



# City Council Agenda

Mayor  
Christine Lundberg

City Council  
Sean VanGordon, Ward 1  
Hillary Wylie, Ward 2  
Sheri Moore, Ward 3  
Dave Ralston, Ward 4  
Marilee Woodrow, Ward 5  
Bob Brew, Ward 6

**City Manager:**  
Gino Grimaldi  
**City Recorder:**  
Amy Sowa 541.726.3700

City Hall  
225 Fifth Street  
Springfield, Oregon 97477  
541.726.3700  
Online at [www.springfield-or.gov](http://www.springfield-or.gov)

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The meeting location is wheelchair-accessible. For the hearing-impaired, an interpreter can be provided with 48 hours notice prior to the meeting. For meetings in the Council Meeting Room, a "Personal PA Receiver" for the hearing impaired is available. To arrange for these services, call 541.726.3700.

**Meetings will end prior to 10:00 p.m. unless extended by a vote of the Council.**

All proceedings before the City Council are recorded.

October 28, 2013

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5:30 p.m. Work Session  
Jesse Maine Room

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## CALL TO ORDER

ROLL CALL - Mayor Lundberg \_\_\_\_, Councilors VanGordon \_\_\_\_, Wylie \_\_\_\_, Moore \_\_\_\_, Ralston \_\_\_\_, Woodrow \_\_\_\_, and Brew \_\_\_\_.

1. Police Planning Task Force Interviews.  
[Mike Harman] (20 Minutes)
2. Street System Communication Update and Revenue Options.  
[Brian Conlon/Rhonda Rice] (30 Minutes)

## ADJOURNMENT

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**AGENDA ITEM SUMMARY**

**Meeting Date:** 10/28/2013  
**Meeting Type:** Work Session  
**Staff Contact/Dept.:** Rick Lewis/Police  
**Staff Phone No:** 726-3729  
**Estimated Time:** 20 Minutes  
**Council Goals:** Mandate

**SPRINGFIELD  
CITY COUNCIL**

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**ITEM TITLE:**

POLICE PLANNING TASK FORCE INTERVIEWS

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**ACTION**

**REQUESTED:** Interview applicants for the Police Planning Task Force

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**ISSUE**

**STATEMENT:** The Police Planning Task Force has one At-Large position available from the resignation of Pat Mahoney. One other At-Large has recently come open due to the resignation of Fred Simmons, who verbally advised Chief Lewis of his resignation effective Monday, October 21st. There are two available candidates for the two open positions.

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**ATTACHMENTS:**

Attachment 1 – Police Planning Task Force Charge and Roster  
Attachment 2 – Candidate Applications

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**DISCUSSION/  
FINANCIAL  
IMPACT:**

Pat Mahoney resigned from her At-Large position due to moving away from the area. At a work session in September, Council asked to interview the two applicants recommended for the position by a subcommittee of the Police Planning Task Force.

Since that time, Fred Simmons has verbally resigned from his At-Large position, leaving two applicants and two open positions.

Appointments are scheduled for the November 4, 2013 Council meeting.

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January 9, 2013

## Police Planning Task Force

### CHARGE

It is the duty of the task force to provide citizen input regarding police policy matters and implementation of the Council adopted Long Range Strategic Plan for Police Services to the Chief of Police. The task force meets not less than quarterly and is required to provide the City Council with an annual report of its activities.

Source of Existence:	Council
Bylaws:	Resolution #94-34/ Resolution #96-15
Code:	No
Sunset Date:	Council
Membership	Six neighborhood/citizen-at-large representatives, one School District 19 representative, one Willamalane Park and Recreation District representative, and two representatives of the local business community.
Number:	10
In City:	8, unless Council approval given
Out of City:	2, representatives of School District 19 or Willamalane Park and Recreation District
Terms (2 max):	----
Ward:	No
Qualifier:	Resolution #94-34/ Resolution #96-15
Appointed By:	Council application
Meeting Time:	Quarterly - 7:00 p.m. Police Dept.
Funding Source:	CDBG Funds
Staff Liaison:	Mike Harman, Police Department 726-2347
Council Liaison:	Marilee Woodrow, 988-0955

Cmo/common/bcc/pptf  
Last Revised: 01/13/13

**POLICE PLANNING TASK FORCE  
ROSTER  
February 11, 2013**

**Diana Alldredge – Chair**  
822 N 57<sup>th</sup> Street  
Springfield, OR 97478  
Day – 682-3798  
Cell – 743-5088  
At-Large  
[DJAlldredge@GMail.com](mailto:DJAlldredge@GMail.com)

**Christine Stole – Vice Chair**  
2241 8<sup>th</sup> Street  
Springfield, OR 97477  
Day – 684-4103  
Cell – 505-0575  
At-Large  
[ChrisS@wfts.org](mailto:ChrisS@wfts.org)

**Mechelle Clough**  
2485 D Street  
Springfield, OR 97477  
Day/Night – 335-1174  
Business Rep  
[mechelleclough@aol.com](mailto:mechelleclough@aol.com)

**Quentin Hogan**  
757 D Street  
Springfield, Oregon 97477  
Day/Work - 736-4086  
Night – 747-1405  
Willamalane Rep  
[quentinh@willamalane.org](mailto:quentinh@willamalane.org)

**Ralph (Dave) Jacobson**  
4146 S E Street  
Springfield, OR 97478  
\*\*Mailing Address\*\*  
P.O. Box 71681  
Eugene, OR 97401  
Day/Night – 747-4974  
At-Large  
[RDJ829@comcast.net](mailto:RDJ829@comcast.net)

**Jack Martin**  
980 N. 21<sup>st</sup> Street  
Springfield, OR 97477  
Day/Night – 746-8982  
At-Large  
[littleduck@peak.org](mailto:littleduck@peak.org)

**Wendy Polen**  
824 River Knoll Way  
Springfield, OR 97477  
Day/Night - 521-6828  
Business Rep  
[wendypolen@yahoo.com](mailto:wendypolen@yahoo.com)

**Marilee Woodrow**  
Day/Night 541-988-0955  
Council Liaison  
[merriepaws@comcast.net](mailto:merriepaws@comcast.net)

**Christopher Reiersgaard**  
688 72<sup>nd</sup> Street  
Springfield, OR 97478  
Day/Night – 541-520-8765  
School District  
[Chris.reiersgaard@springfield.k12.or.us](mailto:Chris.reiersgaard@springfield.k12.or.us)

*Vacant*  
At-Large

*Vacant*  
At-Large





Please print or type:

1. What experiences / training / qualifications do you have for this particular board / commission / committee?
I just graduated from Citizen's Police Academy in June, 2013, so have some appreciation and understanding of how our Police Force operates. I also worked with Special Investigations before retiring from the Franchise Tax Board, State of California.

