



**COUNCIL RESOLUTION NO. 5364**

**A RESOLUTION CALLING A CITY ELECTION ON  
NOVEMBER 8, 2022, FOR THE PURPOSE OF REFERRING  
TO THE LEGAL ELECTORS OF THE CITY OF EUGENE A  
MEASURE AUTHORIZING THE ISSUANCE OF A  
MAXIMUM OF \$61,200,000 OF GENERAL OBLIGATION  
BONDS TO FUND STREET PRESERVATION PROJECTS,  
WALKING PROJECTS, BIKING PROJECTS, SAFETY  
PROJECTS, AND STREET TREE PROJECTS.**

**PASSED: 8:0**

**REJECTED:**

**OPPOSED:**

**ABSENT:**

**CONSIDERED: July 13, 2022**



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**The City Council of the City of Eugene finds that:**

**A.** Since the first street bond approved by voters in 2008, the City has repaired over 230 lane miles of streets by using the \$35.9 million five-year bond measure approved by voters in November 2008, a \$43 million five-year bond measure approved by voters in November 2012, and a \$51.2 million five-year bond measure approved by the voters in November 2017, the latter of which included an annual average of \$1 million to fund bicycle and pedestrian projects.

**B.** The revenues from the local gas tax, and the 2008, 2012, and 2017 bond measures have helped reduce the backlog of street repair projects. Nevertheless, the 2021 Pavement Management Report calculated that the backlog of repairs on improved asphalt streets is \$87.6 million. This backlog is projected to continue to grow unless there is funding that is both sufficient and sustainable. The taxes levied from the 2017 street bond end in 2023. 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, interfere with economic activity and diminish the quality of life.

**C.** In order to address the funding shortfalls with the City's street maintenance and preservation program, and to address critical transportation system needs related to walking, biking, safety, and street trees, the City Council determined that a General Obligation Bond measure generating approximately \$61.2 million in bond proceeds should be referred to voters. Of that amount, the Council determined that an annual average of \$3 million should be allocated over a period of five years to fund walking projects, biking projects, safety projects, and street tree projects.

**D.** The bond proceeds will be used to overlay or reconstruct the driving surface of streets as well as to preserve existing integral elements of the street such as curbs, gutters, sidewalks, on-street bike lanes, traffic signals, street lights, medians, traffic calming devices, and other integral parts of a street preservation project. These preservation efforts will be undertaken only to preserve existing elements, not to expand the motor vehicle capacity of the street system. In addition, the City will allocate an annual average of \$3 million of the bond proceeds over a period of five years, approximately \$15 million in total, to fund walking projects, biking projects, safety projects, and street tree projects.

**E.** A general obligation bond measure of \$61.2 million would fund approximately \$45.9 million in specific street preservation projects, approximately \$15 million in walking projects, biking projects, safety projects and street tree projects, and approximately \$300 thousand

in bond issuance costs over a period of five years. The \$45.9 million for street preservation projects represents 42 streets that would repair an estimated 44.6 lane miles of roads. The \$61.2 million figure accounts for \$11.3 million per year for five years at an inflation factor of 4%.

**F.** The measure is expected to cost an average of \$0.63 per \$1000 of assessed value each year for five years. For an average homeowner in Eugene, this would be about \$169 per year. This rate is also the approximate average tax rate levied over the five years of the 2017 bond measure. The taxes would first be levied in November 2024, after the 2017 bond taxes end in 2023.

**G.** The criteria for choosing bond street preservation projects included: (a) use of the most current engineering and cost-benefit information about needed street rehabilitation and reconstruction; (b) citizen input with respect to prioritizing major streets in need of reconstruction; and (c) geographic distribution throughout the community to ensure all areas of the City benefit from the bond proceeds. Bond proceeds will be used only for street preservation projects included in the list of projects attached as Exhibit A to this Resolution. If all of the projects listed in Exhibit A are completed and there are bond proceeds remaining, the Council may add other street preservation projects to the list.

**H.** Walking projects, biking projects, safety projects, and street tree projects are intended to address critical needs in these systems. The criteria for selecting walking, biking, safety, and street tree projects will include: (a) geographic distribution throughout the community to ensure all areas of the City benefit from the bond proceeds, balanced with projects selected to increase the equity of infrastructure across the City; (b) citizen input on walking, biking and safety and street tree needs, challenges and opportunities obtained through a variety of public outreach tools such as pop-up events, outreach to neighborhood groups, the business community and Latino, Black, and alter-abled communities, online survey, and stakeholder listening sessions; (c) assessment of where street trees are most needed along City streets including equity and urban heat island mapping and where they are best suited in accordance with the approved street tree list; (d) the condition of shared use paths and other pedestrian and bicycle facilities; (e) triple bottom line considerations of social equity, environmental health and economic prosperity; and, (f) projects and policies identified in the Transportation System Plan, Vision Zero Action Plan, and Climate Action Plan 2.0.

