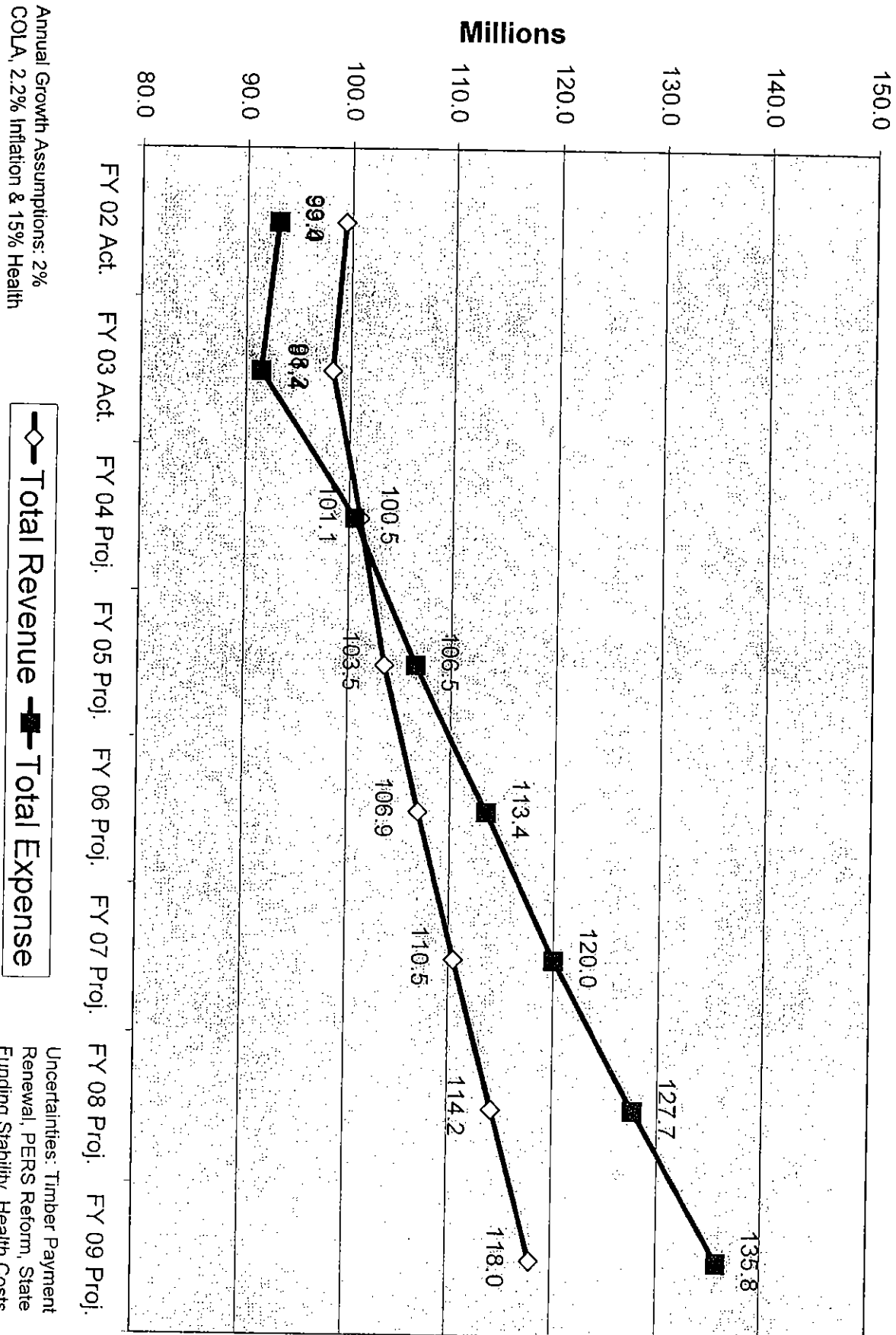


Lane County, Oregon

Five-Year General Fund Forecast



Attachment B

Road Finance Information for FY 2002-2003 Reports from Cities November 25, 2003

City	Revenues						Notes
	City (1)	County (2,3)	State (4)	Federal (5)	Other (6)	Total	
Coburg	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported	(7)
Cottage Grove	\$ 440,294	\$ 130,833	\$ 349,524	\$ 130,425	\$ 8,731	\$ 1,059,807	
Creswell	\$ 7,487	\$ 72,012	\$ 150,460	\$ -	\$ 280	\$ 230,239	
Dunes City	\$ -	\$ 65,734	\$ 56,130	\$ -	\$ -	\$ 121,864	
Eugene	\$ 5,372,600	\$ 1,552,687	\$ 5,818,760	\$ 56,585	\$ 701,859	\$ 13,502,491	
Florence	\$ 420,108	\$ 144,192	\$ 848,790	\$ -	\$ -	\$ 1,413,090	
Junction City	\$ 64,354	\$ 92,858	\$ 175,986	\$ -	\$ 2,996	\$ 336,194	
Lowell	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported	(8)
Oakridge	\$ 93,887	\$ 81,551	\$ 142,270	\$ -	\$ 3,199	\$ 320,907	
Springfield	\$ 1,487,749	\$ 504,448	\$ 2,225,953	\$ -	\$ 101,218	\$ 4,319,368	
Veneta	\$ 64,602	\$ 1,685,463	\$ 115,258	\$ -	\$ 60	\$ 1,865,383	
Westfir	\$ 5,733	\$ 35,000	\$ 11,993	\$ -	\$ -	\$ 52,726	
City Totals	\$ 7,956,814	\$ 4,364,778	\$ 9,895,124	\$ 187,010	\$ 818,343	\$ 23,222,069	
Lane County	\$ -	\$ 1,798,508	\$ 13,449,727	\$ 20,521,276	\$ 3,289,448	\$ 39,058,959	
COUNTYWIDE	\$ 7,956,814	\$ 6,163,286	\$ 23,344,851	\$ 20,708,286	\$ 4,107,791	\$ 62,281,028	

General Notes

1. City revenue may include: permits/fees, interest, system development charges (SDCs), utility or railroad franchise fees, general fund/other fund transfers, land sales, urban renewal funds, and assessments.
2. County revenue to cities includes the basic County City Road Partnership payments and other project funds reported in
3. For Lane County, county revenue includes assessments, interest, and permit fees.
4. State revenue includes State Highway Trust Fund apportionments, other construction grants, and maintenance payments (traffic signal systems and rest areas).
5. Federal revenue includes USFS Timber Receipts (county only), Fund Exchange (pass-through by ODOT), and other payments, such as FEMA emergency reimbursements.
6. Other revenue includes revenue listed as other or miscellaneous and other small payments not listed above.

Specific Notes by City

7. Eugene totals Include \$1,500,000 in drainage funds reported to ODOT, but not used for roads. Eugene has alternative revenue picture in FY 03-04, shown in Attachment A of Eugene materials. Total revenue \$14,746,000 (City \$4,446,000; County \$1,200,000; State \$6,500,000; Federal/state/county grants \$2,600,000). City amount includes \$2,000,000 from local gas tax. State amount includes \$900,000 in new OTIA III payments to local government.
8. Veneta revenues from Lane County include \$1,596,397 in capital project revenue.

City	Expenditures						Notes
	Operations/ Maintenance (1)	Preservation (2)	Modernization (3)	Payments to Other Agencies	Other (4)	Total	
Coburg	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported	(5) (6)
Cottage Grove	\$ 440,081	\$ 157,883	\$ 749,990	\$ -	\$ -	\$ 1,347,954	
Creswell	\$ 107,728	\$ 4,950	\$ 206,990	\$ -	\$ -	\$ 319,668	
Dunes City	\$ 72,875	\$ -	\$ 26,491	\$ -	\$ -	\$ 99,366	
Eugene	\$ 10,309,438	\$ 3,387,424	\$ 3,775,025	\$ 97,662	\$ 934,563	\$ 18,504,112	
Florence	\$ 239,745	\$ 80,000	\$ 949,865	\$ -	\$ 260,986	\$ 1,530,596	
Junction City	\$ 195,501	\$ 316,000	\$ 289,170	\$ -	\$ 37,509	\$ 838,180	
Lowell	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported	
Oakridge	\$ 312,144	\$ 5,804	\$ -	\$ -	\$ -	\$ 317,948	
Springfield	\$ 4,247,113	\$ 472,891	\$ 1,674,547	\$ -	\$ -	\$ 6,394,551	
Veneta	\$ 261,257	\$ 5,228	\$ 1,574,454	\$ -	\$ -	\$ 1,840,939	
Westfir	\$ 6,606	\$ -	\$ -	\$ -	\$ -	\$ 6,606	
City Totals	\$ 16,192,488	\$ 4,430,180	\$ 9,246,532	\$ 97,662	\$ 1,233,058	\$ 31,199,920	
Lane County	\$ 14,093,821	\$ 5,998,861	\$ 11,834,082	\$ 6,251,438	\$ -	\$ 38,178,202	
COUNTYWIDE	\$ 30,286,309	\$ 10,429,041	\$ 21,080,614	\$ 6,349,100	\$ 1,233,058	\$ 69,378,122	

General Notes

(1) Operations and Maintenance may includes signs; pavement markings; traffic signals, surface maintenance and patching, sidewalk repair, street lighting, roadside mowing, other vegetation and tree maintenance, bridge maintenance, guardrail maintenance, snow and ice removal, sanding, general engineering and administration. Eugene and Springfield fund street sweeping, leaf pickup, and other maintenance of drainage facilities separately. Lane County and most of the other cities use road funds for drainage maintenance.

(2) Preservation includes pavement overlays, major pavement patching, pavement surface treatments (seals). Some agencies include crack sealing in preservation and some put this activity in maintenance.

(3) Modernization includes reconstruction or upgrades to roads, bridges, and bikepaths. It includes engineering and right-of-way acquisition.

(4) Other expenditures includes miscellaneous, unclassified administration, and debt service in some cases.

Specific Notes by City

(5) Dunes City will complete by October, 2003 the following projects: modernization \$288,990; preservation \$8240; and maintenance \$17,660.

(6) This information is from the FY 02-03 ODOT report. Engineering and Admin from this report is included in the Operations category. Eugene provided an alternative description of expenditures in Attachment A of the Eugene materials for FY 03-04. O and M expenditures are budgeted at \$9,519,000 for FY 03-04.

Ending FY 02-03 Fund Balances							Notes
City	Street /Road Fund	Road Capital Projects	Transportation Utility Fund	Street SDC	Bicycle Path Fund	Total	
Coburg	Not reported					Not reported	
Cottage Grove	\$ 707,212			\$ 702,300		\$ 1,409,512	
Creswell	\$ 411,853				\$ 24,148	\$ 436,001	
Dunes City	\$ 478,665			\$ -		\$ 478,665	(1)
Eugene	\$ 2,524,450	\$ 848,593	\$ 61,587	\$ 480,877		\$ 3,915,507	(2)
Florence	\$ 491,432					\$ 491,432	
Junction City	\$ 987,086					\$ 987,086	(3)
Lowell	Not reported					Not reported	
Oakridge	\$ 152,382					\$ 152,382	
Springfield	\$ 1,471,071	\$ 74,552		\$ 2,919,979		\$ 4,465,602	(4)
Veneta	\$ 402,009					\$ 402,009	
Westfir	\$ 619,257					\$ 619,257	
City Totals	\$ 8,245,417	\$ 923,145	\$ 61,587	\$ 4,103,156	\$ 24,148	\$ 13,357,453	
Lane County	\$ 46,137,542	n.a.	n.a.	n.a.	n.a.	\$ 46,137,542	
COUNTYWIDE	\$ 54,382,959	\$ 923,145	\$ 61,587	\$ 4,103,156	\$ 24,148	\$ 59,494,995	

Specific Notes by City

(1) Dunes City: Projects to be completed Oct 2003 will reduce this balance to \$61,977. Dunes City must accumulate funds in this manner to do projects.

(2) Eugene estimates this total to be \$1,296,237 at end of FY 03-04.

(3) Junction City has \$345,000 project underway that will reduce this balance.

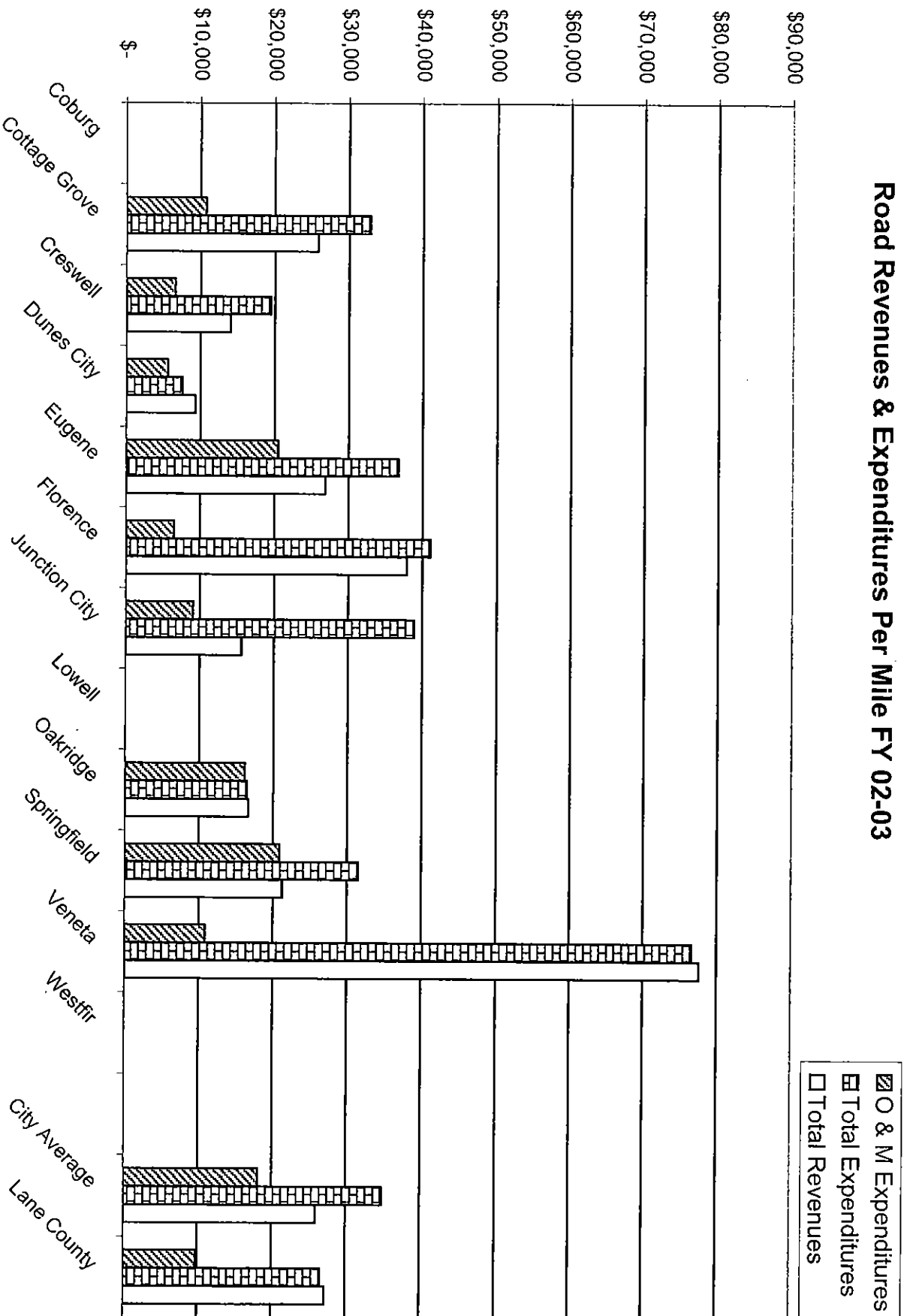
(4) This summary shows only selected Springfield fund balances. Other transportation-related funds (Development Assessment and Development Projects) are listed in Springfield letter.

Reference Table for Mileage and Population 2002		
City	Miles	Population
Coburg	11.64	969
Cottage Grove	41.02	8,730
Creswell	16.45	3,840
Dunes City	13.12	1,290
Eugene	502.78	142,380
Florence	37.29	7,600
Junction City	21.53	4,790
Lowell	4.69	860
Oakridge	19.33	3,150
Springfield	203.34	53,910
Veneta	24.04	2,840
Westfir	-	310
City Total	895.23	230,669
Lane County (rural)		98,100
Lane County Total	1,436	328,769

Road Revenues Per Mile (FY 02-03)						
	City	County	State	Federal	Other	Total
Coburg	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Cottage Grove	\$ 10,734	\$ 3,189	\$ 8,521	\$ 3,180	\$ 213	\$ 25,836
Creswell	\$ 455	\$ 4,378	\$ 9,147	\$ -	\$ 17	\$ 13,996
Dunes City	\$ -	\$ 5,010	\$ 4,278	\$ -	\$ -	\$ 9,288
Eugene	\$ 10,686	\$ 3,088	\$ 11,573	\$ 113	\$ 1,396	\$ 26,856
Florence	\$ 11,266	\$ 3,867	\$ 22,762	\$ -	\$ -	\$ 37,895
Junction City	\$ 2,989	\$ 4,313	\$ 8,174	\$ -	\$ 139	\$ 15,615
Lowell	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Oakridge	\$ 4,857	\$ 4,219	\$ 7,360	\$ -	\$ 165	\$ 16,602
Springfield	\$ 7,317	\$ 2,481	\$ 10,947	\$ -	\$ 498	\$ 21,242
Veneta	\$ 2,687	\$ 70,111	\$ 4,794	\$ -	\$ 2	\$ 77,595
Westfir	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
City Average	\$ 8,888	\$ 4,876	\$ 11,053	\$ 209	\$ 914	\$ 25,940
Lane County	\$ -	\$ 1,252	\$ 9,366	\$ 14,291	\$ 2,291	\$ 27,200

Road Expenditures Per Mile (FY 02-03)						
City	O & M	Preservation	Modernization	Payments to Other Agencies	Other	Total
Coburg	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Cottage Grove	\$ 10,728	\$ 3,849	\$ 18,284	\$ -	\$ -	\$ 32,861
Creswell	\$ 6,549	\$ 301	\$ 12,583	\$ -	\$ -	\$ 19,433
Dunes City	\$ 5,554	\$ -	\$ 2,019	\$ -	\$ -	\$ 7,574
Eugene	\$ 20,505	\$ 6,737	\$ 7,508	\$ 109	\$ 1,859	\$ 36,718
Florence	\$ 6,429	\$ 2,145	\$ 25,472	\$ -	\$ 6,999	\$ 41,046
Junction City	\$ 9,080	\$ 14,677	\$ 13,431	\$ -	\$ 1,742	\$ 38,931
Lowell	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Oakridge	\$ 16,148	\$ 300	\$ -	\$ -	\$ -	\$ 16,448
Springfield	\$ 20,887	\$ 2,326	\$ 8,235	\$ -	\$ -	\$ 31,448
Veneta	\$ 10,868	\$ 217	\$ 65,493	\$ -	\$ -	\$ 76,578
Westfir	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
City Totals	\$ 18,088	\$ 4,949	\$ 10,329	\$ 109	\$ 1,377	\$ 34,851
Lane County	\$ 9,815	\$ 4,177	\$ 8,241	\$ 4,353	\$ 4,353	\$ 26,586

Road Revenues & Expenditures Per Mile FY 02-03



Road Revenues Per Capita (FY 02-03)						
	City	County	State	Federal	Other	Total
Coburg	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Cottage Grove	\$ 50	\$ 15	\$ 40	\$ 15	\$ 1	\$ 121
Creswell	\$ 2	\$ 19	\$ 39	\$ -	\$ 0	\$ 60
Dunes City	\$ -	\$ 1	\$ 6	\$ -	\$ -	\$ 7
Eugene	\$ 38	\$ 11	\$ 41	\$ 0	\$ 5	\$ 95
Florence	\$ 55	\$ 19	\$ 112	\$ -	\$ -	\$ 186
Junction City	\$ 13	\$ 19	\$ 37	\$ -	\$ 1	\$ 70
Lowell	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Oakridge	\$ 30	\$ 26	\$ 45	\$ -	\$ 1	\$ 102
Springfield	\$ 28	\$ 9	\$ 41	\$ -	\$ 2	\$ 80
Veneta	\$ 23	\$ 593	\$ 41	\$ -	\$ 0	\$ 657
Westfir	\$ 18	\$ 113	\$ 39	\$ -	\$ -	\$ 170
City Totals	\$ 34	\$ 19	\$ 43	\$ 1	\$ 4	\$ 101
Lane County (rural pop)	\$ -	\$ 18	\$ 137	\$ 209	\$ 34	\$ 398
Lane County (total pop)	\$ -	\$ 5	\$ 41	\$ 62	\$ 10	\$ 119

Road Expenditures Per Capita (FY 02-03)						
City	Operations/ Maintenance	Preservation	Modernization	Payments to Other Agencies	Other	Total
Coburg	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Cottage Grove	\$ 50	\$ 18	\$ 86	\$ -	\$ -	\$ 154
Creswell	\$ 28	\$ 1	\$ 54	\$ -	\$ -	\$ 83
Dunes City	\$ 56	\$ -	\$ 21	\$ -	\$ -	\$ 77
Eugene	\$ 72	\$ 24	\$ 27	\$ 1	\$ 7	\$ 130
Florence	\$ 32	\$ 11	\$ 125	\$ -	\$ 34	\$ 201
Junction City	\$ 41	\$ 66	\$ 60	\$ -	\$ 8	\$ 175
Lowell	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Oakridge	\$ 99	\$ 2	\$ -	\$ -	\$ -	\$ 101
Springfield	\$ 79	\$ 9	\$ 31	\$ -	\$ -	\$ 119
Veneta	\$ 92	\$ 2	\$ 554	\$ -	\$ -	\$ 648
Westfir	\$ 21	\$ -	\$ -	\$ -	\$ -	\$ 21
City Totals	\$ 70	\$ 19	\$ 40	\$ 0	\$ 5	\$ 135
Lane County (rural pop)	\$ 144	\$ 61	\$ 121	\$ 64	\$ -	\$ 389
Lane County (total pop)	\$ 43	\$ 18	\$ 36	\$ 19	\$ -	\$ 116

Road Revenue Sources Reported for FY 02-03

	Federal			State		County		Local								
City	USFS Timber Receipts	Other Federal	ODOT Fund Exchange (Fed)	State Highway Trust Funds	Other ODOT Funds	City/County Partnership	Other County Funds	Local Gas Tax (1)	Local Licenses, Permits, Fees	Transportation SDC	Urban Renewal	Assessments	Interest	General Fund Transfer	Other (Land Sales, Rental etc)	Utility & RR Franchise Fees
Coburg				X		X										
Cottage Grove			X	X		X		X			X		X		X	
Creswell				X		X							X		X	
Dunes City				X		X										
Eugene		X		X	X	X	X	X	X	X		X	X		X	
Florence				X	X	X	X			X		X	X	X		
Junction City				X	X	X	X						X		X	X
Lowell				X		X										
Oakridge				X	X	X						X	X		X	X
Springfield				X	X	X		X	X	X		X	X		X	
Veneta				X		X	X		X			X	X		X	X
Westfir				X		X							X			
Lane County	X	X	X	X					X			X	X		X	

X = Revenue in this category was reported by the city or county in FY 02-03

(1) Not reported for FY 02-03, but included in the table for discussion. This is a new revenue source for Eugene, Springfield, and Cottage Grove in FY 03-04.

Road Operations and Maintenance Activities Reported in FY 02-03

City	Signs & Markings	Pavement Surface Maint	Traffic Signal Maintenance	Street Lighting	Sidewalk Maintenance	Bridge Maintenance	Engineering and Admin (5)	Roadside Mowing	Vegetation Management	Urban Forestry	Street Sweeping	Leaf Pick Up	Drainage Maintenance	Snow/Ice Removal	Guardrail	Slide Repair	Rest Area Maintenance	Bike Lane/ Path Maintenance (1)
Coburg																		
Cottage Grove	X	X	X	X			X	X			X			X	X			X
Creswell	X																	
Dunes City				X				X	X							X		
Eugene	X	X	X	X	X	X	X		X	X	O	O	O	X	X			X
Florence	X	X	X	X	X		X		X				X					
Junction City	X	X								X	X		X					
Lowell																		
Oakridge				X	X (3)						X						X	
Springfield	X	X	X	X	X	X	X	X	X	X	O	O	O		X			
Veneta				X					X		X		X					
Westfir				X			X	X										
Lane County	X	X	X	X(4)	X	X	X	X	X		X	X	X	X	X	X	X	X

X = Maintenance Activity in this category was reported in FY 02-03

O = Maintenance Activity reported, but agency does not use Road Funds for the activity.

