

## RESOLUTION 46-2007

**WHEREAS**, Senators Rielly and Noble, Chair and Ranking Member respectively of the Transportation Committee, are seeking input concerning transportation needs with public meetings that are being held throughout the state; and

**WHEREAS**, the Road Use Tax Fund (R.U.T.F.) is an important source of support for construction and maintenance projects at the city, county and state level; and


**WHEREAS**, an integral part of that R.U.T.F. is the fuel tax, which has not increased since 1989, and during that timeframe construction costs have more than doubled; and

**WHEREAS**, the Iowa Good Roads Association, the Iowa County Supervisor's Association, the Iowa County Engineer's Association and a consortium of additional public and private individuals and organizations, have promoted the TIME-21 program (Transportation Investment Moves the Economy in the 21<sup>st</sup> Century) to underscore that steady deterioration of the construction dollar; and

**WHEREAS**, TIME-21 supports the Iowa Department of Transportation's request for an additional \$200 million added to the R.U.T.F. that would be committed to roadway infrastructure and would be generated by increasing transportation-related fees;

**NOW THEREFORE BE IT RESOLVED** that the City of Urbandale recognizes the vital role that our transportation system performs for Iowa and encourages the legislature to consider funding alternatives to increase revenue to the Road Use Tax Fund.

PASSED AND APPROVED this 27<sup>th</sup> day of March, 2007.

  
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Robert D. Andeweg, Mayor

Attest:

  
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Debra Mains, City Clerk



## **CITY OF URBAN DALE PAVEMENT MANAGEMENT REPORT & ROAD USE FUND EXPEDITURES**

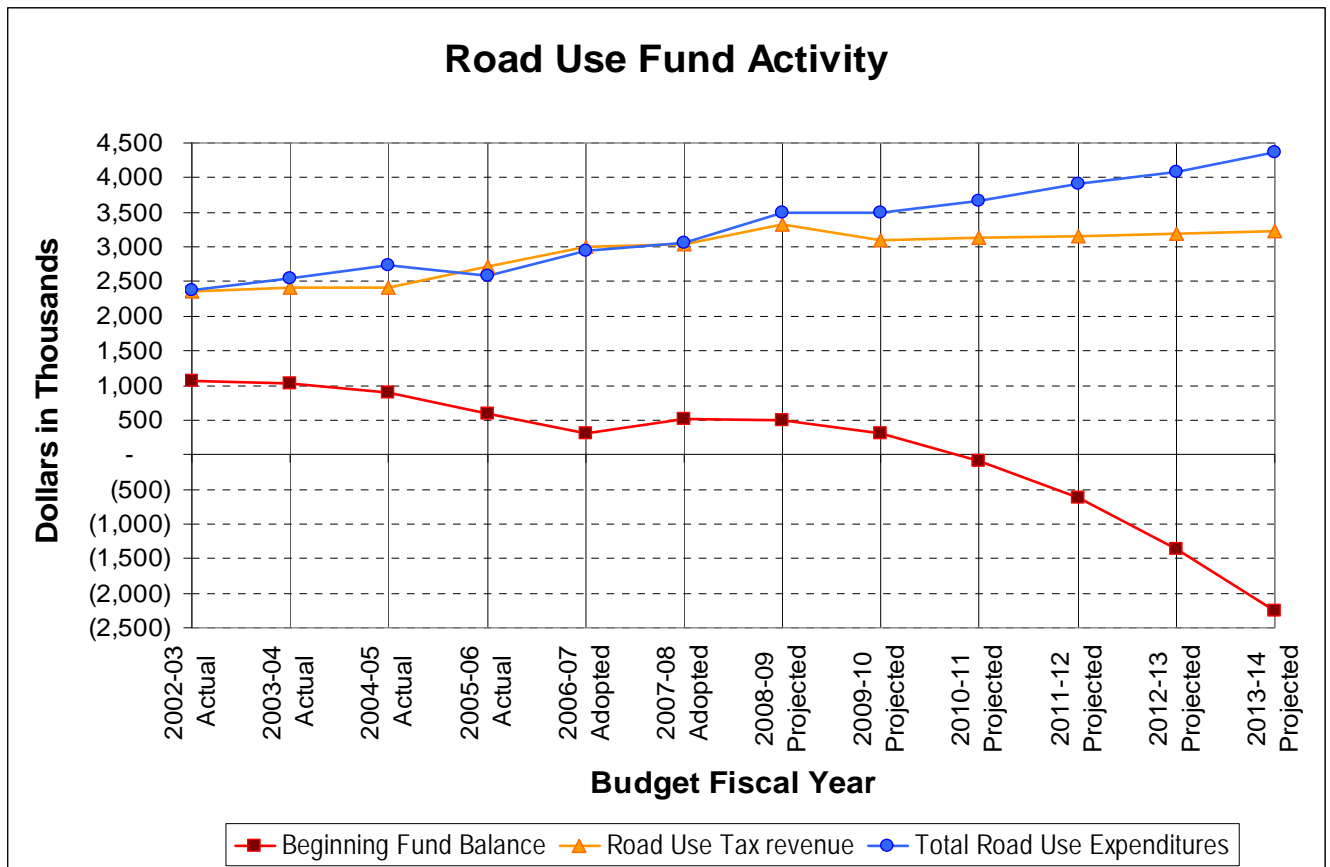
March 12, 2007

My name is Doug Getter, as a member of the Urbandale City Council; I would like to outline what will be a significant problem cities will be facing under the current Road Use Fund allocation formula.

- In 1999, the City began the implementation of a Pavement Management Program. All street names, dates of construction, pavement types and past maintenance histories were entered into a Geographic Information System (GIS).
- The first pavement management report was presented to the Urbandale City Council in 2002. The report has been updated annually.
- The purpose of the pavement management report is to update the current condition of the City's streets and develop a three year improvement plan based on analysis produced with the pavement management software.
- The City's street infrastructure consists of 178 centerline miles or 403 lane miles with an estimated replacement value of \$262 million.
- The City partners with the Center for Transportation Research and Education and the Iowa Department of Transportation to conduct the pavement condition inventory using an automated distress van on nearly all the pavement segments on an alternating two year basis.
- The pavement condition data is used to calculate a Pavement Condition Index (PCI) value. The PCI is a value that ranges from a maximum value of 100 (Excellent) to the minimum value of 0 (failed).
- The overall average PCI for the Urbandale is 70.81, which has been slowly declining. The PCI has been aided by the recent development in the City, however several streets in the older neighborhoods are showing their age.

For instance east of 86<sup>th</sup> Street, the PCI is a 60, with the average age of the streets at 34 years old.

- The pavement management report indicates that it is necessary for the City to spend \$1.1 million per year on street maintenance in order for the PCI to remain relatively constant. This \$1.1 million will need to be adjusted for the inflation of construction cost for future years.
- The Urbandale City Council has adopted the pavement management report and supports the funding of the \$1.1 million per year in street maintenance.
- Using the expenditures called for under the pavement management report maintenance schedule, and the Iowa Department of Transportation’s projection for Road Use Tax revenues, the City utilized its 7-year financial model to project the anticipated use of Road Use fund balance through the fiscal year 2014. The following chart shows the City’s revenue, expenditure and fund balance trends for the Road Use Fund and resulting deficit:



As you can observe from the graph, Road Use Expenditures and Tax Revenue will be equal this fiscal year. Beginning in fiscal 2008-09, Road Use Tax Revenue is forecast to level out while the city's Road Use Expenditures continue to trend upward. Based upon our financial modeling, the City's Fund Balance will be depleted in 2010-11 and progress to a deficit balance of nearly \$2.5 million by 2013-14.

Legislative action is needed to ensure city governments have sufficient Road Use Tax Revenue to sustain street quality and routine maintenance.

Thank you for the opportunity to share this vital information.