

## BALLOT MEASURE NO. 20-197

### ARGUMENT IN SUPPORT OF BALLOT MEASURE 20-197

The 2008 bond measure to fix Eugene's streets and reduce the backlog of road repair problems has been a resounding success. Through careful management, innovative design, and favorable costs, the City has been able to fix an unprecedented number of city streets while reducing its backlog from \$170 million to about \$118 million. That's over \$50 million in value for a bond cost of \$35.9 million.

The 2008 bond is about to expire, but the need for street repair goes on. Without a renewal of the bond, street paving and repair will fall off and the backlog of projects will begin to grow. The City Council has voted to place a renewal street repair bond measure on the November ballot for \$43 million, which at the current rate will cost the same amount as the expiring bond. In other words, voters can approve the larger bond amount without affecting their taxes.

All the mechanisms that made the first bond so successful will remain in place.

1. An outside auditor will continue to monitor the expenditures and ensure that the City Council and staff spend the money on street repairs to existing streets and bikeways only, and will not shift money to any other use.
2. It will clearly identify every street to be repaired. Repair projects cannot be shifted or switched. If more streets can be fixed, they will be identified from the existing list of prioritized repair projects.
3. Projects will focus on reducing the backlog of street repairs and reversing the deterioration of our streets by keeping fixable streets from becoming damaged beyond repair, requiring expensive rebuilds.
4. The bond will only ask for enough money to complete the work possible within the five-year period. The City will continue to show that it can do what it says it will do.

We urge you to continue your support for the great work already under way to fix our streets and maintain our quality of life. You can see it yourself when you drive around town. Let's keep up the good work!

**Prepared by Voters' Pamphlet Committee in  
Support of Measure 20-197**

Eugene City Councilors  
George Brown, Chris Pryor, Alan Zelenka

This space provided in accordance with EC 2.994(1)(b).

**NO APPLICATIONS WERE FILED FOR  
A VOTERS' PAMPHLET COMMITTEE IN  
OPPOSITION TO BALLOT MEASURE 20-197  
AND NO ARGUMENTS WERE SUBMITTED  
IN OPPOSITION TO  
BALLOT MEASURE 20-197.**

**NO ADDITIONAL ARGUMENTS WERE  
SUBMITTED IN SUPPORT OF  
BALLOT MEASURE 20-197.**

The printing of this argument does not constitute an endorsement by the City of Eugene, nor does the City of Eugene warrant the accuracy or truth of any statements made.

## BALLOT MEASURE NO. 20-197

### BALLOT MEASURE NO. 20-197 REFERRED BY CITY OF EUGENE

**CAPTION:** Bonds to Fix Streets, Fund Bicycle and Pedestrian Projects

**QUESTION:** Shall City of Eugene fix streets and fund bicycle and pedestrian projects using \$43 million in general obligation bonds? If the bonds are approved, they will be payable from taxes on property or property ownership that are not subject to the limits of sections 11 and 11b, Article XI of the Oregon Constitution.

**SUMMARY:** If this measure is approved, the City will use bond proceeds to fix approximately 74 lane miles of roads and fund bicycle and pedestrian projects. The measure would generate approximately \$8 million annually plus inflation for 5 years. Of that, an annual average of \$516,000 would be used to support bicycle and pedestrian projects. The remainder would be used to fix streets, as well as pay bond issuance costs. No bond money could be used to expand the motor vehicle capacity of street system.

Streets that would be fixed are listed in Eugene City Council Resolution 5063. Until all listed street projects have been completed, bond proceeds could not be used to fix other streets.

An outside auditor would review City's use of bond proceeds, determine whether proceeds were used as required by this measure, and prepare a report that would be made public.

Bonds would be repaid from property taxes beginning in 2014. Estimated rate is \$0.65 per \$1000 of assessed value and cost to average Eugene homeowner would be about \$127 per year.