- (1) Some agencies mention bike maintenance separately. It is assumed that all agencies maintain bike facilities within road right-of-way as part of general street or surface maintenance.
- (2) Some agencies list maintenance or repair of equipment as an activity. Equipment maintenance is not included as a separate activity in this table.
- (3) Oakridge reported sidewalk repair as a preservation activity.
- (4) Lane County has a minimal lighting program, generally only at traffic signals or freeway interchanges.
- (5) This category may include other activities such as encroachment permits, mapping systems, etc

CITY RESPONSES
TO
PUBLIC WORKS DIRECTOR'S LETTER
REQUESTING
ROAD FINANCE INFORMATION



Public Works Department

400 Main Street
Cottage Grove, OR 97424

(541) 942-3349

Fax 942-1267

www.cottagegrove.org

E-mail: publicworks@cottagegrove.org

October 31, 2003

To: Lane County
Dept. of Public Works
3040 North Delta Highway
Eugene, Oregon 97408-1696

Attn: Ollie Snowden, Dir. Public Works

Subject: Countywide Road Finance Meeting

Dear Ollie,

In your letter of October 6, 2003 you requested certain information regarding the City of Cottage Grove's street related revenues and expenses. The following is the City's response to your request.

REQUESTED INFORMATION:

1. A list of all City revenues used for road or road-related activities during FY 02-03. This should identify the revenue source, the amount received, and legal restrictions on use of the funds.

City Response:

a. State Gas Tax.....	\$349,524
b. County/City Partnership allocation....	\$130,833
c. Fund Exchange.....	\$130,425
d. Interest Income.....	\$20,804
e. Urban Renewal.....	\$301,206
f. Street System Development Fees.....	\$118,284
g. Miscellaneous.....	\$8,731
TOTAL.....	\$1,059,807

Use of revenue from items a thru d are restricted 100% to street activities with item c (fund exchange) further restricted to capital projects and preservation. Although Urban Renewal funds can be used for a number of activities including street improvements, the Urban Renewal Plan identifies specific public improvements. Urban Renewal revenue in FY 02-03 was specifically designated for a particular street improvement project. Street SDC revenue can be used only for extra capacity street improvements; extra capacity is designated for certain traffic signals and street widening in excess of a standard 32 foot wide street.

2. A list of all city road and road-related expenses for FY02-03, summarized by a) operations and maintenance, b) preservation, and c) modernization.

City Response:

a. Operations and Maintenance.....	\$440,081
b. Preservation.....	\$157,883
c. Modernization.....	\$749,990

Note: The above-noted expenses include street and bicycle activities.

3. Representative activities included in each expense category.

City Response:

a. Operations and Maintenance

- Sign & traffic signal M&O
- Street painting & legends
- Surface maintenance (pothole patching, etc.)
- Street lighting
- Roadside mowing
- Snow & ice removal
- Guardrail
- Engineering for M&O

b. Preservation

- AC Overlay
- Major patching
- Surface treatment
- Crack sealing

c. Modernization

- Reconstruction of Village Drive for new hospital
- Reconstruction of Washington Avenue
- Reconstruction of Palmer Avenue
- Bike path construction

4. The ending cash balance in each fund that is used for road or road-related activities.

City Response:

a. Street Fund.....	\$707,212
b. Street SDC Fund.....	\$702,300
c. Urban Renewal.....	N/A

If you need further detail or have questions, please let me know.

Very truly yours,


Robert L. Sisson, PE
Director of Public Works

cc: County/City Partnership File



P.O. Box 276
Creswell, Oregon 97426
541-895-2531

Lane County Public Works
ATTN: Ollie Snowden
3040 Delta Hwy
Eugene OR 97408-1696

RE: Countywide Road Finance Meeting

1. Street Fund Revenues Fiscal Year 2002-2003

Hwy User Revenue	\$150,460
Lane County Road Funds	\$ 72,012
Miscellaneous:	
Interest	\$ 10,000
Other	<u>\$ 280</u>
Total Revenues	\$230,239

Hwy user revenues are disbursed by the State of Oregon as per ORS 366.524 and ORS 366.800. The City of Creswell uses these revenues for the purpose of Street and Road Construction as well as maintenance, in compliance with state statutes.

Lane County Road Fund revenue was the only other revenue source for the fiscal year.

2. Expenditures for the Fiscal Year were as follows:

A.	Operations and Maintenance	\$107,728
	> Street Sweeping	
	> Street Striping	
	> Street Equipment maintenance	
B.	Preservation	\$ 4,950
	> Crack Sealing	

- Street Signs for New Construction
- Phase I of Oregon Avenue Streetscape Project – Design and Engineering/ Overlay of traffic lanes/ Installation of Crosswalks.
- Purchase of new equipment

Attached please find a copy of the State Hwy Street Fund and Bicycle/Pedestrian Path Fund showing ending balances in each fund.

Layli Nichols
Finance Director
City of Creswell

CITY OF CRESWELL
LANE COUNTY, OREGON

STATE TAX STREET FUND

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE -
BUDGET AND ACTUAL (BUDGETARY BASIS)
YEAR ENDED JUNE 30, 2003

<u>REVENUES</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
Intergovernmental:			
Highway User Revenue.	133,924	150,460	16,536
Lane County Road Funds.	62,000	72,012	10,012
Miscellaneous:			
Interest.	10,000	7,487	(2,513)
Other	-	280	280
Total Revenues	205,924	230,239	24,315
<hr/>			
<u>EXPENDITURES</u>			
Highways and Streets:			
Personal Services:			
City Administrator.	4,120	4,221	(101)
Public Works Employees.	29,719	29,469	250
Overtime Allowance.	6,000	40	5,960
State Accident and Social Security.	6,000	4,637	1,363
Benefits.	11,539	10,354	1,185
Total Personal Services.	57,378	48,721	8,657
Materials and Services:			
Street Maintenance.	41,000	30,720	10,280
Vehicle and Equipment Maintenance	6,000	1,475	4,525
Gas and Oil	2,300	1,325	975
Engineering	6,000	19,180	(13,180)
Total Materials and Services	55,300	52,700	2,600
Capital Outlay:			
Road Construction	548,746	206,991	341,755
Street Signs.	500	1,671	(1,171)
Equipment	22,000	942	21,058
Total Capital Outlay	571,246	209,604	361,642
Total Expenditures	683,924	311,025	372,899
<hr/>			
Excess (Deficiency) of Revenues Over Expenditures.	(478,000)	(80,786)	397,214

STATE TAX STREET FUND

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE -
BUDGET AND ACTUAL (BUDGETARY BASIS)
YEAR ENDED JUNE 30, 2003

	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
<u>OTHER FINANCING SOURCES (USES)</u>			
Operating Transfers In (Out):			
Bicycle/Foot Path Fund	<u>(2,000)</u>	<u>(2,000)</u>	<u>-</u>
Excess (Deficiency) of Revenues and Other Sources Over Expenditures and Other Uses.	<u>(480,000)</u>	<u>(82,786)</u>	<u>397,214</u>
<u>Fund Balance, Beginning of Year.</u>	<u>480,000</u>	<u>494,639</u>	<u>14,639</u>
<u>Fund Balance, End of Year.</u>	<u>\$ -</u>	<u>\$ 411,853</u>	<u>\$ 411,853</u>

CITY OF CRESWELL
LANE COUNTY, OREGON

BICYCLE/FOOT PATH FUND

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE -
BUDGET AND ACTUAL (BUDGETARY BASIS)
YEAR ENDED JUNE 30, 2003

<u>REVENUES</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
Miscellaneous:			
Interest	500	371	(129)
<u>EXPENDITURES</u>			
Highways and Streets:			
Capital Outlay:			
Construction of Bicycle/Foot Paths .	22,500	-	22,500
Excess (Deficiency) of Revenues			
Over Expenditures	(22,000)	371	22,371
<u>OTHER FINANCING SOURCES (USES)</u>			
Operating Transfers In:			
State Tax Street Fund.	2,000	2,000	-
Excess (Deficiency) of Revenues and			
Other Sources Over Expenditures			
and Other Uses.	(20,000)	2,371	22,371
<u>Fund Balance, Beginning of Year.</u>	<u>20,000</u>	<u>21,777</u>	<u>1,777</u>
<u>Fund Balance, End of Year.</u>	<u>\$ -</u>	<u>\$ 24,148</u>	<u>\$ 24,148</u>

DUNES CITY

P.O. Box 97 • Westlake, Oregon 97493 • (541) 997-3338 • Fax: (541) 997-5751

October 22, 2003

Ollie Snowden
Department of Public Works
3040 North Delta Highway
Eugene, OR 97408-1696

Dear Mr. Snowden,

In your letter of October 6, you asked for information from us that could be used in preparation of your November 25 Countywide Road Finance Meeting.

In FY '02-'03, Dunes City received \$56,130 from State Funds and \$65,734 from the County/City Road Partnership Fund; a total of \$121,864. (As Dunes City has no official Road Department, a prior agreement with Lane County allows a proportionate share of the City's cost for administrative, legal, building maintenance and repair, office supplies, etc. to be expended from the Partnership Funds.)

The City's total expenses for FY '02-'03 were \$99,366*. The breakdown was as follows:

Maintenance:	\$32,040	Includes repair of Erhart Road, washed out in storm, street lights along Canary and Clear Lake, minimal street brushing and mowing
Modernization:	\$26,491	Includes engineering fees and surveys necessary for the current fiscal year's Street Improvement Projects and a laptop computer for use by the road secretary.
Operations:	\$40,835	Includes administrative wages and office expenses

***Please note that due to the size and scope of the street improvements that the City had planned for in FY 2002-2003, the projects did not commence until FY 2003-2004. The bid for those projects totalled \$314,890. \$288,990 will be for modernization, \$8,240 for preservation and \$17,660 for maintenance. This work is due to be completed by the end of October.**

The ending cash balance in the City's State Road Fund was \$38,665 and \$440,000 in the Partnership Fund (budgeted/not audited numbers as audit has not been completed); a total of \$478,665. When the current project is completed and the engineer is paid for services to date, the City will have a balance of \$154,977. When administrative and other operating costs totalling a budgeted \$93,000 are deducted, the balance will be \$61,977.

As a further aside, Dunes City has no tax base and does not have the funds to do major road improvements every year. It is necessary to set aside reserves annually and then, when the reserve is large enough, the projects are scheduled. FY 2002-2003 is a prime example of this.

The situation in Dunes City is probably similar to other small communities in the County, but I felt it important to give you this background information for your countywide finance meeting.

Sincerely,


Joanne Hickey
Dunes City Recorder



**Public Works
Administration**

October 31, 2003

Ollie Snowden, Director
Lane County Public Works
3460 North Delta Highway
Eugene, OR 97401

City of Eugene
858 Pearl Street
Eugene, Oregon 97401
(541) 682-5291
(541) 682-6826 FAX
www.ci.eugene.or.us

Dear Ollie:

I am providing the following information in response to your letter of October 6, 2003, and to subsequent e-mail correspondence regarding the upcoming countywide road finance meeting:

1. List all city revenues used for road or road-related activities during fiscal year 2003 (the fiscal year ending June 30, 2003), including the revenue source, the amount received and legal restrictions on the use of the funds.

I offer two financial views in response to this question. The first, in my professional opinion, is the most accurate view and is appended as attachment A. The amounts shown are the budgeted amounts for FY04; however, the three categories (operations, capital preservation, and enhanced capacity) and the sources of revenue and associated expenditures clearly depict how the City of Eugene receives and spends money for its transportation system. This is the view that I have consistently used with our City Council in discussing road financing issues.

An alternate view is embodied in our response to the Oregon Department of Transportation's annual local road and street questionnaire. A copy of our FY03 response was provided to you on October 1, 2003, in accordance with the terms of the County/City Road Partnership Agreement. For your convenience, I have appended a copy of this report as attachment B. This detailed financial report is quite complex and may be confusing for someone attempting to get a clear picture of how Eugene funds its transportation system needs. For example, the report includes more than \$1.5 million in stormwater fund expenditures (for street sweeping and leaf pickup). It does not distinguish between unexpended encumbrances, capital project carry-forwards, and true reserves. And it includes revenues associated with prior year expenditures (such as assessment payments received for assessable projects completed in the past).

Regarding legal restrictions on the use of certain funds: State Highway Fund apportionments, revenue received from Lane County through the County/City Road Partnership Agreement, and, more recently, revenue from Eugene's local fuel tax are subject to the limitations in the Oregon Constitution, Article 9, Section 3a; transportation system development charges are subject to the restrictions generally found in ORS 223; funding agreements with other governmental agencies are subject to the terms of the agreements but generally are limited to specific projects; moneys received from City dedicated funds (other than the General Fund) are restricted by policy and ordinance to projects and programs directly associated with the revenue (for example, stormwater fees are to be used only for stormwater projects and programs); and payments received through assessments are dedicated to repaying the costs associated with specific local improvement districts. Oregon budget law also distinguishes between moneys designated for operating expenditures and moneys designated for capital expenditures.

2. List all city road and road-related expenses for FY03, summarized by operations and maintenance, preservation, and modernization.

As noted in my response to question 1, attachment A offers the best analysis of our expenditures by category.

Alternately, the ODOT FY03 report generally indicates that in FY03, Eugene spent approximately \$3.1 million for construction and expansion projects, \$4 million for capital repair and preservation projects, and \$8.6 million for operations and maintenance, plus approximately \$1.6 million in administration and general engineering divided among the three major project types. As noted in my response to question 1, the ODOT FY03 report figures include delayed payments for projects that were completed in prior years as well as approximately \$1.5 million in the O&M category associated with stormwater activities (street sweeping and leaf collection).

3. List representative activities for each expense category.

Under new construction, representative FY03 activities include the Legacy Street extension and the improvements made to Royal Avenue west of Terry Street.

Under repairs and preservation, the River Road overlay (Maxwell to Azalea) and Bertelsen Road reconstruction (in vicinity of Roosevelt Boulevard) are examples for FY03.

Under operations and maintenance: maintain and operate more than 500 centerline miles of City streets; 89 miles of on-street bike lanes; 8,400 public street lights; 225 traffic signals; and 15,400 traffic signs (see attachment A for additional examples).

4. Provide the ending cash balance in each fund used for road or road-related activities.

In my opinion, the ODOT FY03 report does not present a meaningful view of the balances available in Eugene's various transportation funds. The figures used in the ODOT report are unaudited and, as noted above, do not distinguish between unexpended encumbrances, capital project carry-forwards, and true reserves. The appended attachment C presents the ending balance as of June 30, 2003, in our four major transportation funds: the principal road fund (131), used almost exclusively for road operations and maintenance; the new transportation utility fund (133), the road capital project fund (312), and the capital transportation SDC fund (333). Attachment C also provides a budgeted projection of the FY04 ending balance in each of these funds. Particularly in Fund 131, it's clear that the ending balance will be inadequate to meet even the minimum threshold of two months operating reserves.

5. Provide a 10-year funding history of Eugene's urban forestry program.

Our financial accounting system allows us to easily provide an eight-year funding history for Eugene's urban forestry program (see attachment D). Historically, several funds have contributed to the provision of urban forestry services. Over the past eight years (FY96-FY03) the road fund has picked up an average of 65% of the program costs, based on the amount of program activity done within the public rights-of-way, similar to the way roadside vegetation services are funded by the City and other agencies.

6. Have stormwater utility fees been used for road purposes?

Like cities and counties across the nation, Eugene has, over time, managed its various funds in response to state and federal mandates, service trends, and other considerations. An example is the funding of stormwater activities. Street sweeping and leaf collection services, which in some areas might be funded with transportation dollars, are included in the stormwater services paid for by

stormwater user fees. This is consistent with the objectives in Eugene's federal NPDES permit and recognizes the water quality and flood control benefits resulting from these specific services. To the extent that the broader question is whether Eugene is making efficient and appropriate use of its road funds, I direct you to attachment E, "City of Eugene Road Fund Operations and Maintenance Efficiency Review," a report compiled in 2001 by an independent consultant.

Regarding the board's interest in how a countywide gas tax might work in relation to the local gas tax currently in place in Eugene, I believe this is a matter that our elected officials would be best suited to discuss. From a staff perspective, I would observe that Eugene's local gas tax was approved and implemented in the context of a broader effort to develop adequate, locally controlled, sustainable sources of revenue to maintain and preserve the transportation system. The City Council has indicated interest in discussing revenue options that adhere to these guiding principles.

Finally, I believe I should point out that the City of Eugene, through the citizen members of the Budget Committee, spent nearly two years reviewing and analyzing the same information the Board of Commissioners has requested. Based on the Budget Committee's review and recommendations, the City Council carefully considered and approved ordinances that would have provided adequate and sustainable revenues for Eugene's transportation system. One of these ordinances established a transportation system maintenance fee (TSMF) that would have formed the cornerstone for solving Eugene's long-term transportation needs. Due in large part to criticism from some members of the Board of Commissioners, the City Council repealed the TSMF ordinance, ostensibly because the commissioners were prepared to offer a better alternative to meeting the revenue shortfall.

The City of Eugene has worked diligently and made some progress in dealing with its operating shortfall and maintenance backlog. The bottom line, however, is that we are about \$6 million short of our documented annual capital preservation needs. With that in mind, I truly hope the November 25 meeting does not dwell upon how we allocate our existing resources but focuses instead on what capacity, if any, Lane County may have to help Eugene and other Lane County municipalities deal with their shortfalls.

If you have any additional questions, please don't hesitate to call me at 682-5241.

Sincerely,



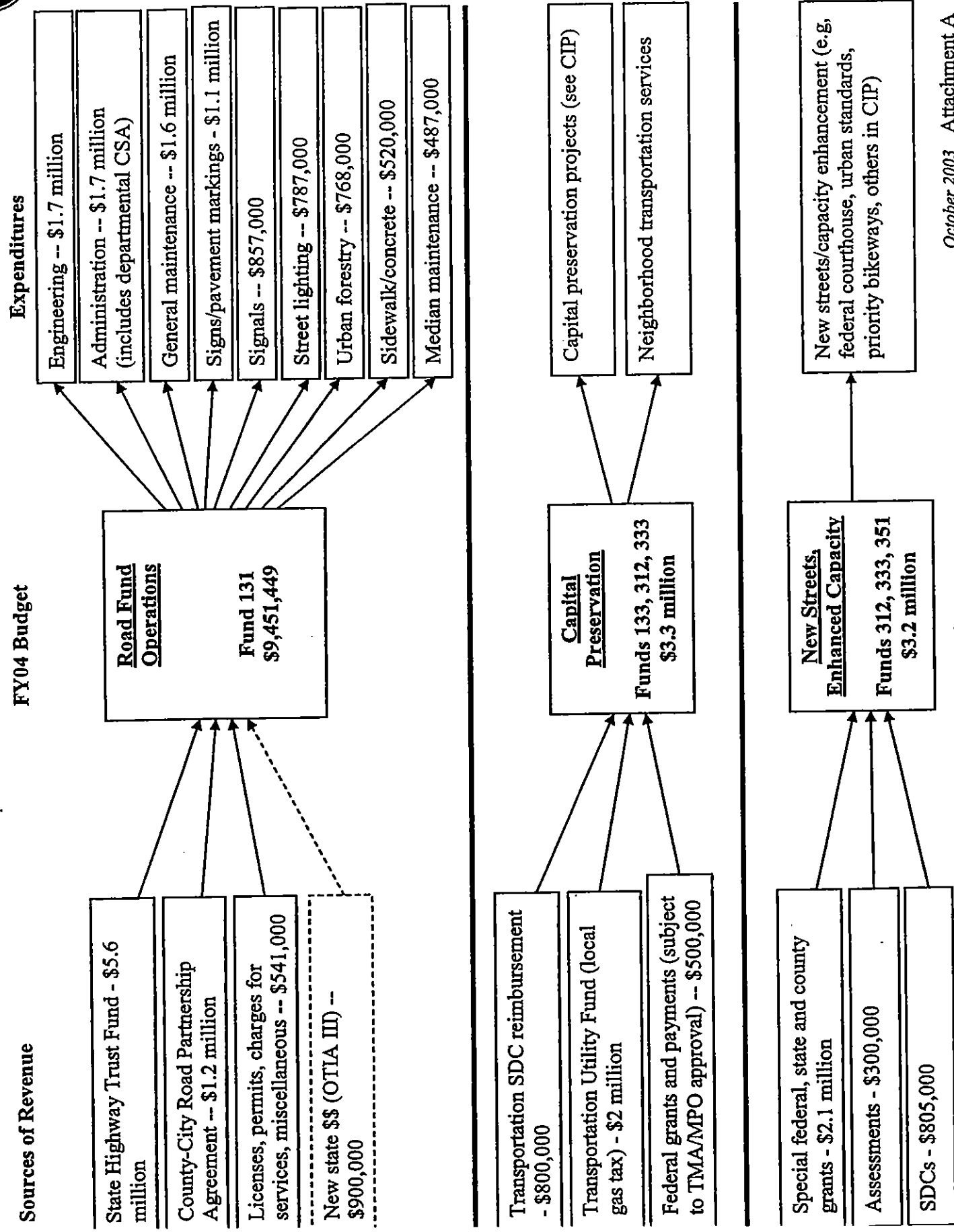
Kurt Corey, P.E., Director
Eugene Public Works

encl: Attachment A, City of Eugene Transportation System Revenues and Expenditures
Attachment B, FY03 ODOT Local Road and Street Questionnaire Response
Attachment C, Ending Balance Report for Eugene's Transportation Funds
Attachment D, Ten-Year Funding History of Eugene's Urban Forestry Program
Attachment E, City of Eugene Road Fund Operations and Maintenance Efficiency Review
(Ostrowski Report)

cc: Mayor Jim Torrey
City Manager Dennis Taylor
Assistant City Manager Jim Carlson



CITY OF EUGENE TRANSPORTATION SYSTEM REVENUES AND EXPENDITURES



OREGON DEPARTMENT OF TRANSPORTATION
in cooperation with The League of Oregon Cities and the Association of Oregon Counties
Local Road and Street Questionnaire for the Fiscal Year Ending June 30, 2003

I. RECEIPTS FOR ROAD AND STREET PURPOSES

ITEM	AMOUNT
A. RECEIPTS FROM LOCAL SOURCES	
1. Property Tax and Special Assessments	
a. Levies within the 6% limitation	
b. Serial levies	
c. One year special levies	
d. Local or other special benefit area assessments	659,946
(LID, EID, other area specific assessments)	
2. General Fund and Other Non-Road Fund Transfer	1,528,173
3. Local Road User Fees	
a. Fuel taxes (indicate rate _____)	
Less: Collection Expense	
Net Fuel Tax	\$0
b. Motor Vehicle Registration fees	
4. Other Local Receipts	
a. Interest income	164,033
b. Traffic fines	
c. Parking meters and fines	
d. Land sales and rentals	20,161
e. Traffic impact fees or system development charges	1,697,223
f. Permits	791,256
g. Hotel/Motel taxes	
h. Franchise fees	
i. Transportation Utility Fees	
j. Other	511,808
5. Receipts from Other Local Governments	
a. From Cities	
b. From Counties GJN 4054 \$118,763 GJN 4044 \$225,000	1,552,687
c. Other EWEB/LOG Reimb Bethel School Dist GJN 4050	616,859
6. Proceeds from Sale of Bonds and Notes	
a. Bonds (Must equal item III, B.1)	
b. Notes (Must equal item III, B.2)	85,000
B. PRIVATE CONTRIBUTIONS	
C. RECEIPTS FROM STATE GOVERNMENT	
1. State Highway Fund Apportionment	5,740,792
2. State Forestry	
3. State General Fund	
4. Other State Funds (Please Specify) Signals/state share	77,968
5. Special County Program GJN 4137/4138 Ped xngs	
6. Fund Exchange Program	

D. RECEIPTS FROM FEDERAL GOVERNMENT

1. Traffic Grants	
2. Housing and Urban Development	
3. Economic Development Administration	
4. National Forest Reserve Revenue	
5. Oregon-California Land Grant Revenue	
6. 5% Distribution of BLM Land Sales	
7. Mineral Leases	
8. U.S. Taylor Grazing Apportionment	
9. Federal Flood Control	
10. All other Federal Fund Receipts (Please Specify)	
11. Federal Receipts for Federally Declared Emergency Events:	
a. FEMA - Public Assistance	
b. FHWA - Emergency Relief	56,865

E. RECEIPTS FOR WORK FOR OTHER JURISDICTIONS:

1. Non-road and street work	
2. Work for other jurisdictions	

TOTAL RECEIPTS	13,502,701
BEGINNING BALANCE(S) ..{See Instructions on what should be Included}	13,011,582
TOTAL FUNDS AVAILABLE	\$26,514,353

Prepared by PEGGY HAMLIN
(Name)
541 682-5834
(Telephone)

For CITY OF EUGENE
(City or County)

RETURN TO:

Mike Hargrove TELEPHONE: (503) 378-8690
ODOT, Costs Allocation & Analysis Unit 355 Capitol St. NE,
Email - Thomas.M.Hargrove@odot.state.or.us

Salem, OR 97301-2530

RECEIPTS W/O DEBT ISSUE

Receipts	13,417,771
Beg Balance	13,011,582
	<u>\$26,429,353</u>

CITY OF EUGENE DEPARTMENT OF TRANSPORTATION
in cooperation with The League of Oregon Cities and the Association of Oregon Counties

Local Road and Street Questionnaire for the Fiscal Year Ending June 30, 2003

II. DISBURSEMENTS FOR ROAD AND STREET PURPOSES

ITEM	AMOUNT
A. LOCAL DISBURSEMENTS	
1. Capital Projects - Construction, Expansion and Preservation	
a. Right-of-way	220,705
b. Construction engineering:	
(1) Capital improvement plan development	92,208
(2) Preliminary engineering	870,273
(3) Construction engineering	752,403
c. Construction and expansion:	
(1) Road	1,199,337
(2) Bridge	
d. Repair and preservation	
(1) Road	1,257,495
(2) Bridge	2,129,929
e. Bicycle and Foot Path Construction	640,099
2. Operations and Maintenance	
a. General maintenance of condition	4,949,524
b. Safety and traffic maintenance	2,843,838
c. Snow and ice removal	7,500
d. Extraordinary maintenance	
e. Operations and maintenance engineering	817,100
3. Administration and General Engineering	
a. General administration	507,416
b. General engineering	504,195
c. Indirect charges	623,000
4. Expenditures for Federally Declared Emergency Events	56,865
B. DEBT SERVICE ON LOCAL OBLIGATIONS	
1. Bonds	
a. Interest (including paying fees)	39,563
b. Redemption (Must equal item III, C.1)	280,000
2. Notes	
a. Interest (including paying fees)	
b. Redemption (Must equal item III, C.2)	615,000
C. PAYMENTS TO OTHER GOVERNMENTS	
1. To Counties	
2. To Other local agencies LRAPA...	97,662
3. To Cities	
4. To State (Advance payments for state construction)	

1. Non-road and street work
2. Work for other jurisdictions

TOTAL DISBURSEMENTS 18,504,112

ENDING BALANCE(S) (See Instructions on what should be included) 8,859,804

TOTAL FUNDS ACCOUNTED FOR 27,363,916

HIGHWAY AND TRAFFIC POLICE EXPENSE \$ 1,715,498

Please calculate or estimate the amount of police department expense applicable to traffic policing.

