



# 2017 State of the Streets and Local Motor Vehicle Fuels Taxation Report

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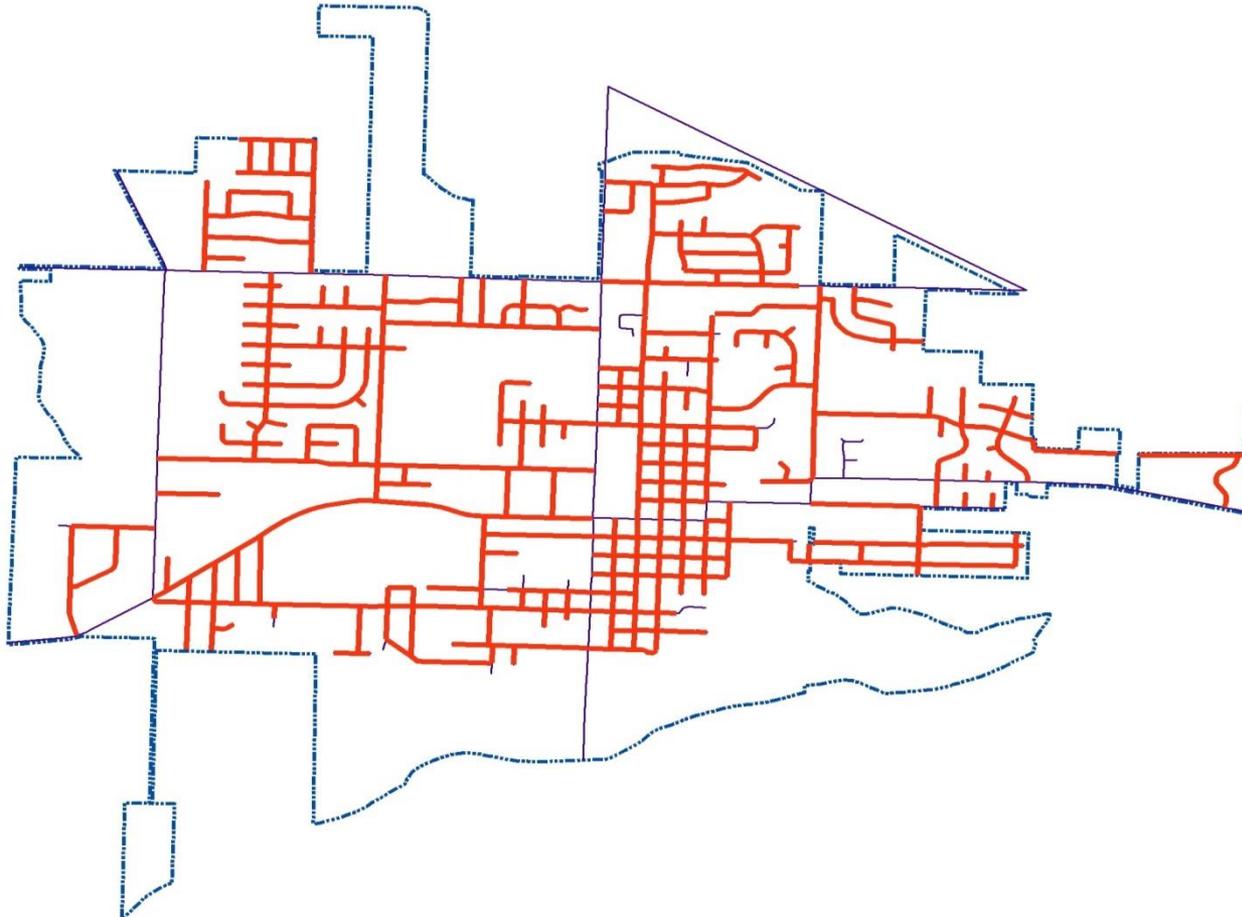


# Data Breakdown

- 476 Street segments – 33.3 miles of City maintained streets.
- Each segment typically one block, but blocks may be split into more than one segment if segments have different characteristics
- Each segment was reviewed independently by two separate staff members.



# City Maintained Streets



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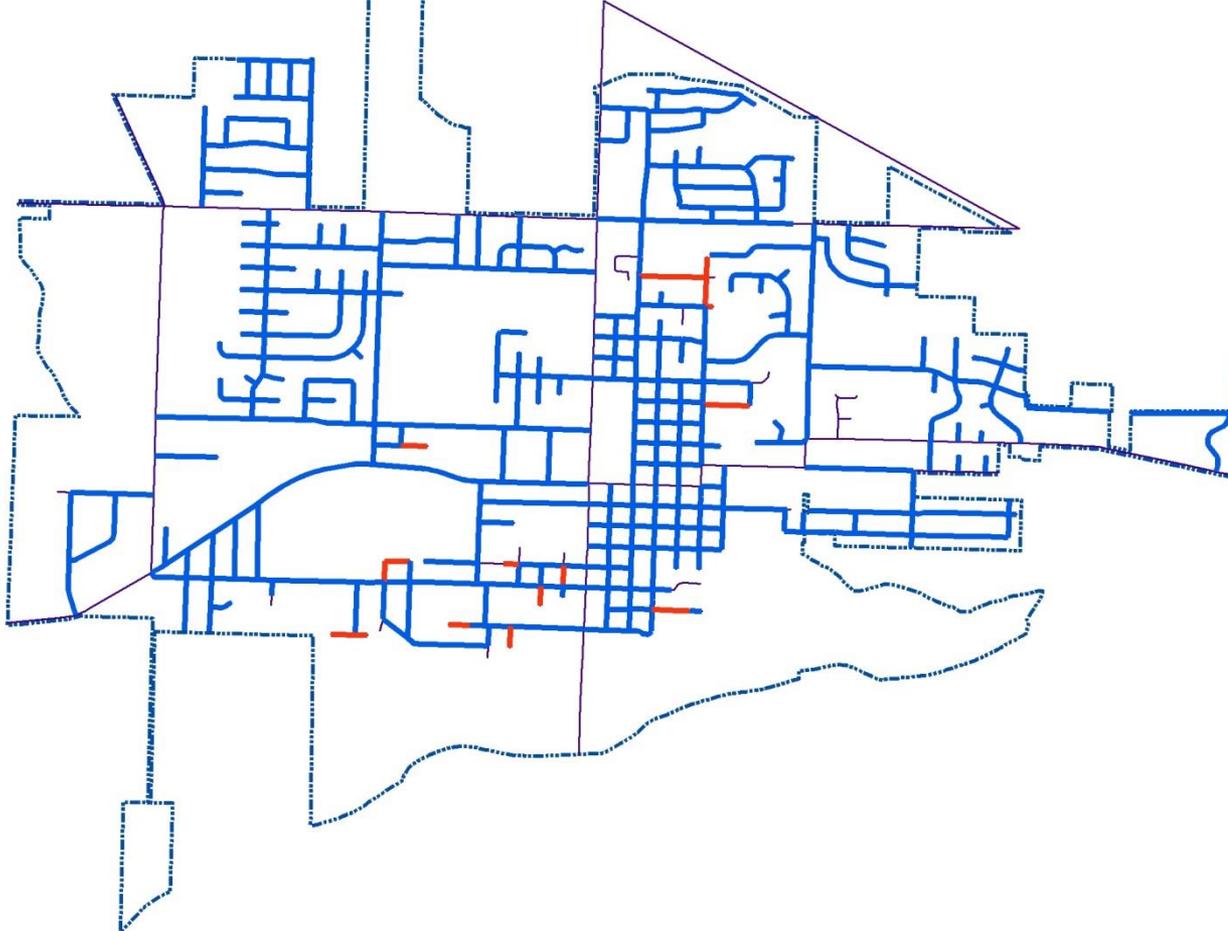


