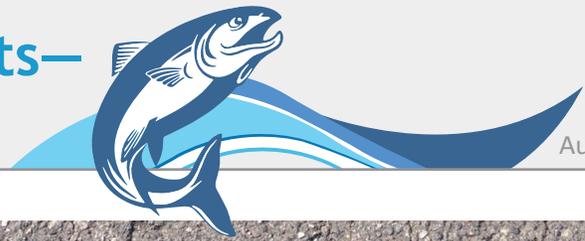


# Maintaining Troutdale's Streets— and Saving Money



August 2015

## Troutdale City Council is proposing a local gas tax for preventative street maintenance.

For many years Troutdale's Public Works Department has managed a program to systematically seal and maintain city streets. **Each maintenance cycle adds 5 to 10 years to the life of the street. That saves us all money and helps keep our neighborhoods livable.**

After an in-depth study and public outreach, the City Council has determined their preferred method to keep this cost-saving program going is through a local option gas tax.



**Troutdale's preventative maintenance extends pavement life 5-10 years and saves money.**

## Maintaining Our Streets: 5 Things to Know

1

**Troutdale has a program to systematically maintain all city streets** on an eight-year cycle. Each maintenance cycle adds 5 to 10 years to the life of the street.

2

**Every \$1 spent on preservation saves up to \$5 for rehabilitation or \$12 for reconstruction.**

3

**Troutdale City Council is proposing a local gas tax to adequately fund street maintenance.**

4

**Local gas taxes must be approved by voters.** 21 Oregon cities have already enacted a gas tax.

5

**By law, the funds can only be used in Troutdale – and only for road maintenance.**

## Transportation funding sources and amounts aren't sustainable.

**Troutdale's road maintenance program is in jeopardy.** Available funds are no longer sufficient to continue the existing program. Troutdale City Council is aware of the problem and has made it a priority to find a solution that is fair for everyone using our streets.

Most highway funding in the U.S. comes from federal and state gas taxes. However, the federal gas tax rate hasn't increased in 22 years. Here in Oregon, the Legislature has increased the gas tax only once in the past 22 years. That means **money from federal and state sources for maintaining Troutdale's streets isn't keeping up with the cost** to keep our streets from deteriorating.



## What's the funding gap?

- ▶ Troutdale street revenues come primarily from the State Highway Fund. These flat or declining **revenues provide \$800,000 per year.**
- ▶ But **current funding needs are \$1 million per year**, and expected to exceed \$1.6 million by 2022-23.
- ▶ The **current gap is \$200,000 per year rising to \$800,000.**

## Troutdale City Council is sending a proposed gas tax measure to voters.

The solution proposed by the City Council is a local option gas tax at 3¢ per gallon phased-in over 3 years. **Anyone who buys gas here will help pay to keep our streets maintained.** This measure will be on the November 3, 2015 ballot.

**If voters approve, the money raised will ONLY be spent in Troutdale. By law, these funds can ONLY be used to pay for road maintenance.**



## Learn more:

Go to [www.troutdaleoregon.gov](http://www.troutdaleoregon.gov)  
Contact Steve Gaschler, Public Works Director  
503-674-7239  
[steve.gaschler@troutdaleoregon.gov](mailto:steve.gaschler@troutdaleoregon.gov)

# Don't forget to vote on November 3.

The deadline to register is  
October 13.

## Revenues would support pavement preservation.

- ▶ Pavement preservation includes crack seals, slurry seals, and overlays
- ▶ Preservation avoids more costly rehabilitation and reconstruction
- ▶ **Every \$1 spent saves:**
  - \$3 - \$5** for rehabilitation
  - \$8 - \$12** for reconstruction

*Up to half of Troutdale's gas tax revenues would be paid by motorists passing through.*

*21 Oregon cities have enacted a local gas tax; first was The Dalles in 1980.*

*Oregon gasoline taxes are significantly lower than neighboring states: California 39.5¢/gal.; Washington 44.5¢/gal.; Oregon 30¢/gal.*

