# Proposed G.O. Bond Measure for Street Repair

EUGENE CITY COUNCIL

WORK SESSION

JUNE 29, 2022

# City Council Work Session

- System needs overview
- Polling Report
- Potential bond scenarios
- Next steps and schedule

# Pavement Management System & Needs

- Current backlog is $87.6 million.
- Previous bond measures have made great progress on arterials and collectors, such that approx. $70 million of the backlog is local streets.
- Associated annual need is $15.5 million to keep any new streets from falling into reconstruct condition and address current reconstructs.
- City currently receives about $2.9 million in local gas tax per year.

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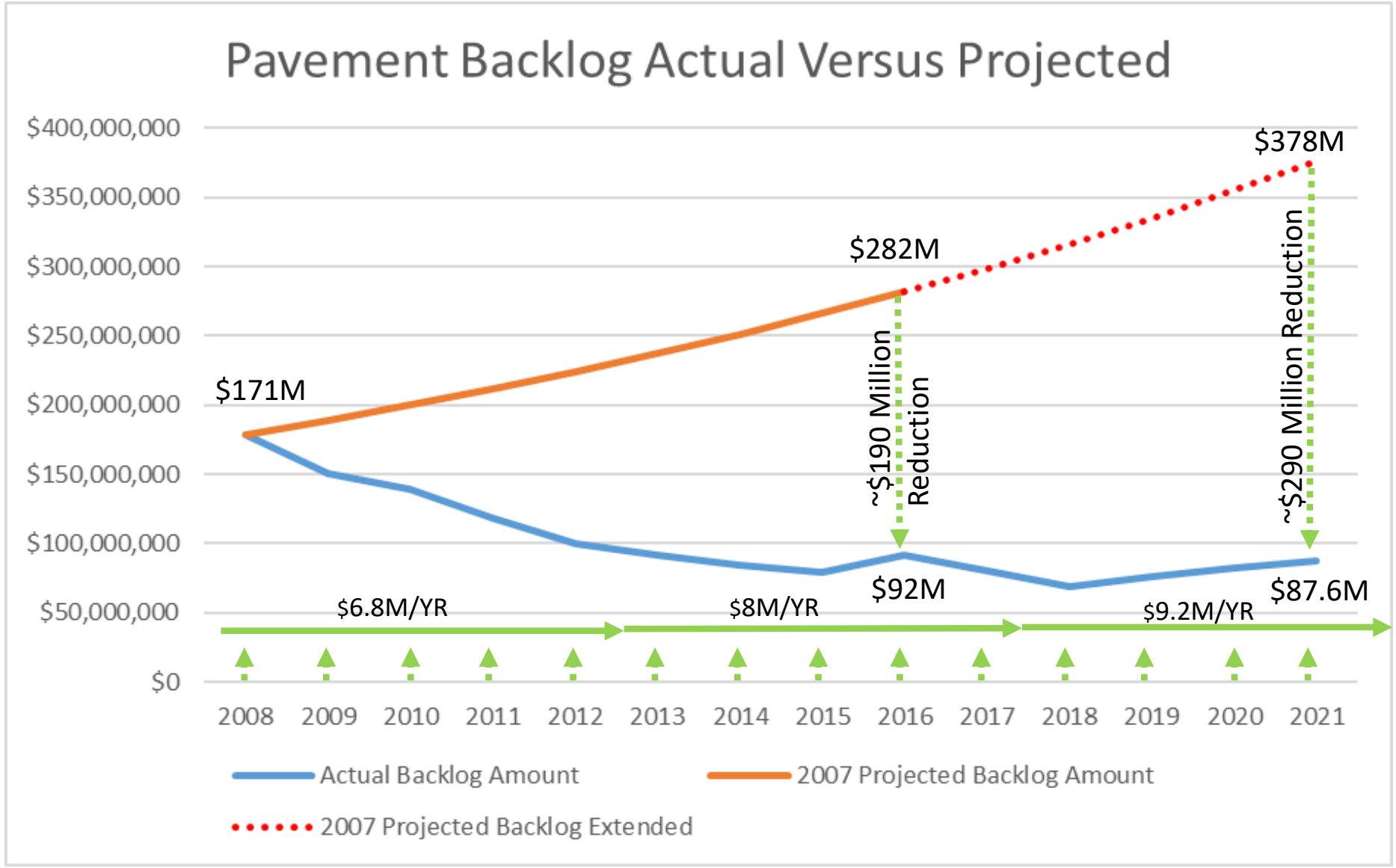
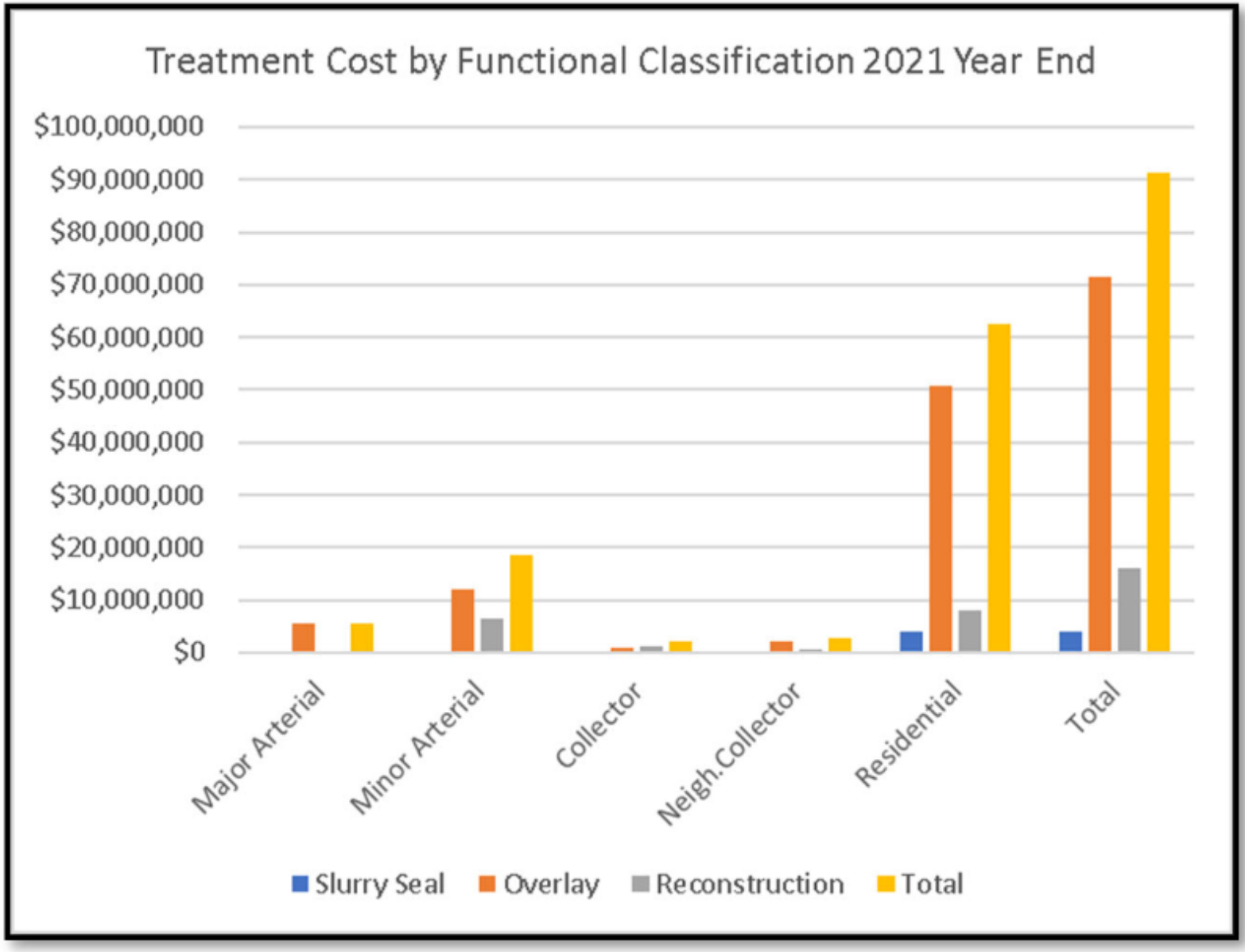
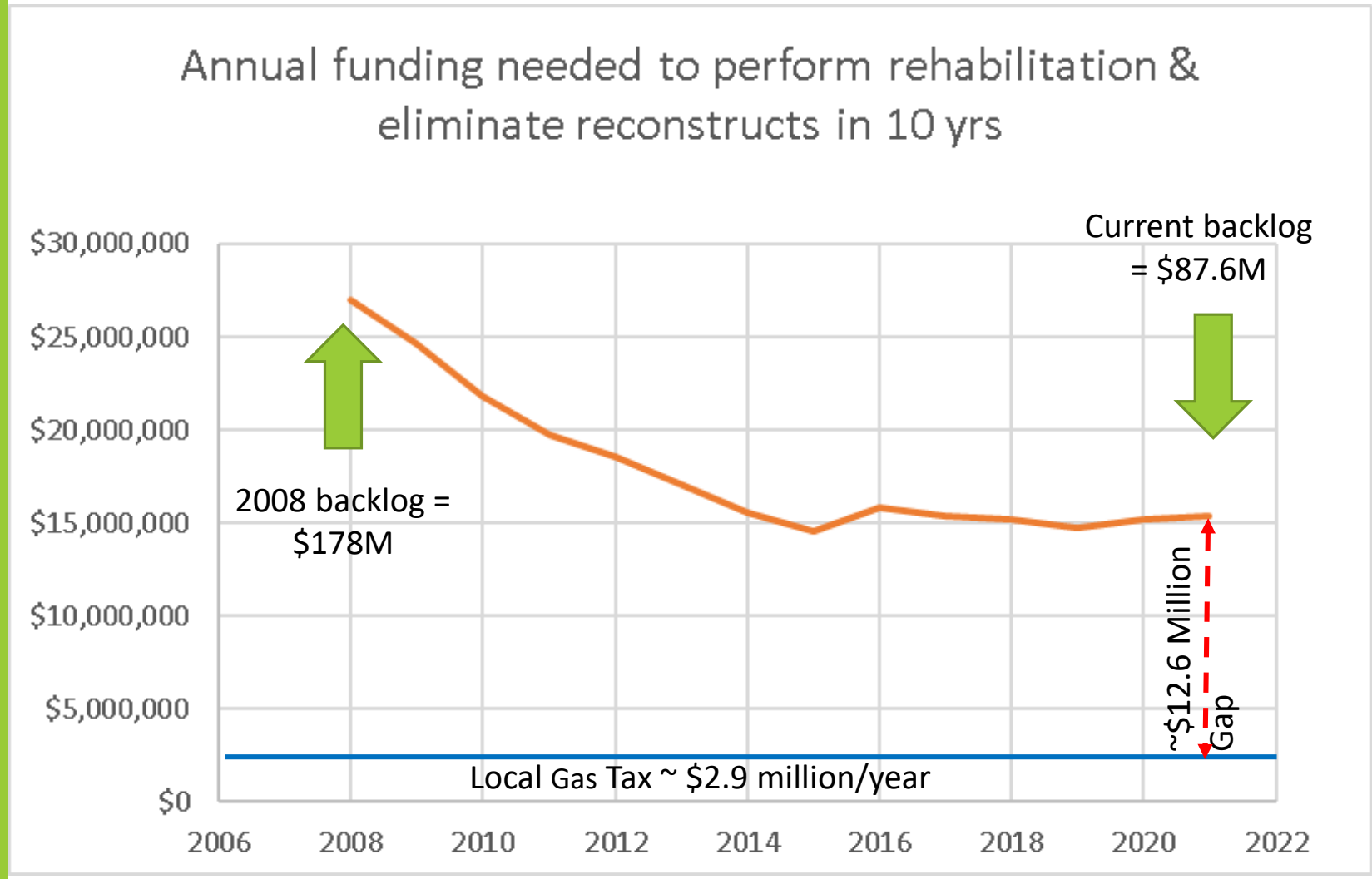

