

**RESOLUTION NO. 826**

**A RESOLUTION IN SUPPORT OF HB 3559.**

WHEREAS, the Oregon Roads Financing 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 requirement, 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 roads and bridges statewide meets future 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

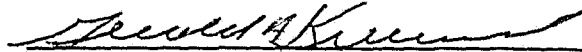
WHEREAS, cities and counties, as well as the state, propose over the next four (4) years to set priorities of expanding road capacity and reducing traffic congestion in growth areas of the state, and reducing the costs of future road repairs and reconstruction by making less costly maintenance improvements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

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

The City Council of the City of Wilsonville supports the recommendations of the Oregon Road Financing Committee and that the 1991 session of the Oregon State Legislature enact laws which will:

1. Impose a two (\$0.02) cent increase in state gasoline taxes over each of the next four (4) years (1992-1991); and
2. Impose an equivalent increase in the state weight/mile tax.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 6th day of May, 1991 and filed with the Wilsonville City Recorder this date.



GERALD A. KRUMMEL, Mayor

ATTEST:



VERA A. ROJAS, CMC, City Recorder

SUMMARY of Votes:

Mayor Krummel	<u>AYE</u>
Councilor Chandler	<u>AYE</u>
Councilor Carter	<u>ABSTAIN</u>
Councilor Lehan	<u>AYE</u>
Councilor Van Eck	<u>AYE</u>



# League of Oregon Cities

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April 24, 1991

## MEMORANDUM

TO: Oregon Mayors

FROM: Dick Townsend, <sup>ST</sup> Executive Director, League of Oregon Cities

RE: Road Financing -- HB 3559 -- Action Requested

This correspondence comes to you as an urgent request for help on pending gas tax legislation (HB 3559). The bill has been assigned to the House Revenue Committee (Chair, Delna Jones, R.-Aloha), and is waiting to be rescheduled for a hearing. If cities are to receive more gas tax monies to meet their street maintenance needs, your help is vital.

To meet future road needs and to maintain the progress we have made to date, the state's road user fees must be increased; HB 3559 is the vehicle. HB 3559 requests the 1991 Legislature to increase the gas and equivalent weight/mile tax by two cents per year for the next four years. The first four cents of the increase will be distributed according to the existing distribution formula: 60.05% state, 24.38% counties, and 15.57% cities. The last four cents will be distributed 50% state, 30% counties, and 20% cities.

The League recently sent you a copy of Making the Right Turn, the 1991 update of road needs in Oregon. The update, and the 1986 study on which the update is based, is a product of the Oregon Roads Finance Committee. The committee is a coalition of state, county and city representatives working cooperatively to document Oregon's road needs and to secure incremental increases in road user fees. The League has participated on this committee since its inception in 1985.

The 1991 update demonstrates that we are making progress: the gap between available resources and road needs has decreased from \$21 billion in 1986 to \$19.7 billion in 1991. While the financing gap is closing, there are still significant unmet road needs across the state. Even with the increases in road user fees granted by the 1987 and 1989 legislatures, demands from growth and inflation have diminished our progress.

*(Continued)*

The passage of HB 3559 is important to cities and to the state as a whole. To help ensure the passage of HB 3559, the League requests the assistance of cities as follows:

- I. The League urges all cities to adopt a resolution in support of HB 3559 as soon as possible. A sample resolution is enclosed. Copies of the resolution should be sent to:
  - A. Representative Ted Calouri -- Chief sponsor of HB 3559  
Oregon State Capitol  
Room H491  
Salem, OR 97310  
  
Representative Delna Jones -- Chair of House Revenue  
Oregon State Capitol  
Room H475  
Salem, OR 97310
  - B. League of Oregon Cities
  - C. State legislators from your districts.
- II. The League's second request is that cities work closely with the local news media to draw public attention to the need for increases in the road user fee. Enclosed is a press release cities may use for this purpose. In some instances cities and counties may be working together in contacting the news media, which should have an even larger impact on public legislative opinion.

Maintenance backlogs, repair and preservation needs, growth demands, inflation, and reduced general fund support for roads -- these are critical factors influencing the need for additional gas tax increases. Oregon's economic well-being depends on a well maintained road infrastructure. To maintain the infrastructure we need additional revenue. Please join other cities in demonstrating to the Legislature the continuing need all of you have for increased road funding by showing your support of HB 3559.

cc: City Managers/Recorders