



# City of Eugene

## November 4, 2008

### BALLOT MEASURE 20-145

**CAPTION:** Bonds to Fix Streets

**QUESTION:** Shall City fix streets using \$35.9 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 II and IIb, Article XI of the Oregon Constitution.

**SUMMARY:** If this measure is approved, the City will use bond proceeds to fix approximately 70 lane miles of streets and 3 miles of off-street bike and pedestrian paths. The measure would generate approximately \$6.5 million annually plus inflation for 5 years. Of that, \$350,000 would be used annually to fix off-street bicycle and pedestrian paths; remainder would be used to fix streets, as well as pay bond issuance costs. No bond money could be used to expand capacity of street system.

Streets that would be fixed are listed in the ballot measure (Resolution 4953). 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 and determine whether proceeds were used as required by this measure. The outside auditor would prepare a report that would be made public.

Bonds would be repaid with property taxes. Estimated rate is \$0.61 per \$1000 of assessed value and cost to average Eugene homeowner would be about \$102 per year.



### Bond Measure to Fix Streets

#### What would this measure do?

If approved by voters, Measure 20-145 would authorize the City of Eugene to issue a maximum of \$35.9 million of General Obligation bonds to fund street preservation projects and off-street bicycle and pedestrian path preservation projects. The \$35.9 million figure accounts for \$6.5 million per year for five years at an annual inflation factor of 4.8%.

#### What is the financial impact to taxpayers?

The measure is expected to cost an average of \$0.61 per \$1000 of assessed value each year for five years. For an average homeowner in Eugene, this would be about \$102 per year.

#### Why is this measure proposed now?

The amount of funding for street maintenance and reconstruction has been insufficient to keep up with deteriorating street conditions. The backlog of repair work continues to grow and is currently \$173 million.

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 and interfere with economic activity.

#### What has the City been doing to repair streets?

Using the City's current 5-cent per gallon local gas tax and other dedicated pavement preservation funding, the City has completed nearly \$18.6 million in street preservation work since 2002, including contracts in progress. Since 2002, the City has repaired 153 lane miles of streets through overlay, reconstruction and slurry seal treatments. Projects for 2008 include portions of 27th Avenue, Barger Drive, Chambers Street and Roosevelt Boulevard.

#### How would the bond proceeds be spent?

The bond proceeds would be spent to overlay or reconstruct the driving surface of streets and to preserve existing integral elements of the street such as curbs, gutters, sidewalks, on-street bike lanes, traffic signals, street lights, medians, and traffic calming devices. These preservation efforts would be undertaken only to preserve existing elements, not to expand the capacity of the street system. In addition, the City would annually allocate not less than \$350,000 of the bond proceeds to fund the overlay and reconstruction of existing off-street bicycle and pedestrian paths.

The use of bond proceeds for street preservation projects would be limited to a list of 32 projects. If all 32 projects are completed, the Council would be authorized to add other street preservation projects to the list in order to use remaining bond proceeds.

#### What provisions are there for accountability in how the money is spent?

The measure would require the City Manager to contract with an outside auditor to prepare written reports on the use of the bond proceeds. The auditor would ascertain whether the bond proceeds were used for the authorized purpose. The reports would be provided to the City Council and available to the public. The City Manager has also stated that he intends to create a street repair review panel that would prepare another report to the Council and the public concerning the use of the bond proceeds.

