



TRANSPORTATION FUND





2009 – 2010 Proposed Budget --- Budget Summary Transportation Fund

2009 – 2010 Transportation Fund Budget Highlights

In March 2009, the Oregon Transportation Commission approved the City's proposed curb ramp replacement project for funding (\$412,500) through the American Recovery and Reinvestment Act of 2009 (ARRA). Additionally, the ARRA included a direct sub-allocation of funding to cities in Oregon. McMinnville's allocation of \$693,500 will be used for pavement resurfacing on various City streets.

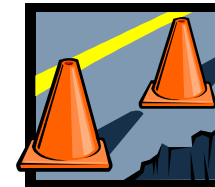
The City is a subrecipient to the State of Oregon in both projects. The State will receive the federal funds and expend them on project costs directly, on behalf of the City. Therefore, the City's actual costs for project design services are included in the 2008-2009 Estimated Budget. However, the actual construction costs for the ARRA projects which will be expended by the State are not included in the 2009-2010 Proposed Budget.

Short- and Long-Term Issues

- Update the financial plan to meet the transportation capital needs identified in the updated Transportation System Plan.
- Compliance with Oregon Revised Statutes relative to expenditure of transportation system development charges (SDC's).
- Development and implementation of neighborhood traffic policies and procedures.

Core Services

- Capital improvements to the City's transportation system that increase the system capacity.
- Contracted maintenance projects that extend the life of the City's transportation system.



There are
103 miles
of City
streets



Transportation Fund --- Historical Highlights

- 1856** The "McMinnville Town Plat" drawn establishing the streets in the area generally bounded by Adams Street / 1st Street / Evans Street / 5th Street.
- 1900** In the early 1900's, many of the downtown area streets constructed.
- 1950** Approximately 15 miles of City streets --- mostly from the downtown area north to 15th Street - both east and west of Adams / Baker Streets.
- 1970** Approximately 40 miles of City streets --- Growth occurred in the Michelbook Land / Baker Creek Road area; along McDonald and McDaniel Lanes; near Linfield; and in the Fellows / Brockwood area.
- 1975** Voters pass 5-year roadway serial levy - \$120,000 per year.
- 1980** Voters pass 3-year street and traffic signal serial levy - \$140,000 per year.
- 1983** Voters pass 3-year street and traffic signal serial levy - \$140,000 per year.
- 1986** Voters pass 3-year serial levy for street maintenance, street repairs, and traffic signals - \$105,000 per year.
- 1990** Approximately 64 miles of City streets --- development taking place along the West Second Street corridor; in the McDonald Lane area north of 99W; in the 3-mile Lane / Kingwood area; and in the McMinnville Industrial Promotion industrial area.
- 1994** City adopts "Transportation Master Plan."
- 1995** May 1995, voters failed 10-year transportation debt service bond levy by 5 votes - \$5,995,000.
- 1995** City Council adopts Resolution 1995-14 establishing system development charges (SDC) for street, traffic control, and pedestrian facilities. The resolution sets a rate of \$125 per equivalent trip length for new development.
- 1995** Transportation Fund implemented to account for SDCs and street capital projects.
- 1996** McMinnville voters approve an expanded 10-year general obligation bond measure for street improvements, overlays, and school zone safety projects - \$7,415,000. Expanded measure includes Lafayette Avenue and passes by 965 votes.
- 1997** West 2nd Street improved with bike lanes, sidewalks, and a traffic signal at Michelbook Lane - bond project.
- 1997** Baker Creek Road extension project completed linking Baker Creek Road more directly with Hwy 99W - bond project.

Transportation Fund --- Historical Highlights

- 1999** In 1999 / 2000, Lafayette Avenue improvements constructed - bond project.
- 2000** Pedestrian improvements along Fellows Street west of 99W are installed - bond project.
- 2005** Approximately 99 miles of City streets.
- 2006** City Council adopts resolution adjusting the transportation SDC rate to \$146 per equivalent trip length for new development.
- 2006** Work begins on updating the Transportation Master Plan with consultant, The Transpo Group.
- 2007** City Council adopts resolution adjusting the transportation SDC rate to \$149 per equivalent trip length for new development.