2. What specific contribution do you hope to make?

To continue to make our Police Department the best in the State, if not the Nation. The only publicity we want to see in the "Register Guard" or on television is positive. We also want our officers to continue to be a positive presence in the public eye.

3. Briefly describe your involvement in relevant community groups and activities. (Lack of previous involvement will not necessarily disqualify you from consideration.)

As a volunteer at Guy Lee Elementary School, I'm reminded almost daily of the problems our children face in the community [parent(s) in jail, drugs in house, abuse in home, no food, etc.] I also volunteer with the Whitaker Thanksgiving Dinner, feeding and clothing the homeless.

4. What community topics concern you that relate to this board / commission / committee? Why do you want to become a member?

The homeless are always on my mind, although we're not talking about it. Of course, all the negative news of our Department is not good. I believe I can add my positive energy to the task force so our Department continues to shine.

5. Most boards / commissions / committees meet monthly. Subcommittees may meet more frequently. Meetings Generally last one and one-half hours. It is highly recommended you attend a meeting before submitting the application. Check the times when you could attend meetings.

Early morning (6:30-8:30 am) Noontime (noon-1:30 pm) Late afternoon (4-6 pm) Evenings

6. How did you hear about the above vacancy?

Newspaper ad Newspaper article Radio/TV Mail notice Word of mouth
Board / commission / committee member Internet

Applicants signature

Date 7/21/13

Return this application to the City Manager's Office, 225 Fifth Street, Springfield, OR 97477
For more information please call the City Manager's Office at 541.726.3700

JUL 26 REC'D



**APPLICATION**

for a  
City of Springfield

**Citizen Advisory Board / Commission / Committee**

City Manager's Office  
225 Fifth Street  
Springfield, OR 97477

Please print or type:

Board / Commission / Committee applying for:

**Police Planning Task Force**

(A separate application must be completed for each board / commission / committee)

Name: Isa S. AVIAD

Home address: 1230 N St., Springfield, OR 97477

Day Phone: 541-606-3281 Evening phone: 541-606-3281

Email Address: casagalore@msn.com

Do you live within the Springfield city limits?  Yes  $\Rightarrow$  If yes, how long? 12 years

No If no, do you live inside Springfield's Urban growth boundary?

Yes  No

Ward number (City residents only): 3

Are you a Springfield property owner?  Yes

No

Are you a Springfield business owner?  Yes

No

Are you a registered voter?  Yes

No

Occupation: Spanish Interpreter/Translator Place of employment: Self-Employed

Business address: 1230 N St., Springfield, OR 97477

Education: B.A. in Speech Communications & Spanish / past FF & EMT

(Over, please)



Please print or type:

1. What experiences / training / qualifications do you have for this particular board / commission / committee?  
SCPA graduate 2013, CERT Trainer for Springfield/Eugene metro area, Springfield

Emergency Management Committee member, Bilingual English/Spanish, Past Central Lane  
Communications Center 9-1-1 Call Taker & Fire Fighter/EMT in Junction City, OR

2. What specific contribution do you hope to make?

Provide feedback aimed at supporting existing community police policies targeting community  
members of limited English proficiency with a continued emphasis on complying with existing industry  
practices.

3. Briefly describe your involvement in relevant community groups and activities. (Lack of previous involvement  
will not necessarily disqualify you from consideration.)

I have been a professional interpreter for 30+ years; past Municipal Court Interpreter/Translator  
in JC for three years. My current focus is on medical and legal matters. I am knowledgeable in  
police policies and SOP's. I am an Advisory Member for the metro area CERT program.

4. What community topics concern you that relate to this board / commission / committee? Why do you want to  
become a member?

I am particularly interested in strategies and procedures emphasizing excellent customer  
service to the public and particularly to those with limited English proficiency (LEP).

I want to join the Task Force in fomenting continued excellent service.

5. Most boards / commissions / committees meet monthly. Subcommittees may meet more frequently. Meetings  
Generally last one and one-half hours. It is highly recommended you attend a meeting before submitting the  
application. Check the times when you could attend meetings.

Early morning (6:30-8:30 am)  Noontime (noon-1:30 pm)  Late afternoon (4-6 pm)  Evenings

6. How did you hear about the above vacancy?

Newspaper ad  Newspaper article  Radio/TV  Mail notice  Word of mouth  
 Board / commission / committee member  Internet

Applicants signature

Date

Return this application to the City Manager's Office, 225 Fifth Street, Springfield, OR 97477  
For more information please call the City Manager's Office at 541.726.3700

Printed on recycled paper



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**AGENDA ITEM SUMMARY**

**Meeting Date:** 10/28/2013  
**Meeting Type:** Work Session  
**Staff Contact/Dept.:** Brian Conlon, DPW  
Rhonda Rice, DPW  
**Staff Phone No:** 541-726-3617  
**Estimated Time:** 30 minutes  
**Council Goals:** Maintain and Improve  
Infrastructure and  
Facilities

**SPRINGFIELD  
CITY COUNCIL**

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**ITEM TITLE:** STREET SYSTEM COMMUNICATION UPDATE AND REVENUE OPTIONS

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**ACTION REQUESTED:** Staff requests Council consider directing staff to poll the community on how to resolve the street system funding problem and report back in the Spring with community feedback.

**ISSUE STATEMENT:** For several years City staff and the Council have struggled with the problem that the City's Street Operating Fund is not generating sufficient revenue to support desired levels of street system operations and preservation. Staff now estimates a \$3.5M to \$4.5M annual unfunded need to effectively satisfy the City's transportation system operations and preservation objectives, in addition to a backlog of important preservation and rehabilitation that approaches \$22 million. At the May 13, 2013 Council Work Session, the Council recommended that staff continue doing public outreach to educate citizens to the important role that the street system plays in their daily lives. The Council also directed staff to bring this issue back in the Fall to provide a public feedback update and discuss revenue options.

