope it will be helpful as a basis for City action.

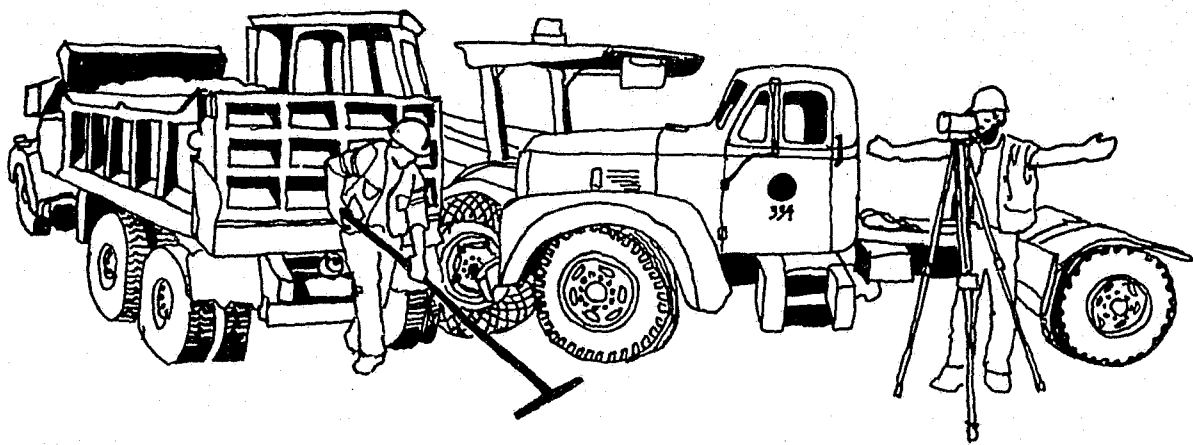
Sincerely,

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

DALE HARLAN, CHAIRMAN

l/mt/501:elk

Enclosures: Sample Ordinance  
Maintenance Summary



# CITIES AND CLACKAMAS COUNTY ROAD MAINTENANCE NEEDS

1986  
DRAFT SUMMARY

CLACKAMAS COUNTY

BOARD OF COUNTY COMMISSIONERS

Dale Harlan, Chairman  
Ed Lindquist, Commissioner  
Robert Schumacher, Commissioner

CLACKAMAS TRANSPORTATION  
COORDINATING COMMITTEE

Member

Agency

Steve Hall	Milwaukie
Duane Robinson	Estacada
Larry Blanchard	Wilsonville
Roz Daniels	Oregon City
Al Kolb	Gladstone
Paul Haines	Lake Oswego
Rusty Klem	Canby
Earl Reed	West Linn
John Whiteside	Molalla
Mike Bye	Happy Valley
Don Wilson	Sandy
Wayne Schulte	ODOT
Jerry Marshall	Clackamas County

Project Team

Max Talbot, Project Manager and Author  
William Spears, Contributing Author  
Walt Tschudy, Engineer  
Pamela Diede, Office Specialist  
Jim Spillman, Graphics  
Erlien Kittelson, Secretary

PREPARED BY

Clackamas County  
Transportation & Economic Planning Section

Gary Spanovich, Section Administrator  
Transportation Division  
Department of Transportation & Development

Tom VanderZanden, Division Director

902 Abernethy Road  
Oregon City, Oregon 97045  
(503) 655-8521

Summary of JOINT CITIES & CLACKAMAS COUNTY  
ROAD MAINTENANCE NEEDS

This study was developed as a collective effort by the Clackamas Transportation Coordinating Committee. Established in February 1985 and consisting of City and County engineers, public works officials, and transportation planners. The purpose of the Committee was to create a formal organization to review and comment on major transportation issues, plans and projects.

One of the Committee's current projects is to analyze the road maintenance needs County-wide. The following mission statement was developed by the Committee prior to the initiation of the analysis:

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

The County and Cities realize that our road network does not stop at political boundaries. Therefore, the County and Cities should mutually identify the degree of severity of the road crisis; examine new revenue sources and determine the best coordinated strategy for ensuring that revenue sources keep pace with needed road upkeep."

The Committee agreed that the study should only deal with road maintenance issues due to its immediate benefit to development and its importance to the safety of general public, and that capital improvement needs should be dealt with in a separate analysis. The Committee agreed that a definition of maintenance was needed to establish guide-posts and should be used consistently throughout the analysis.

Road Maintenance is the preservation and timely upkeep of the existing County and Cities roadway system in order to ensure 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 following are items that are considered part of road maintenance according to the Committee and are listed in order of priority.

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

## SECTION 1: MAJOR FINDINGS

- There are 1,923 (centerline) publicly owned miles of roadway in Clackamas County, not including state highways.
- The average newly constructed road will last approximately 20 years with little or no maintenance. Without adequate maintenance, the road will likely need major repair at the end of the 20-year period.
- With an adequate annual maintenance program, a road will last 50 years or longer.
- Deferring maintenance to a later time, will cost 4 to 20 times more than the cost of an annual maintenance program. The relationship between road surface quality, preventative maintenance and deferred maintenance is shown in Figure 1.
- The estimated replacement cost of the road network is \$1.3 billion, (not including right-of-way costs).
- 34% or 656 miles of road system is in less than acceptable condition. In Cities approximately 20% is in less than acceptable condition. In unincorporated area 38% is less than acceptable condition.
- Estimated road maintenance revenue for FY 1986-1987 is \$7,476,490 or \$3,887 per mile.
- Estimated revenues needed to maintain the road system in an acceptable condition are \$11,086,266 or \$5,761 per mile for FY 1986-87.
- Estimated road maintenance revenue shortfall is \$3,603,776 or \$1,874 per mile for FY 1986-87.