Pavement Backlog Actual Versus Projected
$400,000,000
$350,000,000
$300,000,000
$250,000,000
$200,000,000
$150,000,000
$100,000,000
$50,000,000
$0
$171M
$282M
$378M
~$190 Million Reduction
~$290 Million Reduction
$92M
$87.6M
$6.8M/YR
$8M/YR
$9.2M/YR
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
Actual Backlog Amount
2007 Projected Backlog Amount
2007 Projected Backlog Extended

# Pavement Needs by Street Type



# Annual Pavement Funding Need

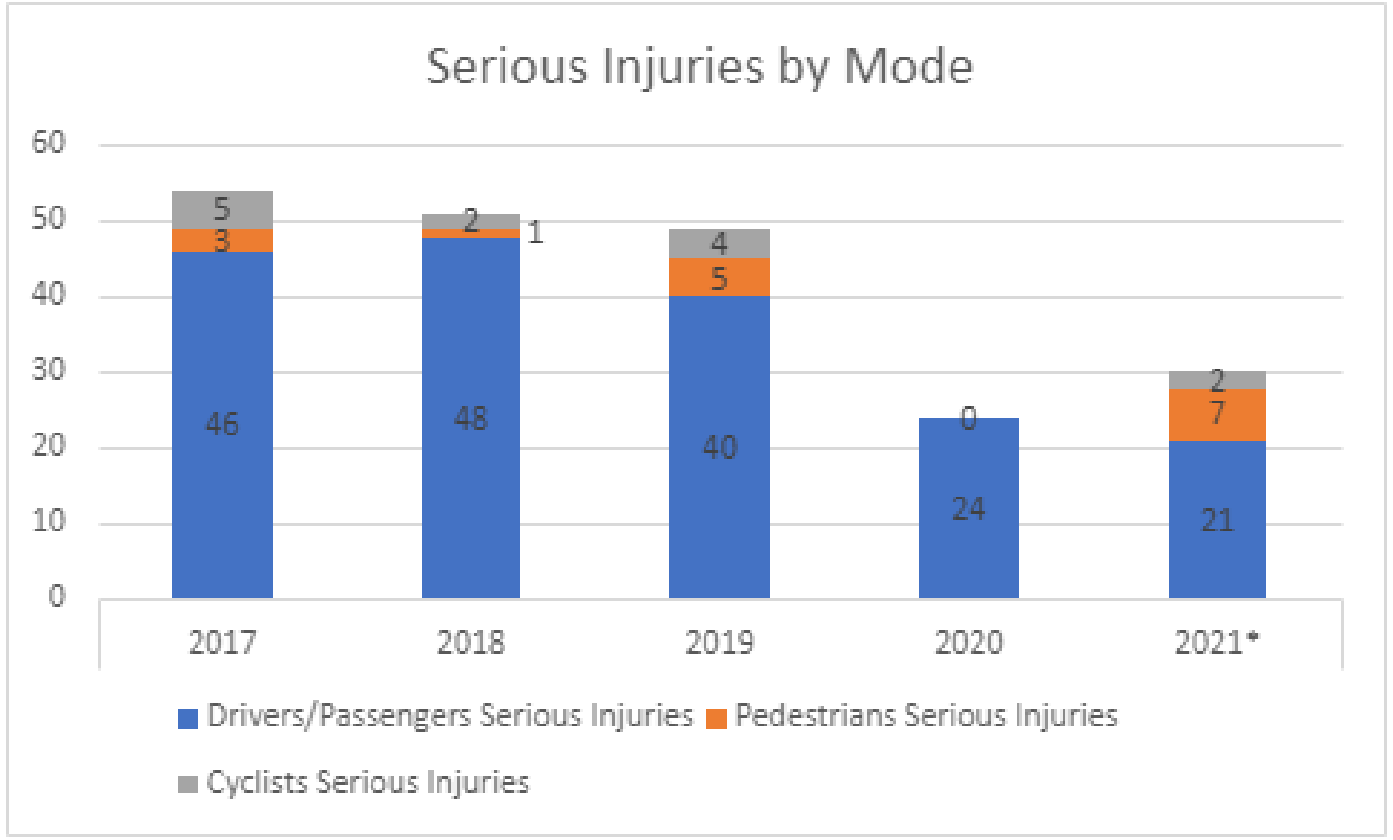