- ATTACHMENTS:**
1. Council Briefing Memorandum
  2. Community Feedback
  3. Street Preservation Backlog list
  4. League of Oregon Cities, Participating Cities List
  5. Preservation versus Maintenance
  6. Street System 2010 Street Condition graphs

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**DISCUSSION/  
FINANCIAL  
IMPACT:** The City's street system decline continues to steepen considerably year to year and has reached an unfunded backlog exceeding \$22M. Without adequate funding we are resigned to operating and preserving it at less than optimal levels. In essence, the consequence of deferring preservation furthers the downward spiral and huge rehabilitation costs in the near term can be expected. Recognizing the importance to communicate this issue more effectively to our citizens, in 2012 the Council directed staff to develop a Street System Communication Plan to deliver a three tiered message; the street system is a valuable asset for the entire community, actively preserving the system is more cost effective than rehabilitating at a later date, and revenues are no longer keeping pace with preservation needs. The plan outlines consistent and simple messaging and encourages open dialogue with community members.

The Street System Communication Plan has been successful in increasing awareness among citizens about the street system operations and preservation requirements. Moreover, the presentations have been effective in engaging citizens in the problem. Now that some members of the Springfield community are actively engaged it is important to maintain that link. It is also timely to consider an exploration of the ideas that the citizens have suggested to address the funding problem through debt financing or a pay-as-you-go approach, as well as other opportunities that either Council or staff might consider reasonable solutions.

Staff requests that the Council discuss this critical issue and consider directing staff to poll Springfield citizens on how best to fund this critical problem.

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**MEMORANDUM**

City of Springfield

**Date:** October 28, 2013  
**To:** Gino Grimaldi, City Manager  
**From:** Len Goodwin, DPW Director  
Brian Conlon, OPS Division Manager  
Rhonda Rice, Senior Management Analyst  
**Subject:** Street System Communication Plan Update  
And Revenue Options

**COUNCIL  
BRIEFING  
MEMORANDUM****ISSUE:**

For several years City staff and the Council have struggled with the problem that the City's Street Operating Fund is not generating sufficient revenue to support desired levels of street system operations and preservation. Staff now estimates a \$3.5M to \$4.5M annual unfunded need to effectively satisfy the City's transportation system operations and preservation objectives, in addition to a backlog of important preservation and rehabilitation that approaches \$22 million. At the May 13, 2013 Council Work Session, the Council recommended that staff continue doing public outreach to educate citizens to the important role that the street system plays in their daily lives. The Council also directed staff to bring this issue back in the Fall to provide a public feedback update and discuss revenue options.

**COUNCIL GOALS/****MANDATE:**

Maintain and Improve Infrastructure and Facilities

**BACKGROUND:**

The condition of the City's street system has declined from 2007 Service Condition Index (SCI) rating of 77% to a 2013 SCI of 50%. What does this mean? Over this six year period the condition of the City's street system, once rated at fair-good, has fallen to a rating of fair-poor. The street system condition decline continues to steepen considerably year to year, and without adequate funding we are resigned to operating and preserving it at less than optimal levels. In essence, the consequence of deferring preservation will affect furthering the downward spiral and huge rehabilitation costs in the near term can be expected.

Even as this concerning trend has continued, the immediate shortfall in money available for ongoing operations has increased. When Council reviewed this issue in 2003, staff reported a current funding shortfall of about \$1.5 million. When Council reviewed the status of the system in 2009 the gap had grown to about \$2.6 million. Today, the gap is somewhere around \$3.5 million, without consideration of developing issues concerning compliance with the Americans with Disabilities Act and the need to devote resources to bridge operation and preservation. These latter two factors could raise the annual need to about \$4.5 million.

The Council and City staff have consistently kept this important issue at the forefront for many years and although the focus of street program information dating back to the 2003 local gas tax implementation consistently pointed to the cost benefit of preserving streets versus the higher cost of rehabilitation, the concept of proactive street preservation was not well understood by

the public. Information gathered from the 2009 and 2011 public surveys indicated that there was a general lack of understanding of the difference between the perceived state of the City's street system and the structural deficiencies that were cropping up and adding to the preservation burden. Recognizing that our communication was not connecting with some Springfield citizens, the City Council and staff saw the need to reshape our communication approach. Staff developed a Street System Communication Plan to deliver a three tiered message; the street system is a valuable asset for the entire community, actively preserving the system is more cost effective than rehabilitating at a later date, and revenues are no longer keeping pace with preservation needs. The plan outlines a strategy to present consistent and simple messaging and encourage an open dialogue with community members.

## **DISCUSSION:**

Staff worked with a local videographer to develop a short, informative video that focuses on the many facets that comprise a multi-modal street system, and the importance of a well-maintained street system. Over the last year, a team of Development and Public Works staff has presented the Street System Communication Plan initiatives with the video to several civic organizations and business groups including the HAWKS, Springfield City Club, Springfield Rotary, Twin Rivers Rotary, the McKenzie Business Association, the Kiwanis of Springfield and the Economic Development Committee of Springfield. At the suggestion of the Council to reach out to a broader audience, staff also set up City information booths to present the communication plan at the National Night Out event in July and six (6) neighborhood parks in August, for which the Mayor and Council participated. Additionally, the video has been displayed at the Springfield Mall kiosk and on the government channel 29.

### **Street System Communication Plan Outcomes**

On the whole the community presentations were effective toward stimulating conversation with citizens on how important it is to preserve the City's street system in fair or better condition. We found that audiences were very perceptive in seeing the benefits of doing timely preservation verses delaying preservation treatments which result in more costly rehabilitation at a later date. Another notable theme is that many folks identified that Springfield had a long history of maintaining its streets to a high standard, but have seen a dramatic decline in recent years. A common sentiment amongst audiences is that all users are responsible for paying their fair share for the system.

While the presentations and accompanying street system intentionally did not center on potential funding mechanisms, the conversations with folks often took on a problem solving direction. Given previous public response about street systems issues, it is perhaps not surprising that virtually no participants suggested that cost reductions were the right way to address the structural imbalance in street funding. On the contrary, staff received a surprising amount of feedback from people offering ideas and suggestions as how to raise the additional revenue needed to re-establish proactive operations and preservation programs.