HIGHWAY AND TRAFFIC POLICE REVENUE SOURCE General Fund
Parking Fund

Please identify the source of revenue for traffic policing expenditures; i.e., (General Fund, Police Department, Tax levy, Motor Vehicle Registration or Fuels Tax apportionment or Other.)
DO NOT include this revenue in Part I, Road and Street Revenue

Prepared by PEGGY HAMLIN
(Name)
541 682-5834
(Telephone)

For CITY OF EUGENE
(City or County)

RETURN TO:

Mike Hargrove TELEPHONE: (503) 378-8690
ODOT, Cost Allocation & Analysis Crew 355 Capitol St. NE,

Salem, OR 97301-2530

DISBURSEMENTS W/O DEBT ISSUE

Disbursements 17,569,549
Reserve/Cont 8,859,804
\$ 26,429,353

Oregon Department Of Transportation
in cooperation with The League of Oregon Cities and the Association of Oregon Counties
Local Road and Street Questionnaire for the Fiscal Year Ending June 30, 2003

III. CHANGE IN DEBT STATUS DURING YEAR FOR ROAD AND STREET PURPOSES

ITEM	AMOUNT
A. OPENING DEBT	
1. Bonds	935,000
2. Notes	615,000
B. ISSUES	
1. Bonds (Must equal item I, A.6.a)	
2. Notes (Must equal item I, A.6.b)	85,000
C. REDEMPTION	
1. Bonds (Must equal item II, B.1.b)	280,000
2. Notes (Must equal item II, B.2.b)	615,000
D. CLOSING DEBT	
1. Bonds	655,000
2. Notes	85,000

Prepared by DEBBIE WYDRA
(Name)
541 682-5024
(Telephone)

For CITY OF EUGENE
(City or County)

RETURN TO:

Mike Hargrove
ODOT, Cost Allocation &
Analysis Unit

TELEPHONE: (503) 378-8690
355 Capitol St. NE, Salem, OR 97301-2530

OREGON DEPARTMENT OF TRANSPORTATION
LOCAL ROAD AND STREET QUESTIONNAIRE
FOR FISCAL YEAR ENDING JUNE 30, 2003

IV. EXPENDITURES ON CLASSIFIED AND LOCAL ROADS AND STREETS

Minor Arterial on the National Highway System

2710

ITEM

FY03 AMOUNT

1 CAPITAL OUTLAY

Construction, Expansion and Preservation

- a. Right of Way.....
- b. Construction Engineering
 - 1) Capital Improvement Plan Development.....
 - 2) Preliminary Engineering.....
 - 3) Construction Engineering.....
- c. Construction and Expansion
 - 1) Road.....
 - 2) Bridge.....
- d. Repair and Preservation
 - 1) Road.....
 - 2) Bridge.....

TOTAL CAPITAL OUTLAY.....

-0-

Line item totals on these part IV pages must equal that line item total on part II.
disbursements for road and street purposes, for Capital Outlay only.

RETURN TO:

Mike Hargrove
ODOT, Cost Allocation & Analysis Unit
355 Capitol St. NE
Salem, OR 97301-2530
(503) 378-8690

OREGON DEPARTMENT OF TRANSPORTATION
 LOCAL ROAD AND STREET QUESTIONNAIRE
 FOR FISCAL YEAR ENDING JUNE 30, 2003

IV. EXPENDITURES ON CLASSIFIED AND LOCAL ROADS AND STREETS

Local Roads on the National Highway System .45

ITEM	FY03 AMOUNT
1 CAPITAL OUTLAY	
Construction, Expansion and Preservation	
a. Right of Way.....	
b. Construction Engineering	
1) Capital Improvement Plan Development.....	
2) Preliminary Engineering.....	
3) Construction Engineering.....	
c. Construction and Expansion	
1) Road.....	
2) Bridge.....	
d. Repair and Preservation	
1) Road.....	
2) Bridge.....	
TOTAL CAPITAL OUTLAY.....	-0-

Line item totals on these part IV pages must equal that line item total on part II.
 disbursements for road and street purposes, for Capital Outlay only.

RETURN TO:

Mike Hargrove
 ODOT, Cost Allocation & Analysis Unit
 355 Capitol St. NE
 Salem, OR 97301-2530
 (503) 378-8690

OREGON DEPARTMENT OF TRANSPORTATION
LOCAL ROAD AND STREET QUESTIONNAIRE
FOR FISCAL YEAR ENDING JUNE 30, 2003

IV. EXPENDITURES ON CLASSIFIED AND LOCAL ROADS AND STREETS

Urban Collector on the National Highway System

3.35

ITEM

FY03 AMOUNT

1 CAPITAL OUTLAY

Construction, Expansion and Preservation

- a. Right of Way.....
- b. Construction Engineering
 - 1) Capital Improvement Plan Development.....
 - 2) Preliminary Engineering.....
 - 3) Construction Engineering.....
- c. Construction and Expansion
 - 1) Road.....
 - 2) Bridge.....
- d. Repair and Preservation
 - 1) Road.....
 - 2) Bridge.....

TOTAL CAPITAL OUTLAY..... -0-

Line item totals on these part IV pages must equal that line item total on part II.
disbursements for road and street purposes, for Capital Outlay only.

RETURN TO:

Mike Hargrove
ODOT, Cost Allocation & Analysis Unit
355 Capitol St NE
Salem, OR 97301-2530
(503) 378-8690

OREGON DEPARTMENT OF TRANSPORTATION
LOCAL ROAD AND STREET QUESTIONNAIRE
FOR FISCAL YEAR ENDING JUNE 30, 2003

IV. EXPENDITURES ON CLASSIFIED AND LOCAL ROADS AND STREETS

Principal Arterial on the National Highway System 2.41

ITEM

FY03 AMOUNT

1 CAPITAL OUTLAY

Construction, Expansion and Preservation

a.	Right of Way.....	
b.	Construction Engineering	
	1) Capital Improvement Plan Development.....	
	2) Preliminary Engineering.....	
	3) Construction Engineering.....	106,254
c.	Construction and Expansion	
	1) Road.....	
	2) Bridge.....	
d.	Repair and Preservation	13,662
	1) Road.....	
	2) Bridge.....	2,129,929
	TOTAL CAPITAL OUTLAY.....	\$2,249,845

Line item totals on these part IV pages must equal that line item total on part II.
disbursements for road and street purposes, for Capital Outlay only.

RETURN TO:

Mike Hargrove
ODOT, Costs Allocation & Analysis Unit
355 Capitol St. NE
Salem, OR 97301-2530
(503) 378-8690

City of Eugene Public Works Department

Ending Fund Balances for FY03 and FY04



	<u>FY03 Unaudited</u> <u>Ending Fund Balance</u>	<u>FY04 Projected</u> <u>Ending Fund Balance</u>
Road Operating Fund (131)	\$ 2,524,450	\$ 688,248
Road Capital Projects Fund (312)	\$ 848,593	\$ 548,053
Transportation Utility Fund (133)	\$ 61,587	\$ -
Transportation SDC Fund (333)	\$ <u>480,877</u>	\$ <u>59,936</u>
TOTAL Ending Fund Balances	\$ <u>3,915,507</u>	\$ <u>1,296,237</u>

October 30, 2003

Attachment C

Road Operating Fund - 131

Fund Status FY01-FY04

Updated: October 30, 2003/vad

	Fund Status Actual FY01	Fund Status Actual FY02	Fund Status Actual (Unaudited) FY03	Fund Status Budgeted FY04
Resources				
Beginning Working Capital	\$ 4,343,503	\$ 4,057,500	\$ 3,281,056	\$ 2,524,450
Revenue				
State Gas Tax	\$ 5,875,713	\$ 5,777,861	\$ 5,740,791	\$ 5,982,808
Lane County Shared Revenue	\$ 1,235,620	\$ 1,233,029	\$ 1,208,924	\$ 1,209,000
FEMA Reimbursement	\$ -	\$ -	\$ 56,865	
Interest Earnings	\$ 258,659	\$ 139,577	\$ 60,983	\$ 66,000
SDC Admin Reimbursement	\$ 29,304	\$ 11,752	\$ -	\$ -
Sale of Property	\$ 39,255	\$ -	\$ -	\$ -
Reimb for PWT Services	\$ 140,169	\$ 155,825	\$ 166,416	\$ 162,945
Reim for PWM Services	\$ 203,187	\$ 246,632	\$ 714,240	\$ 250,000
Other Revenue	\$ 20,680	\$ 87,939	\$ 236,976	\$ 55,680
	<u>\$ 7,802,587</u>	<u>\$ 7,652,615</u>	<u>\$ 8,185,195</u>	<u>\$ 7,726,433</u>
Total Resources	\$ 12,146,090	\$ 11,710,115	\$ 11,466,251	\$ 10,250,883
Requirements				
Less Expenditures				
Departmental				
Administration	\$ 542,590	\$ 604,725	\$ 605,079	\$ 609,460
Wastewater	\$ -	\$ -	\$ -	\$ -
Airport	\$ -	\$ -	\$ -	\$ -
Transportation	\$ 3,337,331	\$ 3,536,418	\$ 3,612,739	\$ -
Engineering	\$ 466,363	\$ 407,709	\$ 442,224	\$ 1,395,263
Maintenance	\$ 3,108,669	\$ 2,058,972	\$ 2,274,927	\$ 5,626,045
Parks and Open Space	\$ 2,637	\$ 1,165,035	\$ 1,279,144	\$ 1,393,867
Reserves/Reappropriations	\$ -	\$ -	\$ 104,688	\$ -
	<u>\$ 7,457,590</u>	<u>\$ 7,772,859</u>	<u>\$ 8,318,801</u>	<u>\$ 9,024,635</u>
Non-Departmental				
Central Services (CSA)	\$ 581,000	\$ 615,000	\$ 623,000	\$ 538,000
Transfer to 312	\$ 50,000	\$ 41,200	\$ -	\$ -
Reserves				\$ -
Contingency	\$ -	\$ -	\$ -	\$ -
Total Requirements	\$ 8,088,590	\$ 8,429,059	\$ 8,941,801	\$ 9,562,635
Balance Available	\$ 4,057,500	\$ 3,281,056	\$ 2,524,450	\$ 688,248

Road Capital Fund - 312

Fund Status FY01 - FY04

Updated: September 23, 2003/vad

	Fund Status Actual FY01	Fund Status Actual FY02	Fund Status Actual FY03	Fund Status Projected FY04
<u>Resources</u>				
Beginning Working Capital	\$ 2,975,019	\$ 2,077,098	\$ 1,642,740	\$ 848,593
Revenue				
Interest Earnings	\$ 150,557	\$ 74,173	\$ 14,553	\$ 30,000
Other Agency Share of Project	\$ -		\$ 646,263	\$ 3,685,130
Other Revenue	\$ 85,495	\$ 212,382	\$ 79,701	\$ -
Total Resources	\$ 3,211,071	\$ 2,363,653	\$ 2,383,257	\$ 4,563,723
<u>Requirements</u>				
Less Expenditures				
Departmental				
Capital Project Expenditures	\$ 1,133,973	\$ 720,913	\$ 1,534,664	\$ 2,617,000
Transfer to Operating				
Capital Rollovers				\$ 1,398,670
Non-Departmental				
Debt Service				
Reserves				
Contingency	\$ -	\$ -	\$ -	\$ -
Total Requirements	\$ 1,133,973	\$ 720,913	\$ 1,534,664	\$ 4,015,670
Balance Available	\$ 2,077,098	\$ 1,642,740	\$ 848,593	\$ 548,053

Transportation Utility Fund - 133

Fund Status FY03 - FY04

Updated: October 30, 2003/vad

Fund Status Actual FY03

Fund Status Budgeted FY04

Resources

Beginning Working Capital	\$ 400,000	\$ 61,587
Revenue		
Gas Tax		\$ 2,000,000
Interest Earnings	\$ -	\$ 75,000
Other Agency Share of Project	\$ -	\$ -
Other Revenue	\$ -	\$ 813,706
Total Resources	\$ 400,000	\$ 2,950,293

Requirements

Less Expenditures

Departmental

Operating	\$ 42,100	\$ 639,980
Capital Project Expenditures	\$ 296,313	\$ 2,000,000
Transfer to Operating		
Capital Rollovers		

Non-Departmental

Debt Service		\$ 310,313
Reserves		
Contingency	\$ -	\$ -

Total Requirements	\$ 338,413	\$ 2,950,293
---------------------------	-------------------	---------------------

Balance Available	\$ 61,587	\$ -
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SDC Transportation Fund - 333

Fund Status FY01 - FY04

Updated: October 15, 2003/vad

	Fund Status Actual FY01	Fund Status Actual FY02	Fund Status Actual FY03	Fund Status Budgeted FY04
Resources				
Beginning Working Capital	\$ 3,583,391	\$ 5,122,534	\$ 3,351,007	\$ 480,877
Revenue				
SDC Revenue (Improvement)	\$ 1,630,303	\$ 1,293,065	\$ 830,941	\$ 1,395,326
SDC Revenue (Reimbursement)	\$ -	\$ 80,034	\$ 634,325	\$ 841,873
Interest Earnings	\$ 253,534	\$ 193,552	\$ 41,264	\$ 59,000
Loan From 336	\$ -	\$ -	\$ -	\$ 1,500,000
SDC Contract Revenue/Interest	\$ 698,371	\$ 551,090	\$ 278,665	\$ 140,285
Other Revenue	\$ 241,593	\$ 9,738	\$ -	\$ 1,175,417
Total Revenue	\$ 2,823,801	\$ 2,127,479	\$ 1,785,195	\$ 5,111,901
Total Resources	\$ 6,407,192	\$ 7,250,013	\$ 5,136,202	\$ 5,592,778
Requirements				
Less Expenditures				
Departmental				
Capital Project Expenditures	\$ 1,284,658	\$ 3,884,006	\$ 4,655,325	\$ 1,605,000
FY Rollover	\$ -			\$ 3,446,965
Rollovers/Reappropriations/SB				
Non-Departmental				
Debt Service/Transfer to 115		\$ 15,000		
Reserves				
Contingency				
Total Requirements	\$ 1,284,658	\$ 3,899,006	\$ 4,655,325	\$ 5,051,965
Balance Available	\$ 5,122,534	\$ 3,351,007	\$ 480,877	\$ 59,936

City of Eugene Public Works
Urban Forestry Expenditures FY 1996 through FY 2003

Fund	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	Total
Road	\$ 366,503	\$ 481,839	\$ 510,486	\$ 603,372	\$ 605,342	\$ 622,927	\$ 693,076	\$ 830,384	\$ 4,713,929
General	\$ 594,574	\$ 221,095	\$ 204,232	\$ 238,098	\$ 295,266	\$ 272,423	\$ 200,113	\$ 150,171	\$ 2,175,972
Stormwater	\$ 1,121	\$ 7,651	\$ 6,593	\$ 12,274	\$ 26,585	\$ 16,720	\$ 15,649	\$ 17,474	\$ 104,067
Professional Services							\$ 121,824	\$ 99,789	\$ 221,613
	\$ 962,198	\$ 710,585	\$ 721,311	\$ 853,744	\$ 927,193	\$ 912,070	\$ 1,030,662	\$ 1,097,818	\$ 7,215,581
Road fund % of Urban Forestry Program	38%	68%	71%	71%	65%	68%	67%	76%	65%
Other funds % of Urban Forestry Program	62%	32%	29%	29%	35%	32%	33%	24%	35%
	100%	100%	100%	100%	100%	100%	100%	100%	100%

October 29, 2003

Attachment D

CITY OF EUGENE ROAD FUND OPERATIONS & MAINTENANCE EFFICIENCY REVIEW



Public Works Department



Prepared by:
John Ostrowski, JOMC
September 2001

CITY OF EUGENE ROAD FUND
OPERATIONS & MAINTENANCE EFFICIENCY REVIEW

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Executive Summary

This executive summary presents the results of an Operations and Maintenance Efficiency Review of the Road Fund of the City of Eugene Public Works Department. The body of the report contains the detail and examples that support the conclusions summarized here.

Purpose: This report is a comprehensive analysis of the operation and maintenance (O&M) services provided through city road funds. The analysis evaluates opportunities to improve efficiency and effectiveness in providing services that include administration, general street maintenance, street trees, street lighting, signals, striping, sidewalks, etc.

Report Approach:

Comparable cities were chosen to compare costs with Eugene's costs for road maintenance services. That analysis is done to determine if Eugene's costs are similar to other cities for similar services.

Comparable city data has limitations. Therefore, each road fund function is analyzed separately with whatever cost and output measures are available. Each cost factor such as labor, materials and methods was evaluated to determine the potential for savings.

Results of the Review:

The results summarized below are divided into three categories:

1. Key Findings
2. Key Recommendations
3. Minor Recommendations

KEY FINDINGS

1. More reliance on State Highway Trust Fund Revenue than other similar cities

All of the surveyed cities used some combination of special sales or real estate taxes or special assessments to fund the difference between the revenue from state shared revenues and their total costs. Eugene relied on state highway trust fund revenues more than any of the other cities surveyed.

2. Urban forestry is only charged to the road fund in Eugene.

Of all the cities surveyed for this report, only Eugene charged the road fund for maintenance of street trees. Other cities used general revenues for this function.

3. Generally efficient operations when compared to other cities

Generally efficient operations exist in Eugene; however, it takes a fair amount of manipulation of the survey data to uncover an apples to apples comparison. Without any data adjustments Eugene has the lowest costs in three of the nine categories where comparisons could be made.

KEY RECOMMENDATIONS

1. Need to continue performance measurement and focus on key activities

Continued performance measurement and focus on key activities will result in better data to monitor efficiency in the future. Eugene has made more effort toward developing performance measures than most cities. However, the existing measures could be more helpful if they focused on the key activities covered in this report.

2. Private contracting options should be further analyzed with employee involvement.

There are several areas in this report where it is suggested that the work being done should be accounted for as if it were to be done by private contractors. This approach is a mechanism to get reliable data on costs for comparisons with work done by private contractors or other agencies.

Areas that could benefit from such a review are:

- Asphalt Crack Sealing and Pavement Patching
- Concrete Curb and Sidewalk Repair and Concrete Section Repair
- Tree Pruning
- Street Light Maintenance

3. Begin funding Pavement Management overlay program to reduce future maintenance costs.

There is work being done under General Maintenance to buy time because no money is being spent on roadway preservation contracts. The practice of crack sealing and minor patching won't work forever to forestall street failure and can serve to reduce the resources available to achieve more important/productive objectives.

MINOR RECOMMENDATIONS

- Review amount of departmental administration charged to the Road Fund.
- Survey administrative customers to improve service.
- Continue to assess co-location opportunities.
- Review Grounds Maintenance Practices against APWA Management Practices Manual.
- Continue to review new construction of landscaped areas to minimize future maintenance expense.
- Separate group relamping costs in the Street Lighting budget.
- Examine Street Light shop inventory for surplus materials.
- Continue review of signing and striping costs.
- Examine cost saving opportunities by tracking vehicle utilization in Traffic Engineering.
- Track the effort devoted to Ongoing traffic operations, System improvements such as optimized signal timing, Neighborhood traffic studies, Complaint response and General information.

Introduction

This report has been prepared in response to the City Council's request for a review of the Road Fund to find opportunities for improved efficiency. The investigation conducted to prepare this report was not a time and motion study of the various activities in the road fund. Rather it is a management level analysis of the various functions based on interviews with key employees, review of budgets and reports and comparisons with other comparable cities. Areas of potential improvements have been identified for further staff review. Therefore, there was no attempt to quantify specific dollar amounts that might be associated with potential efficiencies.

Purpose of Report

The purpose of this report is to match closely the Council motion asking to return to the Budget Subcommittee on Transportation Finance by September 30, 2001, with a comprehensive analysis of the operation and maintenance (O&M) services provided through city road funds.

The analysis evaluates opportunities to improve efficiency and effectiveness in providing services that include administration, general street maintenance, street trees, street lighting, signals, striping, sidewalks, etc. In addition, the evaluation will consider potential methods of achieving greater economy such as contracting for services.

Efficiency vs. Service Levels

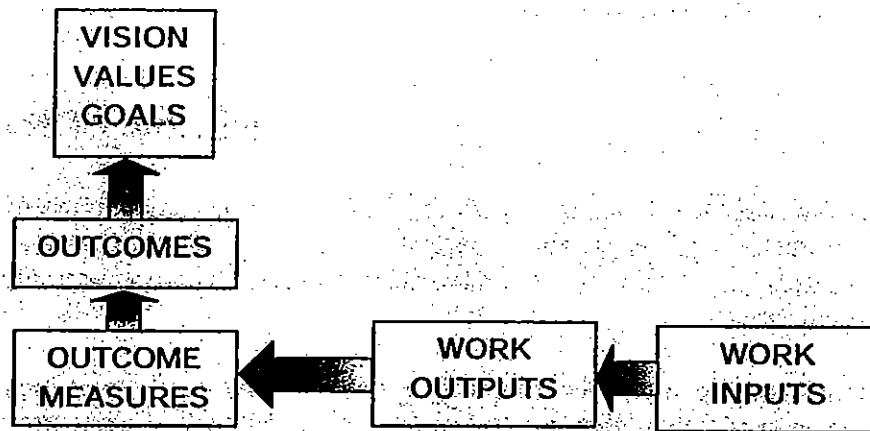
The council motion recognizes that there is a relationship between efficiency and effectiveness. Doing any job efficiently isn't effective if it's the wrong job or if doing it more efficiently takes resources from other more important work. In addition, if efficiency is defined as reduced cost and that cost reduction is achieved by lowering service levels, that is probably not what was intended.

Before getting into a detailed efficiency review of road fund operations, therefore, we should stop and look at how all of this fits together with service levels, community values and measurement of desirable outcomes.

