

## IMPACT STATEMENT

**Legislation title:** Document City Council support for the Get Moving regional transportation funding measure and commitment to enter into legally binding agreements to implement following a successful passage of the regional funding measure (Resolution)

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**Purpose of proposed legislation and background information:**

Portland streets are one of our most valuable public assets. Due to lack of funding, Portland has not had adequate funding to pay for our streets. Portland has traditionally relied on our local gas tax to pay for basic maintenance and safety. Our financial plans assume that we will work with our regional and federal partners to help pay for the critical capital improvements that will help us achieve our equity, climate, and safety goals. The Get Moving proposal is an example of our regional efforts to identify and fund critical safety services.

**Financial and budgetary impacts:**

Change in current and future revenues - If passed in the November 2020 General Election, this Legislation will generate approximately \$3.8-\$4.5 billion for capital projects and \$50 million per year for ongoing programs over the life of the program.

**FY 20-21 Budget Impacts** – This legislation has no immediate impact on the FY 2020-21 budget. If this legislation passes in November, the City of Portland and Metro will negotiate binding intergovernmental agreements for the delivery of projects and programs. These funds will be added to PBOT's budget using the same process that is currently used for adding regionally funded transportation grants. PBOT has extensive experience negotiating and delivering on these types of projects

**Change in expenses** - This legislation does not authorize any additional spending without additional action by City Council.

**Current and future staffing levels** - This resolution does not authorize any changes to current or future staffing levels. However, it is the intent of City Council to enter into legally binding agreements after the successful passage of the Get Moving effort to enter into those agreements. This negotiation will further refine the costs and year of expenditures and will allow the City to ensure that we can effectively deliver on the projects and programs included in this measure.

**Long-term financial impacts for the City** – This funding source will be a significant increase in the City's ability to address long-standing safety needs that will reduce fatalities and injuries. It also allows us to address long standing capital needs that we

have prioritized to meet our safety and equity goals. In addition, projects on state owned facilities are designed to ensure that the City only accepts transfer for facilities that have been brought up to a state of good repair.

Except for the SW Corridor project and Ross Island Bridge project, all the projects included in the list include complete funding or have scenarios that allow for development with just the regional measure. The SW Corridor project requires additional revenue including a potential \$75 local match from the City of Portland. These specific financial agreements for the SW Corridor project will be completed following passage of the regional measure as a part of the Full Funding Grant Agreement – this will require additional City Council action. The Ross Island Bridge project currently includes \$10 million of local/other funding. Depending on the availability of these other sources, this project may need to be re-scoped as a part of a final project definition following passage of the regional measure.

**Financial Agreements** – This legislation will not directly result in any new financial agreements. Specific financial agreements will be negotiated as a part of the implementation process after a successful election. It is assumed that following passage of the measure, the majority of work will be contracted out. This will give the Portland Bureau of Transportation (PBOT) the opportunity to meet equity contracting goals. PBOT will be partnering with a local or state agency to administer the collections of the program.

**Community impacts and community involvement:**

Metro incorporated extensive community involvement including extensive analysis of the proposed project and program impacts on climate, safety, and equity. In order to facilitate this process Metro created a diverse task force made of leaders from community, business, elected officials, and agency leadership. In addition Metro created Local Investment Teams to ensure that local voices were included in project development. The Get Moving proposal has received an unprecedented level of support from the task force and community.

**Budgetary Impact Worksheet**

**Does this action change appropriations?**

- YES:** Please complete the information below.  
 **NO:** Skip this section