- 2009** The City is allocated federal stimulus funds from the American Recovery and Reinvestment Act (ARRA), including \$690,000 for street overlays and \$412,500 for curb ramp replacements. The Oregon Department of Transportation (ODOT) will manage the construction contracts and associated funding for this work.



In 2008, the City contracted for overlays and sealcoats on 3.3 miles of streets.

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| 2007 ACTUAL | 2008 ACTUAL | 2009 AMENDED BUDGET | Department :N/A Section :N/A Program :N/A | 2010 PROPOSED BUDGET | 2010 APPROVED BUDGET | 2010 ADOPTED BUDGET |
|--------------------------------------|------------------|---------------------------|---|--|----------------------------|---------------------------|
| RESOURCES | | | | | | |
| <u>BEGINNING FUND BALANCE</u> | | | | | | |
| 0 | 0 | 0 | 4045 | Designated Begin FB-Transport Fd | 0 | 0 |
| 933,090 | 1,086,356 | 1,685,000 | 4045-05 | Designated Begin FB-Transport Fd - Transportation SDC System development charge (SDC) designated cash carryover estimate at July 1, 2009 discloses that the accumulation of transportation SDC revenues has been MORE than recorded qualifying transportation SDC expenditures since the implementation of the transportation SDC. Oregon Revised Statutes require use of transportation SDC revenues only for transportation system enhancements. | 1,675,700 | 1,675,700 |
| 111,428 | 264,443 | 270,000 | 4090 | Beginning Fund Balance Estimated July 1, 2009 undesignated cash carryover from the 2008-2009 fiscal year. | 145,350 | 145,350 |
| 1,044,519 | 1,350,799 | 1,955,000 | <u>TOTAL BEGINNING FUND BALANCE</u> | | 1,821,050 | 1,821,050 |
| <u>INTERGOVERNMENTAL</u> | | | | | | |
| 0 | 0 | 0 | 4590 | ODOT Grants | 0 | 0 |
| 178,965 | 0 | 0 | 4590-05 | ODOT Grants - 15th Street Pedestrian Crossing | 0 | 0 |
| 359,190 | 156,848 | 568,991 | 4810 | OR Federal Exchange - TEA 21 | 0 | 141,491 |
| 5,359 | 2,569 | 0 | 4820 | OECD Grant - Environment Assess | 0 | 0 |
| 543,515 | 159,417 | 568,991 | <u>TOTAL INTERGOVERNMENTAL</u> | | 0 | 141,491 |
| <u>CHARGES FOR SERVICES</u> | | | | | | |
| 445,857 | 861,540 | 400,000 | 5500 | System Development Charges Transportation system development charges (SDC) received from new development. Revenue must be used to fund projects that increase the city's transportation system capacity and are identified in the SDC Transportation Capital Improvement Plan which is presently being revised and will designate new SDC qualifying projects. | 200,000 | 200,000 |
| 445,857 | 861,540 | 400,000 | <u>TOTAL CHARGES FOR SERVICES</u> | | 200,000 | 200,000 |
| <u>MISCELLANEOUS</u> | | | | | | |
| 54,475 | 64,666 | 43,100 | 6310 | Interest | 25,000 | 25,000 |
| 493 | 0 | 0 | 6310-20 | Interest - SDC Contracts | 0 | 0 |
| 31 | 0 | 0 | 6600 | Other Income | 0 | 0 |
| 5,359 | 5,950 | 0 | 6600-10 | Other Income - Environmental Assessment | 0 | 0 |
| 60,357 | 70,616 | 43,100 | <u>TOTAL MISCELLANEOUS</u> | | 25,000 | 25,000 |
| <u>TRANSFERS IN</u> | | | | | | |
| 0 | 0 | 0 | 6900 | Transfers In | 0 | 0 |

Budget Document Report

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| 2007 ACTUAL | 2008 ACTUAL | 2009 AMENDED BUDGET | 6900-20 | Department :N/A Section :N/A Program :N/A Transfers In - Street | 2010 PROPOSED BUDGET | 2010 APPROVED BUDGET | 2010 ADOPTED BUDGET |
|------------------|------------------|---------------------------|---------|--|----------------------------|----------------------------|---------------------------|
| 200,000 | 150,000 | 75,000 | | | 0 | 0 | 0 |
| 200,000 | 150,000 | 75,000 | | <u>TOTAL TRANSFERS IN</u> | 0 | 0 | 0 |
| 2,294,248 | 2,592,372 | 3,042,091 | | <i>TOTAL RESOURCES</i> | 2,046,050 | 2,046,050 | 2,145,191 |