Efficiency vs. Outcomes

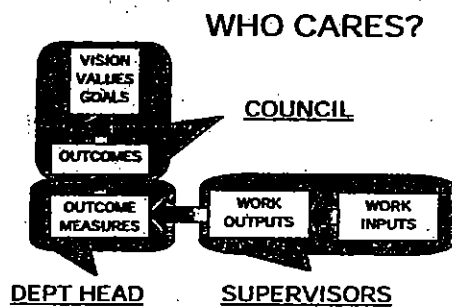
The starting point for any analysis of governmental functions should be a statement of community expectations. This usually takes the form of a vision statement or a values statement or a goals statement or some combination of those.

In order to accomplish that vision, city staff needs to have a list of desirable outcomes that explain what the vision or goals or values look like in actual practice. Those outcomes are caused by the work outputs of city employees. Only the outputs that lead to



desirable outcomes are worth doing so the least amount of cost used to create a correct outcome is both truly efficient and truly effective. The chart above shows the relationships described.

Of course, it's never quite that simple. All desirable outcomes are seldom defined. Service level changes are often not well understood until they are implemented and unimportant work has a way of getting done anyway in a governmental setting. Measuring outcomes and outputs is important but it is meaningless extra paper work if no one really cares about the data. Measurement is only measurement. Performance improvement requires someone who cares about improvement and who will then use the



data to devise improved methods. Each measure has a different answer to the question, who cares? Outcomes are generally important to citizens and therefore to the city council. Outcome measures are important to department heads because that's how they're judged by citizens and council and the measures give them a way to evaluate the effectiveness of the work outputs in their department. Output measures are important to supervisors because

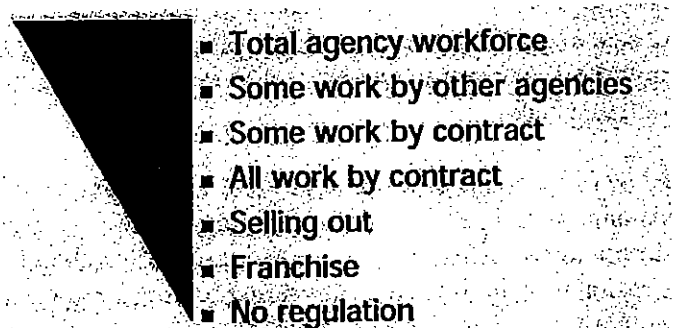
they allow them to evaluate the efficiency of their operations and work with employees to improve operations.

Service Level Creep

Government operations are routinely criticised for being too expensive. Waste and inefficiency are the usual targets, however the majority of the growth in government spending comes from increased service levels requested by citizens. This is a natural process that arises from an open government that is always there to hear the requests of its citizens. Service levels creep up incrementally until taxing limits are reached and the search begins for cost savings. Cost savings due to improved efficiency can be significant but seldom as large as hoped. However, huge cost reductions can be made by the often painful process of service level reductions but the usual hope is that this can be avoided. In this report major service level costs will be identified but no suggestions will be made for reduction since this is essentially a community decision.

Privatization

Contracting and privatization are often used interchangeably by people when discussing the role of private enterprise in government operations. The chart at the right is meant to show that whatever you want to call the practice, there are a number of options available to government to provide a particular service. Clearly, one size doesn't fit all. Local conditions cause people to choose different options when a fair analysis has been done.



Total Agency Workforce is seldom done. Every city buys some of its service from an outside agency or contractor. In practice, however, most cities do most of the functions of road maintenance with their own forces. This can be because they haven't evaluated other methods or because they have evaluated other methods and found this way to best meet their needs. In a well run organization, in-house employees can provide good customer service and be quickly remobilized to do odd jobs or handle emergencies. There are also efficiencies that come from supervisors providing not only supervision but quality control and the contract administration that has to be done by someone when service is provided by an outside contractor.

Some work by other agencies is a choice that occurs frequently and is often overlooked as a contracting approach. A large agency can have the ability to buy materials in large volumes at lower cost or they may have a particular service "down to a science" because it's their primary function or they may have excess capacity to sell for a variety of reasons. In all of these cases, the larger agency may be able to use the benefits of its

size by selling services to smaller agencies to save them money. There are a variety of reasons that cities of all sizes become particularly good at one specialized service. They can offer that service to another agency that then doesn't need to staff up for it or maintain a separate inventory.

Each interlocal agreement needs to be carefully evaluated, however. Building an "empire" by selling service to other agencies can be an unfortunate outgrowth of governmental managers running their department "like a business".

Some work by contract is the most common choice of most cities. Either tradition or specialization has led to a marketplace in which public employees just don't do some functions. Most cities use private contractors to build new roads and water and sewer lines because there are a lot of companies in that business and the competition is healthy. Other functions like patching and sealing and sidewalk construction are done by contract in some agencies and not in others depending on local contractor availability and labor market considerations. The more closely a function looks like new construction, the more likely it is that there will be a contractor able to provide the service.

Phoenix has for many years used competition between staff provided and contracted service to get the lowest cost. Initially, city employees lost some garbage collection contracts to the private sector. Later they improved their cost performance and won the contracts back.

All work by contract is a choice some cities have made. Larger cities simply don't find this approach feasible. With this approach, the city staff role becomes that of a contract administrator. Most cities have the expectation that their government can handle the occasional odd job such as providing barricades for parades or set up and cleanup after neighborhood functions. In a contract city each of those special occasions has to be paid for by the sponsors or by a budgeted amount of money set aside to buy contract services on an as needed basis.

Selling out has advantages to cities with expensive capital requirements. There usually aren't such advantages in road maintenance functions.

Franchising and no regulation usually applies to solid waste and utility functions and only has applicability to road functions if you like toll roads.

Contracting pitfalls are usually associated with a poor understanding of the service in question. Poor service by a low bidder can be avoided with a well thought out contract and contract administration process. Frequent contract turnover due to contractors going out of business can be an indication that the service can't be performed at market prices or that it's a service the market doesn't want. Private contractors can sometimes lose money providing a service for a variety of reasons. The low prices they bid can make the service look more economical than in-house service but further analysis is always required of a deal that looks too good to be true.

Method of evaluation

The search for efficiency usually starts with the uncertainty that arises from increased costs for governmental services. The question usually asked is, "have our costs gotten out of hand?" The next question usually is, "how do we compare to other similar cities?" After that is done the question is usually, "why are our costs so different?"

Therefore, Comparable cities were chosen to compare costs with Eugene's costs for road maintenance services. That analysis is done to determine two things. First, are Eugene's costs similar to other cities for similar services? Second, are there things that other cities are doing more efficiently or more effectively that could be copied in Eugene?

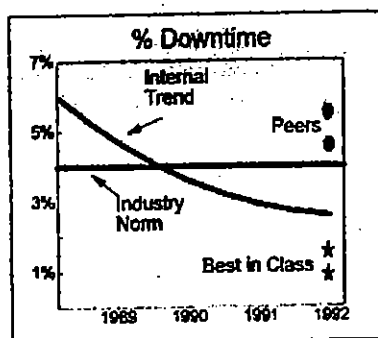
As explained in the following sections, comparable city data has limitations. Therefore, each function is analyzed to compare measurable outputs with budget inputs to arrive at a cost per unit produced, where possible. Eugene has some measured outputs and other cities have some measured outputs but seldom are they the same. When possible this efficiency measure will be compared to private contractors doing the same work.

There is very little data available at this level so the analysis focuses on what to measure in the future and which functions to monitor more closely for the future. Each cost factor such as labor, materials and methods has been evaluated to determine the potential for savings. The final method of analysis is expert opinion.

Benchmarking?

The cities chosen for comparison were all about the same population and roadway network size. This was done for several reasons. First, comparing with other similar sized cities means that the overall work outputs will be similar so that comparing costs per mile or per capita provides an approximate efficiency comparison. Such a comparison assumes a lot.

As we'll see, even cities that seem similar don't provide similar levels of service or even the same services in some cases. The cities were also chosen because they have similar



reputations for being progressive providers of government service. Calling this a form of benchmarking should be done with caution. Choosing the right cities to compare with depends on what you're trying to accomplish as shown in the example chart. Calling the comparison cities the best in class only means they have a good reputation. It doesn't mean they provide the lowest cost service. No one knows who provides the lowest cost service because such an analysis hasn't been done yet.

The International City and County Management Association (ICMA) is conducting a performance measurement project to accumulate such data, however, the early results don't provide the answer. Eugene is a participant in that project and therefore has access to the data for future comparisons as it improves.

The cities chosen for comparison are show in the chart below.

	Eugene	Vancouver	Sunnyvale	Boulder	Fort Collins	Salem
Population	140,366	143,560	131,127	96,727	118,652	126,638
Area in Sq. Mi.	42	65	24	25	47	47
Road Miles	484	550	300	290	403	560
Median Family Income	\$34,153	\$26,927	\$53,081	\$46,208	\$37,491	\$31,282

Different service levels

The comparison cities have roughly equivalent service levels in many areas. Notable exceptions are urban forestry, sidewalk maintenance and street sweeping.

None of the cities except Eugene includes their urban forestry program in the transportation budget.

Vancouver, Fort Collins and Boulder don't have a regular program of tree maintenance for trees in the right of way.

None of the cities except Eugene carries a full time crew for sidewalk and concrete repair. All of them except Vancouver have someone assigned, however, to inspect sidewalks and issue repair notices to property owners.

All of the cities budget for street sweeping in the transportation budget while Vancouver only shows half the amount with the other half charged to the storm drainage utility. The whole amount for street sweeping is charged to the Storm utility in Eugene. It should be noted that Vancouver also pays the storm drainage utility about \$605,000 per year in utility fees for impervious roadway surfaces.

Transportation engineering budgets vary greatly depending on local conditions. Travel Demand management efforts are extremely important in cities like Boulder. Vancouver's growth management efforts take up a significant amount of time. Eugene spends a fair amount of time in all categories of transportation engineering.

How data is used

Because of the different service levels described above, no bottom line comparisons are shown in this report. Individual service areas have been dissected as much as possible to provide valid comparisons, however. In some cases this is relatively straightforward while in others such as General Street Maintenance, this kind of analysis is more difficult.

Cost factors

Every function contains cost factors that determine how expensive it will be to provide the service in question. In general, cost factors include labor, materials and equipment. Each function will have a different combination of these cost factors and is analyzed accordingly. For example, in a function in which 10% of the cost is labor, most of the potential savings will be in how materials and equipment are used rather than in improved staffing levels or productivity.

Specific functions evaluated

City of Eugene Road Fund Operating Budget	
Function	Budget
Administration	\$1,475,886
General Maintenance	\$1,408,975
Urban Forestry	\$758,814
Grounds Maintenance	\$433,651
Street Lighting	\$559,688
Signals	\$648,711
Signs & Pavement Markings	\$794,765
Sidewalk/Concrete Maintenance	\$575,000
Street Sweeping *	\$772,793
Pavement Management	\$63,481
Alleys, Bikeways etc.	\$19,524
Engineering	\$1,647,992
Total *	\$9,159,280

The functions chosen for analysis are those mentioned in the Council motion. They summarize fairly well the core transportation services provided by all cities.

Sidewalk Maintenance, however, has been relabeled as Sidewalk/Concrete Maintenance because most work done by the concrete crew is pavement repair.

In addition, street sweeping is discussed even though it's not part of the road fund budgets but it is in other cities.

*Note: With street sweeping included, for comparison with other Cities, the total shown in the chart above is greater than Eugene's actual Road Fund operations budget.

Pavement Management is also discussed because of the large cost impact of the resultant preservation projects on transportation budgets and because of its relationship to general maintenance practices.

Bike Lane maintenance is also discussed to compare what is done with the other cities. Alley, bridge & culvert maintenance are discussed as a group since most of the cities surveyed devote little or no effort to all of these functions. Engineering and planning functions are also a significant portion of the Road Fund budget and are analyzed separately.

Review Format

Each function reviewed will begin with a description of what it is, what it does and what it means to others. This is followed by a comparison to other cities if such a comparison is valid and available in the data. Cost factors for the function are then outlined and analyzed including contracting opportunities where they exist. Each section contains a summary of efficiency opportunities worth pursuing.

General Analysis

There are several general observations about road fund operations that should be made before reviewing individual service areas.

Reliance on State Highway Trust Fund revenues for most of the road fund budget has lead historically to allocation of more costs to the road fund. Other cities don't charge as much general administrative expense or engineering to this fund.

City	State Shared Revenue %
Salem	67%
Boulder	31%
Sunnyvale	28%
Vancouver	22%
Eugene	71%

Urban Forestry is usually not charged against the road fund in other cities. Also, special districts sometimes used to pay for street lighting, although none of the surveyed cities did so.

All of the surveyed cities used some combination of special sales or real estate taxes or special assessments to fund the difference between the state shared revenue contribution shown in the chart and their total costs.

All transportation departments could be more efficient if they were set up as utilities rather than tax supported functions. A problem facing all transportation departments is the complicated nature of transportation financing. Citizens seldom know how much they're paying in transportation taxes and don't know where the money goes.

Utilities such as water and sewer utilities provide a known product for a known price. Customers are better able to judge the value they receive and the agency providing the service tends to be more accountable because they have to explain what they've done with the money they've received and what they'll do with new revenue before a rate increase can take place.

Generally efficient operations exist in Eugene; however, it takes a fair amount of manipulation of the survey data to uncover an "apples to apples" comparison. Merely looking at the total cost/mile or total cost/capita comparisons puts Eugene in the middle of the surveyed cities.

However, if engineering and administrative charges are adjusted to be more in line with the way other cities report those charges, Eugene has the lowest overall costs in both cost/mile and cost/capita. Without any data adjustments Eugene has the lowest costs in three of the nine categories where comparisons could be made.

Continued performance measurement and focus on key activities will result in better data to monitor efficiency in the future. Eugene has a culture of continuous self-evaluation and has made more effort toward developing performance measures than most cities. However, the existing measures were not that helpful in measuring the services covered in this report. These services are the same services provided by many cities and should be susceptible to comparison. However, only a handful of cities have implemented meaningful performance measures.

Sunnyvale, California has a performance-based budget that made comparison of programs easier than in most cases. Even their performance measures don't always provide data that could be easily evaluated.

One way to solve this problem is suggested in several of the specific function analyses that follow. That method requires putting maintenance activities into packages that could be put out for contract using the quantity measures that would appear in a contract document. This approach allows a business approach to performance measurement that can be used to compare costs with other agencies using the same method or contracting for the service.

Involving employees in any analysis of private contracting is essential because the fear that discussion of contracting causes among public employees. Recommendations in this report only suggest areas in which contracting should be examined. That examination may or may not lead to contracting.

One of the largest contributors to efficiency is the employee's desire to work hard and smart. A demoralized work crew can never be as productive as a motivated work crew. The mere discussion of privatization can be demoralizing and can lead to battles that shouldn't be fought. When employees have been involved in designing maintenance cost evaluation measures, they usually outperform private contractors and take greater pride in their work.

A trust level must be established early in the process by management assuring employees that no one loses their job because of this joint evaluation.

Administration

Description of the function:

Administration means different things to different people. It can include a variety of charges for costs not directly associated with providing service in the other Road Fund functions. It can include the costs associated with both clerical and administrative staff support for people working directly in a particular function or providing leadership and support to several functions in the Road Fund. Division managers and functions such as dispatch are commonly charged as administration.

In addition, if a Transportation Division is part of a Public Works Department, part of the Public Works Director's cost as well as that person's support staff can be prorated to the various divisions in public works. Further, citywide administrative expenses such as finance, law and others can be prorated to the various departments and divisions. Finally, general outside charges may be charged as part of administration or as a line item under one of the functional budgets.

Comparison to others:

Every city surveyed had a slightly different practice in allocating overhead expenses. Analysis of the different approaches is interesting but not instructive. One common practice, however, is to charge enterprise funds the maximum amount of citywide overhead. Road funds that derive a majority of income from general revenues are not charged for general revenue, citywide administrative expenses because such charges would have to be paid by the general revenue fund from which they originated.

Also, cities that have separate departments for utilities and transportation instead of combining both under a public works director don't allocate public works department administration because there is no such thing.

Cost Factor Analysis:

Almost all of the costs in this category are for labor. Eugene's cost of administration includes all four types of charges outlined in the description section. Basic functional office support charges are about 4% of the Road Fund budget, which is similar to what the other cities are experiencing. Charges for administrative support from the Public Works Director are fairly allocated to the Road Fund. Administrative review of this portion of general administrative expenses is an ongoing responsibility of the Administration Division Manager.

Contracting Options:

It's not feasible to contract for administrative services. In fact, each service contract requires some sort of administration. This added expenses should be included in each evaluation of private contracting.

Efficiency Opportunities:

- Administrative staffing levels have been examined on a case by case basis in an effort to reduce staff or make them more efficient. Those efforts should be continued, however, it may be worth examining the amount of Departmental administration charged to the Road Fund.

One way to do this would be to restructure the department on paper into a Transportation Department separate from Public Works. Calculating the administrative expenses for this imaginary department and comparing them to the current charges would tell if the prorated charges are appropriate. The paper exercise could also lead to a discussion of which services are necessary and to what degree.

- A survey of customers of the administrative function has also been suggested and would lead to greater understanding of where value is added and where things could be changed.

Another version of such a survey is one in which the administrative people who are handling citizen requests are asked what they need to do their job better. Such a survey can often turn up procedural roadblocks keeping an organization from better customer service.

- Road Fund operations are located in many different buildings. Each building requires support staff for the functions located there. It is usually more efficient to have all departmental functions located in one or two places. Such co-location makes administration less expensive but savings are never enough to justify a move.

General Maintenance

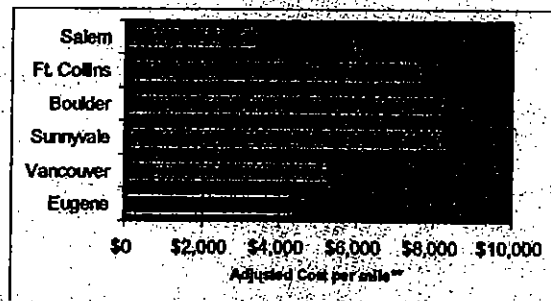
Description of the function:

It's called general maintenance for a reason. This is the category in which cities lump a variety of activities including everything from day to day maintenance to minor roadway construction. Typically it includes functions that are separated in this report for individual analysis such as street sweeping, alley maintenance, bridge and culvert maintenance, litter pickup and landscape maintenance.

In this analysis we consider the cost of routine patching and crack sealing as well as pothole repair and other miscellaneous maintenance. To allow an apples-to-apples comparison with other cities, we have also included Eugene's sidewalk/concrete maintenance cost and maintenance-related administrative cost in the city's total general maintenance cost

Comparison to others:

This function depends on so many things that comparison with other cities always requires at least two asterisks. The chart shown on the right is no exception. The chart numbers are based on the assumption that if the budget amounts for all the other functions are eliminated, the remainder is what each city spends on general maintenance.



**multiple data differences described in text

However, what is done with the money is different in each city. For example, Vancouver does crack sealing mainly as preparatory work in advance of the slurry seal contract work done each summer. In Eugene, crack sealing is done as a means of extending the life of the roadway and more of it is done for a longer period of time. Sunnyvale has performance measures for most everything but only a general category of preventive maintenance performed to measure this function.

Cost Factor Analysis:

Much of the work done under this function is done to preserve and extend the life of pavement that is not receiving regular resurfacing treatments. As such, the level of effort could be reduced if an annual resurfacing program were in place for several years.

Contracting Options:

Private contractors routinely do crack sealing and minor overlay work. The city will always need a crew to do immediate response work and the small jobs that are not economically done by contract.

Efficiency Opportunities:

- More thought should be given to measurement of the work performed under this function. Instituting a maintenance management system will lead to better accounting of time and materials used.
Developing an annual work plan with input from the crews can result in something against which to measure performance. Looking at the work to be measured as if it were contracted out and then doing that work with city crews will result in data that can be compared to contracting and used for crew involvement in improved work methods.

Urban Forestry

Description of the function:

Eugene has an extensive urban forestry program that supports the high value placed on flourishing trees in the city. Approximately \$760,000 of the \$1,043,000 is charged against the Road Fund for maintenance of street trees.

Comparison to others:

Each of the cities surveyed is designated as a Tree City USA. However, they all have different service level when it comes to street trees. Only Eugene, Sunnyvale and Salem have an active program of street tree pruning and only Eugene charges this effort against the Road Fund. Boulder, Fort Collins and Vancouver do some emergency tree pruning by contract but the Parks Department does the bulk of their urban forestry work on public land.

City	Cost/Mile	Cost/Tree Pruned
Eugene	\$1,568	\$85.20
Vancouver	\$0	
Sunnyvale	\$3,256	\$67.47
Boulder	\$1,869	
Fort Collins	\$0	
Salem	\$1,518	

The chart shows how the cities compare by level of effort on a system wide/per mile basis. Only Sunnyvale has per tree expenditure information to compare for services like tree pruning, which constitutes a majority of program expenses.

Cost Factor Analysis:

Crew size vs. safety considerations has been an issue as it often is with forms of aerial work and other work in traffic. The current approach of varying crew size to accommodate the level of hazard is appropriate.

Contracting Options:

Tree pruning services are available and could do some of the work currently done by city crews.

Efficiency Opportunities:

- Examine the possibility of providing some tree pruning service by contract within the existing budget to account for the staffing vacancies that routinely occur. This will allow direct comparison of city crew costs against those of outside contractors.

The cost of contract administration should not be forgotten, however, in analyzing these costs.

Grounds Maintenance

Description of the function:

This activity includes maintenance of landscaped medians and other grounds in the public right of way. Weeding, mulching, plant pruning and the cost of irrigation for landscaped medians are some of the activities.

Comparison to others:

Because of the wide variation in type and level of effort employed by the surveyed cities, no valid comparisons can be made. Some agencies account for this activity separately and others include it in their general maintenance category.

Cost Factor Analysis:

Since 1996 more landscaping has been a part of new roadway construction. As more new projects come on line in coming years, additional landscaped areas will require additional maintenance effort.

This work is labor intensive and more time consuming than park or private property landscape maintenance because of the necessary traffic control to protect workers.

Contracting Options:

Landscaping contractors can do this kind of work but small firms generally don't have the capability of taking on a citywide contract.

In addition, many small landscaping firms don't have the traffic control equipment or training to work in the public right of way.

Efficiency Opportunities:

- Review current practices against the American Public Works Association Management Practices Manual Section 18
- Continue to review new projects for low-maintenance plant materials and layouts that allow for efficient maintenance.

Street Lighting

Description of the function:

Street lighting consists of the power to light the lights and the bulb replacement and routine maintenance to keep lights working

Comparison to others:

All of the cities surveyed provide this service at about the same repair service level. The typical non-emergency standard for repair of light outages is five days.

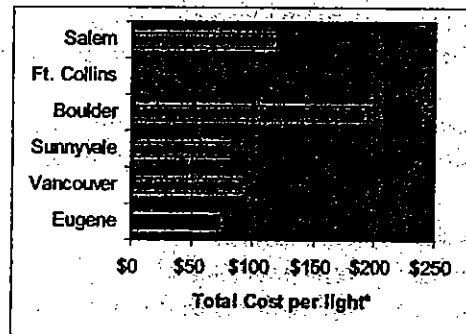
All of the cities surveyed provide this service through a contract with the Power Company in their area. The cost per light shown in the chart includes the cost of both power and routine maintenance.

The cities surveyed saw street lighting as a general city benefit and paid for it through general tax revenues. While none of the cities surveyed had a separate street light utility or assessment district, that practice is not unusual. One practice is the use of general city funds for arterial lighting and assessment districts for neighborhood lighting.

Cost Factor Analysis:

Eugene's total cost per light is lower than all the other cities because of the extremely favorable power contract now in place. Future contracts will likely not be as economical making the cost of maintenance more important. For example, while Vancouver's total costs are higher than Eugene's, the Vancouver maintenance contract with Clark Public Utilities costs about \$15/year per light while Eugene is spending \$31/year per light.

Information from Fort Collins was not available on a per light basis and is therefore not shown on the chart.



* data differences described in text

The number of street lights to be maintained can add to the total cost, which suggests that unnecessary lighting should be avoided. However, Eugene has fewer lights per square mile than any of the other cities surveyed.

Contracting Options:

The most common practice is to contract with the local Power Company because they generally have responsibility for lights outside the city limits and have staff and equipment for this purpose.