# Pavement Condition

- Assessment completed Summer 2015; repeated in 2016
- Used PASER rating system developed by the University of Wisconsin
- Pavement inspection involved visual inspection and ranking on a 1-10 scale
- Also reviewed Street Improvements, Curbs, Sidewalks

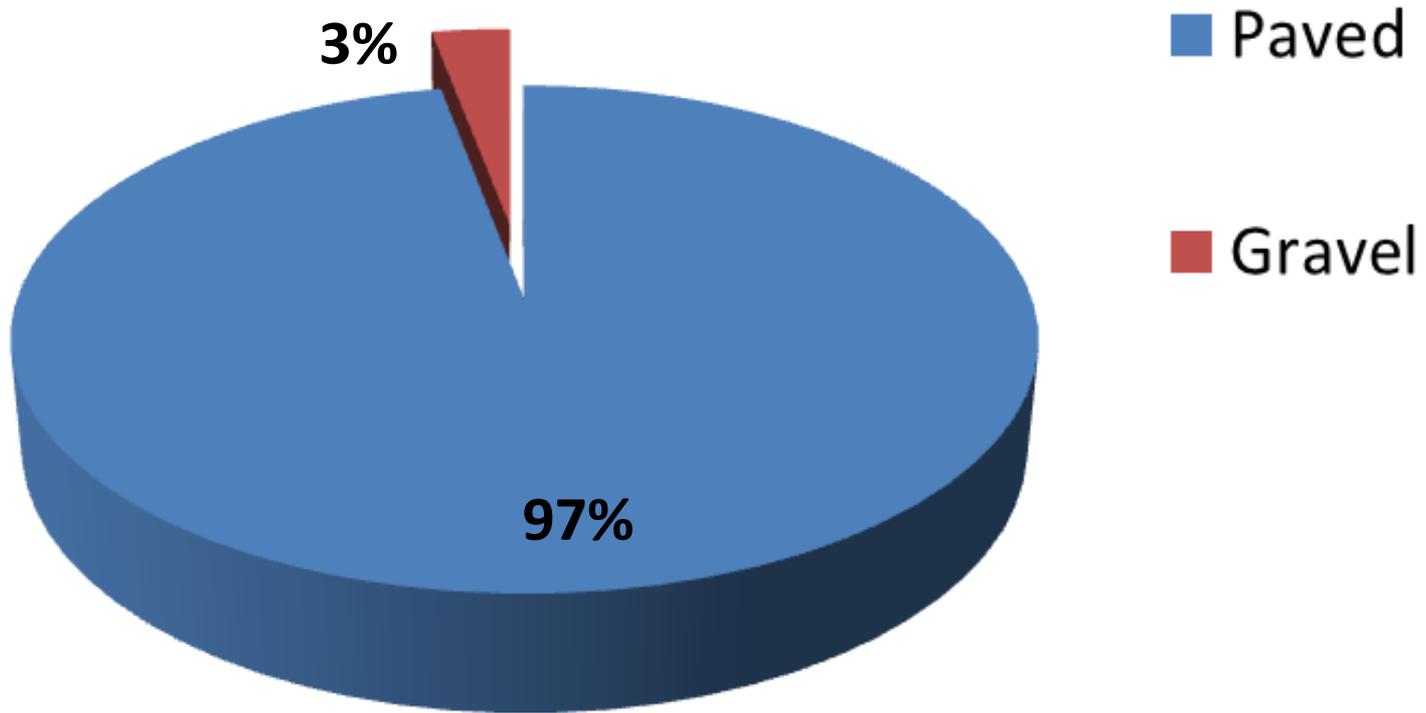


**32.32 miles paved | .95 miles unpaved**





## Pavement Type



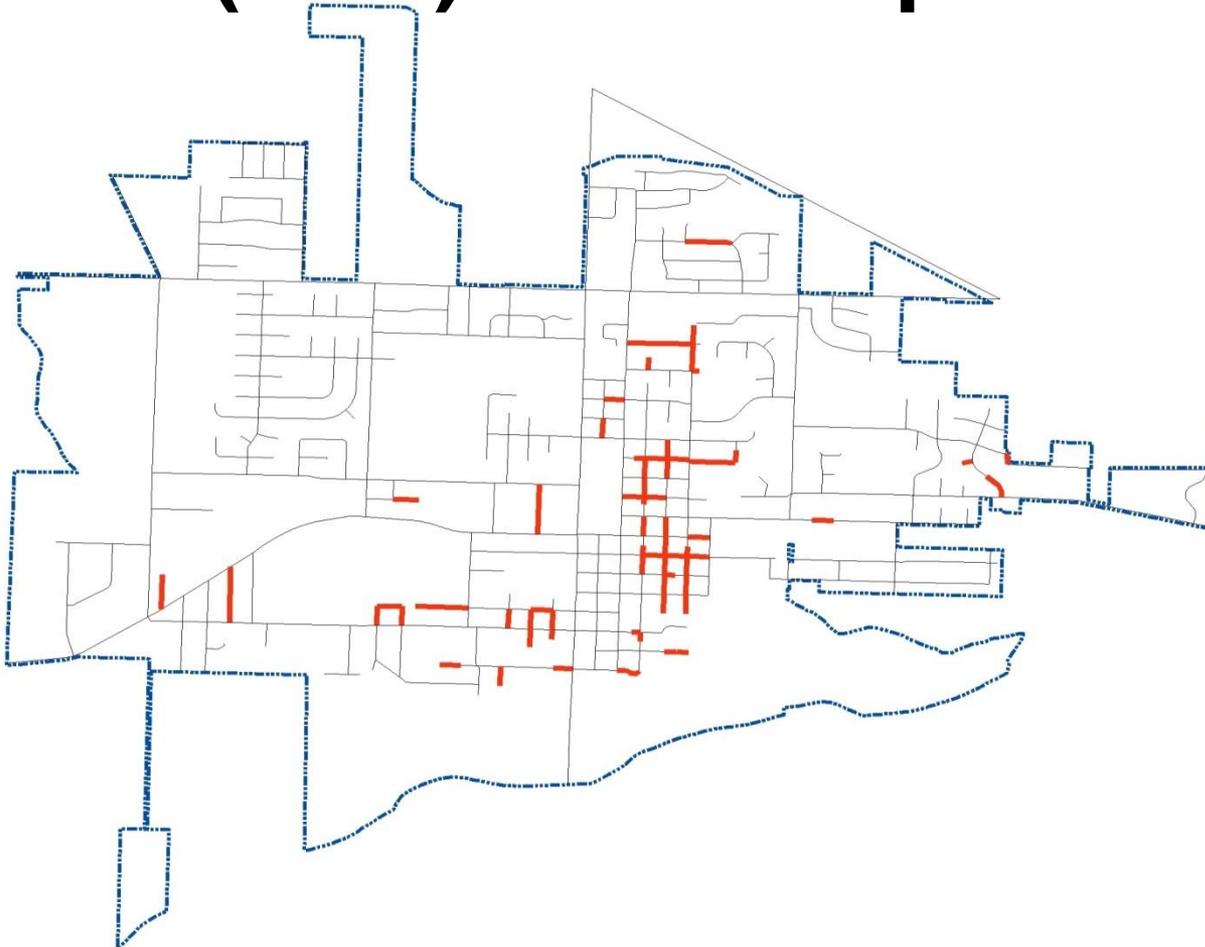


# Paved Streets

- **Unimproved** (paving, but no curb or gutter, or not paved for full width between curbs)
- **Partially Improved** (only one curb and gutter), or
- **Fully Improved** (curb and gutter on both sides)

