CONDITION OF STREETS

Street Preservation and Repair Program

The City of Springfield is responsible for maintaining a street system that provides safe and reliable travel, and supports business. 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. If passed, it would raise an additional $1.1 million each year and would go toward street preservation and repair projects only.

Funding received from the current 3 cent per gallon local fuel tax implemented in 2003 raises approximately $1.1 million each year. Funds go toward day-to-day Street System Operations and includes street lights, operating and maintaining traffic signals, keeping pavement markings and traffic signs current, sanding and winter storm cleanup, street sweeping, street tree and landscape maintenance, pothole repairs, mandatory 811utility locates, traffic engineering, bridge maintenance, pedestrian safety improvements, and limited sidewalk repairs.

SPRINGFIELD OREGON

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

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 OF WORK COMPLETED

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

VIEW LIST OF STREETS AND INTERACTIVE MAP @ SPRINGFIELD-OR.GOV

City of Springfield
Development & Public Works Dept.

225 5th Street
Springfield, OR 97477

541.726.3687
dpw@springfield-or.gov

For more information:
springfield-or.gov

/SpringfieldOR /SpfldOregon

Backlog of Projects

Current revenue is not enough to pay for the backlog of street preservation and repair projects that total approximately $30 million. Preservation work restores or improves the overall condition of a street and includes crack sealing, slurry sealing, and pavement overlays among other preservation projects. Street preservation and repairs extend the usable life of a street and cost less than the complete reconstruction of a street.

Proposed Fuel Tax

In May 2016, the City surveyed Springfield registered voters to evaluate two alternatives for funding projects in the street preservation and repair backlog. A fuel tax increase was identified as the preferred option as compared to a property tax increase (52 percent to 27 percent). The Springfield City Council voted unanimously to refer a ballot measure to the Springfield voters on the November 8, 2016 ballot proposing an increase of 3 cents per gallon to the local fuel tax rate for a total tax of 6 cents per gallon.

If passed, the proposed local fuel tax increase of 3 cents per gallon, for a total tax of 6 cents per gallon, would raise approximately $1.1 million each year in additional revenue dedicated for street preservation and repairs. Approximately one-third of the revenue each year, about $370,000, would go toward neighborhood streets (residential streets) and two-thirds, about $740,000, would go toward preserving and repairing the busiest streets (collector and arterial streets).

Use of Proposed Fuel Tax

If measure 20-252 passes, the additional revenue would restart the City's local residential slurry program and, over time, reduce he 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. The additional revenue would not be used to construct new streets or rebuild streets that need full reconstruction. The additional revenue would not be used to employ additional City staff. An annual report would document projects funded by the measure. The 3 cent per gallon increase for a total tax of 6 cents per gallon would start no earlier than January 2017.

Timeline of Preservation and Repairs Backlog

2007 – Federal funding ends for the street preservation and repair program.

2008 – The Springfield City Council appoints a Street Preservation Task Force to make recommendations to Council for street preservation and repair funding options; 19% of City streets are reported in poor condition.

2009 – The Springfield City Council refers a 2 cent local fuel tax increase to the ballot. The measure does not pass.

2009 – New state law prevents cities from increasing local fuel taxes until 2014; 44% of City streets are reported in poor condition.

2014 – The Springfield City Council considers a property tax increase, a fuel tax increase or a Transportation Utility Fee, to fund street repairs; chooses not to implement and supports County's effort to create a local vehicle registration fee.

2015 – The Springfield Council supports the County's Vehicle Registration Fee. The ballot measure does not pass; 51% of City streets are reported in poor condition.

2016 – The Springfield Council surveys voters on tax options for street repairs and refers an increase of 3 cent per gallon to the local fuel tax rate, for a total tax of 6 cents per gallon, to the November 2016 ballot.

Additional information about the proposed local fuel tax increase is available at springfield-or.gov under the Proposed Fuel Tax Increase link.

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