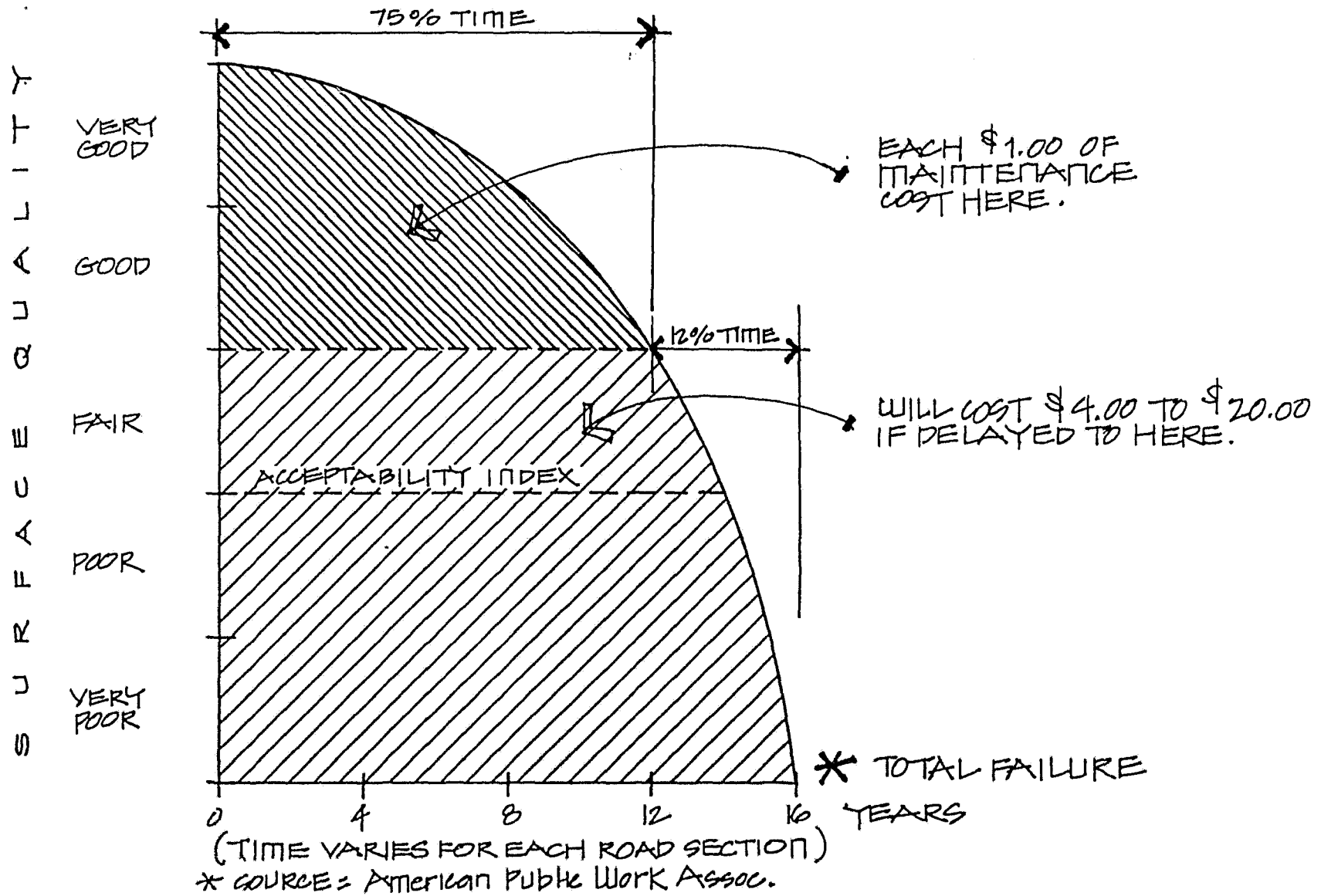




# COST OF ROAD MAINTENANCE NEGLECT

FIGURE

[11]



## SECTION 2: CONCLUSION

- Deferring road maintenance to the future (when roads are in an unacceptable condition) will cost 4 to 20 times more than preventative maintenance now on roads that are in acceptable condition.
- The replacement cost of the road system is estimated to be \$1.3 billion. The annual cost to maintain this investment is \$11 million annually.
- If a source of funding cannot be found to satisfy this shortfall the eventual deferred maintenance costs will be (48% of the value of our road system) over the next 20 years (the average life of a road with no maintenance).
- Adequate road maintenance is necessary to provide safety and convenience for residents and businesses of the County.

### SECTION 3: RECOMMENDATION

The Board of County Commissioners and City Councils should collectively establish a Road Maintenance Committee to review and analyze the Findings in this report. This analysis should then be followed by public presentations (of the Findings) before County Chambers, local citizens groups, Planning Commissioners, etc.

The goal of these presentations should include the following:

1. To present the findings of this report.
2. To solicit testimony for a County-wide position on the importance of the road network and the priority that should be placed on the road maintenance issue.
3. To determine the most appropriate means (alternative funding source(s) to solve the identified shortfall, such as:
  - Property tax
  - County fuel tax
  - Serial levies
  - Road Service District
  - County Service District
  - Increase in the State Motor Vehicle tax
  - Regional fuel tax
  - Others

mt/324/anal:elk