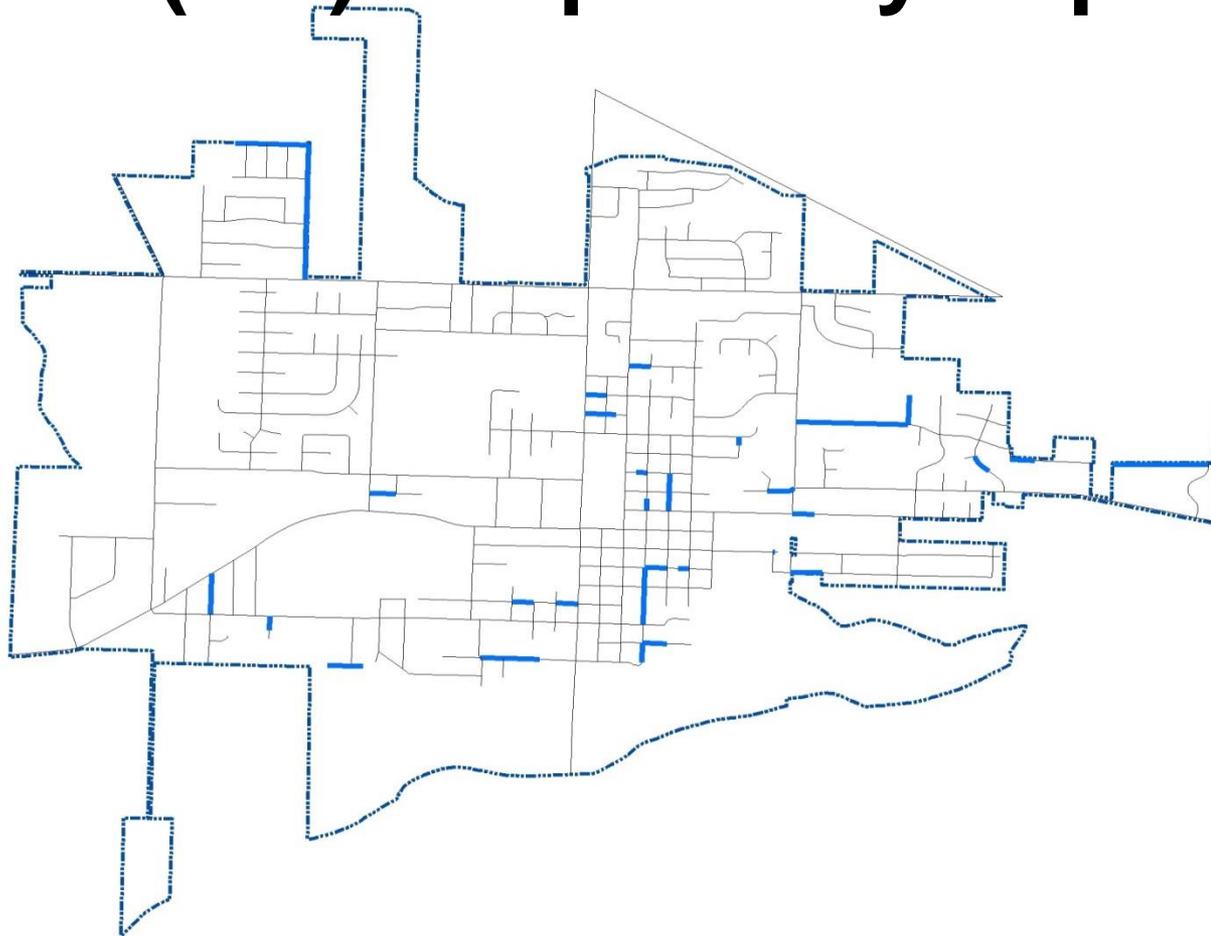


**3.87 miles (12%) are unimproved**



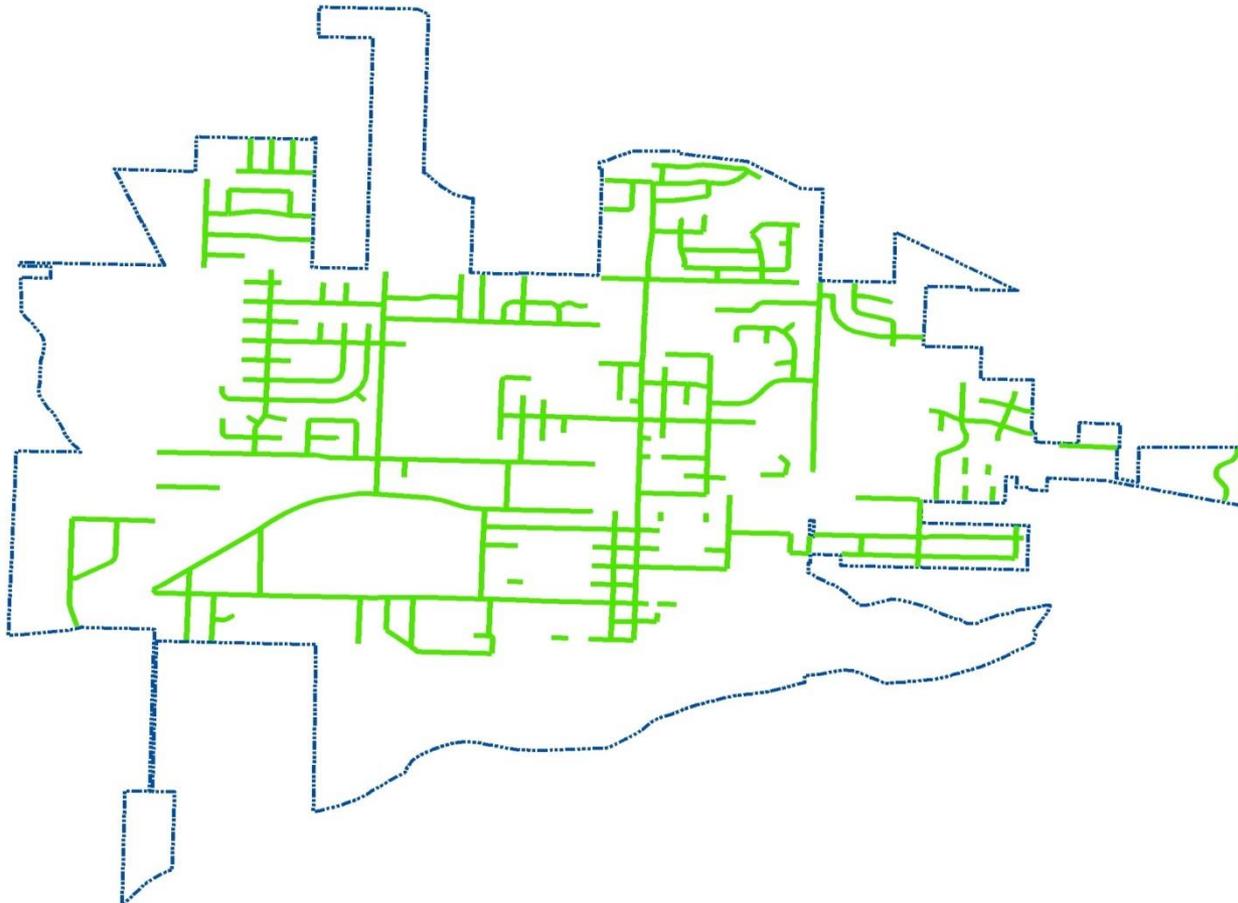


**3.14 miles (9%) are partially improved**





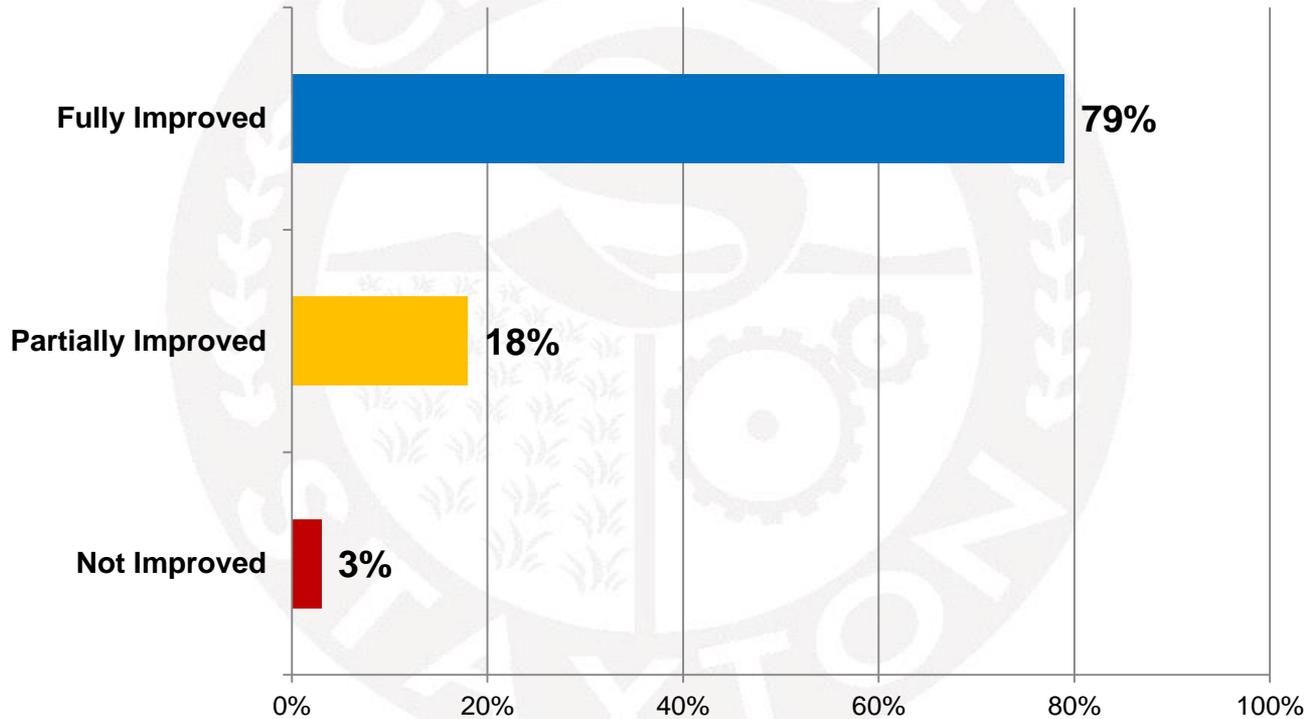
**26.27 miles (79%) are fully improved**