Efficiency Opportunities:

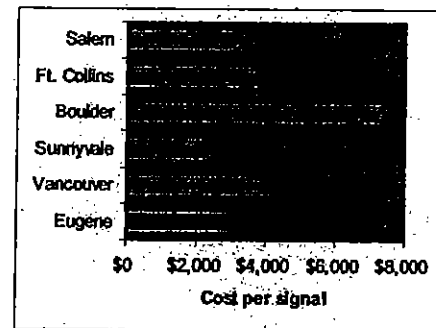
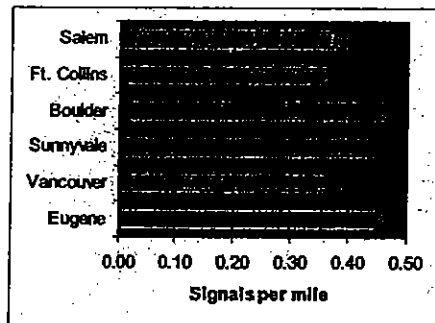
- Efficiency measures such as group relamping are already being practiced however the costs for that effort are included in the total program costs.
To better evaluate the cost of contracting with the Power Company, the group relamping costs should be separately accounted for.
- Lighting inventories can include a variety of items that may come in handy some day. A periodic review of inventory needs can lead to examination of equipment standards and could result in some savings through the sale of surplus equipment.

Signals

Description of the function:

This function includes the routine and emergency maintenance of the citywide traffic signal system. School crossing signals and pedestrian crossing signals are included in this work but are not usually a major portion of the program.

Comparison to others:



Local land use patterns and traffic volumes determine the number of signals in any community. The cities surveyed were fairly close, however, in the number of signals per mile. Cost per signal maintained was not as close with Eugene having the second lowest cost per mile of the group.

Cost Factor Analysis:

The number of employees devoted to this function is consistent with other cities surveyed. The number of traffic signals per mile in the system is second highest of the cities surveyed.

There is some indication that not all signals installed meet traffic warrants and may be adding unnecessary expense to the system. Signal timing optimization could be done using existing computer equipment but staff time has not been available due to other priorities.

Conversion of incandescent signal lamps to LED indications has already been accomplished. Boulder's experience for conversion was savings of \$450/month for reduced connect load. Similar savings should be experienced in Eugene although current lower power rates would make the amount lower for now.

Contracting Options:

None of the surveyed cities contract for signal maintenance though other cities have done it.

When street excavations are planned, utilities locate their facilities to prevent dig-ups. Traffic signal detection loops must be located and marked as well. This activity takes

signal technicians away from other work and could be contracted out to a locating service.

There would be no cost savings, however, since staff would not be replaced but only reassigned to other activities.

Efficiency Opportunities:

- Assembling the work as if it were to be contracted out and then measuring performance on that basis could lead to identifiable improvements in procedures.

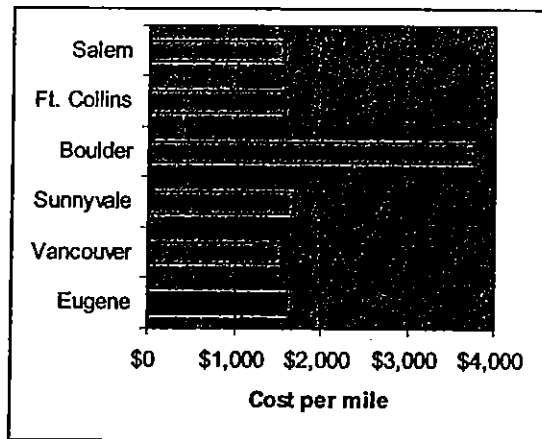
Signs & Pavement Markings

Description of the function:

This work includes edge and centerline striping as well as crosswalks and logos such as bikeway markings. Stop signs, street signs and a variety of regulatory signs are manufactured and installed.

Comparison to others:

Most of the other cities surveyed have similar costs for this activity and use approximately the same crew size although Vancouver contracts with Clark County for centerline and edge striping. Boulder's costs are the only one significantly higher on a cost per mile basis.



Cost Factor Analysis:

Recent review of painting frequency has resulted in a phase in to the use of new equipment to extend the life of striping and reduce overall costs eventually.

Contracting Options:

County striping crews and private contractors can do this work; however, Eugene's program costs are similar to other agencies that contract for this service.

A review of contract costs for signing showed in-house costs to be half of what it would cost to contract.

Efficiency Opportunities:

- Continue to review costs and methods on an ongoing basis.

Sidewalk/Concrete Maintenance

Description of the function:

This work includes the cost of annual sidewalk surveys as well as the cost of actually repairing and replacing sidewalks.

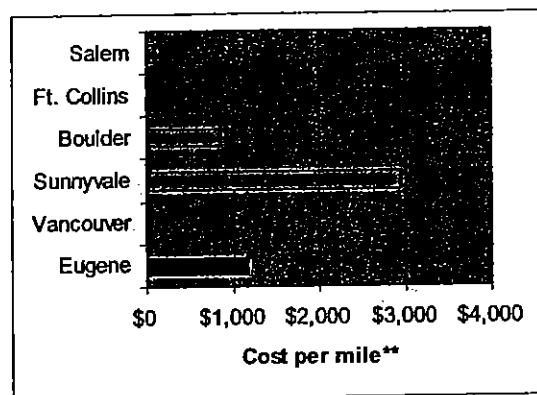
However, most of the work done by this crew is concrete curb and gutter repair and concrete street repairs.

Comparison to others:

Eugene was the only city of those surveyed that had a full-time crew available for concrete repair.

Sunnyvale and Boulder conducted sidewalk surveys with city staff but contracted for sidewalk repairs.

Salem conducts the surveys but leaves all repair contracting up to the property owner. Vancouver and Fort Collins don't have a regular program of sidewalk inspection. The cost/mile comparisons are shown more to illustrate the difference in level of service provided than to suggest a valid cost comparison for the actual work done.



**multiple data differences described in text

Eugene has more old concrete streets than the other cities surveyed which led to the establishment of a cement concrete crew in addition to the asphalt concrete maintenance crew.

Cost Factor Analysis:

The concrete repair crew is able to work year round by shifting between the more seasonal work of the asphalt crews and vice versa.

Contracting Options:

Private contractors typically do this type of work. There is already an informal competition that takes place when property owners are given the option of hiring the city or a private contractor to repair their sidewalk.

Costs quoted to property owners are usually competitive with private contractors and the city guarantees the work against future damage due to tree roots. The guarantee may be more of an incentive to choose the city than the first time cost of the work.

Efficiency Opportunities:

- Use of a maintenance management program should lead to identifiable work measures that can be used to compare city costs to outside contracting and also improve the efficiency of current efforts.
- The same recommendation made for General Maintenance applies here, however, the workload balancing that occurs between the two functions is done partially to keep the asphalt crews busy during their off season. Concrete work can be done year round but if it is contracted out completely or partially, a different staffing level in asphalt maintenance may be appropriate too.

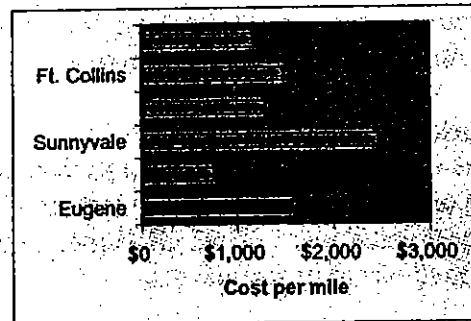
Street Sweeping

Description of the function:

This function isn't charged to the Road Fund in Eugene, however, some portion of it is in most cities. The function was isolated for review to be sure that its costs weren't included in the reports of other cities under general maintenance.

Comparison to others:

The surveyed cities reported the cost per mile shown in the chart. The difference in level of service for each city is usually the primary cost driver. Because this function is not charged to the Road Fund, no detailed evaluation was conducted and the chart is provided as an indicator of the different levels of service chosen by the cities surveyed.



Cost Factor Analysis:

Frequency of street sweeping is the major factor in street sweeping costs. No further analysis was done.

Contracting Options:

Cities generally perform this function with in-house staff and equipment.

Efficiency Opportunities:

- Not evaluated

Pavement Management & Preservation

Description of the function:

Pavement management consists of the ongoing evaluation of a city street system and analysis of that data to develop an economical program of pavement preservation usually consisting of seals and overlays.

Those overlays and usually the sealcoats are done by contract as part of the annual capital improvement program. Maintenance of the database and operation of the software results in recommendations for the most efficient use of preservation money.

Comparison to others:

The cities surveyed generally had a pavement management program in place; however, the cost of maintaining it was only included in the comparable road fund budgets of Vancouver and Eugene. Both cities use the same pavement management system and similar methods to update the data.

However when it comes to the preservation projects recommended by the pavement management system, Vancouver is spending \$5,400 per mile annually on seals and overlays while Eugene is spending nothing. Sunnyvale and Boulder spend \$4,300/mile and \$4,800/mile respectively.

Each of the cities surveyed except Eugene had some form of dedicated street preservation funding that allowed them to spend an amount close to that recommended by their pavement management system. Vancouver has a budget policy goal of spending \$5,400 per mile annually with the money coming from general revenues. Fort Collins has a separate voter authorized tax dedicated to roadway preservation. Sunnyvale participates in a countywide funded preservation program.

Cost Factor Analysis:

This is the category in which it's better to spend more rather than less. It's like putting more money in the bank vs. spending it. Overlays and seals done at the right time can prevent more costly rebuilding later.

Contracting Options:

In-house analysis and contracted seals and overlays is the typical approach used.

Efficiency Opportunities:

- There is work being done under General Maintenance to buy time because no money is being spent on roadway preservation contracts. That practice of crack sealing and minor patching won't work forever and is not the most productive use of the crew's time.
A well funded pavement management program could reduce the amount of effort put into time buying maintenance and focus it more on maintenance that leverages the pavement management contract work to the greatest advantage.

Alleys, Bike Lanes, Culverts, Bridges

Description of the function:

There are several functions that are very minor expenditures or are not done at all. They are listed here only to show what is not included in the Eugene Road fund and how other cities deal with those same services.

Comparison to others:

Only Fort Collins spends some city funds on the maintenance of alleys. Vancouver eliminated gravel alley grading last year as a budget cutting measure. Bikeway maintenance is usually divided between public rights of way and off-road trails.

The latter bikeways are budgeted in the Parks department in all the cities surveyed. Costs for sweeping of bike lanes are not separated from roadway sweeping in any of the surveyed cities.

Culverts are maintained by the drainage utility in Eugene and in other cities as well. Bridge inspections are generally contracted out and done routinely by all the cities surveyed but none of them had enough bridges and therefore enough bridge maintenance activity to separate it from general street maintenance.

Cost Factor Analysis:

Maintenance of bike lanes consists of sweeping and refreshing the bike logos. Because sweeping is charged elsewhere, there is no additional cost to the road fund for bike lane maintenance except for repainting logos which is not separately accounted for and is not a significant cost item.

Contracting Options:

Bridge inspections can be done by private engineers or by another agency with a large enough of a bridge responsibility to justify full-time staff for this service.

Efficiency Opportunities:

Not analyzed.

Planning & Engineering

Description of the function:

Transportation functions require engineering support for a variety of activities. Traffic engineering is a logical necessity to optimize performance of the transportation network. This includes a variety of activities that can sometimes be charged to a specific project but are usually dependent on how many traffic studies or neighborhood traffic issues are active at any time.

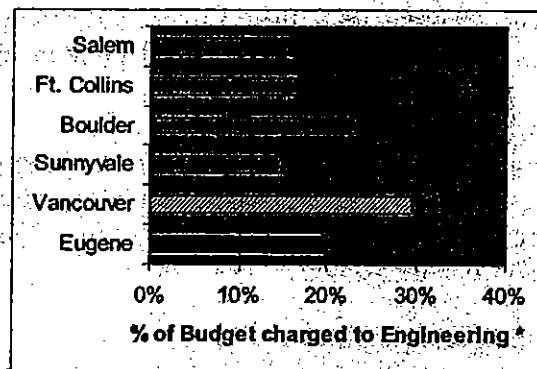
There is also an element of transportation planning that is not chargeable to a specific project but is an ongoing activity in a developing community.

There is also the general engineering activity associated with keeping records, doing surveys and answering questions of the public that is technical in nature and is usually classified as general engineering support.

Comparison to others:

All of the cities surveyed had different engineering needs and methods of charging for it. The chart shows the amounts charged in each city as a percent of the total road fund budget.

The amounts are not the total cost for engineering in those cities but only the amounts they showed corresponding to the approximate categories described above.



* data differences described in text

Because none of the other cities' road funds are totally supported by state highway trust fund revenues, it's likely that they are charging significant amounts to engineering that don't show up in the road fund budget. For example, Vancouver's engineering function is totally funded by the General Fund, therefore the percentage shown for Vancouver is artificially constructed to show what the percentage of road fund would be if engineering were included in the road fund budget.

Cost Factor Analysis:

Engineering is similar to Administration in that it is strongly related to service levels. The total cost of engineering in any city's road fund is driven not by efficiency but by the number and type of services requested by the community. For example, traffic calming was almost unheard of 20 years ago but today it takes a major time commitment of technical staff to work with neighborhoods in developing satisfying solutions.

The chart shows the engineering and planning expenses broken out into categories for separate discussion.

GIS and Data services costs are those costs allocated to the road fund and can only be reduced through cost savings in that function.

Function	Budget
GIS & Data Services	\$229,773
Infrastructure Planning	\$158,652
Land Use Review Services	\$87,805
Transportation Planning	\$387,043
Project Planning	\$197,459
Traffic Engineering	\$587,260
Total Engineering	\$1,647,992

Infrastructure Planning is related to un-reimbursed engineering costs for projects and could be charged against specific projects, however, those projects are primarily funded by the road fund and therefore no net gain would result.

Land Use Review Services is that portion of development review that is un-reimbursed. Much of this expense is due to general citizen questions for which it is impractical to charge.

Transportation Planning is that activity related to longer-range transportation issues and is dependent on growth and quality of life issues that are current priorities.

Project planning is similar to Infrastructure planning but is more focused on the traffic engineering elements of a project.

Traffic engineering is the traditional function of signal design and optimization and general traffic analyses including such things as neighborhood traffic calming.

Contracting Options:

Specific projects and studies can be contracted to private engineering firms. That portion of the work that is part of traffic operations analysis or that is necessary to handle public inquiries is not contracted usually because it doesn't work well.

Most of the work in this area is demand driven either by development activity levels or citizen study requests. Private engineers are used by most cities for workload balancing when there is sufficient budget but insufficient staffing to do the work or when a particular expertise is required that cannot be economically maintained on staff.

Efficiency Opportunities:

- There are ongoing reviews of efficiency measures such as the recent staff consolidation at the Pearl Street building. It is too early to judge if that effort will lead to significant gains, however.
- There may be an opportunity to achieve some reduction in equipment costs in Transportation Engineering by trying to duplicate the vehicle rental practices used in the General Engineering Department. Tracking vehicle utilization rates for a reasonable sample period should tell if this is practical.

- The capabilities of the city's traffic control system are under-utilized. There hasn't been time to use the hardware and software already in place to optimize the network. The typical approach would be to find increased funding and add the necessary staff. The other approach would be to stop doing something that is already being done and replace it with the new activity.

This assumes that priorities of the current workload are clear to all concerned. It also assumes that there is data on the amount of effort required by the current workload. Therefore, the first step is to track the amount of effort devoted to such things as Ongoing traffic operations, System improvements such as optimized signal timing, Neighborhood traffic studies, Complaint response and General information.

STINCHFIELD Tom A

From: Ken Lanfear [ken.lanfear@ci.florence.or.us]
Sent: Friday, November 07, 2003 3:25 PM
To: Tom Stinchfield
Subject: CITY OF FLORENCE.doc



CITY OF
FLORENCE.doc

Clicked it off to you before I had a chance to append a note.

We have an updated PMS (a complete evaluation of all City streets done this year) which indicates that where we currently can spend approximately 80K per year on surface treatment, 180K per year is needed to hold status quo, and 265K per year is needed to bring down our maintenance backlog of more than \$500,000 over a ten year period.

Local options, including a local option gas tax and a street utility, have been briefly discussed with the City Council. Recommendation for action has been held pending determination of State and County actions affecting local road funds.

If more info is needed please let me know.

Ken.

**CITY OF FLORENCE
FISCAL YEAR 2002/03 STREET FINANCES**

REVENUE

<u>Revenue</u>	<u>Source</u>	<u>Revenue</u>
608,938	Beginning Balance	Street only
331,675	State Highway Apportionment	Street only
144,192	Lane County	Street only
255,899	Local Improvement Dist.	Street only(1)
517,115	Local Street Network (ODOT)	Street only(1)
53,783	Street System Development	Street only(2)
51,169	Interest income	Street only(3)
<u>59,257</u>	GenFund transfer	Street lights(4)
2,022,028		

- (1) Oak Street project
- (2) Capacity expansion only
- (3) Interest on Street Fund account
- (4) Street lights are historically a GenFund expenditure

EXPENDITURES

Operations & Maintenance

223,666	Patching, sidewalk repairs, roadside management, ditch cleaning, storm drainage maintenance, traffic control, striping.
	Signals, signage
<u>16,079</u>	Engineering
239,745	

Preservation

65,000	Overlay and slurry seal
<u>15,000</u>	Engineering
80,000	

Capital Projects (Modernization)

799,217	Oak Street construction
122,148	Oak Street engineering, inspection
<u>28,500</u>	Bicycle and pedestrian improvements
949,865	

Administration

81,918	General administration
<u>1,662</u>	Indirect charges
83,580	

Debt Service

177,406	Interest and redemption
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ENDING CASH BALANCE – STREET FUND

491,432

CITY OF JUNCTION CITY

680 GREENWOOD • P. O. BOX 250
JUNCTION CITY, OREGON 97448-0250
TELEPHONE 998-2153 • FAX 998-3140

Memorandum

Date: 10/20/2003

To: Ollie Snowden P.E., Public Works Director, Lane County

From: David Renshaw, City of Junction City

RE: Countywide Road Finance meeting

Mr. Snowden, please find below the information that you requested. Please let me know if you need anything else. Thanks for the opportunity to be involved in this discussion. Also attached is a map of our preservation activities since 1997, as well as the recent ODOT improvements.

1. Please find attached year end revenue and expenditure reports for fiscal year 2002-03.
2. Revenue notes:
 - a. Festival Labor reimbursement is for OT costs associated with annual Scandinavian Festival
 - b. ODOT granted budgeted, not received as of that date
 - c. BN franchise is for use of Holly Street through Junction City; by agreement city is responsible for asphalt curbface to curbface, excluding the tracks.
 - d. RCIC grant is Lane County tourism grant, used for downtown seasonal beautification (flowers) and ADA ramps.
3. Expenditure notes:
 - a. **Operations and maintenance = \$195,501.**

Includes such activities as street sweeping, drainage ditch maintenance, storm drain cleaning, pavement and curb marking, sign installation, sign repair, pothole repair, pavement patching, street tree maintenance
 - b. **Reserves = \$26,759**

For equipment reserves, and statutory 1% transfer to bike path fund



c. Capital outlay =	\$615,920
• Capital Equipment purchases	\$10,750
• Modernization	\$289,170
48 ADA ramps, Ivy Street drainage project, 13 th Ave drainage project, alley reconstruction, Ivy St. lighting conduit	
• Preservation	\$316,000
37 blocks of 2" overlay, various curb and gutter replacement and repairs	
4. Ending cash balance, June 30, 2003:	\$987,086
Note: 2003 Street project cost estimate: (currently under construction)	\$345,000

dmr

Attachments

General Ledger Revenue Analysis

User: david
Printed: 10/20/2003 - 8:21 A
Period 1 to 12, 2003



Account Number	Description	Budgeted Revenue	Period Revenue	Year to Date Revenue	Uncollected Balance	Percent Received
005	STREET FUND					
005-000-400100	Beginning Fund Balance	1,400,000.00	0.00	1,489,084.08	(89,084.08)	106.36
005-000-400300	Previously Levied Taxes	0.00	3.12	3.12	(3.12)	0.00
005-000-400400	Investment Interest	35,000.00	19,395.31	19,395.31	15,604.69	55.42
005-000-400500	State Tax Street Revenue	176,957.00	175,986.03	175,986.03	970.97	99.45
005-000-400600	Festival Labor Reimbursement	300.00	0.00	0.00	300.00	0.00
005-000-400800	County Road Funds	84,500.00	84,708.98	84,708.98	(208.98)	100.25
005-000-400810	ODOT Special City Allot Grant	25,000.00	0.00	0.00	25,000.00	0.00
005-000-400900	Gravel Road Funds	0.00	4,777.97	4,777.97	(4,777.97)	0.00
005-000-401200	Burlington Northern Franchise	43,000.00	44,955.59	44,955.59	(1,955.59)	104.55
005-000-407400	RCIC Grant	11,000.00	3,371.00	3,371.00	7,629.00	30.65
005-000-409000	Other Receipts	1,000.00	2,995.55	2,995.55	(1,995.55)	299.56
005 Totals:		1,776,757.00	336,193.55	1,825,277.63	(48,520.63)	102.73
Report Totals:		1,776,757.00	336,193.55	1,825,277.63	(48,520.63)	102.73