The majority of the suggestions revolved around two potential revenue generating approaches: debt financing, such as voter approved general obligation bonds, a revenue bond, or municipal loan tactic; or a "pay as you go" method, such as increasing local fuel tax or establishing/implementing a street system user fee, where the level of revenue generation could be more accurately matched to the need. A few other unconventional ideas mentioned included charging a large vehicle fee to Lane Transit District and the commercial trucking industry, and dedicate that revenue to maintain arterial and collector streets (see Attachment 2).

## Street System Revenue Options Assessment

Observing and researching potential street system funding sources has been a focus for staff since 2007. At the May 13, 2013 work session the Council began high level discussions of potential revenue generating options to address the unfunded \$22M backlog of streets needing preservation and rehabilitation, and resolving operational shortfalls (see Attachment 3).

Springfield is not alone in dealing with street system funding; funding that has been primarily reliant on State and Local Fuel Tax. Both State and Local Fuel Tax revenues have remained relatively flat, continuing a trend that began in mid-FY08. What have other cities done?

According the League of the Oregon Cities there are 22 cities that have implemented a local fuel tax. Also there are 23 cities that established a street utility fee (see Attachment 4).

Staff provides the following pros and cons of debt financing and pay-as-you-go methods to inform further discussion about potential revenue sources and/or combinations of options.

### Debt Financing-

- **General Obligation Bonds:** Pros: voter approved, so elected officials are aligned with public opinion, provides immediate capital to fund system preservation and rehabilitation, spreads cost over several years, property owners share debt burden. Cons: debt service adds cost which provides no capital value, requires voter approval, only property owners share burden and may provoke resistance from citizens resistant to increasing taxation, generally recommended only for one time capital expenditures, not for ongoing revenue needs.
- **Municipal Loan:** Pros: simple to arrange, generally easier to obtain, does not require voter approval. Cons: higher interest rate than bonds, term is generally shorter, requires debt service revenue pledge, generally recommended only for one time capital expenditures, not for ongoing revenue needs.
- **Revenue Bond:** Pros: long term debt instrument, does not require voter approval, interest usually less expensive than municipal loan, spreads debt over 20 years plus, Cons: requires debt service revenue pledge, generally debt service is greater than for GO bonds, issues must be structured carefully to assure that public is not paying for system upgrades beyond the lifecycle of the preservation or rehabilitation treatment, generally recommended only for one time capital expenditures, not for ongoing revenue needs.

### Pay-As-You-Go-

- **Local Fuel Tax:** Pros: equally taxes most system users, including non-residents, on per consistent and well-understood basis, minimal administrative cost, fairly predictable revenue level, level of fee within Council's control. Cons: fee has trended flat as users move to more fuel efficient vehicles, or alternate fuel vehicles, petroleum dealers are inclined to lobby to refer local fuel tax increases to voters, likely to continue to stagnate or decline in the future.
- **Street Utility Fee:** Pros: can size fee to match revenue needs, 2008 Street Preservation Task Force # 1 recommended solution, Council has authority to enact and adjust fee, all local system users pay fee, including those using alternate modes, can size to build reserves, public familiarity with utility fee concept. Cons; public can refer to vote, does not generate revenue from non-residents, collection of fee may be problematic, administrative costs unknown and likely larger than fuel tax, public resistance to new or additional fees.

## Next Steps

The Street System Communication Plan has been successful in increasing awareness among citizens about the street system operations and preservation requirements. Moreover, the presentations have been effective in engaging citizens in the problem. Now that some members of the Springfield community are actively engaged in a conversation about the City's street system it is important to maintain that link. It is also timely to consider an exploration of the ideas that the citizens have suggested to address the funding problem, as well as other opportunities that either Council or staff might consider reasonable solutions. One approach is that Council could proceed by directing staff to poll citizens on how best to address the problem.

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**RECOMMENDED ACTION:** Staff requests Council consider directing staff to poll the community on how to resolve the street system funding problem and report back in the Spring with community feedback and a recommendation for action.

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# Questions from Street System Presentations



When feasible, staff recorded questions that were asked after the presenting the street systems video.

## ***Springfield City Club- June 21, 2012, Brian Conlon presenting***

1. How much damage (percentage wise) do studded tires do to street surfaces?
2. How many roundabouts are in town? How do you grade roundabouts? Do they make an impact on maintenance (cost/effort)?
3. How many miles of gravel streets in Springfield? Are they more expensive to maintain?
4. How is Eugene "getting more bang for their buck?" Individual said he thought Eugene was sending this message with their communication about current street projects.
5. How much work does the City do versus contracting jobs out?
6. What is the timeline for the streets system PR campaign?
7. Is Springfield going to put a streets levy on the November, 2012 ballot?
8. Could Springfield license bicycles and use the revenue to help maintain the bicycle facilities portion of the street system?
9. California uses resin to repair roads, does that method hold up?
10. Are there new effective technologies? What can we do with new technologies to increase effectiveness and/or decrease cost?
11. Are there studies that demonstrate the cost of maintaining personal vehicles that are routinely driven over streets in poor condition?
12. What is the current gas tax? How does that compare to Eugene's gas tax?

## ***McKenzie Business Association- November 13, 2012 Brian Conlon and Rachael Chilton presenting***

1. Who's responsible for maintaining sidewalks?
2. If the City isn't maintaining an active preservation program, what is the revenue from the gas tax being used for?
3. Has some sort of flat fee been considered? Like other utility fees?
4. How do studded tires impact the wear and tear on roads?
5. How do electric vehicles fit in?

## ***Twin Rivers Rotary- March 8, 2013, Brian Conlon presenting***

1. How does Glenwood fit into Springfield? Do those streets drain funds?
2. How much of the budget comes from gas tax?
3. What about an extra assessment for electric vehicles?
4. What about Mohawk starting to get in bad condition? Is that the City's responsibility? Any plans?
5. How much impact do studded tires have? Is the fee for studded tire use proportional to the amount of damage they cause?
6. Is there any discussion about increasing vehicle registration fees?

## ***Springfield Rotary- April 3, 2013, Rachael Chilton presenting***

1. What is the City's current backlog in street repairs?
2. The City Council just approved the annexation of Glenwood into Springfield- how does that impact the current backlog?
3. How many miles of gravel streets does the City maintain? What is the cost to maintain them vs. an improved street?
4. What funding mechanisms do you think the City Council will consider?
5. Relying on a gas tax doesn't really work anymore, right? Cars are becoming more efficient so it is a steady (maybe even declining) revenue source while cost of repairs goes up.