### RESOLUTION NO. 5063

**A RESOLUTION CALLING A CITY ELECTION ON NOVEMBER 6, 2012, FOR THE PURPOSE OF REFERRING TO THE LEGAL ELECTORS OF THE CITY OF EUGENE A MEASURE AUTHORIZING THE ISSUANCE OF A MAXIMUM OF \$43,000,000 OF GENERAL OBLIGATION BONDS TO FUND STREET PRESERVATION PROJECTS AND BICYCLE AND PEDESTRIAN PROJECTS**

**The City Council of the City of Eugene finds that:**

**A.** Using the City's current 5-cent per gallon local gas tax, other dedicated pavement preservation funding, and a \$35.9 million, five-year bond measure approved by voters in November 2008 to repair more than 54 streets, the City has completed nearly \$44.7 million in street preservation work since 2002, the beginning of Eugene's pavement preservation program, and the City has repaired 343 lane miles of streets through overlay, reconstruction and slurry seal treatments.

**B.** The revenues from the local gas tax and the 2008 bond measure have helped reduce the backlog of street repair projects. Currently the backlog of repairs on improved asphalt

streets is \$118 million; a reduction in the estimated backlog of needed repairs of more than \$50 million since the 2008 bond was approved. Despite this short-term downward trend the backlog is projected to continue to grow unless there is funding that is both sufficient and sustainable. The taxes levied from the 2008 street bond end in 2013. Streets that have failed to the point of reconstruction create safety problems and cause vehicle repair problems, make walking, biking or driving on the streets uncomfortable, interfere with economic activity and diminish the quality of life.

**C.** In order to address the funding shortfalls with the City's street maintenance and preservation program, the City Council determined that a General Obligation Bond measure generating approximately \$8 million in net revenues annually should be referred to voters. Of that amount, the Council determined that an annual average of \$516,000 should be allocated over a period of five years to support bicycle and pedestrian projects guided by the Pedestrian and Bicycle Master Plan, City staff, and the Bicycle and Pedestrian Advisory Committee.

**D.** The bond proceeds will be used to overlay or reconstruct the driving surface of streets as well as to preserve existing integral elements of the street such as curbs, gutters, sidewalks, on-street bike lanes, traffic signals, street lights,

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The 2008 bond is about to expire, but the need for street repair goes on. Without a renewal of the bond, street paving and repair will fall off and the backlog of projects will begin to grow. The City Council has voted to place a renewal street repair bond measure on the November ballot for \$43 million, which at the current rate will cost the same amount as the expiring bond. In other words, voters can approve the larger bond amount without affecting their taxes.

All the mechanisms that made the first bond so successful will remain in place.

1. An outside auditor will continue to monitor the expenditures and ensure that the City Council and staff spend the money on street repairs to existing streets and bikeways only, and will not shift money to any other use.
2. It will clearly identify every street to be repaired. Repair projects cannot be shifted or switched. If more streets can be fixed, they will be identified from the existing list of prioritized repair projects.
3. Projects will focus on reducing the backlog of street repairs and reversing the deterioration of our streets by keeping fixable streets from becoming damaged beyond repair, requiring expensive rebuilds.
4. The bond will only ask for enough money to complete the work possible within the five-year period. The City will continue to show that it can do what it says it will do.

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## BALLOT MEASURE NO. 20-197

### RESOLUTION NO. 5063 *(continued)*

medians, traffic calming devices, and other integral parts of a street preservation project. These preservation efforts will be undertaken only to preserve existing elements, not to expand the motor vehicle capacity of the street system. In addition, the City will allocate an annual average of \$516,000 of the bond proceeds over a period of five years to fund bicycle and pedestrian projects.

**E.** A general obligation bond measure of \$43 million would fund specific street preservation projects over a period of five years. This amount represents 76 different projects that would repair an estimated 74 lane miles of roads and fund bicycle and pedestrian projects. The \$43 million figure accounts for \$8 million per year for five years at an inflation factor of 4%.

**F.** The measure is expected to cost an average of \$0.65 per 1000 of assessed value each year for five years. For an average homeowner in Eugene, this would be about \$127 per year. This rate is also the approximate average tax rate levied over the five years of the 2008 bond measure. The taxes would first be levied in November 2014, after the 2008 bond taxes end in 2013.

**G.** The criteria for choosing bond projects included: a) use of the most current engineering and cost-benefit information about needed street rehabilitation and reconstruction; b) citizen input with respect to prioritizing major streets in need of reconstruction; and c) geographic distribution throughout the community to ensure all areas of the City benefit from the bond proceeds. Bond proceeds will only be used for street preservation projects included in the list of projects attached as Exhibit A to this Resolution. If all of the projects listed in Exhibit A are completed and there are bond proceeds remaining, the Council may add other street preservation projects to the list.