# Transportation System Plan Needs

Since the 2035 Transportation System Plan (TSP) was adopted in 2017, the City has made significant progress in bike and pedestrian projects using bond funds, Transportation SDCs, and federal grants.

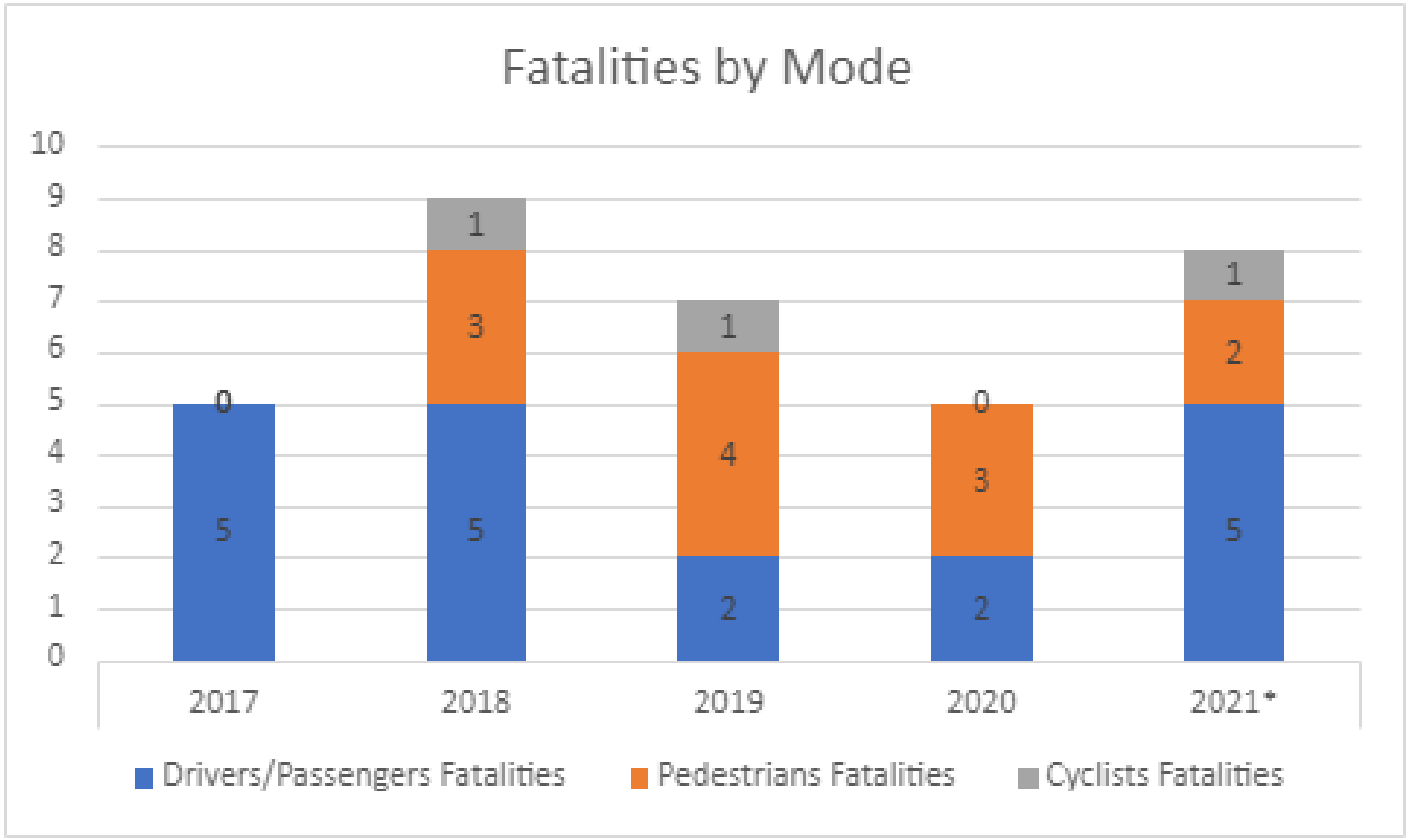
| **TSP Bike & Pedestrian Projects (2014 estimated costs)** | **$71.7 M** |
|---|---|
| Completed Projects (2014 est. costs) | $19.9 M |
| Funded, not yet constructed, Projects (2014 est. costs) | $10.8 M |
| Remaining Projects (2014 est. costs)=<br>Remaining Projects (2022 adjusted costs)= | $41.4 M<br>**$53.8 M** |