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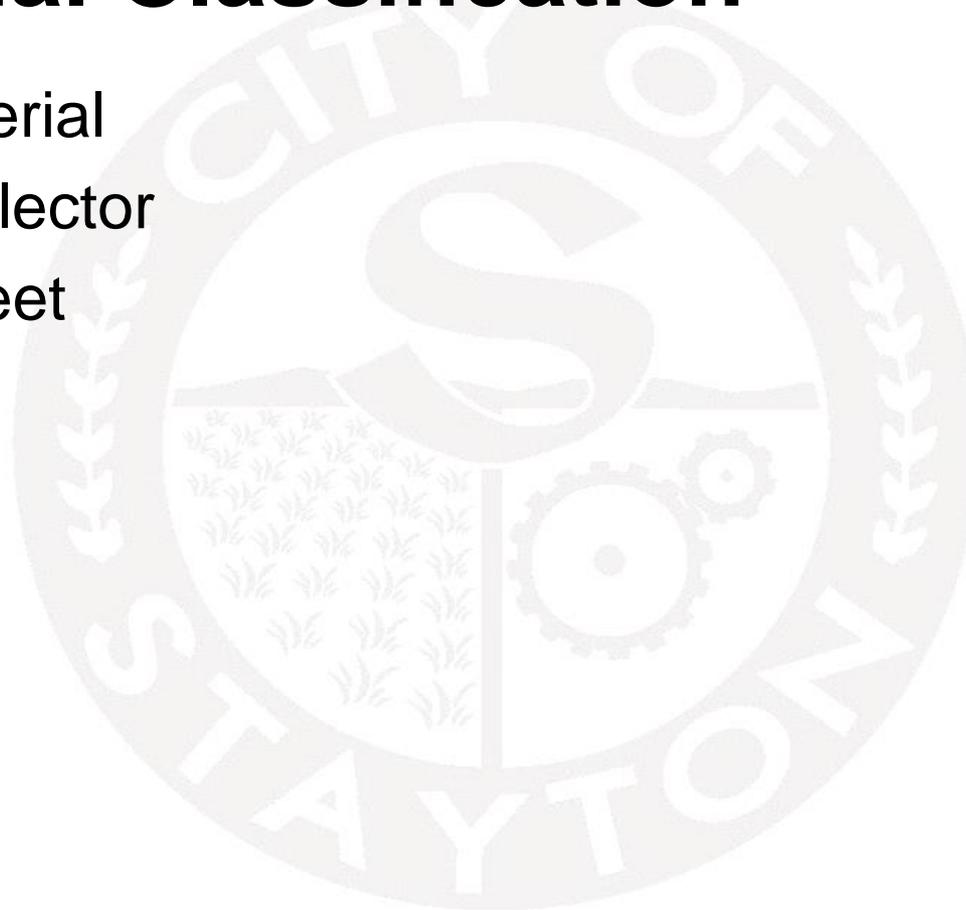
## Street Improvement Status





# Functional Classification

- Minor Arterial
- Major Collector
- Local Street





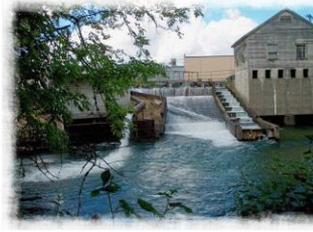
# Minor Arterial 1.09 miles (3%)