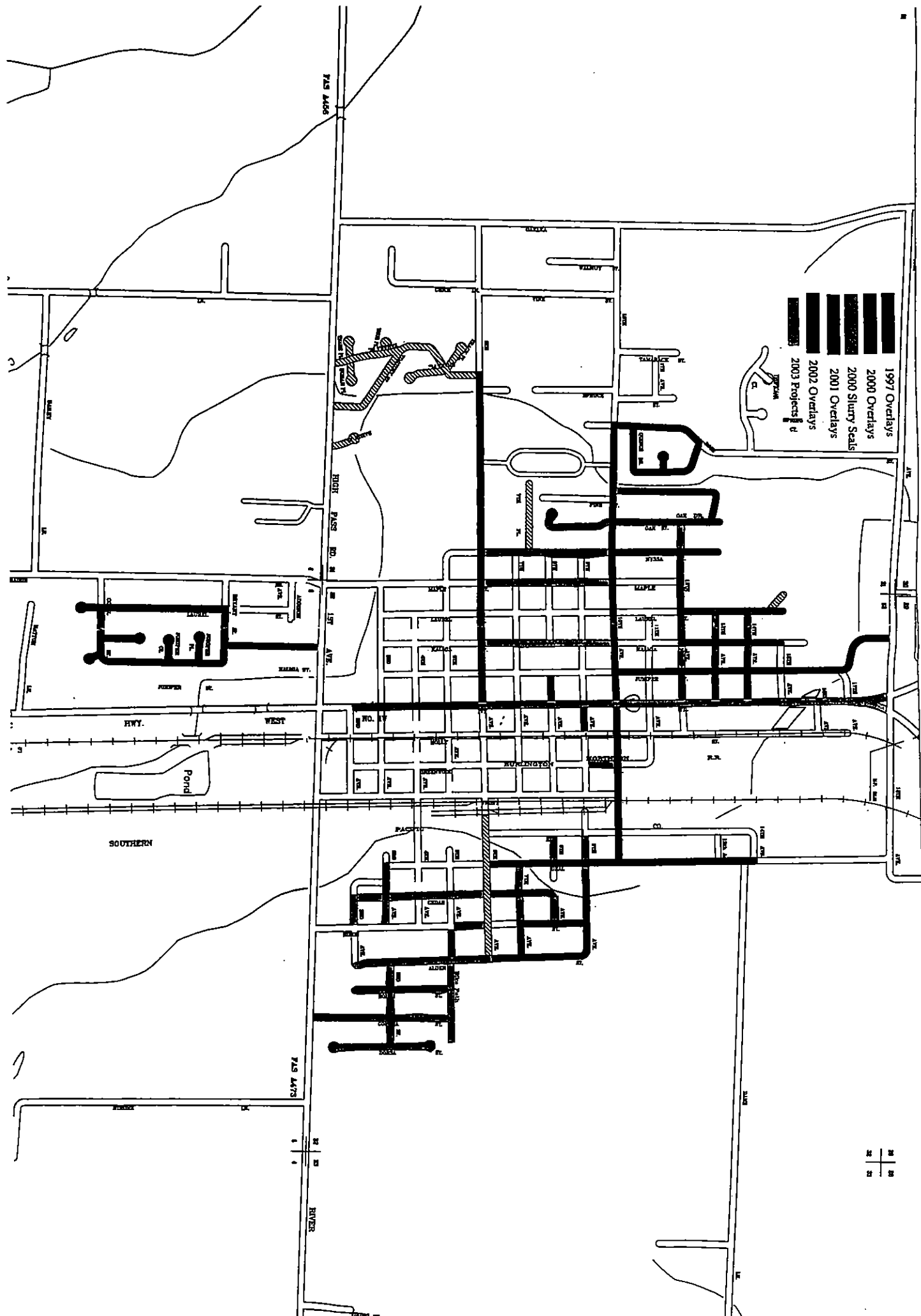
General Ledger Expenses vs. Budget

User: david
Printed: 10/20/2003 - 8:25 A
Period 1 to 12, 2003



Account Number	Description	Budgeted Amount	Period Amount	YTD Amount	YTD Var	Encumbered Amt	Available %	Available
005	STREET FUND							
005-576	EXPENDITURES:							
05	PERSONAL SERVICES:							
005-576-503780	Wages	90,700.00	92,728.45	92,728.45	(2,028.45)	0.00	(2,028.45)	(2.23)
005-576-503781	Sick Leave Incentive	350.00	0.00	0.00	350.00	0.00	350.00	100.00
005-576-503782	Physical Fitness Incentive	0.00	0.00	0.00	0.00	0.00	0.00	0.00
005-576-503790	Wages - Overtime	1,500.00	1,086.45	1,086.45	413.55	0.00	413.55	27.57
005-576-513344	FICA	7,125.00	7,176.71	7,176.71	(51.71)	0.00	(51.71)	(0.72)
005-576-539094	Pension - PERS	15,475.00	15,409.35	15,409.35	65.65	0.00	65.65	0.42
005-576-542344	Workers' Compensation Ins	5,025.00	2,908.40	2,908.40	2,116.60	0.00	2,116.60	42.12
005-576-546833	Health Insurance	0.00	0.00	0.00	0.00	0.00	0.00	0.00
005-576-548877	Unemployment Insurance	1,275.00	842.39	842.39	432.61	0.00	432.61	33.93
	PERSONAL SERVICES:	121,450.00	120,151.75	120,151.75	1,298.25	0.00	1,298.25	1.06
06	MATERIALS AND SERVICES:							
005-576-602171	Insurance	5,850.00	5,761.56	5,761.56	88.44	0.00	88.44	1.51
005-576-611519	Electricity	2,500.00	1,431.65	1,431.65	1,068.35	0.00	1,068.35	42.73
005-576-611771	Engineering Services	4,000.00	5,837.00	5,837.00	(1,837.00)	0.00	(1,837.00)	(45.92)
005-576-612080	Equipment and Repair	10,000.00	10,732.49	10,732.49	(732.49)	0.00	(732.49)	(7.32)
005-576-615018	Fuel, Oil and Tires	5,000.00	2,685.06	2,685.06	2,314.94	0.00	2,314.94	46.29
005-576-623425	Preventative Medical/OSHA	1,000.00	1,292.42	1,292.42	(292.42)	0.00	(292.42)	(29.24)
005-576-628680	Laundry and Cleaning	500.00	723.32	723.32	(223.32)	0.00	(223.32)	(44.66)
005-576-632700	RCTC Grant	11,000.00	1,645.77	1,645.77	9,354.23	0.00	9,354.23	85.03
005-576-633850	Natural Gas	100.00	79.59	79.59	20.41	0.00	20.41	20.41
005-576-635276	Not Otherwise Classified	2,000.00	713.12	713.12	1,286.88	0.00	1,286.88	64.34
005-576-637917	Op Materials & Supplies	12,000.00	11,631.74	11,631.74	368.26	0.00	368.26	3.06
005-576-638000	Street Signs	10,000.00	916.41	916.41	9,083.59	0.00	9,083.59	90.83
005-576-638500	Street Maintenance	0.00	8,763.85	8,763.85	(8,763.85)	0.00	(8,763.85)	0.00
005-576-638510	Storm Drain Maintenance	0.00	0.00	0.00	0.00	0.00	0.00	0.00
005-576-640457	Postage	200.00	367.44	367.44	(167.44)	0.00	(167.44)	(83.72)
005-576-644660	Building / Property Maint.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
005-576-647030	Travel and Training	3,000.00	1,019.12	1,019.12	1,980.88	0.00	1,980.88	66.02
005-576-649843	Telephone	700.00	755.02	755.02	(55.02)	0.00	(55.02)	(7.86)
005-576-652060	Telephone Maintenance	125.00	0.00	0.00	125.00	0.00	125.00	100.00
005-576-652080	Internet	250.00	318.12	318.12	(68.12)	0.00	(68.12)	(27.24)

Account Number	Description	Budgeted Amount	Period Amount	YTD Amount	YTD Var	Encumbered Amt	Available %	Available
005-576-706076	Legal Counsel	1,000.00	292.50	292.50	707.50	0.00	707.50	70.75
005-576-723450	Janitorial Services	200.00	59.96	59.96	140.04	0.00	140.04	70.02
	MATERIALS AND SERVICES:	69,425.00	55,026.14	55,026.14	14,398.86	0.00	14,398.86	20.74
08	CAPITAL OUTLAY:	50,000.00	10,750.00	10,750.00	39,250.00	0.00	39,250.00	78.50
005-576-800700	Purchase of Equipment	1,358,099.00	593,029.42	593,029.42	765,069.58	0.00	765,069.58	56.33
005-576-800750	Street Construction	100,000.00	12,141.06	12,141.06	87,858.94	0.00	87,858.94	87.85
005-576-800751	Street Repair							
	CAPITAL OUTLAY:	1,508,099.00	615,920.48	615,920.48	892,178.52	0.00	892,178.52	59.15
09	TRANSFERS:	25,000.00	25,000.00	25,000.00	0.00	0.00	0.00	0.00
005-576-900001	To Equipment Reserve	1,769.00	1,769.00	1,769.00	0.00	0.00	0.00	0.00
005-576-900002	To Bike Path Reserve	20,324.00	20,324.00	20,324.00	0.00	0.00	0.00	0.00
005-576-900007	To Health Insurance Fund							
	TRANSFERS:	47,093.00	47,093.00	47,093.00	0.00	0.00	0.00	0.00
15	UNAPP ENDING FUND BALA	30,690.00	0.00	0.00	30,690.00	0.00	30,690.00	100.00
005-576-999000	Unapp Ending Fund Balance		0.00	0.00		0.00		100.00
	UNAPP ENDING FUND BALA	30,690.00	0.00	0.00	30,690.00	0.00	30,690.00	100.00
	005-576 Totals:	1,776,757.00	838,191.37	838,191.37	938,565.63	0.00	938,565.63	52.82
	005 Totals:	1,776,757.00	838,191.37	838,191.37	938,565.63	0.00	938,565.63	52.82
	Report Totals:	1,776,757.00	838,191.37	838,191.37	938,565.63	0.00	938,565.63	52.82





Department of Public Works

Kevin Urban, Community Services Director

PO Box 1410, Oakridge, OR 97463

Voice: 541-782-2258 TDD: 541-782-4232 Fax: 541-782-1081 Email: kevinurban@ci.oakridge.or.us

Website: ci.oakridge.or.us

Ollie Snowden
Lane County Public Works

Via: Fax

Here are the requested FY 02-03 numbers from Oakridge:

City revenues used for road and road related activities –

<u>Source</u>	<u>Amount</u>	<u>Restriction</u>
Lane Electric Company Franchise Fee	\$ 85,014	Street Fund
State Highway Appointment	\$ 130,242	Street Fund
Lane County	\$ 81,551	Street Fund
Assessment Principle	\$ 3,928	Street Fund
Interest	\$ 4,301	Street Fund
Assessment Interest	\$ 644	Street Fund
State Highway Rest Area	\$ 9,947	Street Fund
Greenwaters Rest Area	\$ 2,081	Street Fund
Miscellaneous	\$ 3,199	Street Fund
Total	\$ 320,844	

City Road and Road Related Expenses –

Operation & Maintenance \$ 312,144

Representative activities:

- Equipment Repair
- Street Sweeping
- Street Lighting
- Rest Area Maintenance

Preservation \$ 5,804

Representative activities:

- Street Patching
- Curb & Sidewalk Repair

Modernization \$ 0

Ending Cash Balance of Oakridge Street Fund - \$ 152,382

CITY OF SPRINGFIELD, OREGON

SPRINGFIELD



PUBLIC WORKS DEPARTMENT

ADMINISTRATION

ENGINEERING DIVISION

ENVIRONMENTAL SERVICES DIVISION

MAINTENANCE DIVISION

TRANSPORTATION DIVISION

TECHNICAL SERVICES DIVISION

225 FIFTH STREET
SPRINGFIELD, OR 97477

www.ci.springfield.or.us/dept_pw.htm
www.ci.springfield.or.us

October 31, 2003

Ollie Snowden
Public Works Director
Lane County
3040 Delta Highway
Eugene, OR 97408

Dear Mr. Snowden:

I am responding to your letter of October 6, 2003, concerning road-related expenditures of the City of Springfield.

In presenting this information, we have dealt with some major differences between how the County and the City pay for certain work activities in the right of way. It is my understanding that the County considers maintenance of the storm drainage system in the right of way to be road-related. Springfield considers all of those activities, as well as things like street sweeping, to be storm drainage activities associated with our storm drainage programs and budgets. To simplify things, we have tried to include those activities in the amounts reported here, to conform to the County definition.

Drainage operating and maintenance activities are funded entirely from Drainage User Fee revenue. Drainage capital improvements and preservation activities are funded by those fees and Drainage Systems Development Charges. While there may be no explicit provision in Oregon Revised Statutes governing those funds which is akin to the constitutional limitations on the use of fuel taxes and registration fees, the Council and staff take very seriously the language and intent of the ordinances establishing the Drainage User fee, and the statutes which restrict the use of Drainage SDCs. We believe that the amount we are currently using to fund this drainage activity are legitimate uses of those funds, but doubt that they could appropriately be used for other right of way related activities.

Attachment A is our response to your letter's request for a list of all City revenues used for what the County considers to be road-related activities during FY 2003. It includes a copy of the City's long term financial plans for the Street Fund, the Street Capital Fund and the Transportation Systems Development Charge Capital fund. In particular you should direct your attention to the column entitled "FY 2003 Projected" for

Mr. Ollie Snowden,
 October 31, 2003
 Page 2 of 3

the unaudited amounts and types of revenues received. In addition to those funds, there are other amounts that the City spends for road-related activities. These amounts come from various City funds which have other purposes. We spend from those funds only the amounts that we can justify as being related to the street and road system. In the table below that shows how we spent our money on road-related activities you will see these funds listed. We believe that the amount we spent in FY 2003 is all that we could justify spending from those funds.

With respect to item 2 in your letter, Table 1 shows the amounts we spent on "road-related" purposes for the fiscal year ending June 30, 2003.

Table 1 "Road-Related" Expenditures by type and Fund Fiscal Year ended June 30, 2003 (Preliminary and unaudited)				
Fund	Description	Operations & Maintenance	Preservation	Modernization
201	Street	2,960,402*	0	0
409	Sewer Capital	0	0	46,050
419	Development Assessment	0	56,908	0
420	Development Projects	0	136,502	766,483
434	Street Capital	0	111,551	0
435	Transportation Systems Development Charge Capital	104,262**	114,297	808,941
436	Sewer Systems Development Charge Capital	0	0	198
611	Sewer Operations	1,182,449	53,633	52,875
618	Booth Kelly			7,442
Totals		4,247,113	472,891	1,674,547
Notes: * Net of Intra-city spending ** Engineering and SDC Administration				

Attachment B, the Summary of Street Activity, gives examples of typical activities included in each expenditure category, in response to item 3.

With respect to ending cash balances, requested in item 4, I am pleased to report, in Table 2, preliminary information for the fiscal year ended June 30, 2003. For the funds marked with an asterisk, please note that, as stated above, funds in excess of the amounts shown in Table 2 were not available for expenditure for road-related purposes.

Table 2 Fund Balance for Selected City Funds Fiscal Year ended June 30, 2003 (preliminary and unaudited)	
Street Fund	\$1,471,071
Sewer Capital Fund*	5,979,201
Development Assessment Fund*	1,513,144
Development Projects Fund*	5,746,175
Street Capital Fund	74,552
Transportation System Development Charge Capital Fund	2,919,979
Sewer Systems Development Charge Capital Fund*	4,909,425
Sewer Operations Fund	2,207,042

In your letter you indicate interest in what response, if any, the city might make to imposition of a county wide fuel tax. Obviously, staff cannot appropriately respond on behalf of the elected leadership of the City. I would point out, however, that there are a number of questions to which I expect our council would expect staff to respond before they would consider the question. These would include questions about the amount and proportion of any such county tax to be shared with cities within the county, and how that amount would compare with the revenues available from the local tax. As you know, the council has determined that it is appropriate for the City to attempt to secure additional annual revenue aggregating to \$1.6 million. Of that it would appear that about \$375,000 is available as a result of the passage of OTIA III, about \$350,000 will typically be available from federal STP-U funds (although this amount will be volatile and depend on projects approved by MPC), and about \$600,000 will be available from the current local fuel tax. That leaves a shortfall of about \$275,000 for which no immediate source is apparent. With that in mind, it would appear that the Council might be concerned about replacing a local tax with a county tax unless it had confidence that the county tax would process about \$875,000 annually.

I hope you find this information responsive to your request. Should you wish further information, please do not hesitate to contact me or my staff.

Sincerely yours,



Dan Brown,
Public Works Director

c: Mike Kelly
Hon. Sidney W. Leiken

City of Springfield Street Fund

Financial Plan	FY 2001	FY 2002	FY 2003	FY 2004	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008
Fiscal Year	Actual	Actual	Projected	Budget	Projected	Projected	Projected	Projected	Projected
Revenues									
Local Fuel Tax	\$2,280,689	\$2,203,133	\$2,178,426	\$2,102,000	\$2,127,453	\$2,519,874	\$2,581,769	\$3,068,627	\$2,648,205
Highway Trust Fund (Fuel Taxes)	487,897	485,679	504,448	485,000	485,000	485,000	485,000	485,000	485,000
County/City Road Partnership	8,083	0	3,686	3,000	3,753	3,753	3,753	3,753	3,753
Engineering Fees	189,427	77,174	57,780	60,000	60,082	60,000	60,000	60,000	60,000
Prior Year Engineering Fees	84,395	119,160	204,179	65,000	65,000	65,000	65,000	65,000	65,000
Internal Engineering Fees	0	0	31,399	0	0	0	0	0	0
Staff Reimbursement	30,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
Planning Fees	0	0	28,700	24,000	22,229	24,000	24,000	24,000	24,000
ROW Permit Fees	41,358	31,130	47,527	30,000	30,000	30,760	31,519	32,307	33,114
ODOT Signal Maintenance	4,965	8,944	14,888	70,000	78,647	0	0	0	0
LTD Contract (BRT Support)	0	8,000	8,000	5,000	0	0	0	0	0
Property Sales and Leases	141,387	88,112	31,364	48,000	43,885	51,820	50,988	45,120	33,032
Interest	97,157	86,925	40,552	1,000	21,090	1,000	1,000	1,000	1,000
Miscellaneous	0	7,105	45,988	0	0	0	0	0	0
Transfers	\$3,365,459	\$3,130,361	\$3,212,736	\$2,808,000	\$3,437,918	\$3,868,237	\$3,913,272	\$3,968,363	\$4,014,497
Total Current Revenue	2,971,766	2,538,485	1,699,761	1,043,038	1,471,041	925,217	152,008	(712,309)	(1,683,494)
Beginning Balance	1,400	0	0	0	0	0	0	0	0
Prior Year Encumbrance (memo)	\$6,337,225	\$5,668,848	\$4,912,497	\$3,851,038	\$4,908,960	\$4,781,454	\$4,065,280	\$3,254,044	\$2,331,002
Total Resources									

Expenditures									
Personal Services	\$2,078,514	\$2,176,415	\$1,989,961	\$2,078,796	\$2,084,893	\$2,209,571	\$2,310,383	\$2,415,794	\$2,482,798
Materials and Supplies									
Fuel	13,935	18,727	18,727	18,352	18,674	19,141	19,618	20,110	20,613
Utilities	149,058	149,058	153,910	160,040	154,715	158,583	162,547	166,611	170,776
Other M&S	788,479	749,738	751,832	894,465	714,518	716,566	734,480	752,842	771,663
Indirect Charges	306,589	414,576	270,554	341,908	341,908	362,337	378,889	396,155	408,782
Internal Vehicle Maintenance Charges:	41,125	42,565	43,842	34,629	37,515	38,453	39,414	40,399	41,409
Sub-Total M&S	1,139,183	1,369,873	1,236,864	1,448,394	1,287,330	1,285,079	1,334,828	1,376,116	1,413,243
Capital Outlay	11,900	17,008	18,000	0	0	15,000	15,000	15,000	15,000
Sub-Total Operations	3,228,607	3,563,296	3,245,826	3,528,180	3,352,323	3,519,650	3,660,312	3,808,911	3,921,041
Capital Projects/ Capital Transfer	443,374	397,657	184,000	0	133,000	500,000	500,000	500,000	500,000
Debt Service									
Reserves and other Financial Transactions	11,632	11,632	11,632	10,878	10,420	9,556	2,031	0	0
Sub-Total Fiscal Transactions	11,632	11,632	11,632	549,633	10,420	9,556	2,031	0	0
Total Expenditures	3,863,613	3,972,585	3,441,456	4,088,702	3,465,743	4,028,206	4,162,343	4,306,911	4,421,041

Notes:
Lane County/City Road Partnership based on continuation of Partnership Agreement, which will expire June 30, 2004, as forecast in current County CIP.
Interest earnings at 2.5% percent on average cash balance (General Fund Assumption).
Indirect costs based on a rate of 37.26 percent.
Vehicle maintenance, Other M & S inflated at estimated CPI
Fiscal Transactions is net of reserves established.
Per Capita based on current League of Oregon Cities estimates, (\$39.66 for FY 2003, \$37.41 for FY 2004, \$44.10 for FY 2005).
ODOT Signal Maintenance inflated at rate of growth of oper. exp. net of debt service
Capital Expenditures based on FY 2003-2008 CIP.
Population growth assumed at 1.67% percent annually.
Start Reimbursement includes reimbursement for RiverBend related expenditures

**City of Springfield
Street Capital Fund**

Financial Plan

		FY 2003 Actual	FY 2004 Budget	FY 2004 Projected	FY 2005 Projected	FY 2006 Projected	FY 2007 Projected	FY 2008 Projected
REVENUE								
Transfer From Street Operations Fund	461001	184,000	0	0	500,000	600,000	700,000	700,000
Surface Transportation Program			0	640,000	400,000	200,000	300,000	300,000
Interest	491201	2,104	1,575	1,828	-616	1,883	2,186	2,536
			0	0	0			
			0	0	0			
Total Current Revenue		186,104	1,575	641,828	899,384	801,883	1,002,186	1,002,536
Beginning Cash Balance		0	0	74,553	25,548	124,933	126,816	129,002
Encumbrances (memo)		0	0	0	0	0	0	0
Total Resources		\$186,104	\$1,575	\$716,381	\$924,933	\$926,816	\$1,129,002	\$1,131,539

EXPENDITURES								
Personal Services		0	0	0	0	0	0	0
Materials & Supplies		0	0	0	0	0	0	0
Capital Outlay		0	0	0	0	0	0	0
Sub-Total Operations		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Projects		111,552	714,573	690,833	800,000	1,000,000	1,000,000	1,000,000
Fiscal Transactions		0	0	0	0	0	0	0
Reserves		0	0	0	0	0	0	0
Total Expenditures		\$111,552	\$0	\$690,833	\$800,000	\$800,000	\$1,000,000	\$1,000,000

Net Current Revenue		\$74,552	\$1,575	\$24,000	\$99,384	\$21,883	\$2,186	\$2,536
Closing Balance		\$74,552	\$1,575	\$24,000	\$99,384	\$21,883	\$2,186	\$2,536

**City of Springfield
Transportation System Development Charge Capital Fund**

Financial Plan	FY 2001	FY 2002	FY 2003	FY 2004	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008
	Actual	Actual	Projected	Budget	Projected	Projected	Projected	Projected	Projected
Revenue									
SDC Transportation-Reimb	24,632	200,806	185,376	108,996	101,421	125,076	114,110	141,551	150,359
SDC Transportation-Improvement	232,302	823,572	813,696	472,826	426,327	532,585	477,358	582,231	608,562
Interest Income	110,470	125,508	58,684	31,411	40,670	38,992	45,044	50,125	56,322
SDC Admin Fee	13,342	63,620	46,791	29,091	26,732	32,883	29,573	36,189	37,946
Xtr from Fund 416			2,700,523	0	0	0	0	0	0
Miscellaneous Revenue									
Staff Reimbursement			2,716	0	0	0	0	0	0
Lease Income			8,670	0	0	0	0	0	0
Miscellaneous Receipts			45	0	0	0	0	0	0
Prior Year Engineering Revenue			1,314	0	0	0	0	0	0
Internal Engineering Fees			75	0	0	0	0	0	0
Current Revenue	380,745	1,213,506	3,817,870	642,324	595,150	729,536	666,086	810,096	853,180
Reconciling Adjustment	636	(8,656)	422,322	121,687	114,375	138,746	128,508	158,431	169,036
Reimbursement Current Revenue	24,632	251,955		520,637	480,776	580,791	537,580	651,665	684,154
Improvement Current Revenue	232,302	836,043	3,385,549	0	2,778,062	1,583,022	1,575,316	1,472,676	1,441,742
Beginning Cash Balance	2,307,945	2,309,368	0	1,981,119	0	0	0	0	0
Memo: Prior Year Encumbrances	52,914	52,914							
Total Resources	\$2,688,326	\$3,514,218	\$3,817,870	\$2,623,443	\$3,373,212	\$2,312,558	\$2,241,402	\$2,282,772	\$2,284,932
Expenditures									
Personal Services	25,324	23,265	179,598	218,180	227,791	241,400	252,400	263,900	272,300
Materials & Supplies									
Other M&S	24,115	73,367	7,998	13,013	19,106	8,188	18,584	8,403	20,074
Indirect Costs			24,500	27,169	27,169	89,946	94,044	98,329	101,459
Sub Total M&S	24,115	73,367	32,498	40,182	46,275	98,144	113,628	106,732	121,533
Capital Outlay			539	0	0	3,000	3,000	3,000	3,000
Sub Total Operations	\$49,439	\$96,632	\$212,635	\$268,372	\$274,066	\$338,544	\$366,028	\$370,632	\$393,833
Capital Projects - Reimbursement			124,127	161,000	120,750	125,000	130,000	160,000	160,000
Capital Projects - Improvement	320,121	706,664	550,731	1,828,150	1,384,976	262,300	262,300	300,000	300,000
Capital Projects - Total	320,121	706,664	674,857	1,889,150	1,505,726	387,300	392,300	460,000	460,000
Debt Service	10,398	10,398	10,398	10,398	10,398	10,398	10,398	10,398	10,398
Reserves	0	0	0	365,523	0	0	0	0	0
Grand Total	\$379,958	\$813,694	\$897,891	\$2,623,443	\$1,780,180	\$737,242	\$768,728	\$841,030	\$884,231
Net Capital Revenue	\$747	\$388,812	\$223,096	\$168,269	\$165,470	\$75	\$210,370	\$34,824	\$1,700
Fund Balance Allocation									
Reimbursement	\$2,309,368	\$2,485,524	\$2,661,238	\$46,608	\$187,121	\$136,291	\$64,180	(\$9,874)	(\$78,865)
Improvement									

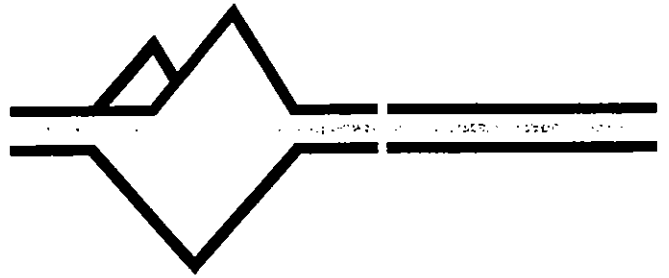
ATTACHMENT B

**List Of Road-Related Activities By Category:
Operations and Maintenance, Preservation, and Modernization**

Operations & Maintenance	Preservation	Modernization
Street Sweeping	Street Slurry Seal	R.O.W. Improvement, Design & Construct
Parking Lot Cleaning	Street Overlay	
Crack Sealing	Street Reconstruction	Transportation Planning, Design & Construct
Street Grading		
Street & Alley Rocking		
Shoulder Repair		
Thin-Lift AC Patching		
Pothole Patching		
Street Base Repair		
Curb & Gutter Repair		
Sidewalk Replacement		
Sidewalk Grinding		
Barricade Repair		
Guardrail Repair		
Bridge Inspect & Repair		
Leaf Removal*		
Encroachment Permits		
Tree Removal		
Tree Trimming		
Tree Planting		
Turf Mowing		
Planter Bed Maintenance		
Irrigation Maintenance		
Back Flow Test & Repair		
Chemical Vegetation Cntrl.		
Pavement & Curb Marking		
Signal Maintenance (60)		
Sign Install & Repair		
Pavement Stripping		
Street Light Maintenance		
Dead Animal Pick-up		
HazardousMaterial Response		
Street Light Electricity		
Traffic Signal Electricity		
Maintain Geospatial Data		
Catch Basin Maintenance*		
Culvert Maintenance*		
Ditch grading/cleaning		

* Drainage maintenance program activities. Included for comparability only.