# Transportation Safety Needs




- In 2015, Council adopted a City policy: the Vision Zero goal of zero fatalities and serious injuries on Eugene's transportation system.
- In 2019, the Vision Zero Action Plan was administratively adopted.

# Transportation Safety Needs




- The Vision Zero Action Plan identified 15 streets and 23 intersections as part of a high crash network and 47 actions to improve traffic safety for all.
- Except for a traffic calming program, there are no dedicated funding resources.

# Eugene Community's Climate Action Plan 2.0 (CAP 2.0)

- Transportation accounts for 53% of the community's GHG emissions.
- Implementation of the TSP accounts for 62% of the emission reductions in the CAP 2.0.
- CAP 2.0 identifies the action to increase canopy cover of the urban forest to sequester GHG emissions, improve air quality, and reduce urban heat island effect.
- Urban Forestry estimates ~15,000 street tree planting sites, with an estimated cost of $7 million to plant.

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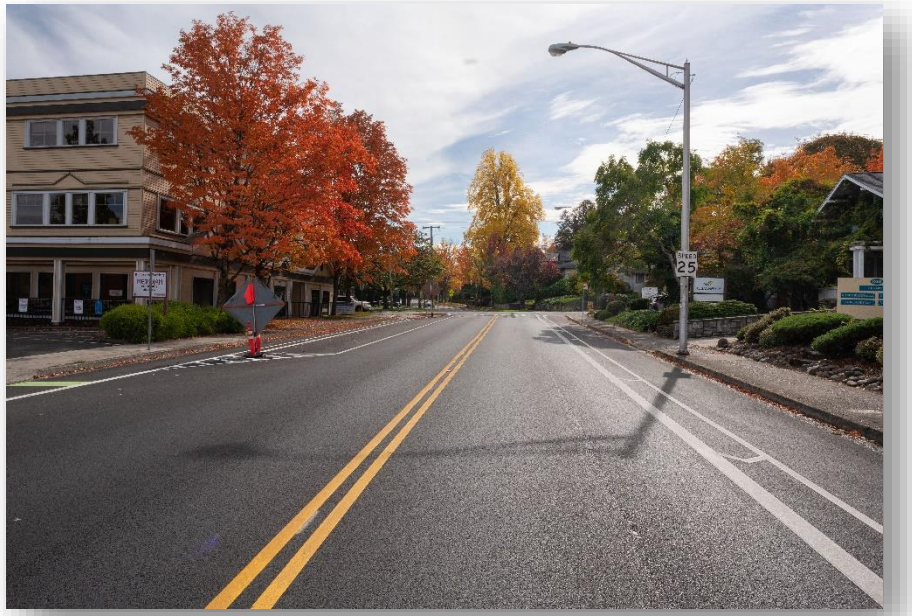
# Proposed Bond Measure Outreach