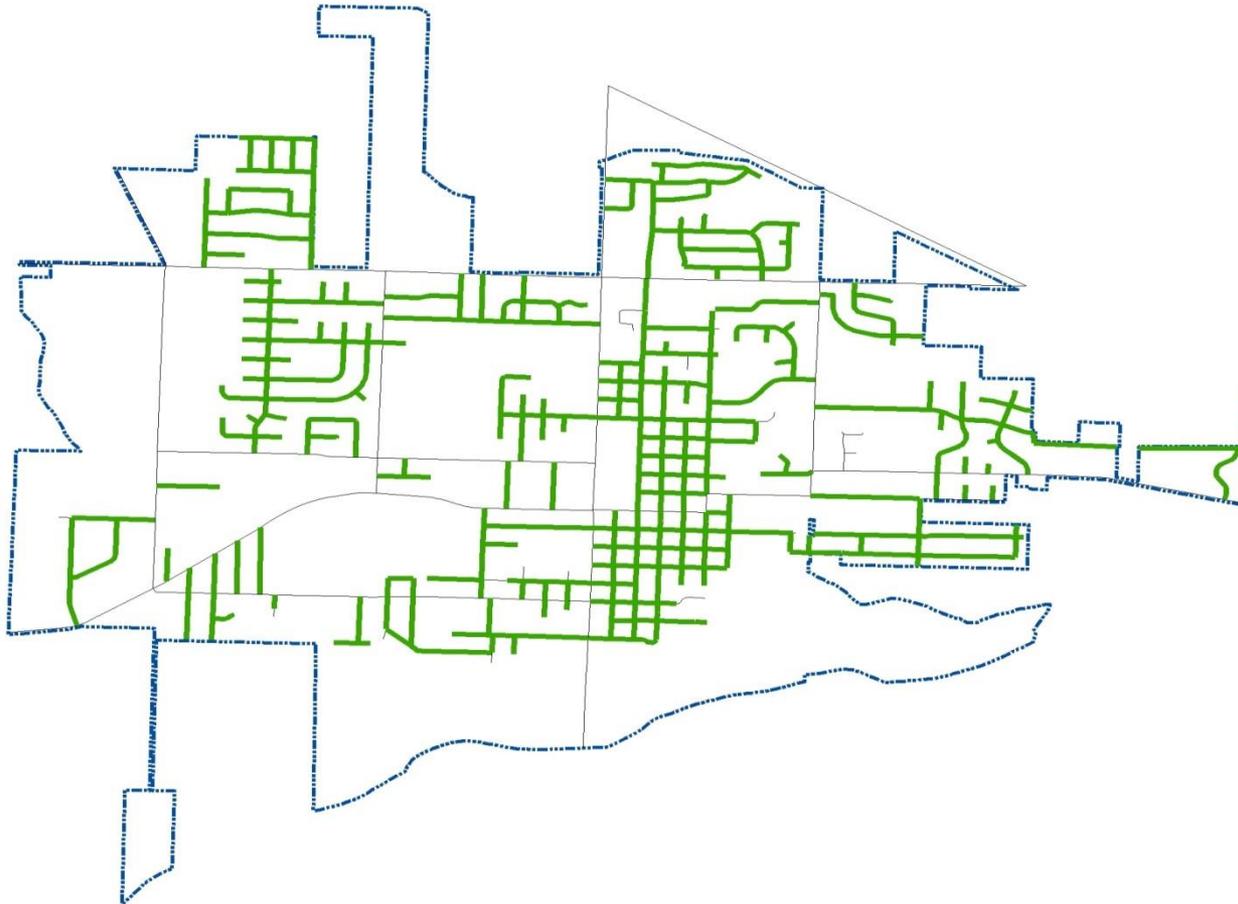


# Major Collector 3.6 miles (11%)



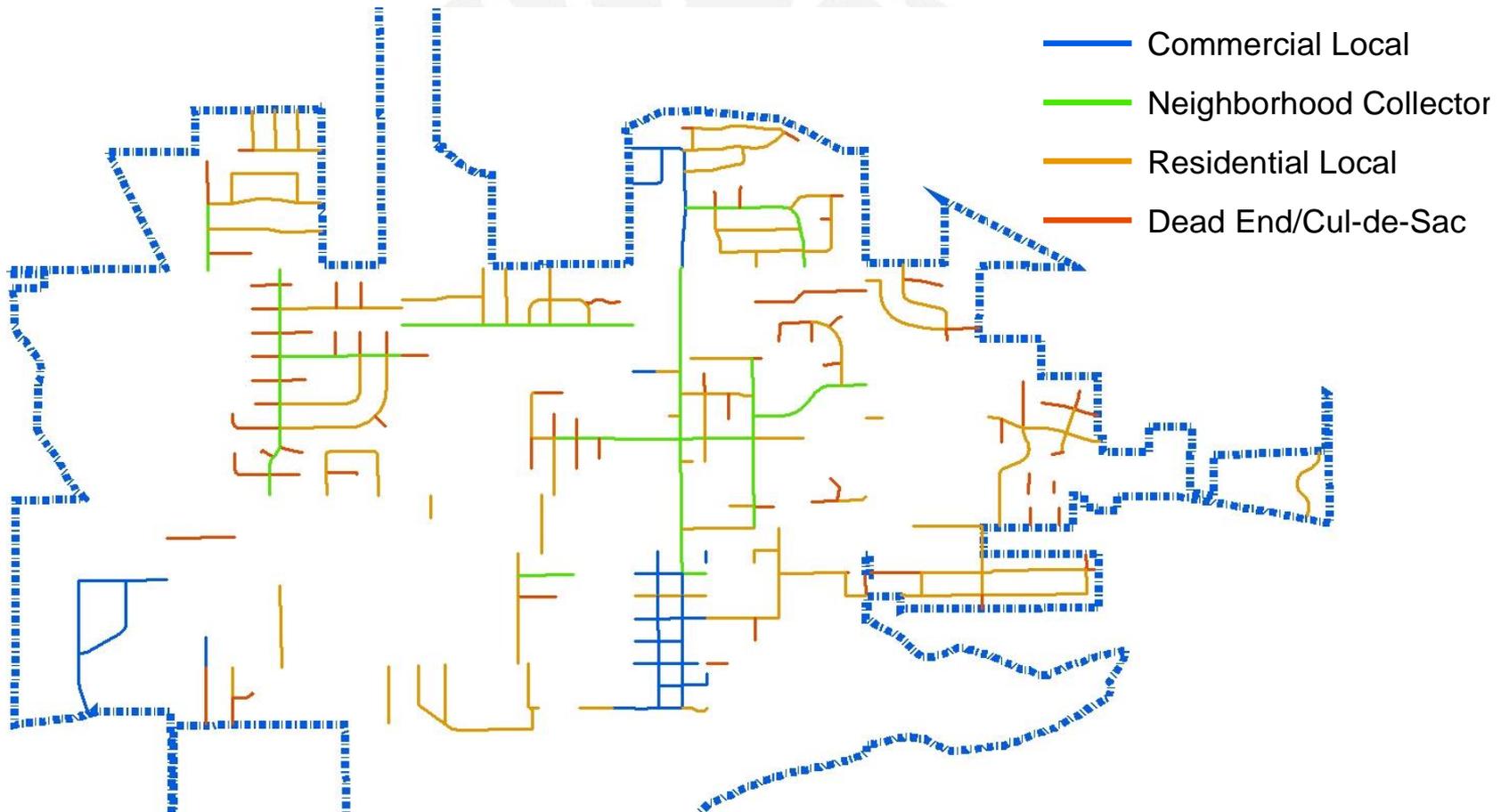


# Local Streets 28.59 miles (86%)





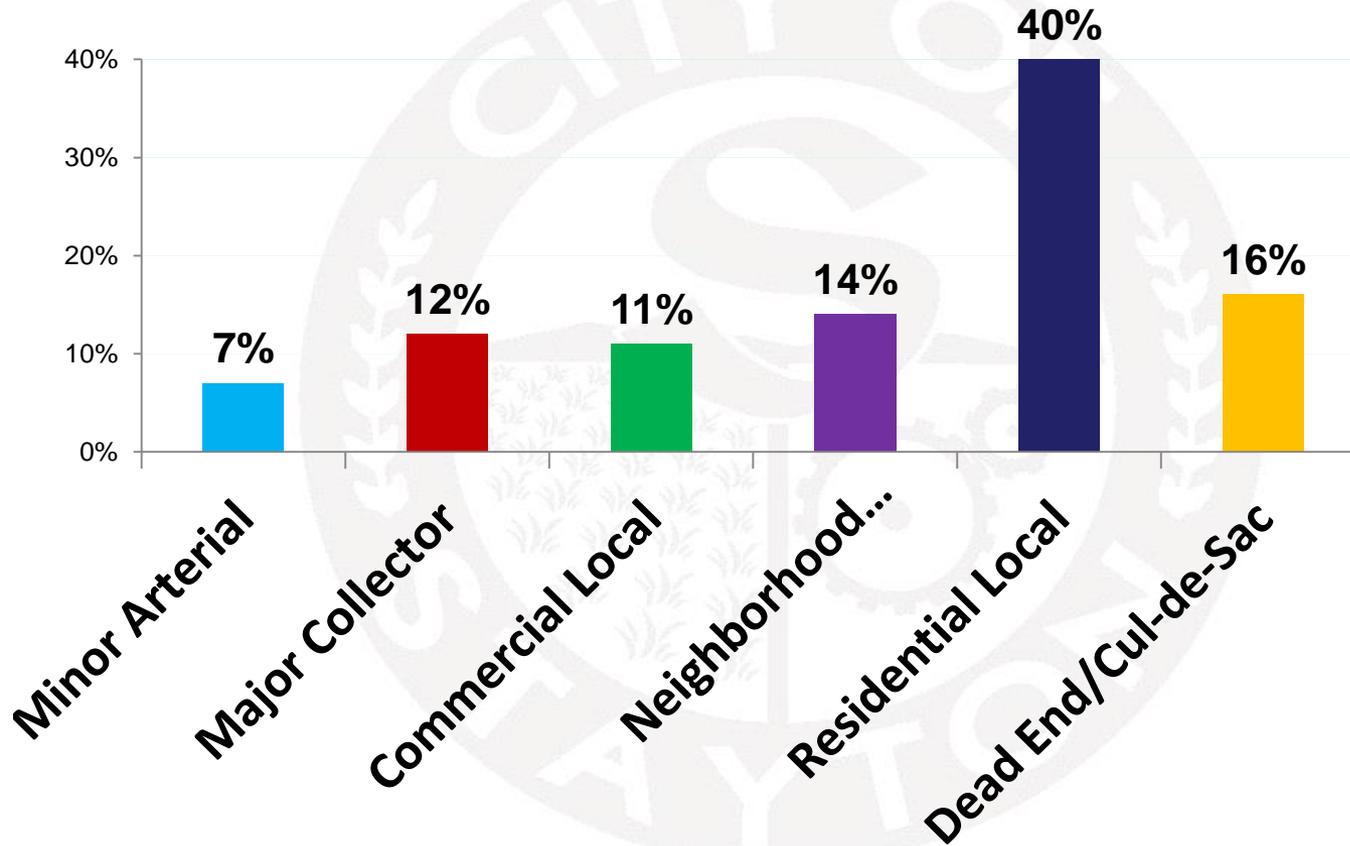
# Local Streets further categorized



- Commercial Local
- Neighborhood Collector
- Residential Local
- Dead End/Cul-de-Sac



# Street Type





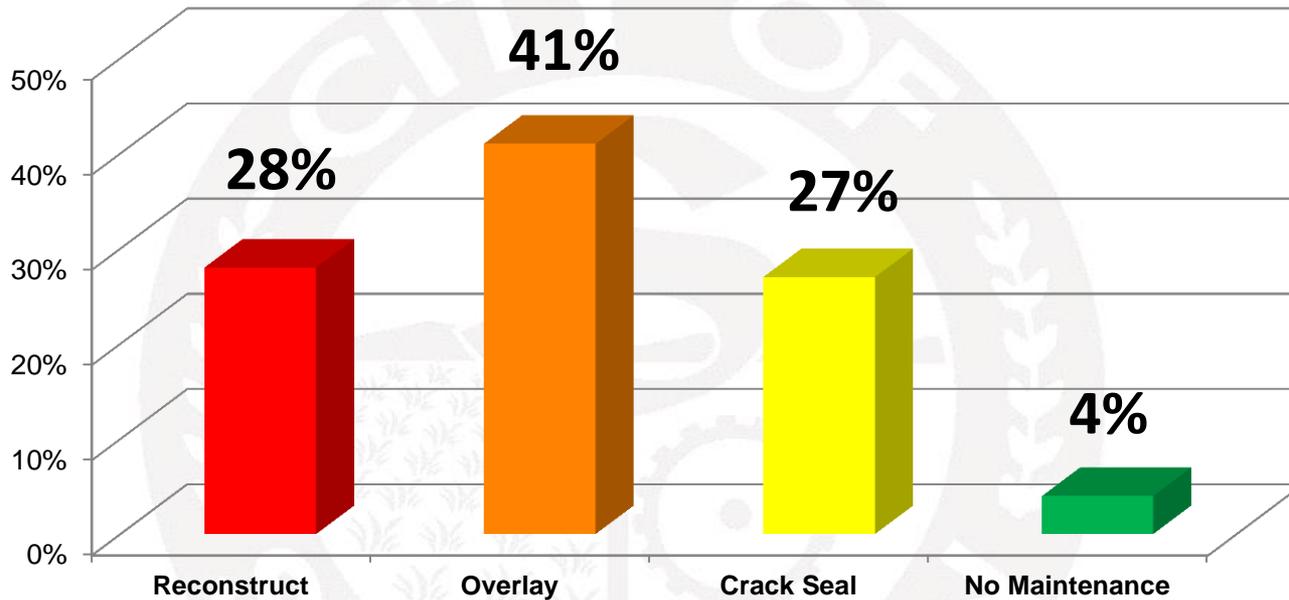
# PASER Rating

<b>Quality</b>	<b>Rating</b>	<b>Treatment</b>