## **National Night Out**

Staff, Mayor Lundberg, and Councilor VanGordon attended the National Night Out Kick-off on Sunday, July 21 from 12:00 p.m.-4:00 p.m. Visitors to the booth were able to review a display, encouraged to watch the video, and children invited to make a transportation book mark. In addition, staff and Councilors participated in the National Night Out neighborhood events on Tuesday, August 6 at the following parks. All of the booths also featured a Canines for Clean Water message in order to make efficient use of staff time.

- Guy Lee Park- Staffed by Meghan Murphy
- Willamalane Park- Staffed by Greg Ferschweiler
- Meadow Park- Staffed by Brian Conlon
- Thurston Park- Staffed by Sophia Seban
- Bluebelle Park- Staffed by Rachael Chilton
- Tyson Park- Staffed by Linda Olson



***Example of a booth at the National Night Out in your neighborhood event.***

# Highest Priority Streets



## Minor Arterial/Collector Overlay Highest Priority Streets

Location	Segment		Sq. yds.	cost
	From	To		
Mohawk Blvd.	Overpass	Marcola Rd.	1,825	\$91,250
42nd St.	Main St.	42nd St. UAC	16,124	\$578,000
Harlow Rd.	Gateway Blvd.	City Limits	6,425	\$237,745
Laura St.	Q St.	2133 Laura St.	8,547	\$427,350
E. 17th Ave.	Glenwood Blvd.	Henderson Ave.	3,465	\$189,000
Q St.	Pioneer Parkway West	5th St.	8,751	\$358,000
W. D St.	Mill St.	Aspen St.	14,665	\$902,000
Marcola Rd.	42nd St.	City Limits	13,133	\$521,000
19th St.	Marcola Rd.	2130 19th St.	2,360	\$107,000
G St.	21st St.	28th St.	6,603	\$396,000
E St.	Mill St.	28th St.	42,330	\$2,116,500
Thurston Rd.	58th St.	69th St.	26,265	\$1,313,250
18th St.	J St.	Mohawk Blvd.	8,576	\$414,000
28th St.	Main St.	Olympic St.	20,725	\$1,020,000
Daisy St.	S. 48th St.	Bob Straub Parkway	20,405	\$1,020,250
Commercial Ave.	21 Commercial Ave.	42nd St.	2,480	\$100,000
Daisy St.	S 42nd St.	S. 46th St.	9,000	\$450,000
S. 2nd St.	S. A St.	City Limits	7,663	\$383,150
S. 5th St.	Main St.	S. B St.	1,764	\$88,200
7th St.	Main St.	Centennial Blvd.	14,702	\$735,100
10th St.	Main St.	Centennial Blvd.	15,265	\$763,250
36th ST.	Main St.	Commercial Ave.	9,263	\$463,150
58th St.	Main St.	Thurston Rd.	12,687	\$634,350
A St.	5th St.	10th St.	9,010	\$450,500
Shelly St.	Laura St.	Don St.	12,977	\$648,850
66th St.	Main St.	Thurston Rd.	12,800	\$640,000
G St.	5th St.	21st St.	25,348	\$1,267,400
S. Mill St.	Main St.	S. A St.	583	\$29,150
Q St.	5th St.	19th St.	29,815	\$1,490,750
14th St.	Main St.	G St.	10,199	\$509,950
52nd St	I 105	High Banks Rd.	1,554	\$77,700
Centennial Blvd.	5th St.	Mohawk Blvd.	19,249	\$962,450
Marcola Rd.	19th St.	42nd St.	36,850	\$1,842,500
Bob Straub Pkwy.	Main St.	S. 57th Pl.	16,722	\$836,100
Gateway St.	International Wy.	I-5 Underpass	5,000	\$250,000
Centennial Blvd.	I-5 Overpass	5th St.	50,202	\$2,510,100
<b>Total</b>				<b>\$24,154,745</b>
<b>Funded by STP-U \$</b>				
Gateway St.	Harlow Rd.	Beltline Rd.	28,162	\$1,364,000
<b>Total Backlog</b>				
Minor Arterial/Collector Overlays		24,154,745.00		
Local Streets Slurry		1,299,083.44		
Local Streets Highest Priority		59,325.58		
		<b>\$ 25,513,154.03</b>		

# Highest Priority Streets



## Local Streets Needing an Overlay

Since 2008

Street	From	To	Sq. yds.
Lindale DR	Laura	Pheasant BLVD	2,810.00
2 <sup>nd</sup> ST	T ST	U ST	1,749.11
N Cloverleaf	0952 N.Cloverleaf	Oakdale Ave	2,788.00
Dornoch	Dornoch ST	Lochaven Ave	604.44
Shady Lane DR	T ST	U ST	1,780.00
Shady Lane DR	U ST	V ST	666.67
Postal Way	Gateway ST	Gateway LP	3,469.78
Gateway LP	#	Postal Way	2,764.44
Gateway LP	Postal Way	Gateway ST	5,444.44
Shelly	Laura	Don	11,877.00
Pheasant	Lindale	Harlow	2,312.00
F ST	01 <sup>st</sup> ST	PPK WY W	1,276.89
F ST	PPK WY W	PPK WY E	1,156.00
G ST	Mill ST	01 <sup>st</sup> ST	1,750.00
01 <sup>st</sup> ST	01 ST	F ST	571.67
01 <sup>st</sup> ST	F ST	G ST	1,267.78
S 14 <sup>th</sup> ST	S A ST	S B ST	554.67
23 <sup>rd</sup> ST	G ST	Duben LN	1,430.00
A ST	21 <sup>st</sup> ST	22 <sup>nd</sup> ST	1,344.00
A ST	22 <sup>nd</sup> ST	23 <sup>rd</sup> ST	1,423.33
I ST	Mohawk	16 <sup>th</sup> ST	1,866.67
S 44 <sup>th</sup> ST	Main ST	Aster	1,590.00
S 44 <sup>th</sup> ST	Aster	S 43 <sup>rd</sup> PL	896.67
S 44 <sup>th</sup> ST	S 43 <sup>rd</sup> PL	Camellia	1,066.67
S 47 <sup>th</sup> ST	Main	Aster ST	1,155.00
S 49 <sup>th</sup> PL	241 Aster	247 S 49th PL	627.11
S 49 <sup>th</sup> PL	289 S 49th PL	Bluebelle Way	899.11
62 <sup>nd</sup> PL	Main ST	A ST	1,340.44
<b>Total Sq. Yds.</b>			<b>56,481.89</b>
<b>Overlay Costs</b>			<b>\$23.00</b>
<b>Total Cost</b>			<b>\$1,299,083</b>