Stakeholder presentations:

- Eugene Active Transportation Committee
- Eugene Street Repair Review Panel
- Better Eugene Springfield Transportation (BEST) convened a group of interested non-profits that included representation from BEST, AARP, League of Women Voters, and 350 Eugene
- Eugene Human Rights Commission
- Greater Eugene Area Chamber of Commerce Local Government Affairs Committee (LGAC)
- Eugene Sustainability Commission
- Neighborhood Associations – Churchill, Active Bethel Citizens, Southeast Neighbors



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# Stakeholder Engagement

- Feedback has been favorable to a bond with same tax rate as current bond.
- Feedback has been supportive of preserving streets.
- Feedback has been supportive for increasing the spending on bicycle, pedestrian, and safety projects.

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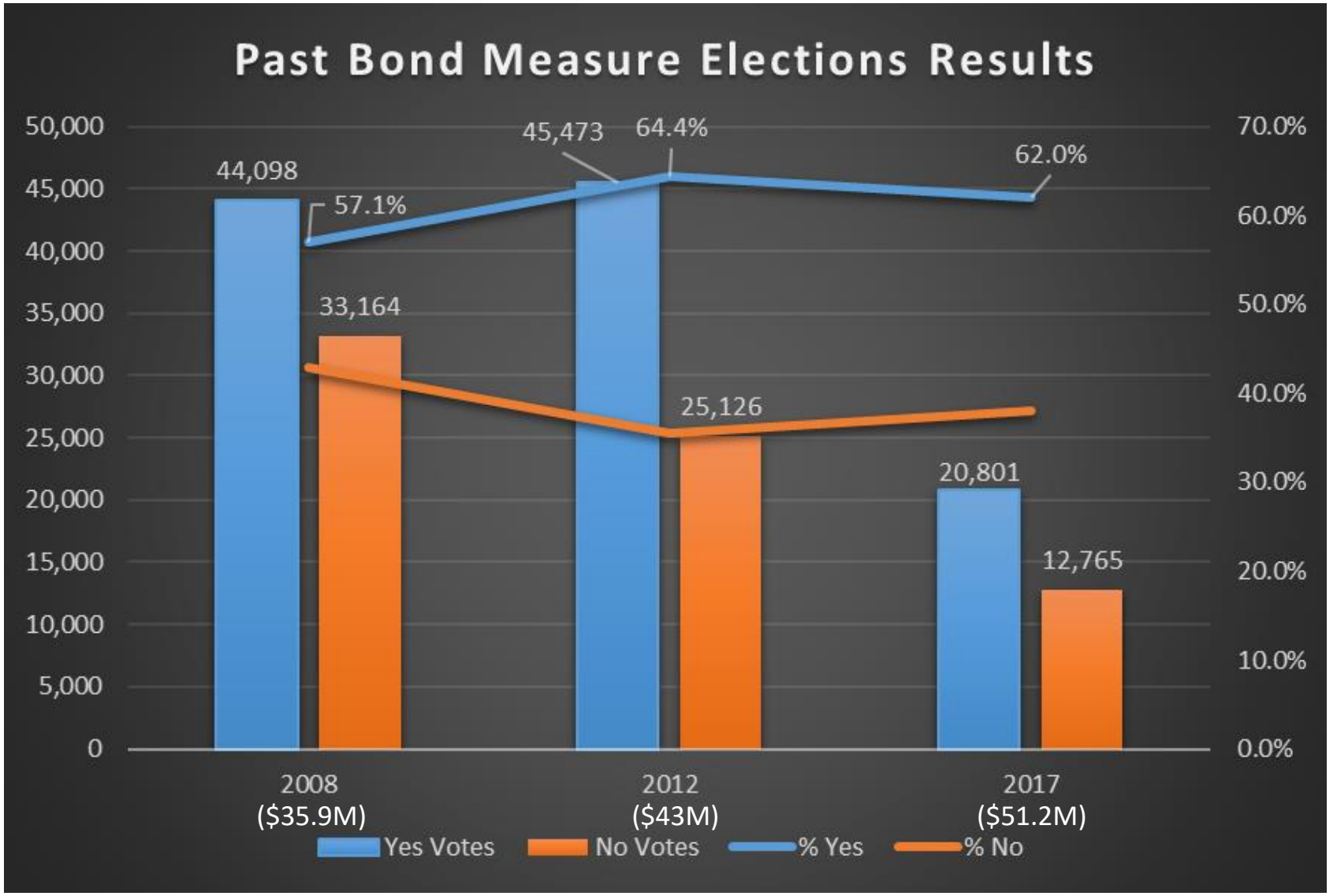