■ Excellent	<b>10.0 - 9.0</b>	No maintenance required
■ Good – Very Good	<b>7.0 - 8.0</b>	Crack sealing and minor patching
■ Poor - Fair	<b>3.1- 6.9</b>	Structural renewal (overlay)
■ Failed to Poor	<b>1.0 - 3.0</b>	Reconstruction



# Stayton's Natural Road Base

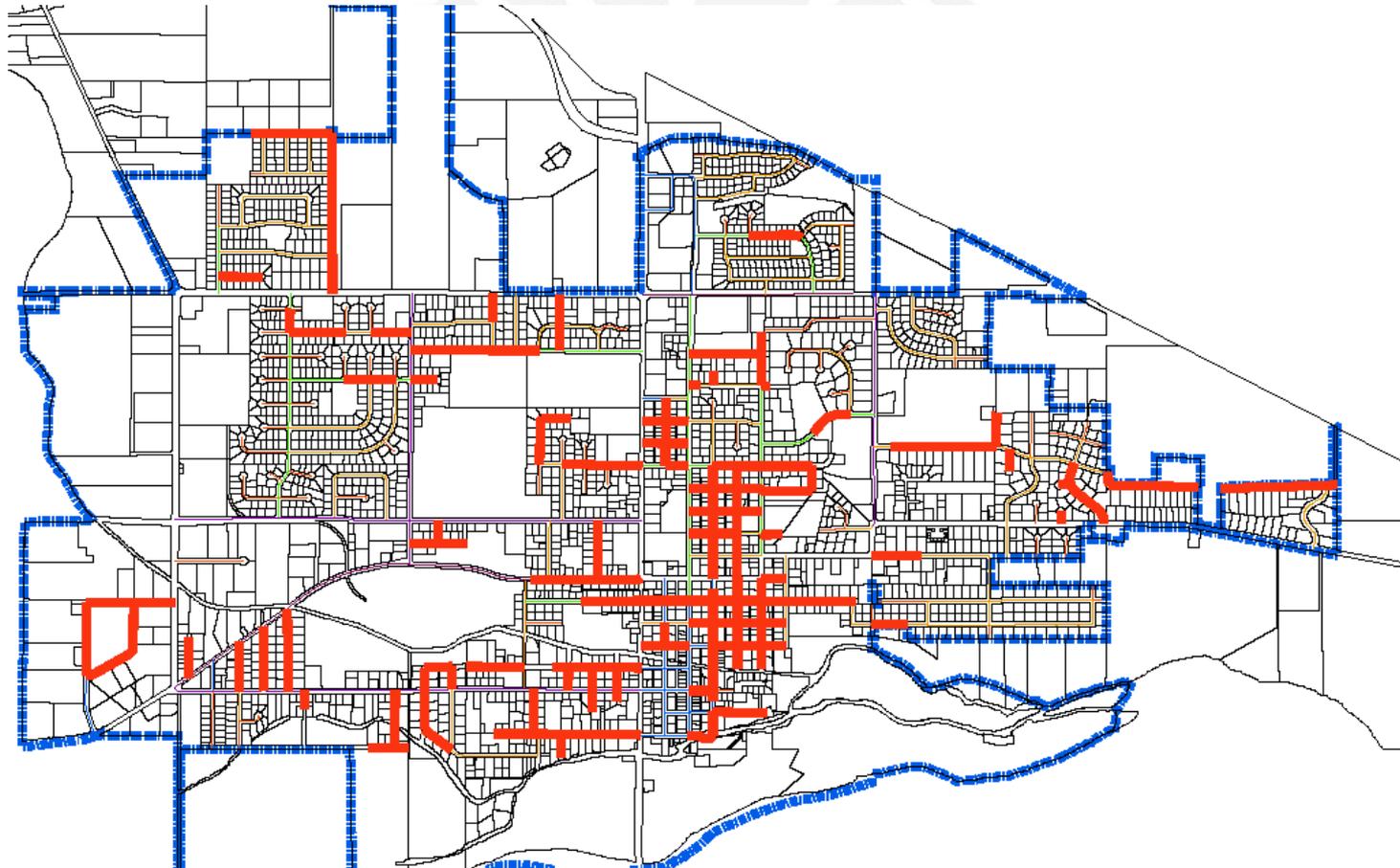
- Solid natural base with good drainage
- Supports pavement
  - Helps prevent rutting and distortion
  - Provides higher drivability even in lower scoring roads
  - Fewer potholes



