



SPRINGFIELD STREET REPAIR OVERVIEW

Street Preservation and Repair Program

The City of Springfield is responsible for building, maintaining, preserving, and repairing the street system within city limits. Current funding provides \$1.3 million each year to go toward these efforts. Current revenue is not enough to pay for all street preservation and repair projects that would cost approximately \$50 million.

Preservation and repair work restores or improves the overall condition of a street. and includes crack or slurry sealing, filling potholes, and pavement overlays among other preservation projects. Street preservation and repairs extend the usable life of a street and cost 4 to 10 times less than complete reconstruction of a street.



IF PASSED, 5 YEAR BOND WOULD:

FUND STREET REPAIRS ONLY

FIX LIST OF PROPOSED STREETS FIRST

CONTINUE CITY STREET PRESERVATION AND REPAIR PROGRAM

PROVIDE AN ANNUAL REPORT OF REPAIRS COMPLETED

VIEW LIST OF PROPOSED STREETS ON OTHER SIDE

**City of Springfield
Development & Public Works Dept.**

225 5th Street
Springfield, OR 97477

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History of Funding for Street Preservation and Repairs

1987 - 2006 – The City received funds from Lane County provided by the Federal government from timber revenue for street preservation and repair efforts.

2007 – Federal funding ends for the City's 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.

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.

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.

2016 – The Springfield City Council surveys voters on tax options for street repairs and refers a 3 cent local fuel tax increase to the ballot. The measure does not pass.

2018 – The Springfield City Council surveys voters on tax options for street repairs and refers a \$10 million general obligation bond to the November 6, 2018 ballot. The ballot measure passed.

2024 – The Springfield City Council surveys voters on tax options for street repairs and refers a \$20 million general obligation bond to the May 21, 2024 ballot.

Proposed Bond Measure

Bond Measure 20-351 proposes a five-year \$20 million general obligation bond to fund repairs of a list of proposed streets. If passed, it would cost an estimated \$0.74 cents per \$1,000 of assessed value each year for five years beginning July 1, 2024. The bond is based upon assessed value, not market value. The median assessed value of residential property is \$182,500. At this value, a homeowner would pay approximately \$135 per year in estimated taxes, which is about \$11.25 per month.

If the measure passes, funds would be used as follows:

Repairs would be done on the list of proposed streets stated in the Bond Measure. No new streets would be built and no new City staff would be hired as a result of this bond measure. If the measure does not pass, the list of proposed street repairs would not be completed and the estimated additional tax assessment would not be made.

More Information

Additional information is available at springfield-or.gov under the "Street Repair Bond Measure 20-351" link. On the web page there are links to an interactive map that shows the proposed streets for repair and a Questions and Answer flyer that answers common questions about the Bond Measure.

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