# Past Street Bond Election Results

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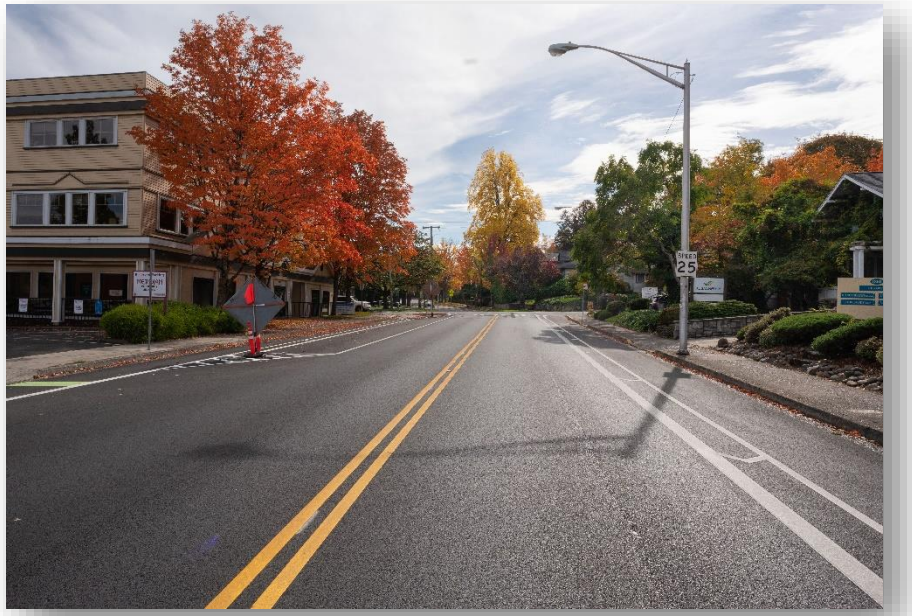
# Polling Report

# Proposed Bond Measure Amount

- Based on the current average tax rate of $0.63 per $1,000 assessed value, it is estimated to result in a five-year bond of $61.2 million.
- Continue to have a mix of named street pavement preservation projects and active transportation and safety projects*.
- Staff will continue to leverage bond funding with other local and grant funds



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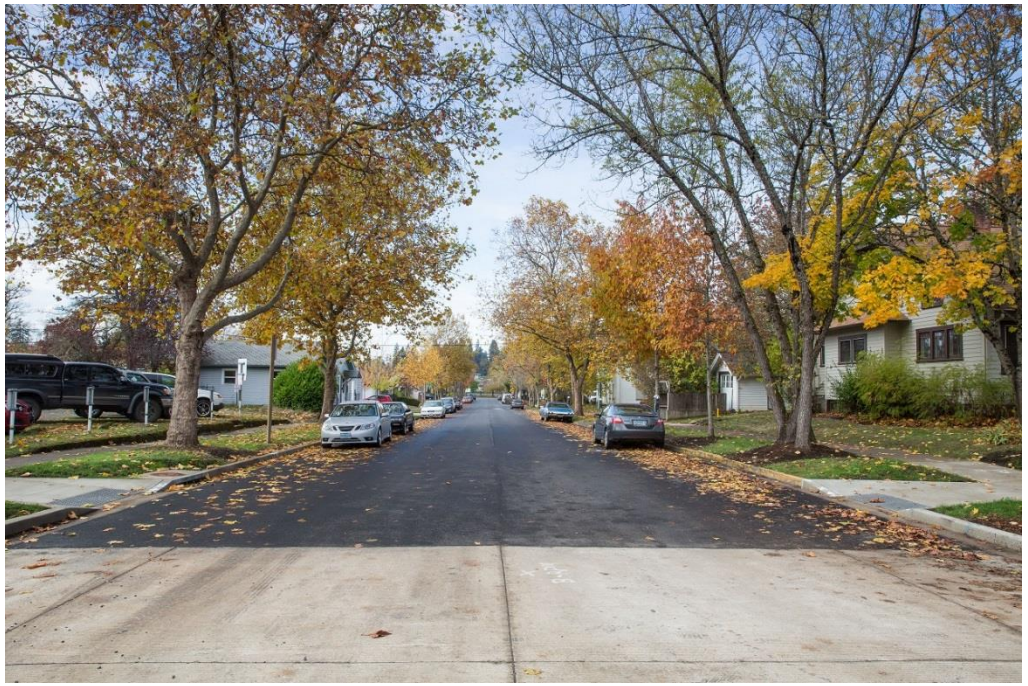
# Proposed Bond Measure Accountability

Staff recommend keeping the accountability provisions that were included in the prior bond measures:

- Named street projects
- External auditor annual report
- Department advisory committee annual report



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# Proposed Bond – Walking, Biking, Safety & Street Tree Needs

- Propose expansion of eligible uses of the portion of bond funds previous reserved for walking and biking projects to include, safety projects and street tree projects.