**H.** In order to promote accountability in the use of bond proceeds, the City Manager will contract with an outside auditor to prepare an annual written report on the use of the bond proceeds. The auditor will ascertain and report on whether the bond proceeds were used for the authorized purposes and in compliance with the restrictions set forth above. The City Manager will provide the report to the Council and make the report publicly available.

**I.** To further promote accountability and citizen involvement in street preservation projects, the City Manager will convene the citizen street repair review panel. The citizen street repair review panel will prepare an annual report, separate and distinct from the report prepared by the outside auditor, documenting the City's use of the bond proceeds and noting whether the bond proceeds were used in compliance with the terms of this Resolution. The City Manager will provide the street repair review panel's report to the Council and make the report publicly available.

**NOW, THEREFORE, based upon the above findings,**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:**

**Section 1.** A city election is called for the purpose of submitting to the qualified electors of the City a Measure authorizing the issuance of a maximum of \$43,000,000 of General Obligation bonds to fund street preservation projects and bicycle and pedestrian projects.

**Section 2.** The City Council orders this City election to be held in the City of Eugene, Oregon, concurrently with the general election on the 6th day of November, 2012, in accordance with the provisions of Chapter 254 of the Oregon Revised Statutes, and the ballots shall be counted and tabulated and the results certified as provided by law.

**Section 3.** The City Recorder is directed to give not less than ten days' notice of the City election by publication of one notice in the Register Guard, a newspaper published in the City and of general circulation within the City.

**Section 4.** If approved by the electors, the proceeds from the sale of the bonds will be used only for costs related to street preservation projects, bicycle and pedestrian projects and payment of bond issuance costs and not to expand the motor vehicle capacity of the street system. The use of bond proceeds for street preservation projects will be limited to projects included in Exhibit A to this Resolution unless upon completion of all the projects listed in Exhibit A to this Resolution the Council adds other street preservation projects to the list in order to utilize unspent bond proceeds. An outside auditor will report on whether the bond proceeds were used in compliance with these limitations.

**Section 5.** This Resolution shall become effective immediately upon its adoption.

**The foregoing Resolution adopted the 22nd day of February, 2011.**

**/s/ Elizabeth Forrest  
City Recorder**

**BALLOT MEASURE NO. 20-197****Exhibit A****Project List for 2012 Bond Measure to Fix Streets**

Map #	Street Name	Limits
1	01ST AVE	WASHINGTON ST - VAN BUREN ST
2	01ST AVE	BLAIR BLVD - WEST END
3	02ND AVE	BLAIR BLVD - GARFIELD ST
4	05TH AVE	BERTELSEN RD - WEST END
5	06TH AVE	BERTELSEN RD - COMMERCIAL ST
6	07TH AVE	BERTELSEN RD - OSCAR ST
7	07TH PL	7TH AVE/HWY 99 - BAILEY HILL RD
8	13TH AVE	WASHINGTON ST - GARFIELD ST
9	13TH AVE	BERTELSEN RD - COMMERCE ST
10	15TH AVE	FAIRMOUNT BLVD - AGATE ST
11	17TH AVE	FAIRMOUNT BLVD - AGATE ST
12	19TH AVE	FILLMORE ST - CHAMBERS ST
13	22ND AVE	FRIENDLY ST - POLK ST
14	25TH AVE	HAWKINS LN - BRITTANY ST
15	27TH AVE	COLUMBIA ST - SPRING BLVD
16	30TH AVE	SPRING OVERPASS - AGATE ST
17	30TH AVE	MILL ST (WEST) - FERRY ST (EAST)
18	30TH AVE	MILL ST - WILLAMETTE ST
19	39TH AVE	WILLAMETTE ST - 100' EAST OF DENSMORE RD
20	40TH AVE	HILYARD ST - DONALD ST
21	43RD AVE	N SHASTA - DILLARD RD
22	AVALON ST	ECHO HOLLOW RD - JUHL ST
23	BEST LN	WILLAKENZIE RD - KENTWOOD DR
24	BRAE BURN DR	39TH AVE - WILLAMETTE ST
25	BROADWAY	MILL ST - PEARL ST
26	BUFF WAY	WOODSIDE DR - FORRESTER WAY
27	CALVIN ST	WESTERN DR - HARLOW RD
28	CAPITAL DR	SPRING BLVD - 50' N OF CRESTA DE RUTA ST
29	CARMEL AVE	MINDA DR - 400' SOUTH OF MINDA DR
30	CASCADE DR	AVALON ST - JUHL ST
31	CENTENNIAL LP	MLK, JR BLVD (EAST) - MLK, JR BLVD/CLUB RD
32	CITY VIEW ST	28TH AVE - 29TH AVE
33	COBURG RD	SS FERRY ST BRIDGE - 50' S OF EWEB ON/OFF RAMP
34	COMMERCIAL ST	5TH AVE - SOUTH END
35	CORYDON ST	FORRESTER WAY - TANDY TURN
36	EAST AMAZON DR	HILYARD ST - DILLARD RD
37	ELIZABETH ST	KNOOP AVE - ROYAL AVE
38	FAIRFIELD AVE	WS HWY 99 - ROYAL AVE
39	FILLMORE ST	19TH AVE - 24TH AVE
40	FIRLAND BLVD	SPRING BLVD - AGATE ST
41	FORRESTER WAY	COBURG RD - WS DRWY 1033
42	GARFIELD ST	ROOSEVELT - 6TH AVE
43	GOODPASTURE LOOP	GOODPASTURE IS RD (EAST INTERSECTION) - GOODPASTURE IS RD (WEST INTERSECTION)