**I.** Using the process and criteria described in Paragraph H above, draft project lists will be developed in consultation with the Active Transportation Committee for walking projects and biking projects, the Vision Zero Advisory Committee for safety projects, and the Sustainability Commission for street tree projects. The draft project lists will be shared with the community for feedback. The final project lists adopted by the City Council will be completed by November 1, 2023, and will consider community feedback and guidance from the three identified committees and commissions. Any change to the adopted project lists will be made by the City Council in accordance with a Council-proscribed process which, depending on the scope of the change, could include soliciting feedback from the community and/or the three identified committees and commissions.

**J.** Examples of the types of walking, biking, safety, and street tree projects that would be eligible for funding with the \$15,000,000 of bond proceeds designated for these purposes, and the approximate amount of funding for each category of projects, are as follows:

- **Walking Projects:** Include projects such as construction, reconstruction, or rehabilitation of sidewalks, shared-use paths, shared use path bridges, enhanced pedestrian crossings, street and path lighting, safe routes to school, and other projects associated with improvements to walking and the elements integral to these infrastructure systems.
  - Approximately \$5,000,000 of bond proceeds will be used for walking projects.
- **Biking Projects:** Include projects such as construction, reconstruction, or rehabilitation of on-street bicycle facilities, bicycle parking, shared-use paths, shared-use path bridges, enhanced bicycle crossings, street and path lighting, safe routes to schools, and other projects associated with improvements to biking and the elements integral to these infrastructure systems.
  - Approximately \$3,000,000 of bond proceeds will be used for biking projects.
- **Safety Projects:** Include projects such as construction, reconstruction, or rehabilitation of traffic signals and other forms of traffic control, intersections, street medians, street accesses, street lighting, safe routes to school, traffic calming, and other projects associated with improvements to safety and the elements integral to these infrastructure systems.
  - Approximately \$3,000,000 of bond proceeds will be used for safety projects.
- **Street Tree Projects:** Include projects such as planting of street trees, removal of stumps and hazard trees, preparation of soil, watering to establish the street trees, alterations to curbs and gutters and sidewalks if needed to accommodate street trees and other elements integral to these infrastructure systems.
  - Approximately \$2,000,000 of bond proceeds will be used for street tree projects.
- Approximately \$2,000,000 of bond proceeds will remain unprogrammed and available to be used for walking projects, biking projects, safety projects, or street tree projects to allow the potential to leverage grant funding or other opportunities to leverage funds, achieve economies of scale, or other opportunities for multi-objective project benefits.

**K.** In order to promote accountability in the use of bond proceeds, the City Manager will contract with an outside auditor to prepare an annual written report on the use of the bond proceeds. The auditor will ascertain and report on whether the bond proceeds were used for the authorized purposes and in compliance with the restrictions set forth above. The City Manager will provide the report to the Council and make the report publicly available.

**L.** To further promote accountability and citizen involvement in street preservation projects, the City Manager will convene the citizen street repair review panel. The citizen street repair review panel will prepare an annual report, separate and distinct from the report prepared

by the outside auditor, documenting the City's use of the bond proceeds and noting whether the bond proceeds were used in compliance with the terms of this Resolution. The City Manager will provide the street repair review panel's report to the Council and make the report publicly available. To ensure accountability and citizen involvement in walking, biking, safety, and street tree projects, the City Manager will either include these projects in the work of the citizen street repair review panel or convene a separate citizen review panel for these projects that will prepare an annual report documenting the City's use of the bond proceeds for walking, biking, safety and street tree projects and noting whether the bond proceeds were used in compliance with the terms of this Resolution.

**NOW, THEREFORE,**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:**

**Section 1.** A city election is called for the purpose of submitting to the qualified electors of the City a Measure authorizing the issuance of a maximum of \$61,200,000 of General Obligation bonds to fund street preservation projects, walking projects, biking projects, safety projects, and street tree projects.

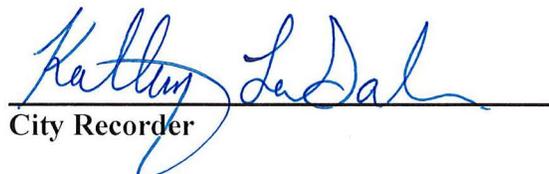
**Section 2.** The City Council orders this City election to be held in the City of Eugene, Oregon, concurrently with the general election on the 8<sup>th</sup> day of November, 2022, in accordance with the provisions of Chapter 254 of the Oregon Revised Statutes, and the ballots shall be counted and tabulated and the results certified as provided by law.