City of Veneta



October 30, 2003

Ollie Snowden
Public Works Director
Lane County Public Works
3040 North Delta Highway
Eugene, OR 97408-1696

Re: Countywide Road Finance Meeting

Dear Ollie:

Enclosed is our summarized actual budget figures for 02-03 regarding our street fund. I have indicated the maintenance, preservation, and modernization line items. This may seem a simplistic approach but for our small operations, it suffices. As you can see, without grant money there would be no modernization and very little preservation.

If you would like further data, please contact me at 935-2191. I will be unavailable for the meeting, but City representatives will be present.

Cordially,

A handwritten signature in black ink, which appears to read "J. A. Shanbeck".

Jerry Shanbeck
Public Works Director

02-05

ACCOUNT NUMBER

DESCRIPTION

APPROPRIATED

ACTUAL

VARIANCE

CONTRACTED SERVICES

1-6241-00	ATTORNEY & LEGAL SERVICES	500.00	500.00	500.00
1-6243-00	AUDIT & FILING FEES	395.00	374.10	20.90
1-6244-00	INSURANCE PREMIUMS	6,989.00	6,489.24	499.76
1-6248-01	ENG-TERRITORIAL PARK	.00	.00	.00
1-6251-00	LIFEGUARD TRAINING	1,700.00	.00	1,700.00

TOTAL CONTRACTED SERVICES

6,863.34

2,720.66

4-6261-00

TRANSFER TO CAPITAL PROJ-TERR

10,459.78

1,540.22

CAPITAL OUTLAY

4-6272-00	POOL BLDG IMPROVEMENTS	500.00	209.39	290.61
4-6272-01	POOL MECHANICAL BLDG-ROOF	.00	.00	.00
4-6273-00	PARK DEVELOPMENT-TERRITORIAL	.00	.00	.00
4-6274-00	COMMUNITY CENTER IMPROVEMENTS	4,000.00	475.00	4,000.00
4-6275-00	EQUIPMENT	3,000.00	.00	2,525.00
4-6275-01	FURNITURE	.00	.00	.00
4-6276-00	VEHICLE ACQUISITION	.00	.00	.00
4-6277-00	POOL IMPROVEMENTS	.00	.00	.00

TOTAL CAPITAL OUTLAY

11,144.17

8,355.83

CONTINGENCY

.00

.00

TOTAL PARKS AND RECREATION EXP

139,104.30

22,116.70

STATE TAX STREET FUND

PERSONAL SERVICES

15-6101-00	RECORDER/PLANNER	1,933.00	1,961.89	28.89-
15-6102-00	FINANCE OFFICER	7,908.00	7,896.16	11.84
15-6103-00	ADMINISTRATIVE ASSISTANTS	1,409.00	1,376.93	32.07
15-6104-00	CITY ADMINISTRATOR	21,437.00	20,819.32	617.68
15-6105-00	PUBLIC WORKS DIRECTOR	7,000.00	6,694.48	305.52
15-6106-00	ACCOUNTING/COURT CLERK	2,695.00	2,679.81	15.19
15-6110-00	GENERAL LABOR	49,231.00	50,586.41	1,355.41-
15-6114-00	OVERTIME/COMP PAID	750.00	.00	750.00
15-6119-00	ER SHARE W/CIPERS/FICA	31,482.00	13,787.30	17,694.70
15-6119-01	ER PAID HEALTH/LIFE INSURANCE	20,988.00	21,155.65	167.65-

TOTAL PERSONAL SERVICES

126,957.95

17,875.05

MATERIALS AND SERVICES

25-6210-00	ADMIN SUPPLIES & SERVICES	12,000.00	1,472.20	10,527.80
25-6212-00	SCHOOLS & TRAINING	345.00	185.00	160.00
25-6223-00	EQUIPMENT REPAIRS	500.00	389.10	110.90
25-6225-00	VEHICLE OPERATION/MAINTENANCE	2,353.00	2,039.06	313.94

1 24M
2 Preservation
3 modernization

ACTUAL

VARIANCE

APPROPRIATED

DESCRIPTION

ACCOUNT NUMBER

5-6226-00	SAFETY SUPPLIES	100.00	23.78	76.22
5-6231-00	TELEPHONE SERVICES	500.00	497.30	10.70
5-6232-00	SMALL TOOLS/SUPPLIES & MAINT	478.00	305.47	172.53
5-6233-00	STREET LIGHTS	18,000.00	19,129.33	1,129.33-
5-6235-00	LANDSCAPE MAINTENANCE&SUPPLIES	2,854.00	1,065.47	1,788.53
5-6235-01	LANDSCAPE INSTALLATION-DQ/TT	.00	.00	.00
5-6235-00	LANDSCAPE MAINTENANCE SUPPLIES	800.00	411.45	388.55
5-6236-00	PW BUILDING&YARD MAINTENANCE	765.00	906.88	141.88-
5-6237-00	STREET MAINTENANCE	8,000.00	9,786.23	1,786.23-
5-6238-00	TOTAL MATERIALS AND SERVICES	46,703.00	36,211.27	10,491.73

CONTRACTED SERVICES

15-6241-00	ATTORNEY & LEGAL FEES	10,000.00	5,222.68	4,777.32
15-6243-00	AUDIT & FILING FEES	2,478.00	1,496.40	981.60
15-6244-00	INSURANCE COVERAGE	2,685.00	2,713.87	28.87-
15-6248-00	ENGINEERING-GENERAL/SDC CALC	17,500.00	1,023.90	16,476.10
15-6248-01	ENG-DRAINAGE FOLLOW UP	.00	.00	.00
15-6248-03	ENG-CHERRY LANE DRAINAGE	.00	.00	.00
15-6248-04	6TH-8TH CONNECTOR-CONSTR ADMIN	.00	.00	.00
15-6248-09	ENG-BLEK OVERLAY	.00	.00	.00
15-6248-10	ENG-WOODLAND OVERLAY	15,951.23	17,842.31	1,881.08-
15-6248-15	ENG-E. FRONTAGE ROAD	54,735.80	46,889.41	7,846.39
15-6248-16	LANDSCAPE MAINTENANCE CONTRACT	7,800.00	6,825.00	975.00
15-6249-00	STREET SWEEPING CONTRACT	12,500.00	16,074.24	3,574.24-
15-6251-00	8TH TO HWY 126 CONNECTOR	134,903.00	92,461.25	42,441.75
15-6252-00	TOTAL CONTRACTED SERVICES	258,563.03	190,549.06	68,013.97

TRANSFERS

25-6265-00	TRANSFER TO PW EQUIPMENT FUND	5,000.00	5,000.00	.00
	TOTAL TRANSFERS	5,000.00	5,000.00	.00

CAPITAL OUTLAY

05-6271-00	DRAINAGE IMPROVEMENTS-SHALIMAR	.00	.00	.00
05-6271-01	DRAINAGE IMPROVEMENTS-OAK ISLD	.00	.00	.00
05-6271-03	DRAINAGE IMPROVEMENT-8TH STR	.00	.00	.00
05-6272-00	BIKE PATH WORK	.00	.00	.00
05-6273-02	BLEK OVERLAY	.00	.00	.00
05-6273-03	WOODLAND AVE OVERLAY	.00	.00	.00
05-6273-04	6TH TO 8TH CONNECTOR	.00	.00	.00
05-6273-05	TEP SIDEWALKS	5,500.00	1,692.07	3,807.93
05-6273-06	8TH STREET EXTENSION TO HWY126	1,472,226.00	1,368,922.77	103,303.23
05-6273-14	SHADOW RIDGE-COV SHARE DUNHAM	40,000.00	19,767.50	20,232.50
05-6273-15	CONSTRUCTION-E. FRONTAGE ROAD	239,350.00	31,513.45	207,836.55
05-6273-16	CONSTRUCTION-W. FRONTAGE ROAD	445,025.00	60,098.00	384,927.00
05-6273-17	OTHER STREET IMPROVEMENTS	3,000.00	37.15	2,962.85
05-6274-00	PW BUILDING/YARD IMPROVEMENTS	1,000.00	90.50	909.50

CITY OF VENETA
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ACCOUNT NUMBER	DESCRIPTION	APPROPRIATED	ACTUAL	VARIANCE
6-6275-00	EQUIPMENT	3,000.00	500.00	2,500.00
6-6276-00	VEHICLE ACQUISITION	.00	.00	.00
6-6277-00	HUNTER ROAD OVERLAY	.00	.00	.00
6-6278-00	PARKING LOT (POOL/COMM CENTER)	.00	.00	.00
6-6279-00	SPOT ASPHALT WORK	7,500.00	4,600.00	2,900.00
	TOTAL CAPITAL OUTLAY	2,216,601.00	1,487,221.44	729,379.56
6-6299-00	CONTINGENCY	22,500.00	.00	22,500.00
	TOTAL ST TAX STREET EXPENDS	2,694,200.03	1,845,939.72	848,260.31
MUNICIPAL WATER FUND				
PERSONAL SERVICES				
6-6101-00	RECORDER/PLANNER	1,933.00	1,961.89	28.89-
6-6102-00	FINANCE OFFICER	11,862.00	11,844.24	17.76
6-6103-00	ADMINISTRATIVE ASSISTANTS	3,522.00	3,442.09	79.91
6-6104-00	CITY ADMINISTRATOR	21,437.00	21,810.94	373.94-
6-6105-00	PUBLIC WORKS DIRECTOR	7,000.00	7,102.68	102.68-
6-6106-00	ACCOUNTING/BUILDING CLERK	4,043.00	4,019.69	23.31
6-6114-00	GENERAL LABOR	43,975.00	43,219.52	755.48
6-6115-00	OVERTIME/COMP TIME PAID	2,500.00	.00	2,500.00
6-6116-00	ON-CALL PAY	.00	.00	.00
6-6117-00	ER SHARE W/C/PERS/FICA	28,965.00	14,330.66	14,634.34
6-6119-00	ER PAID HEALTH/LIFE INSURANCE	18,924.00	16,756.37	2,167.63
6-6119-01		144,161.00	124,488.08	19,672.92
MATERIALS AND SERVICES				
6-6210-00	ADMIN SUPPLIES & SERVICES	14,919.00	7,271.37	7,647.63
6-6212-00	SCHOOLS & TRAINING	1,454.00	1,276.54	177.46
6-6213-00	PROFESSIONAL DUES	500.00	747.02	247.02-
6-6220-00	SYSTEM OPERATING SUPPLIES	7,686.00	8,405.07	719.07-
6-6222-00	SYSTEM MAINTENANCE	6,663.00	8,630.87	1,967.87-
6-6223-00	EQUIPMENT REPAIRS	500.00	45.42	453.58
6-6224-00	EQUIPMENT RENTAL	200.00	232.68	32.68-
6-6225-00	VEHICLE OPERATION MAINTENANCE	4,086.00	4,641.12	555.12-
6-6226-00	SAFETY SUPPLIES	420.00	28.57	391.43
6-6228-00	SYSTEM QUALITY TESTS	1,608.00	1,718.10	110.10-
6-6231-00	TELEPHONE SERVICES	2,592.00	2,207.69	384.31
6-6231-01	TELEMETRY LINES	1,290.00	2,057.36	767.36-
6-6232-00	SMALL TOOLS/SUPPLIES & MAINT	618.00	480.13	137.87
6-6233-00	ELECTRICITY	25,727.00	29,084.97	3,357.97-
6-6236-00	WELL MAINTENANCE	500.00	1.79	498.21
6-6236-01	WELL #9 LINE FLUSHING	.00	.00	.00
6-6237-00	PW BUILDING & YARD MAINTENANCE	1,000.00	526.36	473.64
6-6239-00	INVENTORY PARTS	5,792.00	5,920.40	128.40-
	TOTAL MATERIALS AND SERVICES	75,555.00	73,276.46	2,278.54

ACCOUNT NUMBER

DESCRIPTION

STATE TAX STREET FUND

ACCOUNT NUMBER	DESCRIPTION	ESTIMATED	ACTUAL	VARIANCE
15-5015-00	EMERALD PUD FRANCHISE FEES	22,386.00	26,803.56	4,417.56-
15-5016-00	QUEST FRANCHISE FEES	4,000.00	4,835.46	835.46-
15-5017-00	LANE ELECTRIC FRANCHISE FEES	13,000.00	12,573.42	426.58
15-5018-00	CHARTER COMM FRANCHISE FEES	5,314.00	6,658.06	1,344.06-
15-5019-00	CTR FRANCHISE FEES (GARBAGE)	1,846.00	2,371.55	525.55-
15-5030-00	STREET OILING REIMBURSEMENTS	50.00	29.75	20.25
15-5031-00	SIDEMALK LIENS-6TH/08TH 2000	1,600.00	7,232.88	5,632.88-
15-5032-00	SIDEMALK LIENS-DUNHAM 1993	50.00	613.50	563.50-
15-5033-00	SIDEMALK LIENS-E BROADWAY 1996	50.00	.00	50.00
15-5040-00	INTEREST INCOME	12,963.00	3,483.17	9,479.83
35-5050-00	GRANT-(FED) TEP SIDEWALKS	.00	.00	.00
35-5052-00	GRANT-8TH TO HWY125 CONNECTOR	1,515,660.20	1,441,358.70	74,301.50
35-5053-00	GRANT-SCA	12,500.00	.00	12,500.00
35-5054-00	GRANT-E FRONTAGE RD (LCRAF#1)	234,989.00	48,261.26	186,727.74
35-5055-00	GRANT-W FRONTAGE RD (LCRAF#2)	499,760.80	106,777.25	392,983.55
35-5060-00	OREGON STATE HIGHWAY APPORTION	104,950.00	114,105.35	9,155.35-
35-5061-00	BIKE PATH APPORTIONMENTS	1,050.00	1,152.61	102.61-
35-5062-00	LANE COUNTY ROAD DISBURSEMENTS	89,495.00	89,066.13	428.87
05-5070-00	TRANSFER FROM PW EQUIPMENT	.00	.00	.00
05-5072-00	TRANSFER FR CAPITAL CONSTRUCTN	.00	.00	.00
05-5099-00	MISCELLANEOUS SOURCES	50.00	60.16	10.16-
	TOTAL ST TAX STREET REVENUES	2,519,714.00	1,865,382.81	654,331.19



CITY OF WESTFIR

P.O. BOX 296
47441 WESTOAK ROAD
Westfir, OR 97492

Telephone 541-782-3733
Fax 541-782-3983

November 3, 2003

Mr. Oliver Snowden, Director
Lane County Public Works
3040 North Delta Highway
Eugene, OR 97408-1696

RE: Countywide Road Finance Meeting
City of Westfir Road-Related Revenue & Expenses

Dear Mr. Snowden:

Here is a list of the road-related revenues and expenses for the City of Westfir for fiscal year 2002 - 2003.

REVENUES:

Lane County Road Partnership Agreement	\$35,000.00
Interest	\$ 5,733.18
State Highway Fund Apportionment	<u>\$11,992.89</u>
TOTAL REVENUES	\$52,706.07

EXPENSES:

Administration	\$ 620.00
Maintenance	
mowing, weed eating along road	\$ 1,076.00
street lights	\$ 4,430.05
Legal expense	<u>\$ 480.00</u>
TOTAL EXPENSES	\$ 6,606.05

The cash balance in our highway fund on 06/30/03 was \$619,256.61.

Please call me at 782-3733 if you have any questions regarding this information.

Sincerely,

Elizabeth Murray, City Recorder

MEMORANDUM

November 25, 2003

To: Commissioner Peter Sorenson, Chair

From: Ollie Snowden, Public Works Director

Subject: Information for Road Finance Discussion with Cities

This memo will document the information related to Lane County road revenues, expenditures, fund balances, and related information that has been included in the materials for the meeting with the cities on November 25, 2003. It has been assembled in the same general format as the information supplied by the cities for comparison.

1. A list of revenues used for road or road-related activities for FY 02-03, including the revenue source, the amount received, and legal restrictions on uses of the funds.

The revenue information below is as reported to ODOT for FY 02-03.

Assessment Districts	\$92,447
Interest Income	\$1,534,216
Land Sales and Rentals	\$85,790
Permits	<u>\$86,055</u>
Subtotal Local County	\$1,798,508
 State Highway Trust Fund	 \$13,449,727
 Fund Exchange (ODOT pass-through)	 \$1,118,005
USFS Revenue	\$19,357,265
Title 2	\$36,852
Flood Control	<u>\$9,154</u>
Subtotal Federal	\$20,521,276
 Other (Work for other jurisdictions)	 \$3,289,448
 Total FY 02-03 Revenue	 \$39,056,958

All of this revenue is attributed to the County Road Fund and is subject to the restrictions on use for road-related purposes of the distributions from the State Highway Trust Fund.

2. A list of all road expenses for FY 02-03 summarized by a) operations and maintenance, b) preservation, and c) modernization.

This information was developed by running cost reports for FY 02-03. In addition, since it is a significant expenditure for Lane County, we have included Payments to Other Agencies as a category.

Operations and Maintenance	\$14,034,098
Preservation	\$5,998,861
Modernization	\$11,834,082
Payments to Other Agencies	<u>\$6,251,438</u>
Total FY 02-03 Expenditures	\$38,118,479

3. Representative Activities in Each Expense Category

Operations and Maintenance

This category includes road-related activities from all applicable divisions of the Public Works Department. It includes the typical road maintenance operations and all of the support functions that are required. It includes road-related activity in the County Surveyor's Office (\$359,398). It also includes the costs of the Weighmaster and Inmate Work Crew activities that are budgeted in Public Safety (\$1,255,662).

Of course, the bulk of the expenditures occur in the Engineering Division (\$12,401,833) where the expenditures include office functions (permits, administration, transportation and traffic engineering, etc) as well as the actual maintenance activities out in the field. These field activities include: pavement surface maintenance (crack sealing and patching), gravel road rocking and blading, street sweeping, dust oiling, shoulder maintenance, culvert cleaning and replacement, ditch cleaning, storm sewer and catch basin maintenance, leaf pickup, vegetation management (mowing, brushing, chemical control), fence maintenance, litter pickup, dead animal pickup, tree trimming, bridges (inspection, cleaning and repair), channel maintenance, guardrail installation and repair, winter sanding, de-icing, and snow removal, slide removal and repair, sign installation and replacement, pavement striping, traffic signal maintenance, lighting maintenance.

Perhaps the most important differences between Lane County and the cities in regards to operations and maintenance are the geographic extent and mileage of the rural road system (1281 rural miles out of 1436 total); and the size of the county bridge responsibility (413 bridges).

Preservation

Preservation activity includes the contract asphalt overlay program, the surface treatment (chip sealing) program done by county forces, and bridge preservation activities.

Modernization

The modernization category includes all of the costs associated with Capital Improvement Program (CIP) projects, with the exception of the Pavement Fund projects, which are preservation activities. This is primarily reconstruction and upgrades to both urban and rural collector and arterial roads and bridges. Over an extended period, we have found that about one-half of the CIP budget has been spent in urban areas and about one-half in rural areas.

Payments to Other Agencies

This category includes payments made to the cities under the County City Road Partnership program totaling \$2,500,000. Other payments were made for individual projects funded under the Capital Project Partnership program, the Community Development Road Improvement Assistance Program, or the Community Development Program. Investments were made in the city or ODOT road systems in FY 02-03 in Eugene, Florence, Junction City, Lowell, and Veneta in FY 02-03.

4. The ending cash balance in the County Road Fund was \$46,137,542.

Summary of Lane County Options for Sharing New OTIA III Revenue

November 25, 2003

03-04 Total Estimated Payments

City	Option 1 By Road Miles		Option 2 By Population		Option 3 By Average of Miles/Population	
	Payment	Percent	Payment	Percent	Payment	Percent
Coburg	\$ 79,702.17	2.5%	\$ 74,513.88	2.3%	\$ 77,108.03	2.4%
Cottage Grove	\$ 167,467.34	5.2%	\$ 162,675.62	5.1%	\$ 165,071.48	5.2%
Creswell	\$ 92,175.80	2.9%	\$ 91,507.69	2.9%	\$ 91,841.75	2.9%
Dunes City	\$ 84,139.90	2.6%	\$ 78,791.33	2.5%	\$ 81,465.62	2.5%
Eugene	\$ 1,547,422.43	48.4%	\$ 1,578,209.07	49.3%	\$ 1,562,815.75	48.8%
Florence	\$ 154,543.94	4.8%	\$ 149,726.16	4.7%	\$ 152,135.05	4.8%
Junction City	\$ 108,427.50	3.4%	\$ 106,602.92	3.3%	\$ 107,515.21	3.4%
Lowell	\$ 58,862.82	1.8%	\$ 57,957.93	1.8%	\$ 58,410.37	1.8%
Oakridge	\$ 102,760.39	3.2%	\$ 98,034.77	3.1%	\$ 100,397.58	3.1%
Springfield	\$ 645,693.05	20.2%	\$ 650,361.28	20.3%	\$ 648,027.17	20.3%
Veneta	\$ 114,004.65	3.6%	\$ 106,036.65	3.3%	\$ 110,020.65	3.4%
Westfir	\$ 44,800.00	1.4%	\$ 45,582.70	1.4%	\$ 45,191.35	1.4%
TOTAL	\$ 3,200,000.00	100.0%	\$ 3,200,000.00	100.0%	\$ 3,200,000.00	100.0%

04-05 Total Estimated Payments

City	Option 1 By Road Miles		Option 2 By Population		Option 3 By Average of Miles/Population	
	Payment	Percent	Payment	Percent	Payment	Percent
Coburg	\$ 96,822.23	2.5%	\$ 86,558.65	2.2%	\$ 91,690.44	2.4%
Cottage Grove	\$ 203,393.45	5.2%	\$ 194,063.95	5.0%	\$ 198,728.70	5.1%
Creswell	\$ 114,269.73	2.9%	\$ 112,240.52	2.9%	\$ 113,255.13	2.9%
Dunes City	\$ 102,190.69	2.6%	\$ 91,620.91	2.3%	\$ 96,905.80	2.5%
Eugene	\$ 1,878,353.60	48.2%	\$ 1,942,643.40	49.8%	\$ 1,910,498.50	49.0%
Florence	\$ 187,360.61	4.8%	\$ 178,080.37	4.6%	\$ 182,720.49	4.7%
Junction City	\$ 132,696.61	3.4%	\$ 128,849.80	3.3%	\$ 130,773.21	3.4%
Lowell	\$ 71,612.22	1.8%	\$ 69,847.98	1.8%	\$ 70,730.10	1.8%
Oakridge	\$ 124,716.47	3.2%	\$ 115,452.88	3.0%	\$ 120,084.67	3.1%
Springfield	\$ 792,183.15	20.3%	\$ 799,636.88	20.5%	\$ 795,910.01	20.4%
Veneta	\$ 141,801.23	3.6%	\$ 124,839.26	3.2%	\$ 133,320.25	3.4%
Westfir	\$ 54,600.00	1.4%	\$ 56,165.39	1.4%	\$ 55,382.70	1.4%
TOTAL	\$ 3,900,000.00	100.0%	\$ 3,900,000.00	100.0%	\$ 3,900,000.00	100.0%

Notes:

1. Current Program payments (\$2,500,000) are distributed by road miles for both 03-04 and 04-05.
2. Road miles are actual ODOT reported mileage for 03-04 and 04-05.
3. Population estimates are from PSU. Certified estimates as of 7/1/02.
4. Supplemental payments is assumed at \$700,000 in 03-04 (half year) and \$1,400,000 in 04-05.
5. Base payments are increased to be proportional to current program.
6. FY 03-04 amount might be reduced to 25% of full year payment due to lag in payments.