## BALLOT MEASURE NO. 20-197

## Exhibit A

Map #	Street Name	Limits
44	INTERIOR ST	NORTH END OF CUL DE SAC - SOUTH END OF IMPROVED SECTION
45	IONE AVE	BEST LN - ADKINS ST
46	JACOBS DR	HWY 99N - FAIRFIELD AVE
47	JEFFERSON ST	8TH AVE - 18TH AVE
48	JUHL ST	NS ADDR 1424 - SOUTH END
49	KNOOP AVE	ECHO HOLLOW RD - ELIZABETH ST
50	LARKSPUR AVE	NORKENZIE RD - 640 FEET WEST OF NORKENZIE RD
51	LARKSPUR LOOP	NORKENZIE RD (N) - NORKENZIE RD (S)
52	LEIGH ST	NORTH END - WESTERN DR
53	LINCOLN ST	5TH AVE - 13TH AVE
54	LYDICK WAY	TOMAHAWK LN - HARLOW RD
55	MADISON ST	1ST AVE - 8TH AVE
56	MAHLON AVE	GARDEN WAY - HONEYSUCKLE LN
57	MILL ST	30TH AVE (NORTH) - 30TH AVE (SOUTH)
58	MONROE ST	1ST AVE - BLAIR BLVD
59	NORTH SHASTA LOOP	FIRLAND - 43RD AVE
60	PIONEER CT	PIONEER PIKE - NORTH END
61	PIPER LN	CHASA ST - FIR ACRES DR (INCL CUL-DE-SAC)
62	POTTER ST	24TH AVE - 29TH AVE
63	ROLAND WAY	OAKWAY RD - CAL YOUNG RD
64	SATRE ST	BAILEY LN - WESTERN DR
65	SHARON WAY	COBURG RD - ES DRWY 1023
66	SPRING BLVD	FAIRMOUNT BLVD - CAPITAL DR
67	TIMBERLINE DR	WARREN ST - WINTERCREEK DR
68	TOMAHAWK LN	HARLOW RD - 580' NORTH OF HARLOW RD
69	TULIP ST	CRESCENT AVE - HOLLY AVE
70	VAN NESS ST	23RD AVE - 27TH AVE
71	WASHINGTON ST	8TH AVE - 13TH AVE
72	WEST AMAZON DR	ES HILYARD - SS FOX HOLLOW
73	WESTERN DR	CALVIN ST - WEST END/MONROE MIDDLE SCHOOL
74	WILLAMETTE ST	24TH AVE - 29TH AVE
75	WILLAMETTE ST	10TH AVE - 13TH AVE
76	WOODSIDE DR	CAL YOUNG RD - SHARON WAY