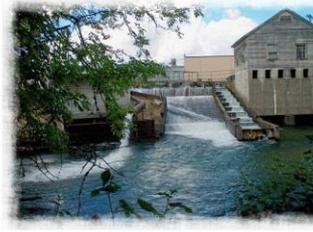
## Maintenance Needs



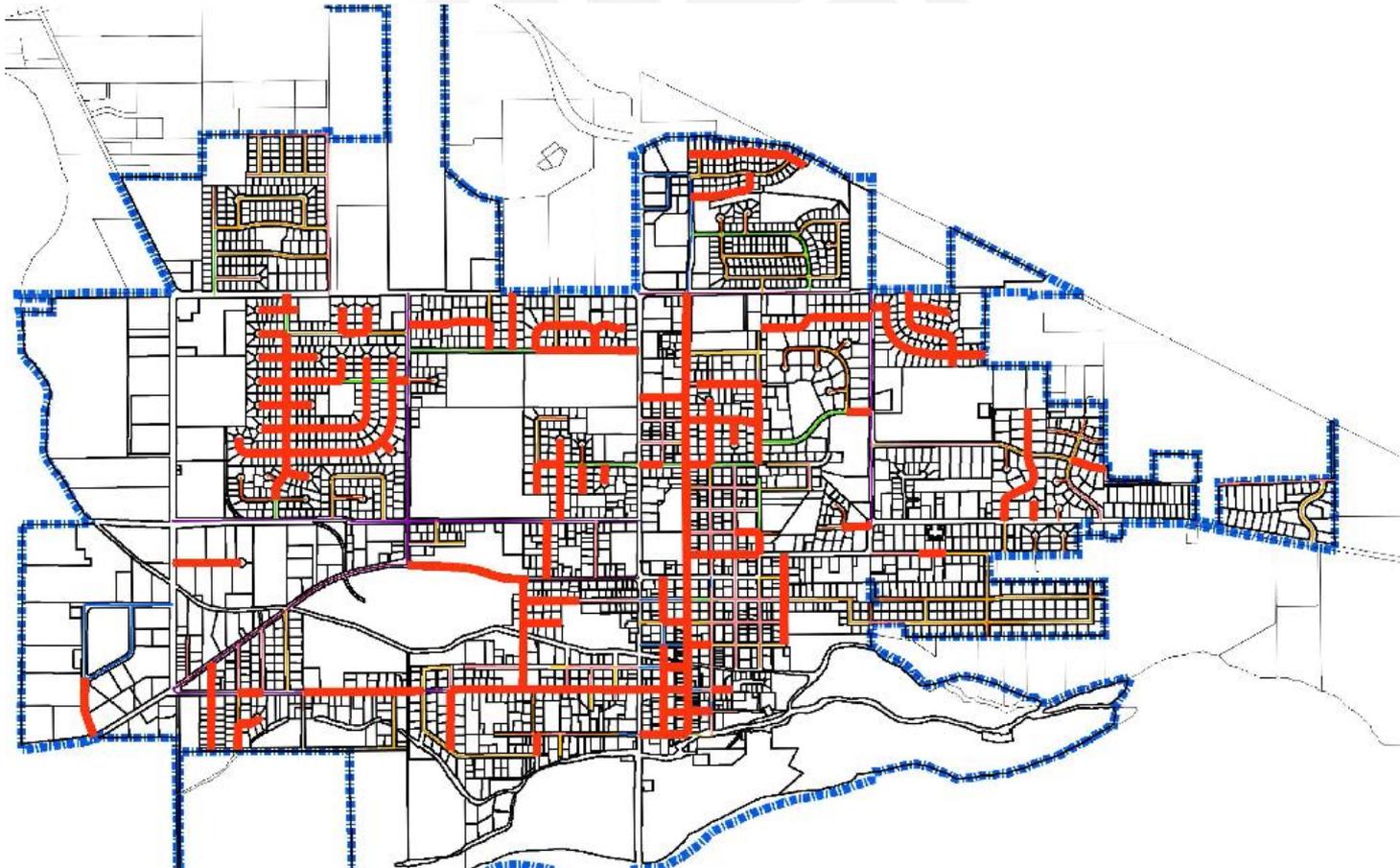
# Streets to be Reconstructed



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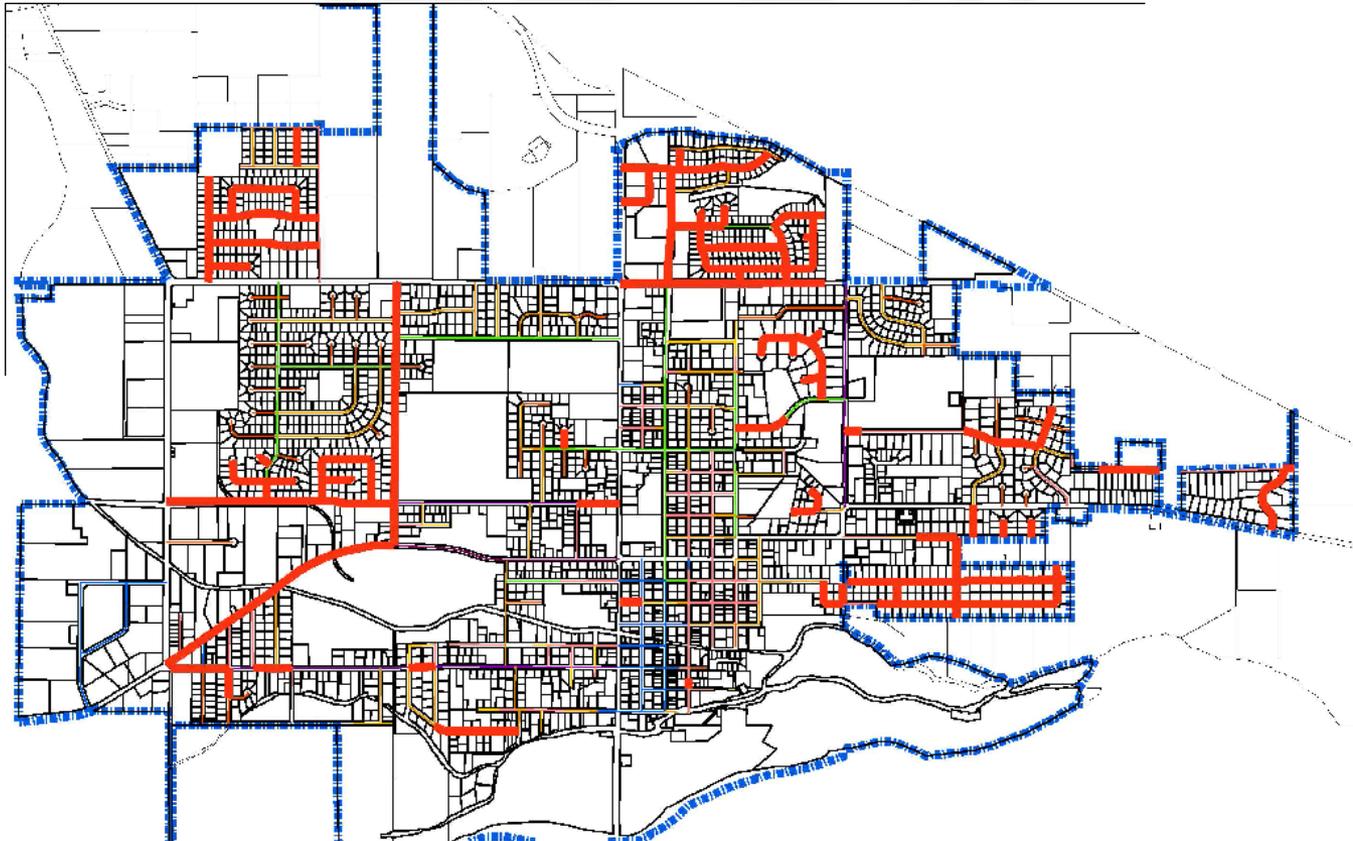
# Streets to be Overlaid