Supplemental \$700,000 Payment FY 03-04

Current \$2,500,000 Program by Road Miles for all options

November 25, 2003

Option 1 Distribution by Road Miles

City	Base Payment	Road Miles (2001)	Percent of Road Miles	Supplemental Payment By Road Miles (without base)	Total Supplemental	Current Program 03-04 (2001 miles)	Total 03-04	Percent of Total
Coburg	\$ 9,800	11.64	1.31%	\$ 7,634.85	\$ 17,434.85	\$ 62,267.32	\$ 79,702.17	2.5%
Cottage Grove	\$ 9,800	40.91	4.61%	\$ 26,833.48	\$ 36,633.48	\$ 130,833.86	\$ 167,467.34	5.2%
Creswell	\$ 9,800	15.80	1.78%	\$ 10,363.46	\$ 20,163.46	\$ 72,012.34	\$ 92,175.80	2.9%
Dunes City	\$ 9,800	13.12	1.48%	\$ 8,605.60	\$ 18,405.60	\$ 65,734.30	\$ 84,139.90	2.6%
Eugene	\$ 9,800	501.13	56.44%	\$ 328,698.66	\$ 338,498.66	\$ 1,208,923.78	\$ 1,547,422.43	48.4%
Florence	\$ 9,800	36.60	4.12%	\$ 24,006.49	\$ 33,806.49	\$ 120,737.45	\$ 154,543.94	4.8%
Junction City	\$ 9,800	21.22	2.39%	\$ 13,918.52	\$ 23,718.52	\$ 84,708.98	\$ 108,427.50	3.4%
Lowell	\$ 9,800	4.69	0.53%	\$ 3,076.24	\$ 12,876.24	\$ 45,986.58	\$ 58,862.82	1.8%
Oakridge	\$ 9,800	19.33	2.18%	\$ 12,678.84	\$ 22,478.84	\$ 80,281.56	\$ 102,760.39	3.2%
Springfield	\$ 9,800	200.40	22.57%	\$ 131,445.36	\$ 141,245.36	\$ 504,447.70	\$ 645,693.05	20.2%
Veneta	\$ 9,800	23.08	2.60%	\$ 15,138.52	\$ 24,938.52	\$ 89,066.13	\$ 114,004.65	3.6%
Westfir	\$ 9,800	-	0.00%	\$ -	\$ 9,800.00	\$ 35,000.00	\$ 44,800.00	1.4%
TOTAL	\$117,600	887.92	100.00%	\$ 582,400.00	\$ 700,000.00	\$ 2,500,000.00	\$ 3,200,000.00	100.0%

Option 2 Distribution by Population

City	Base Payment	City Population	Percent of Population	Supplemental Payment By Population (without base)	Total Supplemental	Current Program 03-04 (2001 miles)	Total 03-04	Percent of Total
Coburg	\$ 9,800	969	0.42%	\$ 2,446.56	\$ 12,246.56	\$ 62,267.32	\$ 74,513.88	2.3%
Cottage Grove	\$ 9,800	8,730	3.78%	\$ 22,041.77	\$ 31,841.77	\$ 130,833.86	\$ 162,675.62	5.1%
Creswell	\$ 9,800	3,840	1.66%	\$ 9,695.35	\$ 19,495.35	\$ 72,012.34	\$ 91,507.69	2.9%
Dunes City	\$ 9,800	1,290	0.56%	\$ 3,257.03	\$ 13,057.03	\$ 65,734.30	\$ 78,791.33	2.5%
Eugene	\$ 9,800	142,380	61.72%	\$ 359,485.29	\$ 369,285.29	\$ 1,208,923.78	\$ 1,578,209.07	49.3%
Florence	\$ 9,800	7,600	3.29%	\$ 19,188.71	\$ 28,988.71	\$ 120,737.45	\$ 149,726.16	4.7%
Junction City	\$ 9,800	4,790	2.08%	\$ 12,093.94	\$ 21,893.94	\$ 84,708.98	\$ 106,602.92	3.3%
Lowell	\$ 9,800	860	0.37%	\$ 2,171.35	\$ 11,971.35	\$ 45,986.58	\$ 57,957.93	1.8%
Oakridge	\$ 9,800	3,150	1.37%	\$ 7,953.21	\$ 17,753.21	\$ 80,281.56	\$ 98,034.77	3.1%
Springfield	\$ 9,800	53,910	23.37%	\$ 136,113.58	\$ 145,913.58	\$ 504,447.70	\$ 650,361.28	20.3%
Veneta	\$ 9,800	2,840	1.23%	\$ 7,170.52	\$ 16,970.52	\$ 89,066.13	\$ 106,036.65	3.3%
Westfir	\$ 9,800	310	0.13%	\$ 782.70	\$ 10,582.70	\$ 35,000.00	\$ 45,582.70	1.4%
TOTAL	\$117,600	230,669	100.00%	\$ 582,400.00	\$ 700,000.00	\$ 2,500,000.00	\$ 3,200,000.00	100.0%

Option 3 Distributed by Average of Road Miles and Population

City	Base Payment	Av. Payment By Miles/Pop (without base)	Total Supplemental	Current Program 03-04 (2001 miles)	Total 03-04	Percent of Total
Coburg	\$ 9,800	\$ 5,040.71	\$ 14,840.71	\$ 62,267.32	\$ 77,108.03	2.4%
Cottage Grove	\$ 9,800	\$ 24,437.62	\$ 34,237.62	\$ 130,833.86	\$ 165,071.48	5.2%
Creswell	\$ 9,800	\$ 10,029.40	\$ 19,829.40	\$ 72,012.34	\$ 91,841.75	2.9%
Dunes City	\$ 9,800	\$ 5,931.32	\$ 15,731.32	\$ 65,734.30	\$ 81,465.62	2.5%
Eugene	\$ 9,800	\$ 344,091.97	\$ 353,891.97	\$ 1,208,923.78	\$ 1,562,815.75	48.8%
Florence	\$ 9,800	\$ 21,597.60	\$ 31,397.60	\$ 120,737.45	\$ 152,135.05	4.8%
Junction City	\$ 9,800	\$ 13,006.23	\$ 22,806.23	\$ 84,708.98	\$ 107,515.21	3.4%
Lowell	\$ 9,800	\$ 2,623.80	\$ 12,423.80	\$ 45,986.58	\$ 58,410.37	1.8%
Oakridge	\$ 9,800	\$ 10,316.03	\$ 20,116.03	\$ 80,281.56	\$ 100,397.58	3.1%
Springfield	\$ 9,800	\$ 133,779.47	\$ 143,579.47	\$ 504,447.70	\$ 648,027.17	20.3%
Veneta	\$ 9,800	\$ 11,154.52	\$ 20,954.52	\$ 89,066.13	\$ 110,020.65	3.4%
Westfir	\$ 9,800	\$ 391.35	\$ 10,191.35	\$ 35,000.00	\$ 45,191.35	1.4%
TOTAL	\$117,600	\$ 582,400.00	\$ 700,000.00	\$ 2,500,000.00	\$ 3,200,000.00	100.0%

Supplemental \$1,400,000 Payment FY 04-05

Current \$2,500,000 Program by Road Miles for all options

November 25, 2003

Option 1 Distribution by Road Miles

City	Base Payment	Road Miles (2002)	Percent of Road Miles	Supplemental Payment By Road Miles (without base)	Total Supplemental	Current Program 04-05 (2002 miles)	Total 04-05	Percent of Total
Coburg	\$ 19,600	11.64	1.30%	\$ 15,156.70	\$ 34,756.70	\$ 62,065.53	\$ 96,822.23	2.5%
Cottage Grove	\$ 19,600	41.02	4.59%	\$ 53,413.03	\$ 73,013.03	\$ 130,380.42	\$ 203,393.45	5.2%
Creswell	\$ 19,600	16.45	1.84%	\$ 21,419.90	\$ 41,019.90	\$ 73,249.83	\$ 114,269.73	2.9%
Dunes City	\$ 19,600	13.12	1.47%	\$ 17,083.84	\$ 36,683.84	\$ 65,506.85	\$ 102,190.69	2.6%
Eugene	\$ 19,600	502.78	56.21%	\$ 654,680.78	\$ 674,280.78	\$ 1,204,072.82	\$ 1,878,353.60	48.2%
Florence	\$ 19,600	36.60	4.09%	\$ 47,657.66	\$ 67,257.66	\$ 120,102.96	\$ 187,360.61	4.8%
Junction City	\$ 19,600	21.53	2.41%	\$ 28,034.68	\$ 47,634.68	\$ 85,061.93	\$ 132,696.61	3.4%
Lowell	\$ 19,600	4.69	0.52%	\$ 6,106.95	\$ 25,706.95	\$ 45,905.27	\$ 71,612.22	1.8%
Oakridge	\$ 19,600	19.33	2.16%	\$ 25,170.01	\$ 44,770.01	\$ 79,946.45	\$ 124,716.47	3.2%
Springfield	\$ 19,600	203.34	22.73%	\$ 264,773.44	\$ 284,373.44	\$ 507,809.71	\$ 792,183.15	20.3%
Veneta	\$ 19,600	24.04	2.69%	\$ 31,303.01	\$ 50,903.01	\$ 90,898.23	\$ 141,801.23	3.6%
Westfir	\$ 19,600	-	0.00%	\$ -	\$ 19,600.00	\$ 35,000.00	\$ 54,600.00	1.4%
TOTAL	\$235,200	894.54	100.00%	\$ 1,164,800.00	\$ 1,400,000.00	\$ 2,500,000.00	\$ 3,900,000.00	100.0%

Option 2 Distribution by Population

City	Base Payment	City Population	Percent of Population	Supplemental Payment By Population (without base)	Total Supplemental	Current Program 04-05 (2002 miles)	Total 04-05	Percent of Total
Coburg	\$ 19,600	969	0.4%	\$ 4,893.12	\$ 24,493.12	\$ 62,065.53	\$ 86,558.65	2.2%
Cottage Grove	\$ 19,600	8,730	3.8%	\$ 44,083.53	\$ 63,683.53	\$ 130,380.42	\$ 194,063.95	5.0%
Creswell	\$ 19,600	3,840	1.7%	\$ 19,390.69	\$ 38,990.69	\$ 73,249.83	\$ 112,240.52	2.9%
Dunes City	\$ 19,600	1,290	0.6%	\$ 6,514.06	\$ 26,114.06	\$ 65,506.85	\$ 91,620.91	2.3%
Eugene	\$ 19,600	142,380	61.7%	\$ 718,970.58	\$ 738,570.58	\$ 1,204,072.82	\$ 1,942,643.40	49.8%
Florence	\$ 19,600	7,600	3.3%	\$ 38,377.42	\$ 57,977.42	\$ 120,102.96	\$ 178,080.37	4.6%
Junction City	\$ 19,600	4,790	2.1%	\$ 24,187.87	\$ 43,787.87	\$ 85,061.93	\$ 128,849.80	3.3%
Lowell	\$ 19,600	860	0.4%	\$ 4,342.71	\$ 23,942.71	\$ 45,905.27	\$ 69,847.98	1.8%
Oakridge	\$ 19,600	3,150	1.4%	\$ 15,906.43	\$ 35,506.43	\$ 79,946.45	\$ 115,452.88	3.0%
Springfield	\$ 19,600	53,910	23.4%	\$ 272,227.17	\$ 291,827.17	\$ 507,809.71	\$ 799,636.88	20.5%
Veneta	\$ 19,600	2,840	1.2%	\$ 14,341.03	\$ 33,941.03	\$ 90,898.23	\$ 124,839.26	3.2%
Westfir	\$ 19,600	310	0.1%	\$ 1,565.39	\$ 21,165.39	\$ 35,000.00	\$ 56,165.39	1.4%
TOTAL	\$235,200	230,669	100.00%	\$ 1,164,800.00	\$ 1,400,000.00	\$ 2,500,000.00	\$ 3,900,000.00	100.0%

Option 3 Distributed by Average of Road Miles and Population

City	Base Payment	Av. Payment By Miles/Pop (without base)	Total Supplemental	Current Program 04-05 (2002 miles)	Total 04-05	Percent of Total
Coburg	\$ 19,600	\$ 10,024.91	\$ 29,624.91	\$ 62,065.53	\$ 91,690.44	2.4%
Cottage Grove	\$ 19,600	\$ 48,748.28	\$ 68,348.28	\$ 130,380.42	\$ 198,728.70	5.1%
Creswell	\$ 19,600	\$ 20,405.30	\$ 40,005.30	\$ 73,249.83	\$ 113,255.13	2.9%
Dunes City	\$ 19,600	\$ 11,798.95	\$ 31,398.95	\$ 65,506.85	\$ 96,905.80	2.5%
Eugene	\$ 19,600	\$ 686,825.68	\$ 706,425.68	\$ 1,204,072.82	\$ 1,910,498.50	49.0%
Florence	\$ 19,600	\$ 43,017.54	\$ 62,617.54	\$ 120,102.96	\$ 182,720.49	4.7%
Junction City	\$ 19,600	\$ 26,111.28	\$ 45,711.28	\$ 85,061.93	\$ 130,773.21	3.4%
Lowell	\$ 19,600	\$ 5,224.83	\$ 24,824.83	\$ 45,905.27	\$ 70,730.10	1.8%
Oakridge	\$ 19,600	\$ 20,538.22	\$ 40,138.22	\$ 79,946.45	\$ 120,084.67	3.1%
Springfield	\$ 19,600	\$ 268,500.30	\$ 288,100.30	\$ 507,809.71	\$ 795,910.01	20.4%
Veneta	\$ 19,600	\$ 22,822.02	\$ 42,422.02	\$ 90,898.23	\$ 133,320.25	3.4%
Westfir	\$ 19,600	\$ 782.70	\$ 20,382.70	\$ 35,000.00	\$ 55,382.70	1.4%
TOTAL	\$117,600	\$ 582,400.00	\$ 1,400,000.00	\$ 2,500,000.00	\$ 3,900,000.00	100.0%

**Potential Lane County Local Motor Vehicle Fuel Tax
Yield Estimates for 2004**

Attachment E

ODOT projected 2004 gallonages, allocated to Lane County based on proportionate share of Oregon passenger vehicle registrations*	Gas & Diesel	Gas Only (94%)
	151,528,994	142,437,254

Assumption: Collected on gas & diesel, shared with cities on a per capita basis					
		Tax Level			
		\$0.01	\$0.03	\$0.05	
LC gallonage estimate	151,528,994				
	Population**				
Total County Population/Yields	328,150	\$ 1,515,290	\$ 4,545,870	\$ 7,576,450	
Unincorporated Population/Yields	97,460	\$ 450,039	\$ 1,350,116	\$ 2,250,193	
<u>Cities' Share</u>	<u>70.3%</u>	\$ 1,065,251	\$ 3,195,754	\$ 5,326,257	
Coburg	990	\$ 4,571	\$ 13,714	\$ 22,857	
Cottage Grove	8,730	\$ 40,312	\$ 120,937	\$ 201,561	
Creswell	3,840	\$ 17,732	\$ 53,196	\$ 88,659	
Dunes City	1,290	\$ 5,957	\$ 17,870	\$ 29,784	
Eugene	142,380	\$ 657,465	\$ 1,972,394	\$ 3,287,323	
Florence	7,600	\$ 35,094	\$ 105,283	\$ 175,472	
Junction City	4,790	\$ 22,119	\$ 66,356	\$ 110,593	
Lowell	860	\$ 3,971	\$ 11,914	\$ 19,856	
Oakridge	3,150	\$ 14,546	\$ 43,637	\$ 72,728	
Springfield	53,910	\$ 248,939	\$ 746,817	\$ 1,244,694	
Veneta	2,840	\$ 13,114	\$ 39,343	\$ 65,571	
Westfir	310	\$ 1,431	\$ 4,294	\$ 7,157	
Incorporated Population/Yields	230,690	\$ 1,065,251	\$ 3,195,754	\$ 5,326,257	

Assumption: Collected on gas only, shared with cities on a per capita basis					
		Tax Level			
		\$0.01	\$0.03	\$0.05	
LC gallonage estimate	142,437,254				
	Population**				
Total County Population/Yields	328,150	\$ 1,424,373	\$ 4,273,118	\$ 7,121,863	
Unincorporated Population/Yields	97,460	\$ 423,036	\$ 1,269,109	\$ 2,115,181	
<u>Cities' Share</u>	<u>70.3%</u>	\$ 1,001,336	\$ 3,004,009	\$ 5,006,681	
Coburg	990	\$ 4,297	\$ 12,892	\$ 21,486	
Cottage Grove	8,730	\$ 37,894	\$ 113,681	\$ 189,468	
Creswell	3,840	\$ 16,668	\$ 50,004	\$ 83,340	
Dunes City	1,290	\$ 5,599	\$ 16,798	\$ 27,997	
Eugene	142,380	\$ 618,017	\$ 1,854,050	\$ 3,090,083	
Florence	7,600	\$ 32,989	\$ 98,966	\$ 164,943	
Junction City	4,790	\$ 20,792	\$ 62,375	\$ 103,958	
Lowell	860	\$ 3,733	\$ 11,199	\$ 18,665	
Oakridge	3,150	\$ 13,673	\$ 41,019	\$ 68,365	
Springfield	53,910	\$ 234,003	\$ 702,008	\$ 1,170,013	
Veneta	2,840	\$ 12,327	\$ 36,982	\$ 61,637	
Westfir	310	\$ 1,346	\$ 4,037	\$ 6,728	
Incorporated Population/Yields	230,690	\$ 1,001,336	\$ 3,004,009	\$ 5,006,681	

* State-wide fuel consumption forecast data provided by ODOT Finance as of November 2003.

Passenger vehicle registrations based on most recent available data as of December 31, 2002.

** Certified estimates as of July 1, 2002 per Population Research Center, Portland State University.

Revised 11/17/2003

**Potential Lane County Motor Vehicle Registration Fee
Yield Estimates as of December 2002**

Attachment F

Motor Vehicle Registrations for Lane County, per ODOT as of December 31, 2002	350,819
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Population of Incorporated Cities as a % of County-wide Population	70.30%
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Assumption: 40% Shared with Cities				
	Population**	Fee Level		
		\$5	\$15	\$54
County-wide yield	328,150	\$ 1,754,095.00	\$ 5,262,285.00	\$ 18,944,226.00
County Share	60%	\$ 1,052,457.00	\$ 3,157,371.00	\$ 11,366,535.60
Cities' Share	40%	\$ 701,638.00	\$ 2,104,914.00	\$ 7,577,690.40
Coburg	990	\$ 3,011.06	\$ 9,033.18	\$ 32,519.46
Cottage Grove	8,730	26,552.08	79,656.25	286,762.48
Creswell	3,840	11,679.27	35,037.80	126,136.07
Dunes City	1,290	3,923.50	11,770.51	42,373.84
Eugene	142,380	433,045.29	1,299,135.88	4,676,889.15
Florence	7,600	23,115.21	69,345.64	249,644.32
Junction City	4,790	14,568.67	43,706.00	157,341.61
Lowell	860	2,615.67	7,847.01	28,249.23
Oakridge	3,150	9,580.65	28,741.94	103,471.00
Springfield	53,910	163,965.95	491,897.84	1,770,832.24
Veneta	2,840	8,637.79	25,913.37	93,288.14
Westfir	310	942.86	2,828.57	10,182.86
Incorp. Population	230,690	\$ 701,638.00	\$ 2,104,914.00	\$ 7,577,690.40

** Certified estimates as of July 1, 2002 per Population Research Center, Portland State University.

Assumption: 50% Shared with Cities				
	Population	Fee Level		
		\$5	\$15	\$54
County-wide yield	328,150	\$ 1,754,095.00	\$ 5,262,285.00	\$ 18,944,226.00
County Share	50%	\$ 877,047.50	\$ 2,631,142.50	\$ 9,472,113.00
Cities' Share	50%	\$ 877,047.50	\$ 2,631,142.50	\$ 9,472,113.00
Coburg	990	\$ 3,763.83	\$ 11,291.48	\$ 40,649.32
Cottage Grove	8,730	33,190.10	99,570.31	358,453.10
Creswell	3,840	14,599.08	43,797.25	157,670.09
Dunes City	1,290	4,904.38	14,713.14	52,967.30
Eugene	142,380	541,306.62	1,623,919.85	5,846,111.44
Florence	7,600	28,894.02	86,682.05	312,055.39
Junction City	4,790	18,210.83	54,632.50	196,677.02
Lowell	860	3,269.59	9,808.76	35,311.53
Oakridge	3,150	11,975.81	35,927.43	129,338.75
Springfield	53,910	204,957.44	614,872.31	2,213,540.30
Veneta	2,840	10,797.24	32,391.71	116,610.17
Westfir	310	1,178.57	3,535.72	12,728.58
Incorp. Population	230,690	\$ 877,047.50	\$ 2,631,142.50	\$ 9,472,113.00

Assumption: 60% Shared with Cities				
	Population	Fee Level		
		\$5	\$15	\$54
County-wide yield	328,150	\$ 1,754,095.00	\$ 5,262,285.00	\$ 18,944,226.00
County Share	40%	\$ 701,638.00	\$ 2,104,914.00	\$ 7,577,690.40
Cities' Share	60%	\$ 1,052,457.00	\$ 3,157,371.00	\$ 11,366,535.60
Coburg	990	\$ 4,516.59	\$ 13,549.77	\$ 48,779.19
Cottage Grove	8,730	39,828.12	119,484.37	430,143.72
Creswell	3,840	17,518.90	52,556.70	189,204.11
Dunes City	1,290	5,885.26	17,655.77	63,560.76
Eugene	142,380	649,567.94	1,948,703.81	7,015,333.73
Florence	7,600	34,672.82	104,018.46	374,466.47
Junction City	4,790	21,853.00	65,559.01	236,012.42
Lowell	860	3,923.50	11,770.51	42,373.84
Oakridge	3,150	14,370.97	43,112.92	155,206.50
Springfield	53,910	245,948.92	737,846.77	2,656,248.36
Veneta	2,840	12,956.69	38,870.06	139,932.21
Westfir	310	1,414.29	4,242.86	15,274.29
Incorp. Population	230,690	\$ 1,052,457.00	\$ 3,157,371.00	\$ 11,366,535.60

Assumption: 65% Shared with Cities				
	Population	Fee Level		
		\$5	\$15	\$54
County-wide yield	328,150	\$ 1,754,095.00	\$ 5,262,285.00	\$ 18,944,226.00
County Share	35%	\$ 613,933.25	\$ 1,841,799.75	\$ 6,630,479.10
Cities' Share	65%	\$ 1,140,161.75	\$ 3,420,485.25	\$ 12,313,746.90
Coburg	990	\$ 4,892.97	\$ 14,678.92	\$ 52,844.12
Cottage Grove	8,730	43,147.13	129,441.40	465,989.03
Creswell	3,840	18,978.81	56,936.42	204,971.12
Dunes City	1,290	6,375.69	19,127.08	68,857.49
Eugene	142,380	703,698.60	2,111,095.80	7,599,944.88
Florence	7,600	37,562.22	112,686.67	405,672.01
Junction City	4,790	23,674.09	71,022.26	255,680.12
Lowell	860	4,250.46	12,751.39	45,904.99
Oakridge	3,150	15,568.55	46,705.66	168,140.37
Springfield	53,910	266,444.67	799,334.00	2,877,602.39
Veneta	2,840	14,036.41	42,109.23	151,593.23
Westfir	310	1,532.14	4,596.43	16,547.15
Incorp. Population	230,690	\$ 1,140,161.75	\$ 3,420,485.25	\$ 12,313,746.90

Assumption: 70% Shared with Cities				
	Population	Fee Level		
		\$5	\$15	\$54
County-wide yield	328,150	\$ 1,754,095.00	\$ 5,262,285.00	\$ 18,944,226.00
County Share	30%	\$ 526,228.50	\$ 1,578,685.50	\$ 5,683,267.80
Cities' Share	70%	\$ 1,227,866.50	\$ 3,683,599.50	\$ 13,260,958.20
Coburg	990	\$ 5,269.36	\$ 15,808.07	\$ 56,909.05
Cottage Grove	8,730	46,466.14	139,398.43	501,834.35
Creswell	3,840	20,438.72	61,316.15	220,738.13
Dunes City	1,290	6,866.13	20,598.39	74,154.22
Eugene	142,380	757,829.26	2,273,487.78	8,184,556.02
Florence	7,600	40,451.63	121,354.88	436,877.55
Junction City	4,790	25,495.17	76,485.51	275,347.83
Lowell	860	4,577.42	13,732.26	49,436.14
Oakridge	3,150	16,766.13	50,298.40	181,074.25
Springfield	53,910	286,940.41	860,821.23	3,098,956.42
Veneta	2,840	15,116.13	45,348.40	163,254.24
Westfir	310	1,650.00	4,950.00	17,820.01
Incorp. Population	230,690	\$ 1,227,866.50	\$ 3,683,599.50	\$ 13,260,958.20

Note: HB2041 (the Transportation Bill passed in the 2003 session) increased annual registration fees from \$30 to \$54. Apparently, the County could impose an additional local registration fee up to the new maximums.