



# PROPOSED 3 CENT LOCAL FUEL TAX INCREASE QUESTIONS & ANSWERS

## If measure 20-252 passes, how much money would the proposed fuel tax increase raise each year?

If passed, it would raise an additional \$1.1 million each year and allow the City to reduce the backlog of street preservation and repair projects that total approximately \$30 million. Measure 20-252 proposes an increase of 3 cents per gallon to the local fuel tax rate, for a total tax of 6 cents per gallon. Fuel taxes provide steady revenue and are directly related to the use of streets. The City would use the increase in local fuel tax revenue on high-priority street preservation and repair projects, fixing streets before it becomes necessary to reconstruct them, which can be up to 10 times more expensive.

## If measure 20-252 passes, how would the additional money be spent?

If passed, projects would include crack sealing, slurry sealing, and pavement overlays among other preservation and repair work to extend the usable life of streets within the City. Residential streets would receive one-third of local fuel tax revenue each year, about \$370,000. Collector and arterial streets would receive about two-thirds of local fuel tax revenue each year or about \$740,000.

51% OF STREETS ARE IN POOR CONDITION

BACKLOG OF STREET REPAIRS = 40 MILES

IF PASSED, REVENUE WOULD GO TOWARD STREET REPAIRS ONLY

IF PASSED, WOULD INCLUDE ANNUAL REPORT

IF PASSED, NO ADDITIONAL CITY EMPLOYEES WOULD BE HIRED AS A RESULT

VIEW LIST OF STREETS AND INTERACTIVE MAP @ [SPRINGFIELD-OR.GOV](http://springfield-or.gov)

**City of Springfield**  
**Development & Public Works Dept.**

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For more information:  
[springfield-or.gov](http://springfield-or.gov)

[f/SpringfieldOR](https://www.facebook.com/SpringfieldOR) [t/SpfldOregon](https://twitter.com/SpfldOregon)

## If passed, how would voters know where the additional money is spent?

If passed, all revenue from the 3 cent local fuel tax increase, for a total tax of 6 cents per gallon, would go toward the preservation and repair of City streets. An annual report would document projects funded by the local fuel tax increase. No additional City staff would be employed as a result of the local fuel tax increase.

## Who would pay?

If passed, anyone purchasing fuel in Springfield would pay the additional fuel tax. This includes City residents, visitors, and those traveling through the area that fill up at a gas station within Springfield city limits. The fuel tax would not apply to heavy trucks such as semi-trailers. In Oregon, heavy trucks don't pay gas taxes; they pay a weight-mile tax based on their mileage within the state.

## Why ask voters to consider measure 20-252?

Current revenue is not enough to pay for the backlog of preservation and repair projects. In May 2016, the City surveyed Springfield registered voters to evaluate two alternatives for funding projects in the street preservation and repair backlog. A local fuel tax increase was identified as the preferred option as compared to a property tax increase (52 to 27 percent). The State collects the tax from fuel distributors and there is no new administrative cost if voters approve the increase in local fuel tax rate.

## If passed, would the fuel tax increase address the backlog entirely?

Not entirely. The additional revenue would restart the City's residential slurry seal program and, over time, substantially reduce the backlog of street preservation and repair projects on neighborhood streets. It would reduce, but not eliminate, the backlog of projects for collector and arterial streets due to the costs associated with these larger street projects. It would not be used to construct new streets or rebuild streets that need full reconstruction.



## Why is there a backlog?

The City's street preservation and repair backlog is a result of not having a preservation and repair program since 2007, when federal funding of the program ended. The City has used a combination of one-time savings, grant money and reserves to do limited preservation work between 2007 and 2014.

## What streets are in the backlog list?

The list of backlog street projects and an interactive map is available at [springfield-or.gov](http://springfield-or.gov) under the Proposed Fuel Tax Increase link.

## What is the current fuel tax rate and how much money does it generate?

The City's existing 3 cent per gallon local fuel tax raises about \$1.1 million each year.

The City also receives a share of the State's fuel tax. The combined taxes provide about \$5 million total each year for street operations. However, this existing money does not provide funds for the street preservation and repair projects identified in the backlog.

If passed, the local fuel tax would increase from 3 cents per gallon to a total of 6 cents per gallon and all revenue from the 3 cent local fuel tax increase would go toward the preservation and repair of City streets.

Additional information about the proposed local fuel tax increase is available at [springfield-or.gov](http://springfield-or.gov) under the Proposed Fuel Tax Increase link.

This information was reviewed by the Oregon Secretary of State's Office for compliance with ORS 260.432

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