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| | | | | | | |
|----------------|----------------|---------------------------|---|----------------------------|----------------------------|---------------------------|
| 2007 ACTUAL | 2008 ACTUAL | 2009 AMENDED BUDGET | Department :N/A Section :N/A Program :N/A | 2010 PROPOSED BUDGET | 2010 APPROVED BUDGET | 2010 ADOPTED BUDGET |
|----------------|----------------|---------------------------|---|----------------------------|----------------------------|---------------------------|

REQUIREMENTS

MATERIALS AND SERVICES

| | | | | | | | |
|----------------|---------------|----------------|-------------------------------------|--|---------------|-----------------|---------------|
| 17,932 | 18,885 | 35,000 | 7750 | Professional Services | 30,000 | 30,000 | 30,000 |
| | | | | <u>Description</u> | <u>Units</u> | <u>Amt/Unit</u> | <u>Total</u> |
| | | | | Audit fee allocation | 1 | 770 | 770 |
| | | | | Yamhill Parkway (99W Bypass) Committee support | 1 | 18,000 | 18,000 |
| | | | | Miscellaneous traffic consulting services | 1 | 11,230 | 11,230 |
| 3,625 | 0 | 0 | 7750-57 | Professional Services - Financing Administration | 0 | 0 | 0 |
| 0 | 0 | 0 | 7760 | Professional Svcs - Plan/Study | 0 | 0 | 0 |
| 10,719 | 8,519 | 0 | 7760-05 | Professional Svcs - Plan/Study - Environmental Assessment | 0 | 0 | 0 |
| 83,963 | 10,674 | 25,000 | 7760-10 | Professional Svcs - Plan/Study - Transportation System Plan | 0 | 0 | 0 |
| 0 | 0 | 0 | 7770 | Professional Services - Projects | 0 | 0 | 0 |
| 0 | 0 | 35,000 | 7770-35 | Professional Services - Projects - Lafayette/Orchard Traffic Signal | 0 | 0 | 0 |
| 0 | 0 | 52,000 | 7770-65 | Professional Services - Projects - Curb Ramp Replacement | 0 | 0 | 0 |
| | | | | Project design services for American Recovery and Reinvestment Act (ARRA) Americans with Disabilities Act (ADA) curb ramp project. | | | |
| 0 | 0 | 30,000 | 7770-67 | Professional Services - Projects - Street Resurfacing | 0 | 0 | 0 |
| | | | | Project design services for American Recovery and Reinvestment Act (ARRA) pavement resurfacing project. | | | |
| 116,239 | 38,079 | 177,000 | TOTAL MATERIALS AND SERVICES | | 30,000 | 30,000 | 30,000 |

CAPITAL OUTLAY

| | | | | | | | |
|---------|---------|---------|----------------|--|---|---|---|
| 0 | 0 | 0 | 9000 | Traffic Signals | 0 | 0 | 0 |
| 0 | 0 | 265,000 | 9000-10 | Traffic Signals - Lafayette & Orchard Ave | 0 | 0 | 0 |
| 0 | 0 | 40,000 | 9000-15 | Traffic Signals - 3rd & Johnson Streets | 0 | 0 | 0 |
| 0 | 0 | 0 | 9010 | Sidewalks | 0 | 0 | 0 |
| 178,965 | 0 | 0 | 9010-05 | Sidewalks - 15th Street Pedestrian Crossing | 0 | 0 | 0 |
| 0 | 0 | 275,000 | 9020 | Street Resurfacing | 0 | 0 | 0 |
| | | | | Street overlays and street slurry seals. | | | |
| 220 | 0 | 0 | 9020-05 | Street Resurfacing - Seal Coating | 0 | 0 | 0 |
| 232,073 | 170,828 | 0 | 9020-10 | Street Resurfacing - Contract Overlays | 0 | 0 | 0 |
| 0 | 0 | 0 | 9150 | Developer Reimbursement | 0 | 0 | 0 |

