



August 26, 2025

Interim Joint Committee On Transportation Funding
900 Court Se. NE
Salem, OR 97301

RE: City of Eugene Supports LC 2

The City of Eugene strongly supports the 'Legislative Concept 2' which received a public hearing on August 25th. Specifically, the City supports the increase to the State Highway Fund as those revenues are critical for the City of Eugene to maintain a safe transportation system for all users.

The City of Eugene currently receives approximately \$14M/yr in state highway fund revenue. Most of this funding is used for road safety related activities that maintain the city's street network including maintenance of the street surface, streetlights, traffic signals, bicycle and pedestrian facilities, street trees, street signs and striping. The state highway revenue also funds some small-scale capital projects that include replacing aging traffic signals, traffic calming, safety improvements and matching funds for grant funded projects such as Safe Routes to School.

For these activities, the city currently has an operating deficit of \$750k/yr and that is expected to grow to \$4.5M/year by 2031. The increase in state highway fund proposed in LC 2 will fill that deficit and allow Eugene to invest in additional safety maintenance projects to address our deferred maintenance backlog for our streets and local bridges (see Road Condition section below).

It is important to note that projected transportation investments, even with the increases proposed in LC-2, do not cover a growing maintenance backlog of critical public transportation infrastructure. In 2008, the estimate for local street repairs was \$171M and projected to grow to more than \$280M by 2018. In response, the Eugene community instituted a 5-cent gas tax in 2003, and in 2008 Eugene voters passed a five-year street repair bond measure that was renewed in 2012, 2017 and 2022. The bond revenue generates approximately \$12M/yr and local gas tax provides around \$3M/yr. Since 2003, the paving program has resulted in major street repairs to nearly 300 lane miles of city streets. However, even with these sources of funding, we still have an estimated repair backlog of around \$158 million. Eugene needs roughly \$6 million per year in additional funding to fully fund the pavement repair program, with additional funding needed beyond that to address bridge safety and maintenance.

The City of Eugene strongly supports LC-2 as it provides critical funding to make our streets safer for all modes of transportation.

Respectfully,

//submitted electronically//

Ethan Nelson, Intergovernmental Relations Manager

City of Eugene, Oregon

Transportation Priorities



Population:

177,000

Area:

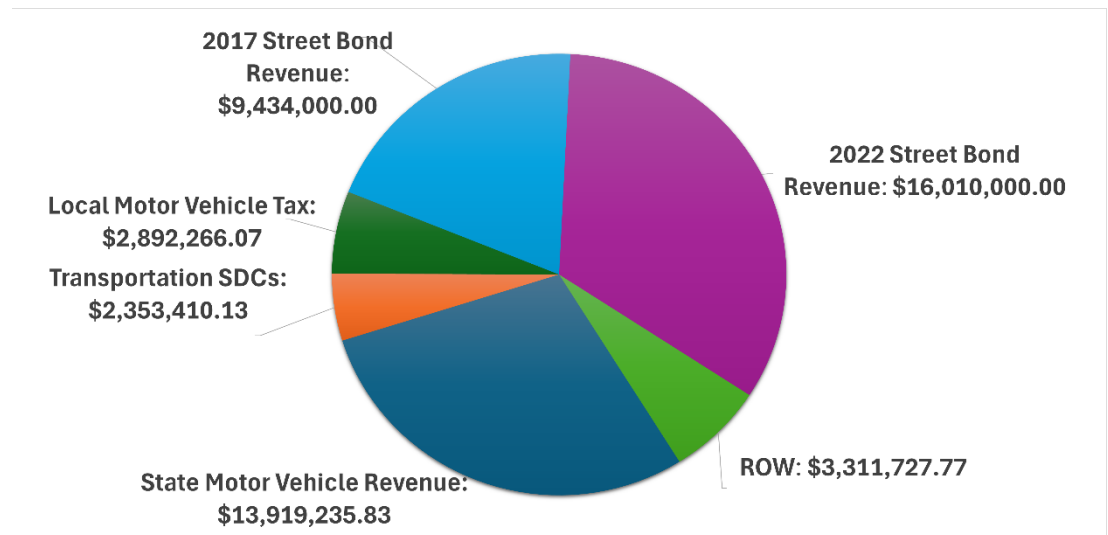
43.74 square miles

Infrastructure:

- Lane Miles: 1,251
- Bridges/Structures: 57
- Traffic Signals: 318
- Street Lights: 8,989
- Stormwater System Miles: 421

CITY BACKGROUND:

TOTAL TRANSPORTATION REVENUES (FY 2025) = \$47,920,640



Total Transportation Revenues available for Operations and Maintenance (Year) = \$17,230,964

SUMMARY OF UNMET NEEDS:

1. **Annual Capital Construction Budget Gap:** \$20 million per year over 10 years for projects such as bridge repairs, seismic retrofits, street lighting upgrades, and pavement preservation. This includes a \$6 million annual gap to keep city streets in fair or better condition.
2. **Annual operating deficit for Operations and Maintenance:** \$750,000 per year, projected to grow to \$4.5 million per year by FY 2031.



The **City of Eugene's Street Preservation Projects** encompass a range of essential elements designed to maintain and improve the quality and safety of the city's streets. These projects include:

Curb Ramp Upgrades: Following federal ADA requirements, curb ramps are upgraded during street repaving to improve accessibility and meet compliance standards.

Signal and Traffic Control Enhancements: State gas taxes fund signal upgrades, which may involve installing new conduits and connecting traffic detection loops. Vision Zero principles guide the addition of countdown pedestrian signals and audible devices to enhance pedestrian safety.