- Projects be identified with guidance from:
  - the TSP
  - the Vision Zero Action Plan,
  - the Climate Action Plan,
  - Active Transportation Committee,
  - and City staff by considering the City's goals to increase safety on City streets and shared use paths

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# Proposed Bond – Apportionment of funds between uses

- To determine a staff proposal we considered:
  - Effects of funding scenarios on future pavement preservation conditions
  - City goals and needs to advance safety, increase active transportation, increase climate resilience and reduce greenhouse gas emissions.
  - Community engagement feedback.
  - Polling results supporting increased investments in walking, biking, safety, and street tree projects and maintaining and a strong pavement preservation program.

# Proposed Bond – Alternative 1

- Increase the amount used for walking, biking, safety, and street tree projects to $2 million per year (10M Total) (~16%) (2x previous)
- Remaining $50.9 million to be spent on capital pavement preservation
- Includes 50 named streets
- Estimated annual pavement preservation gap remaining $2.4 million

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# Proposed Bond – Alternative 2

- Increase the amount used for walking, biking, safety, and street tree projects to $3 million per year (15M Total) (~25%) (3x previous)
- Remaining $45.9 million for capital pavement preservation.
- Includes 43 named streets
- Estimated annual pavement preservation gap remaining $3.4 million

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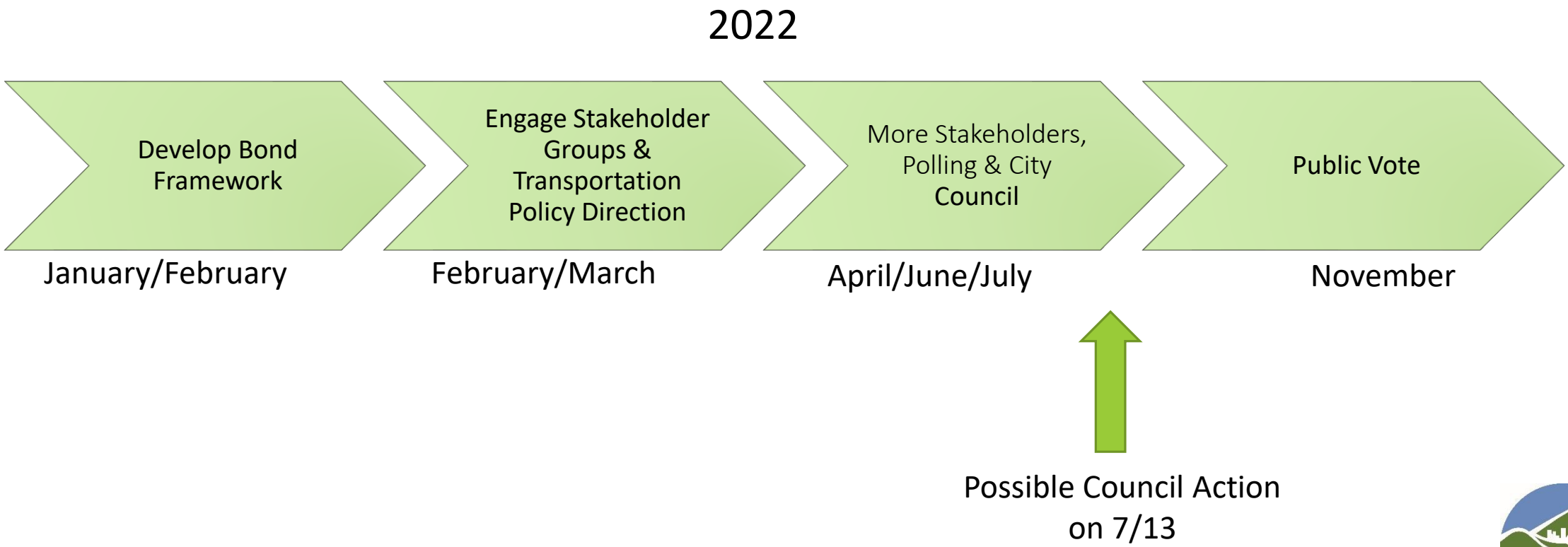
# Proposed Bond Measure – Next Steps



# Potential Council Action Today

- Direct the City Manager to bring back for the Council's consideration a resolution for placing a $61.2 million GO bond measure on the November 2022 ballot to fund capital pavement preservation, walking projects, biking projects, safety projects, and street tree projects, and that dedicates $X million of those bond funds per year ($XX million) to walking, biking, safety, and street tree projects, and thereby dedicates the remaining funds to capital pavement preservation and bond issuance costs.

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# Questions


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