# Highest Priority Streets



## Local (Residential) Slurry Seal Highest Priority Streets

<b>Would Like To Do First If We Had The Funding</b>			
Street	From	To	Sq. Yds.
S 32nd Pl	Douglas Dr	S Redwood Dr	978.44
S 32nd Pl	Osage St	Pinyon St	899.11
S 57th Pl	S 58th St	Forsythia St	2,095.00
66th Pl	Aaron Ln	Jacob Ln	588.89
S 68th Pl	Jessica Dr	S 68th Pl	500.00
74th St	B St	74th St	633.33
Aster St	Aster St	S 63rd St	1,334.22
S B St	S 03rd St	S 05th St	1,852.89
Diamond St	Rainbow Dr	Diamond St	2,020.33
Diamond St	Diamond St	Diamond St	268.89
D St	Pioneer Parkway West	Pioneer Parkway East	1,221.00
D St	Pioneer Parkway East	04th St	1,184.33
S E St	S 41st St	S 41st Pl	1,661.11
Fairway Pl	Fairway Pl	Windsor Ct	1,588.89
Fairhaven St	W Fairview Dr	Fairhaven St	1,175.56
Forsythia St	S F St	S 41st St	2,350.33
Forsythia St	Forsythia St	S 57th Pl	312.89
W K St	Water St	Laura St	900.00
Lomond Ave	Lomond Ave	Loch Dr	440.00
Old Orchard Ln	Mansfield St	Royaldel Ln	1,063.33
Old Orchard Ln	Mckenzie Crest Dr	Old Orchard Ln	556.11
Osage St	S 32nd Pl	Osage St	1,000.00
S Redwood Dr	S 32nd Pl	S 34th Pl	2,673.00
Sports Way	International Way	Sports Way	4,320.00
Water St	W J St	W K St	1,163.22
Water Mark Dr	33rd St	34th Ct	500.00
Water Mark Dr	Water Mark Ct	35th St	619.44
<b>Total Sq. Yds.</b>			<b>33,900.33</b>
<b>Slurry Costs</b>			<b>\$1.75</b>
<b>Total Cost</b>			<b>\$59,326</b>

# League of Oregon Cities



## Transportation Utility Fee

#	City*	2012 pop	Passage Date
1	Ashland	20,325	1989
2	Bay City*	1,305	2003
3	Canby	15,865	2008
4	Corvallis	55,055	2005
5	Eagle Point	8,550	1990
6	Grants Pass	34,740	2001
7	Hillsboro	92,550	2008
8	Hubbard	3,185	2001
9	La Grande	13,110	2009
10	Lake Oswego	36,770	2003
11	Medford	75,545	1991
12	Milwaukie	20,435	2006
13	North Plains	1,990	2003
14	Oregon City	32,500	2008
15	Philomath	4,620	2003
16	Phoenix	4,570	1994
17	Talent	6,115	2000
18	Tigard	48,695	2003
19	Tualatin	26,120	1990
20	West Linn	25,370	2008
21	Wilsonville	20,515	1997

\* Clatskanie and Dufur have street utility fees that are included in the fee schedule.

\*Bay City's road maintenance fee is established by ordinance, but the fee is set by resolution.

## Local Gas Tax Information

City	Passage Date	Tax Rate (cents/gal.)
Astoria	2007	3 cents
Canby	2008	3 cents
Coburg	2007	3 cents
Coquille	2007	3 cents
Cornelius	2009	2 cents
Cottage Grove	2003	3 cents
Dundee	2003	2 cents
Eugene	2003	5 cents
Hood River	2009	3 cents
Milwaukie	2007	2 cents
Newport	2009	1 cent (Nov.-May)
Newport	2009	3 cents (June-Oct.)
Oakridge	2004	3 cents
Sandy	2002	1 cent
Sisters	2009	3 cents
Springfield	2003	3 cents
Stanfield	1999	1 cent
The Dalles	1980	3 cents
Tigard	2006	3 cents
Tillamook	1982	1.5 cents
Veneta	2004	3 cents
Warrenton	2007	3 cents
Woodburn	1989	1 cent
Pendleton	2009 (Sunset March 2013)	4 cents



## Oregon Transportation at the CrossRoads

### *Maintenance and Preservation*

What exactly is maintenance and preservation? The two words are NOT synonymous. Today we'll start with preservation. What is it?

"Pavement preservation is a planned system of treating pavements to maximize their useful life.

"The most obvious benefit of pavement preservation is the extension of the life of the pavement. Other benefits of a pavement preservation program are:

- **Lower costs over time.** Studies show every additional dollar spent on preventive maintenance treatments saves up to \$10 in future rehabilitation costs.
- **More predictable costs.** If you schedule your treatments and keep your pavements maintained, you should be better able to predict and plan future costs.
- **Fewer premature pavement failures.** Many premature pavement failures are caused by pavement damage that goes untreated, such as water seeping into cracks.
- **Better condition pavements.** Scheduled monitoring and pavement treatments keep pavements in better overall condition than random or insufficient maintenance.
- **Reduced user delays and user costs.** The more extensive damage a pavement has, the longer drivers will be delayed due to construction. Pavements that are in good condition are also easier on a vehicle's daily wear and tear.
- **Better utilization of resources.** Regularly scheduling treatments allows better use of available resources, and planning for those you may need (such as contractors, equipment, etc.).
- **A happier driving public.** Drivers will get to their destinations on time over safe, well-maintained roads."

Examples of two types of preservation projects are slurry sealing and chip sealing and asphalt overlays. Slurry seals preserve the asphalt on city streets for 5-6 years, thereby extending the amount of time before a more extensive preservation project, such as an overlay, is needed. The same is true for a chip seal on a county road. Overlays extend the life of a road/street by about 20 years.



## Oregon Transportation at the CrossRoads

### *Maintenance and Preservation*

Now that we're all clear on what "preservation" is, let's turn our attention to "maintenance."