Stormwater Management: Wastewater and stormwater utility funds are used to repair and rehabilitate city utilities beneath the street system, coordinating with bond projects to avoid emergency repairs and reduce future costs.

Safety and Multimodal Enhancements: Vision Zero-inspired measures aim to reduce fatal and serious injuries through intersection enhancements, bike signals, and multimodal striping. Traffic calming and protected bike lanes are incorporated where appropriate.

Pavement Preservation: Warm mix asphalt, an environmentally friendly material, is specified for all paving projects, offering benefits like reduced greenhouse gas emissions and increased pavement longevity.

ROAD CONDITIONS TREND AS OF JULY, 2023

- The **average PCI** for the Eugene street network is **73**.
- **40.1%** of Eugene's streets are in **Excellent condition** (PCI of 85-100), needing minimal maintenance like crack and joint sealing.
- **22.8%** of streets are in **Good to Very Good condition** (PCI of 70-84), benefiting from preventive maintenance such as patching and crack sealing.
- **14.5%** of streets are in **Fair condition** (PCI of 55-69), requiring heavier surface treatments and thin overlays.
- **9.4%** of streets are in the **Poor condition** range (PCI of 40-54), needing heavy surface-based inlays or overlays with localized repairs.
- **8.6%** of streets are in **Very Poor condition** (PCI of 25-39), needing thick overlays, surface replacement, base reconstruction, and potential subgrade stabilization.
- **4.5%** of streets are in the **Serious to Fail condition** (PCI below 25), requiring full reconstruction.

ADDITIONAL REVENUE BEYOND STATE HIGHWAY FUND

1. **Transportation SDCs (System Development Charges):**
2. **Street Utility Fees**
3. **Local Motor Vehicle Tax**
4. **Street Bond Revenues**
5. **ROW (Right of Way) Fees**
6. **Urban Renewal Funding**
7. **Public/Private Partnerships**
8. **Pavement Preservation and Reconstruction Prevention Programs:**
9. **Other Long-Term Funding Sources:**
 - **Future Street Bonds (e.g., 2027 Street Bonds):**
 - **Specialized Programs for Bridge Retrofits, Replacements, and Seismic Upgrades**
10. **Grant Funding**

EUGENE'S PRIORITIES

1. Operations and Maintenance

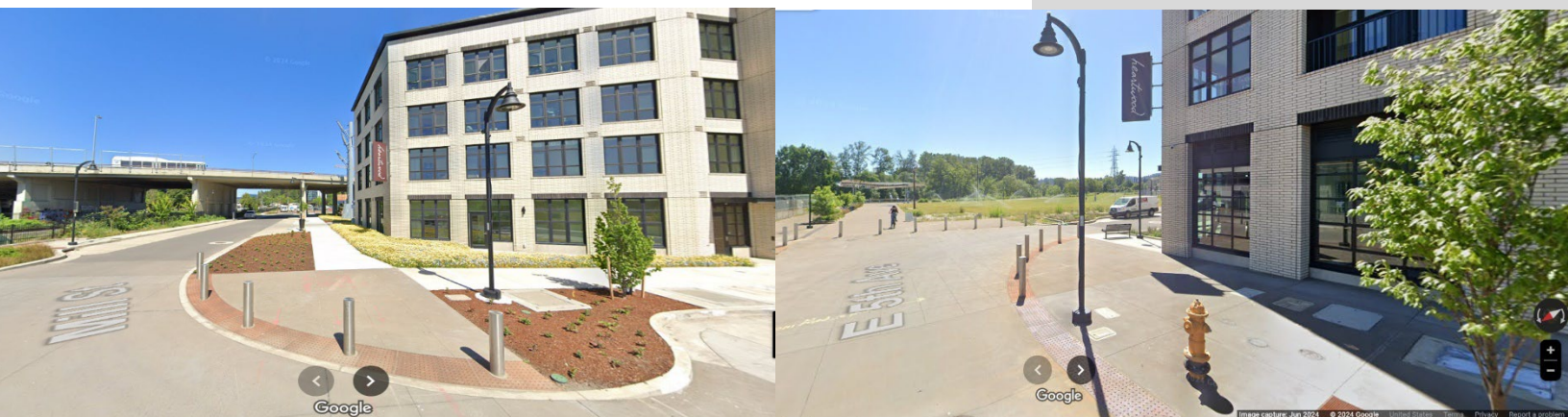
Funding: Address projected deficits in the city's annual transportation operations and maintenance budget.

2. Seismic Bridge Retrofits: Continue to retrofit bridges to withstand subduction zone earthquakes.

3. Street and shared use path rehabilitation: Address gaps in funding needed to keep streets and paths in a state of good repair.

4. Eliminating Fatalities & Serious Injuries: Implement city's Vision Zero Action Plan including automated enforcement and redesign of high crash corridors.

5. Preventing and Responding to Copper Wire Theft: Many of the city's shared use paths are dark due to copper wire theft. Explore alternatives including solar path lighting, enforcement and additional theft deterrence techniques.



The Downtown Riverfront neighborhood has undergone a dramatic transformation in recent years, driven by significant investments in the street network that are supporting the development of hundreds of new multifamily housing units. This redevelopment is addressing critical housing needs in the city, creating vibrant, accessible living spaces in one of Eugene's most sought-after areas. The street infrastructure improvements, made possible through a combination of funding from the 2018 Parks and Recreation Bond, Urban Renewal, and Public Works, have been key to unlocking the potential of this downtown riverfront area. The enhanced transportation network not only provides better access to the Willamette River but also facilitates the development of a diverse housing stock that will meet the growing demand for both market-rate and affordable housing options.

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