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|-----------------------------------|----------------|---------------------------|---|---|--|----------------------------|----------------------------|---------------------------|
| 0 | 0 | 20,000 | 9150-05 | Developer Reimbursement - Storm Drainage | Developer reimbursements for oversizing storm drainage systems that benefit future growth requirements of the city beyond a particular development's immediate storm drainage needs. | 10,000 | 10,000 | 10,000 |
| 411,259 | 170,828 | 600,000 | <u>TOTAL CAPITAL OUTLAY</u> | | | 10,000 | 10,000 | 10,000 |
| <u>TRANSFERS OUT</u> | | | | | | | | |
| 0 | 0 | 0 | 9700 | Transfers Out | | 0 | 0 | 0 |
| 101,131 | 107,239 | 108,551 | 9700-01 | Transfers Out - General Fund | | 105,527 | 105,527 | 105,527 |
| | | | | <u>Description</u> | <u>Units</u> | <u>Amt/Unit</u> | <u>Total</u> | |
| | | | | Engineering, Planning, Admin,& Finance personal services support | 1 | 101,936 | 101,936 | |
| | | | | Transportation Fund support of Community Develop. Ctr operations | 1 | 3,591 | 3,591 | |
| 14,820 | 0 | 0 | 9700-31 | Transfers Out - Improvements | | 0 | 0 | 0 |
| 300,000 | 300,000 | 300,000 | 9700-60 | Transfers Out - Debt Service | Transfer to Debt Service Fund of collected transportation system development charges (SDC) to partially off-set debt service for the 1996 Transportation Bonds which "up-front" funded the SDC portion of transportation projects built with transportation bond funds. The SDC transfer will continue through ~2011-2012 fiscal year. | 300,000 | 300,000 | 300,000 |
| | | | | Budget Note: Amount available of transportation SDCs for property tax debt service off-set proportionate to use of transportation bond proceeds on SDC percentage of bond projects. | | | | |
| 415,951 | 407,239 | 408,551 | <u>TOTAL TRANSFERS OUT</u> | | | 405,527 | 405,527 | 405,527 |
| <u>CONTINGENCIES</u> | | | | | | | | |
| 0 | 0 | 18,000 | 9800 | Contingencies | Budget Note: As budgeted, Contingency is 100% Transportation SDC Designated Ending Fund Balance. | 100,000 | 100,000 | 100,000 |
| 0 | 0 | 18,000 | <u>TOTAL CONTINGENCIES</u> | | | 100,000 | 100,000 | 100,000 |
| <u>ENDING FUND BALANCE</u> | | | | | | | | |
| 0 | 0 | 0 | 9945 | Designated End FB - Transport Fd | | 0 | 0 | 0 |
| 1,086,356 | 1,697,000 | 1,805,000 | 9945-05 | Designated End FB - Transport Fd - Transportation SDC | System development charge (SDC) designated cash carryover estimate at July 1, 2010 discloses that the accumulation of transportation SDC revenues will be MORE than accumulated qualifying transportation SDC expenditures since the implementation of the transportation SDC. Oregon Revised Statutes require use of transportation SDC revenues only for transportation system enhancements. | 1,498,700 | 1,498,700 | 1,351,558 |
| 264,443 | 279,226 | 33,540 | 9999 | Unappropriated Ending Fd Balance | Budgeted undesignated cash carryover for July 1, 2010. Actual cash carryover will also include all remaining money from the Contingency account and the excess (deficit) of revenues over (under) expenditures from 2009-2010 operations. | 1,823 | 1,823 | 248,106 |

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|----------------|----------------|---------------------------|---|----------------------------|----------------------------|---------------------------|
| 1,350,799 | 1,976,226 | 1,838,540 | <u>TOTAL ENDING FUND BALANCE</u> | 1,500,523 | 1,500,523 | 1,599,664 |
| 2,294,248 | 2,592,372 | 3,042,091 | <i>TOTAL REQUIREMENTS</i> | 2,046,050 | 2,046,050 | 2,145,191 |

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|----------------|----------------|---------------------------|---|----------------------------|----------------------------|---------------------------|
| 2,294,248 | 2,592,372 | 3,042,091 | <i>TOTAL RESOURCES</i> | 2,046,050 | 2,046,050 | 2,145,191 |
| 2,294,248 | 2,592,372 | 3,042,091 | <i>TOTAL REQUIREMENTS</i> | 2,046,050 | 2,046,050 | 2,145,191 |