Maintenance is vital for maintaining the mobility in the system. The public does not see much of this work being accomplished. However, the public and the business community quickly become upset if the roads they use are not maintained or repairs made in a timely manner. These important services, necessary for the safety and well-being of Oregonians, include:

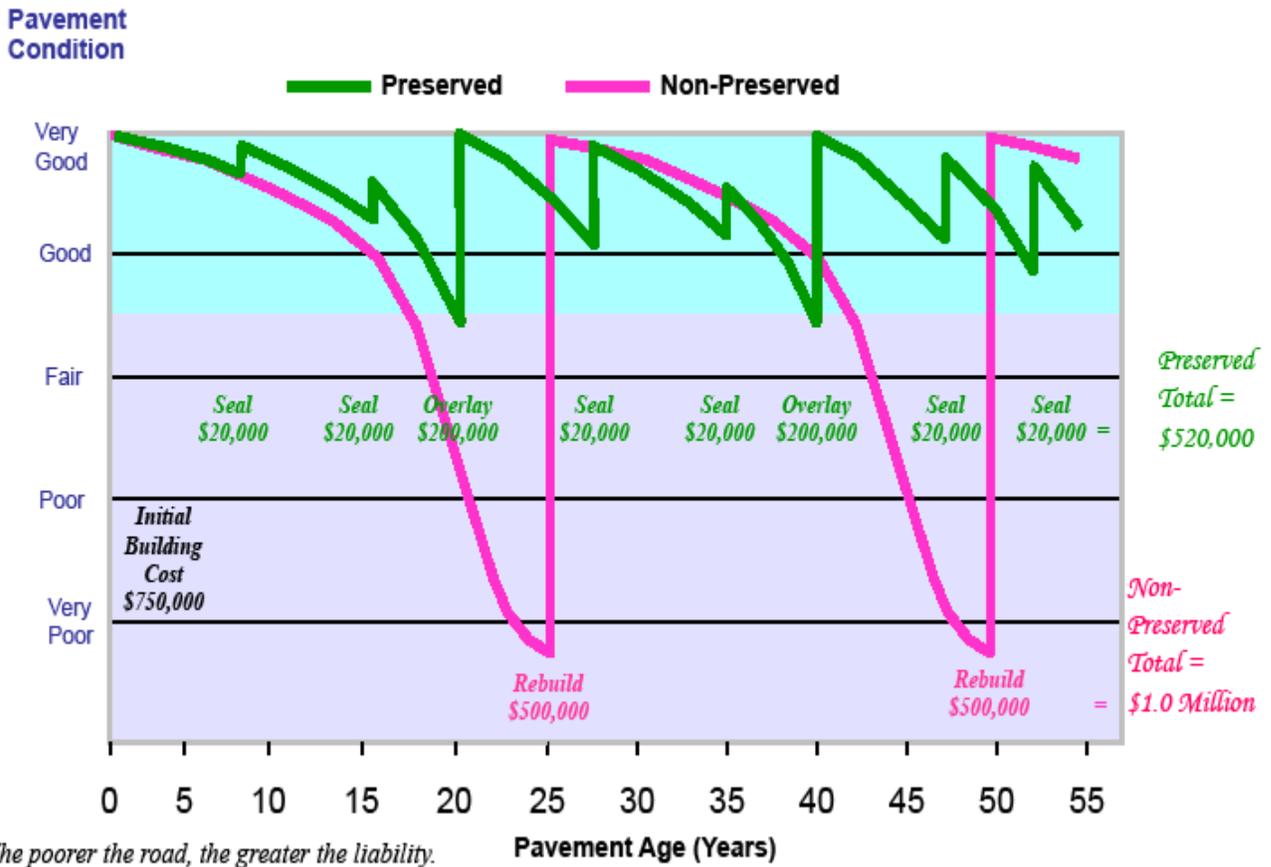
- Crack sealing
- Pot hole repair
- Signs and pavement striping
- Maintaining traffic signals
- Roadway drainage ditching and storm drain maintenance
- Repairing guard rails and other safety features
- Bridge maintenance and repairs
- Clearing roadside vegetation for signs and other safety visibility
- Sweeping streets
- Grading gravel roads
- Responding quickly to storms and natural disasters

Maintenance and preservation work hand-in-hand to keep the users of the seamless system of highways, roads and streets moving.

## Oregon Transportation at the CrossRoads

### Maintenance and Preservation

### Preserved vs Non-Preserved Road Cost per Mile for 2 Lane Road Over 55 years



## Oregon Transportation at the CrossRoads

### *Maintenance and Preservation*

Various factors, such as traffic and weather, cause the preliminary breakdown of the pavement surface.

The first sign of surface breakdown is the appearance of cracks. Cracks allow moisture to seep down under the surface to the street's foundation, causing more damage to the street structure.



The next stage of deterioration is a system of "alligator cracks." This is a critical point in the life-cycle of pavement because the street foundation is beginning to collapse. In high traffic areas, the deterioration can progress more quickly at this stage.

Eventually, alligator cracks turn into potholes, thereby signaling that the surface has failed.



If a highway/road/street has gone through the whole life-cycle without any preventive measures, the only action that can be taken is the management of immediate issues, such as pothole repairs, and eventually conducting an expensive reconstruction of the roadway.