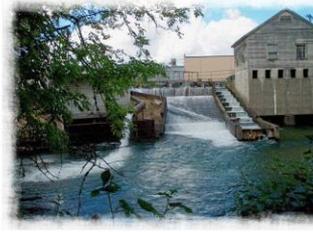


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# Streets to be Crack Sealed and Patched





**PASER 10**  
**10<sup>th</sup> Ave**  
**E. Santiam**  
**-**  
**Fern Ridge**





**PASER 9**

**Locust St.**

**1<sup>st</sup>**

**-**

**Gardner**





**PASER 8**

**Brody Ct.**

**Off of  
E. Jefferson**





# PASER 7

E. Burnett

15<sup>th</sup> - 19<sup>th</sup>





**PASER 7**

**E. Burnett**

**15<sup>th</sup>**

**-**

**19<sup>th</sup>**





**PASER 6**

**E. Cedar**

**1<sup>st</sup>**

**-**

**3<sup>rd</sup>**





**PASER 5**

**N. 3<sup>rd</sup>**

**Fir**

**-**

**Cedar**





**PASER 4**

**N. Douglas  
Ave.**

**Regis**

**-**

**Shaff**





**PASER 3**

**N. 5<sup>th</sup> Ave.**

**Elwood**

**-**

**Ribidoux**





# PASER 2

W. High St.

1<sup>st</sup> - Birch





# PASER 1

## W. Water At Evergreen





# Priorities as per S.M.C 12.04.250

- 1. Arterial Streets
- 2. Collector Streets
- 3. Local Streets with full-width curb-to-curb
- 4. Sidewalks, Pedestrian & Bike Paths, Trails
- 5. ADA Ramps and accessible facilities
- 6. Local Streets with partial-width improvements
- 7. Gravel Streets



# 2017 Costs for Maintenance

- Street funding levels have not kept pace with needs.
- Supplemental funding could be generated by implementing a gas tax, increasing the transportation fee, a bond, or other means
- Supplemental funding will assist in reducing backlog of street repair projects
- Current backlog is \$23.75 million
- With current budget of \$160,000, the backlog will continue to grow



# 2016-2017 Street Fund Budget

- Street Maintenance Repair \$135,000  
(Includes: striping, signs, pothole repair crack-sealing, grading & dust control)
- Street Overlays (additional funding added) \$ 300,000
- Average Overlay / Reconstruction Budget  
from 2000-2017 \$ 137,132



# Maintenance and Repair Needs

Using the 2015 Pacer Street Ratings:

- Street Reconstruction \$15,883,000
- Street Overlays \$ 7,865,000
- Total cost to reach “Good” \$23,750,000
- At current spending it will take 147 years to bring all City Streets up to “Good.”
- \$1,200,000 annual investment needed to bring local streets up to a “Fair” condition by 2037



# Motor Vehicle Fuel Tax

## If Program is Administered by Oregon Fuel Tax Group:

- Motor Vehicle Fuel in Oregon is taxed at first point of sale
- First sale can be exempt from state gas tax (usually at terminal)
- Second sale then pays state gas tax and local gas tax (usually second distributor or dealer)
- Local tax is usually passed on to service stations from distributor or dealer.
- Local service station can pass the tax on to customers.



# Motor Vehicle Fuel Tax

**If Program is Self Administered (example: the City of Sandy) :**

- Motor vehicle fuel in Oregon is taxed at first point of sale
- First sale can be exempt from state gas tax (usually at terminal)
- Second sale then pays state gas tax (usually second distributor or dealer)
- Service Stations pay local tax directly to the City.
- Local service station can pass the tax on to customers.



## December 2016 Taxable Distribution Summary

### All jurisdictions administered by the Fuels Tax Group

	Jurisdiction	Gallons	Fuel Tax per Gallon	Tax
Motor Vehicle Fuel	Oregon	124,143,789	\$0.30	\$37,243,136.70
	Springfield	3,202,825	\$0.03	\$96,084.75
	Veneta	323,170	\$0.03	\$9,695.10
	Tigard	2,265,417	\$0.03	\$67,962.51
	Hood River	430,927	\$0.03	\$12,927.81
	Warrenton	844,078	\$0.03	\$25,322.34
	Canby	998,971	\$0.03	\$29,969.13
	Newport	555,607	\$0.01	\$5,556.07
	Washington Co	17,245,471	\$0.01	\$172,454.71
	Coburg	27,661	\$0.03	\$829.83
	Coquille	160,473	\$0.03	\$4,814.19
	Milwaukie	695,446	\$0.02	\$13,908.92
	Eugene	5,224,353	\$0.05	\$261,217.65
	Multnomah Co	18,679,576	\$0.03	\$560,387.28
	Woodburn	980,003	\$0.01	\$9,800.03
	Astoria	499,559	\$0.03	\$14,986.77
	Cottage Grove	1,114,726	\$0.03	\$33,441.78
	<b>Total</b>	<b>177,392,052</b>		<b>\$38,562,495.57</b>

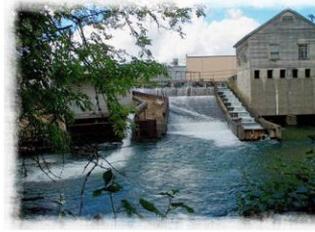
Data from State of Oregon Fuels Tax Group Website

[www.StaytonOregon.gov](http://www.StaytonOregon.gov)



# Stating the Obvious

- City Survey completed in 2015
- Over 70% of those surveys said that street maintenance should be a top priority.
- Streets received over 61% more votes than the second place priority.



# Stayton Proposed Gas Tax

- City Tax on all motor vehicle fuels.
- Tax of 3 cents per gallon of motor fuel sold in Stayton.
- The net revenue shall be used only for the activities related to the construction, reconstruction, improvement, repair, and maintenance of public highways, roads and streets within the city.
- The net revenue shall be used for the street maintenance program established under Chapter 3.30 of the Stayton Municipal Code.



# Benefits from Gas Tax

- Approximately 5,400,000 gallons of gas sold in Stayton in 2016
- Gas Tax could generate \$160,000 annually for street maintenance and repair
- City could invest \$320,000 annually on local street maintenance and repairs
- 74 years to bring all City Streets up to “Good” rating



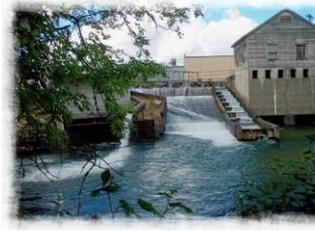
# Who Pays?

- 5.4 millions of gallons of gas sold
- 3,100 Households
- 1,742 gallons of gas per household
- If each house bought 20 gallons per week it would equal 3.2 millions of gallons of gas or 1,032 gallons of gas per household
- Most likely 40% of all gas sold in Stayton is from non-residents



# Procedures for Enactment of Gas Tax

- ORS 219 requires approval by voters
- Council enacts ordinance (2/6/2017)
- Council approves resolution referring measure to voters (2/6/2017)
- Election on May 16, 2017



**QUESTIONS?**

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