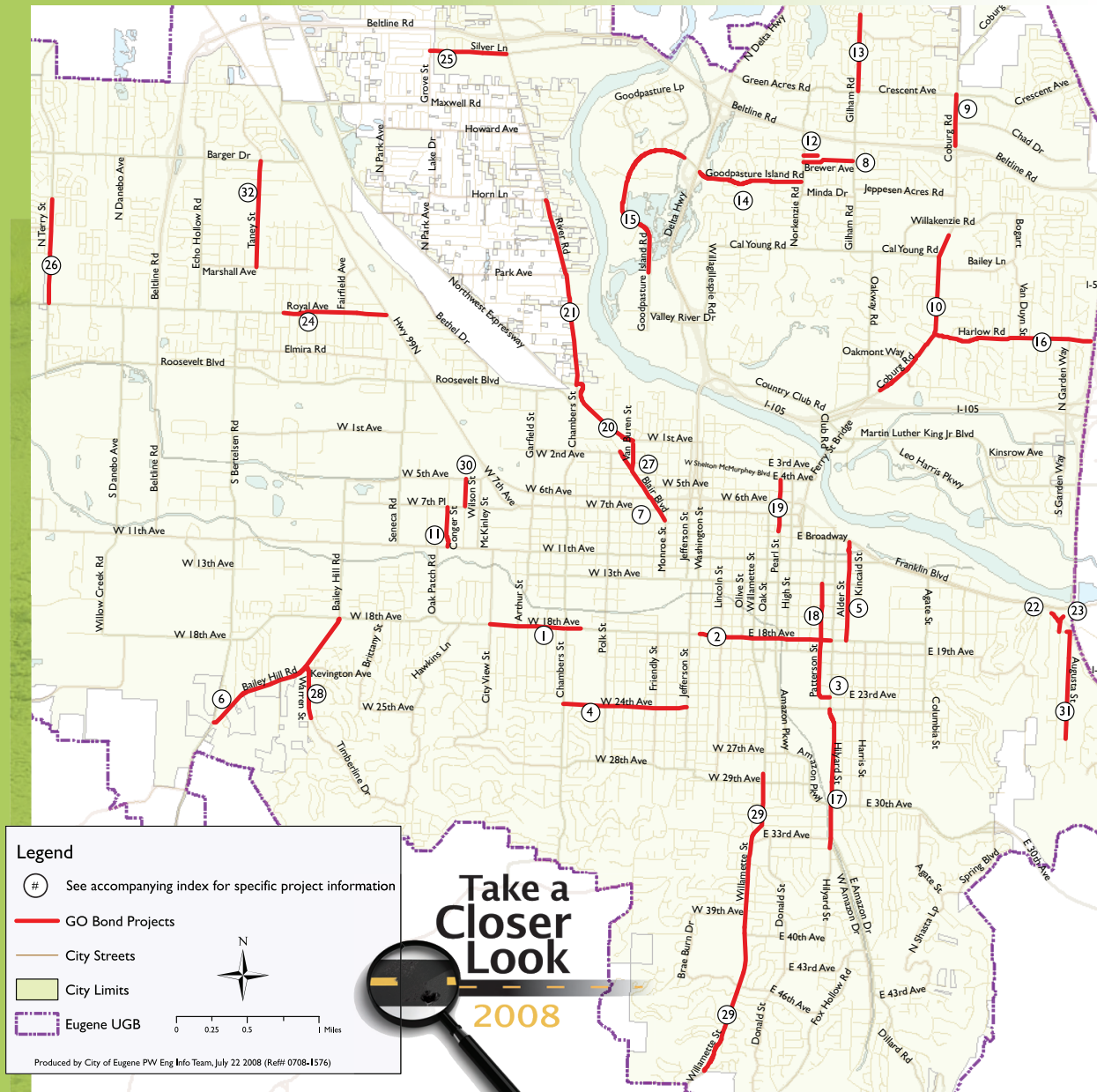


This informational brochure was authorized and published by the City of Eugene, 777 Pearl Street, Eugene, OR 97401.

**For more information:** Visit the City's website at [www.eugene-or.gov](http://www.eugene-or.gov) or call the City Manager's Office at 682-5010.

# Eugene Street Preservation Projects

## \$35.9 Million Bond Measure Project Map



For more information: [www.eugene-or.gov/streets](http://www.eugene-or.gov/streets)

## Project List

- |   |   |  |  |
|---|---|--|--|
| <b>1) 18th Avenue</b><br>(510' E. of Chambers to City View) | <b>9) Coburg Road</b><br>(Crescent to S. on ramp Beltline)                              | <b>17) Hilyard Street</b><br>(E 24th Ave to 34th Ave)                              | <b>25) Silver Lane</b><br>(River Rd to Grove)                                      |
| <b>2) 18th Avenue</b><br>(Hilyard to Washington)            | <b>10) Coburg Road</b><br>(850' N. of Cal Young to 450' of I-105 off ramp)              | <b>18) Patterson Street</b><br>(13th to 23rd)                                      | <b>26) Terry Street</b><br>(1100' N. of Avalon St to Royal)                        |
| <b>3) 23rd Avenue</b><br>(Hilyard to Patterson)             | <b>11) Conger Street</b><br>(7th Ave to 11th Ave)                                       | <b>19) Pearl Street</b><br>(4th Ave to 200' N. of Broadway)                        | <b>27) Van Buren Street</b><br>(RR crossing to Blair Blvd)                         |
| <b>4) 24th Avenue</b><br>(Jefferson to Chambers)            | <b>12) Curtis Avenue</b><br>(550' E. of Norkenzie to Norkenzie)                         | <b>20) Railroad Boulevard</b><br>(Van Buren to Chambers)                           | <b>28) Warren Street</b><br>(Bailey Hill to Timberline Dr)                         |
| <b>5) Alder Street</b><br>(Broadway to 18th)                | <b>13) Gilham Road</b><br>(Honeywood St to Crescent)                                    | <b>21) River Road</b><br>(Horn Lane to Railroad)                                   | <b>29) Willamette Street</b><br>(306' N. of 29th Ave to 180' S. of Spencers Crest) |
| <b>6) Bailey Hill Road</b><br>(18th to Bertelsen)           | <b>14) Goodpasture Island Road</b><br>(Norkenzie Rd to Delta Hwy Bridge)                | <b>22) Riverview Street</b><br>(Sylvan to 16th Ave)                                | <b>30) Wilson Street</b><br>(W. 5th Ave to W. 7th Ave)                             |
| <b>7) Blair Boulevard</b><br>(2nd to Monroe)                | <b>15) Goodpasture Island Road</b><br>(Bridge over slough to 1250' N. Valley River Dr.) | <b>23) Riverview Street</b><br>(Franklin off ramp to 247' S. of Franklin off ramp) | <b>31) Augusta Street</b><br>(16th Ave to 26th Ave)                                |
| <b>8) Brewer Avenue</b><br>(Gilham to Norkenzie)            | <b>16) Harlow Road</b><br>(I-5 to Coburg)   | <b>24) Royal Avenue</b><br>(Hwy 99 to 100' E. of Waite St)                         | <b>32) Taney Street</b><br>(Barger to Marshall)                                    |

### How was the list of projects chosen?

The criteria for choosing bond projects included: a) citizen input with respect to prioritizing major streets in need of reconstruction; b) scientific information about needed street rehabilitation and reconstruction from the pavement management system; and c) geographic distribution throughout the community to ensure all areas of the City receive a benefit from the bond proceeds.