April 30, 2009

## Oregon Transportation at the CrossRoads

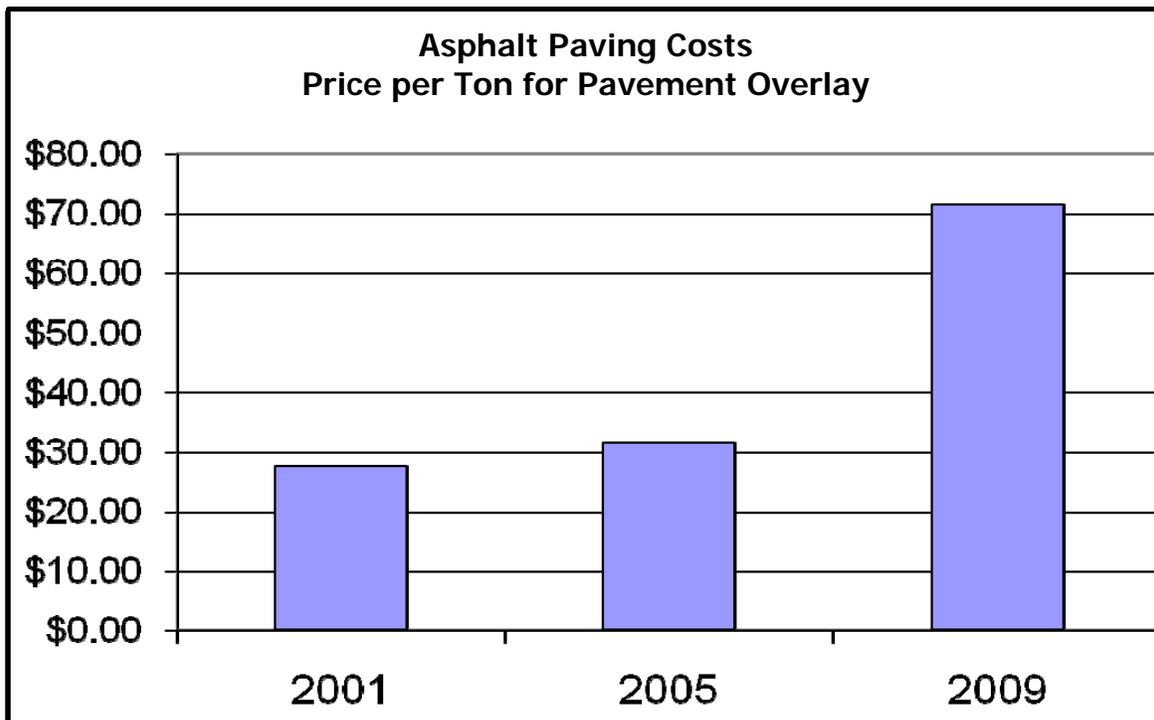
### *Maintenance and Preservation*

Keeping up with maintenance and preservation projects is clearly the most cost-effective method of maintaining highways, roads and streets.

In recent years major inflationary increases in petroleum products have limited the number of maintenance and preservation projects that can be undertaken. The raw product that causes a gallon of gasoline to go up in price is the same raw product used to make the asphalt that maintains and preserves our roads. As the price of your gasoline goes up, so does the cost to maintain and preserve your roads. Additionally, most road maintenance equipment and trucks use diesel fuel.

**Bottom line:** the spiraling cost of asphalt used for paving is reducing the amount of work that can be done to keep the roads in good condition.

This chart shows the precipitous increase in the price of petroleum products.

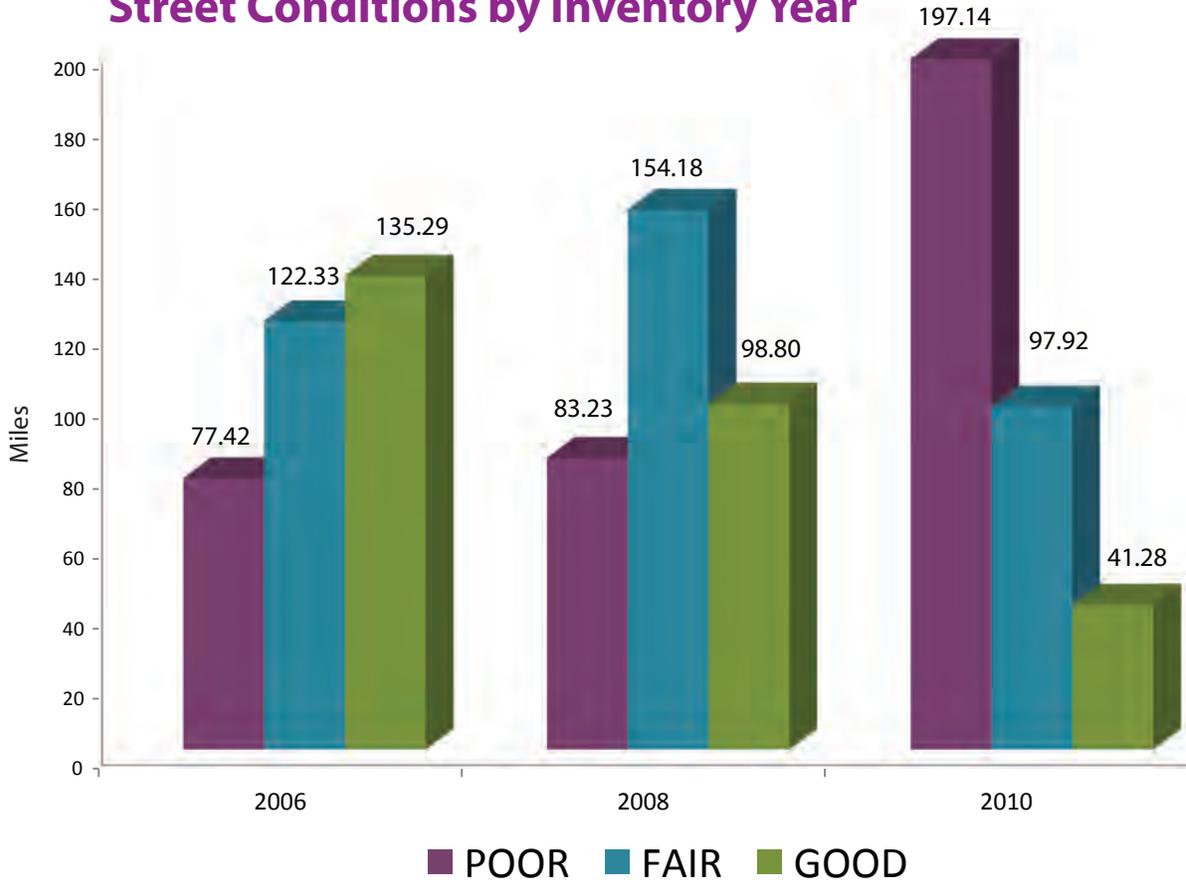


# Condition of Springfield's Streets

Data from the 2012 street conditions report is being compiled.



## Street Conditions by Inventory Year



## Local Street Conditions

Measured in Lane Miles



At over 228 lane miles, local streets are the most common street type in Springfield. This photo shows Daisy Street, between South 42nd and South 44th, in poor repair.



# Condition of Springfield's Streets

Data from the 2012 street conditions report is being compiled.



## Collectors Street Conditions

Measured in Lane Miles



## Minor Arterial Street Conditions

Measured in Lane Miles