**Section 3.** The City Recorder is directed to give not less than ten days' notice of the City election by publication of one notice in the Register Guard, a newspaper published in the City and of general circulation within the City.

**Section 4.** If approved by the electors, the proceeds from the sale of the bonds will be used only for costs related to street preservation projects, walking projects, biking projects, safety projects, and street tree projects and payment of bond issuance costs and not to expand the motor vehicle capacity of the street system. The use of bond proceeds for street preservation projects will be limited to projects included in Exhibit A to this Resolution unless upon completion of all the projects listed in Exhibit A to this Resolution the Council adds other street preservation projects to the list in order to utilize unspent bond proceeds. The use of bond proceeds for walking, biking, safety, and street tree projects will be based on the criteria and process set forth in this Resolution. An outside auditor will report on whether the bond proceeds were used in compliance with these limitations.

**Section 5.** This Resolution shall become effective immediately upon its adoption.

**The foregoing Resolution adopted the 13<sup>th</sup> day of July, 2022.**

  
City Recorder

## Street Preservation Project List for 2022 Bond Measure

Project Location	From	To	Ward	Estimated Cost*
Chambers St	13th Ave	18th Ave	1	\$1,741,800
Grant St	18th Ave	23rd Ave	1	\$697,500
Hayes St	18th Ave	S End	1	\$697,500
Pierce St	18th Ave	23rd Ave	1	\$697,500
Willamette St	13th Ave	18th Ave	1	\$1,032,800
Agate St	Agate St	31st Ave	2	\$622,700
Harris St	NS 29th Ave	SS 29th Ave	2	\$143,100
31st Ave	Agate St	Onyx St	2	\$966,300
Huckleberry St	Pine Canyon Dr	End	2	\$124,200
Pine Canyon Dr	Vine Maple St	End	2	\$879,700
South Ridge Dr	Spring Blvd	End	2	\$261,400
Spring Blvd	N Shasta Loop	320' E of South Ridge Dr	2	\$1,125,500
Vine Maple St	Agate St	Spring Blvd	2	\$629,200
24th Ave	Columbia St	Agate St	3	\$525,900
Agate	22nd Ave	27th Ave	3	\$1,718,900
University St	23rd Ave	24th Ave	3	\$451,700
22nd Ave	Alder St	Potter St	3	\$991,400
Sunset Dr	Fairmount Blvd	Parkside Dr	3	\$859,300
Longview St	Fairmount Blvd	End	3	\$469,400
Bailey Ln	Luella St	Coburg Rd	4	\$448,700
Kinsrow Ave	Commons Dr	297' W of Chevy Chase St	4	\$772,000
Lindley Ln	MLK Jr Blvd	Bardell Ave	4	\$1,187,800
Honeysuckle Ln	Harlow Rd	970' S of Harlow Rd	4	\$355,700
Van Ave	Luella St	730' East	4	\$385,900
Jeppesen Acres Rd	Coburg Rd	Gilham Rd	4	\$2,034,400
N Delta Hwy	Ayres Rd	Green Acres Rd	5	\$2,035,100
Echo Hollow Rd	Willhi St (N)	Royal Ave	6	\$1,471,600
Ohio Street	Jessen Drive	Burnett Ave	6	\$993,600
Waite St	Hawthorne Ave	Royal Ave	6	\$660,100
Terry St	N End	Barger Dr	6	\$2,341,200
Irvington Dr	Drwy 110	NW Expressway	7	\$2,207,300
River Rd	Green Ln	Beltline Rd	7	\$2,014,900
Bethel Dr	1006 Bethel Dr	Roosevelt Blvd	7	\$2,672,700
14th Ave	Wilson Ct	City View St	8	\$787,900
Commerce St	11th Ave	13th Ave	8	\$559,400
Plumtree Dr	Bailey Hill Rd	End	8	\$688,200
Westleigh St	Bailey Hill Rd	650' East	8	\$680,200
Willow Creek Rd	352' S of W 11th Ave	18th Ave	8	\$1,874,400
McLean Blvd	Chambers St	Graham Dr	1,8	\$1,993,800
Club Rd	MLK Jr Blvd	Cedarwood Dr	4,5	\$887,300
County Farm Rd	Dale Ave	Kinney Lp	4,5	\$792,000
Country Club Rd	Southwood Ln	Cedarwood Dr	4,5	\$430,400
River Rd	Wedgewood Dr	Green Ln	5,7	\$2,959,800

Total Estimated Project Costs \$45,870,200

\*Estimated costs are for informational purposes only and will be adjusted based on actual project costs