



**City of Eugene Testimony to Joint Committee on Transportation Reinvestment**  
**Rob Inerfeld, City of Eugene Transportation Planning Manager**

- The City of Eugene receives around \$14 million per year in state highway fund revenue.
- The majority of this funding is used for activities that maintain the city's street network including maintenance of the street surface, streetlights, traffic signals, street trees, street signs and striping.
- These funds also support the city's right of way ADA program, pavement management and transportation planning. The state highway revenue also funds some types of capital projects that include replacing aging traffic signals, traffic calming, safety improvements and as matching funds for grant funded projects such as Safe Routes to School.
- For the activities I described, the city currently has an annual operating deficit of \$750,000 and that is expected to grow to \$4.5 million per year by 2031 if there is no additional revenue.
- In 2000, Eugene's capital budget didn't include funding for preservation of the street system. At the time it was estimated there was about \$53 million in needed street repairs. By 2008, that number had increased to \$171 million and was projected to grow to more than \$280 million in 10 years. Eugene instituted a 5-cent gas tax in 2003. 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 \$12 million per year and local gas tax provides around \$3 million per year. 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. We need about \$6 million per year in additional funding to fully fund the pavement repair program.
- In addition to paving, the bond measure and gas tax also pay for upgrading curb ramps, bridge repair and seismic retrofits, safety projects and walking and biking infrastructure.
- The City of Eugene strongly supports HB 2025. The bill will address critical transportation funding shortfalls at all levels of government.
- HB 2025 will enable the City of Eugene to continue to maintain our streets and traffic signals and invest in critical underfunded transportation needs such as bridges, ADA ramps, sidewalk repair, pavement preservation and projects that make our streets safer for all modes of transportation.

# City of Eugene, Oregon

## Transportation Priorities



### Population:

177,000

### Area:

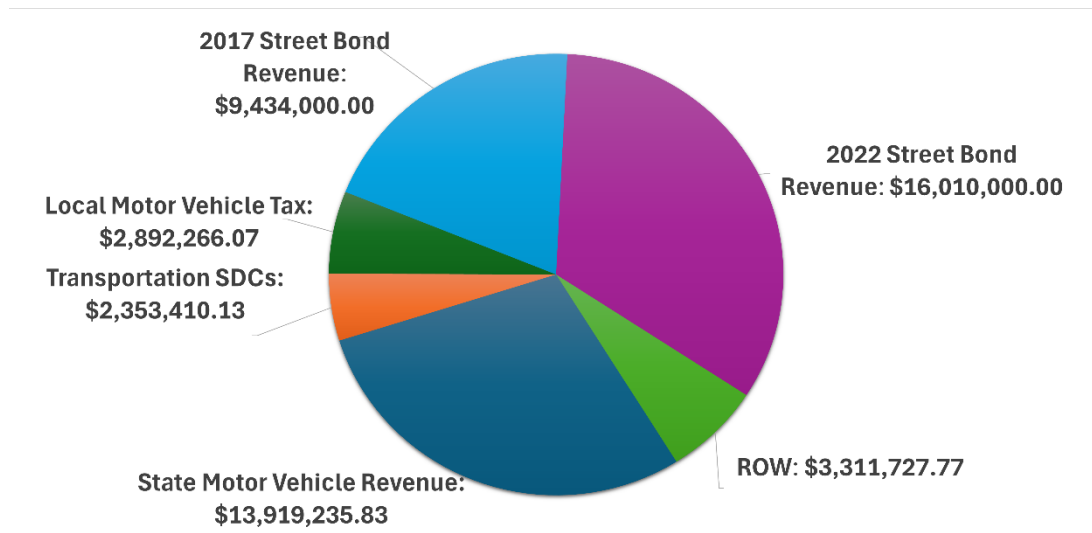
43.74 square miles

### 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

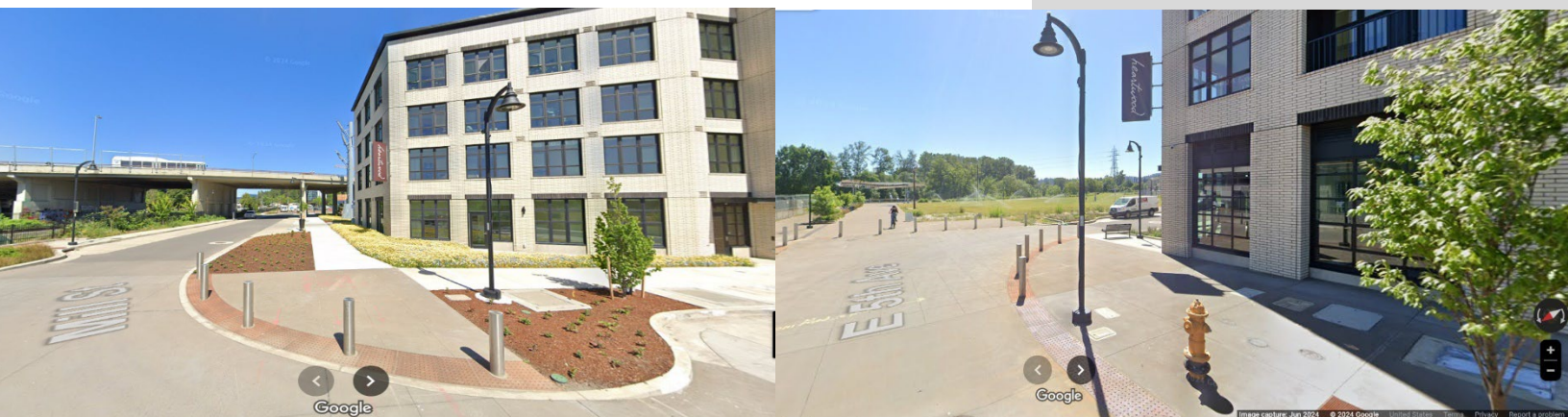
**Funding:** Address projected deficits in the city's annual transportation operations and maintenance budget.

**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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