



**PORTLAND FREIGHT COMMITTEE**

January 7, 2008

Portland City Council  
Multnomah County Commission

Dear Commissioners,

Until the mid 1990's, the City's transportation activities were primarily funded through a combination of state gas taxes, parking meter revenues and a portion of the Utility License Fee. There has not been an increase in the state gas tax since 1993 and the Portland City Council has shifted the portion of the Utility License Fee (ULF) dedicated to PDOT to other Bureaus. While PDOT has made great efforts to be fiscally responsible in recent years, funding for transportation has not kept pace with rising costs and increasing system demands. As a result, the City is now facing a \$422 million maintenance backlog.

Restoring dedicated ULF funds is needed if PDOT is to continue being good stewards of our transportation infrastructure. Therefore, the Portland Freight Committee strongly encourages the Portland City Council to reallocate the portion of the Utility License Fee that was previously dedicated to PDOT for street maintenance and improvements. Firms pay a fee in part to offset the damage they do to our streets while installing utilities. It is nonsensical that none of that fee currently goes toward street maintenance.

Furthermore, there is concern that new funds for street maintenance, such as the Safe, Sound & Green Streets proposal may also be redirected by a future City Council to another Bureau. Rededicating ULF funds to PDOT would not only restore much needed money, it would also restore public confidence.

Nevertheless, even with ULF funds restored, additional steps need to be taken to reduce our maintenance backlog. If the problem is not addressed, the projected number of arterial streets that will go from good to poor condition will increase by 60 percent over the next 10 years from 464 to 740 lanes miles. As the backlog continues to grow, our transportation infrastructure will continue to deteriorate, affecting both public safety and our economic vitality.

The Portland Freight Committee supports the implementation principles established in the Safe, Sound & Green Streets proposal to ensure the funds are used for transportation safety and maintenance improvements and for increasing system capacity through signal rehabilitation and optimization improvements:

- The formation of an independent oversight committee that will meet quarterly, monitor expenditures and prepare an annual progress report.
- A fee structure that recognizes all Portland residents and businesses benefit from a well maintained transportation system and all must share in the burden to pay for it.
- The assurance that funds generated will not be diverted to other uses.
- The periodic re-examination of the commercial rate structure to ensure revenues are generated on an equitable basis.

- The implementation of a local gas tax if the State Legislature fails to increase the state gas tax during its 2009 session.

While many freight businesses will benefit from improving the City's arterial streets, a large share of freight travels primarily on the interstate and state highway systems and will not directly benefit from this proposal. Regardless, the Portland Freight Committee recognizes the value and need of maintaining our streets before they deteriorate further. Providing an adequate and stable funding source that maintains our transportation infrastructure is vital to sustaining a healthy economy. While this proposal does not solve all our transportation problems, the Portland Freight Committee recognizes the urgency to implement a local street maintenance funding strategy without delay.

The Portland Freight Committee supports and recognizes the value of this proposal, and urges you to enact the proposal as submitted.

Sincerely,

Corky Collier

A handwritten signature in black ink that reads "Corky Collier". The signature is written in a cursive style and is positioned to the left of a vertical red line.

Chairman  
Portland Freight Committee

Cc: Director Susan D. Keil,  
City of Portland – Office of Transportation



## Portland Pedestrian Advisory Committee

1120 SW5th Avenue Suite 800  
Portland OR 97204

### Members

David Aulwes

Ali Corbin

Kim Cottrell

Erin Kelley

Doug Klotz

Jess Laventall

Karen Main

Rod Merrick

Elizabeth Mros-O'Hara

Bob Robison

Matt Whitney

Rod Yoder

December 20, 2007

Portland City Council  
Multnomah County Commission

Dear Commissioners,

The purpose of this letter is to express support for Portland's Safe, Sound and Green Streets proposal. Although this effort does not solve all of our transportation problems, it is the most significant effort in years to strategically address the most critical maintenance and safety issues facing our City.

Funding for transportation safety and maintenance has not kept pace with the increasing need and as a result, we are facing a \$422 million, and growing, unmet need. Since there has not been a statewide gas tax increase since 1993, it has become even more important to find a local solution to address this growing unmet need.

The Safe, Sound and Green Streets project is a 15-year proposal to fund specified safety and maintenance projects through a proposed Street Maintenance and Safety Fee and an increase in the Multnomah County Vehicle Registration Fee. This proposal is predicated on an increase in the State gas tax in the next legislative session.

In addition to the infrastructure improvements, the proposal would provide significant benefits to pedestrians through the implementation of various safety projects that:

- **Reduce crashes** at 31 of Portland's highest-crash intersections by making safety improvements.
- **Improve access to transit, neighborhoods, schools and local businesses** by building up to 20 miles of sidewalks on arterials that lack them, constructing 47 pedestrian islands, and 114 miles of Bicycle and Pedestrian Safety Corridors.

The proposal also includes green rewards, which will benefit people and businesses who make transportation choices that reduce the impact on the system, and will use green street features on paving and safety projects, wherever possible.

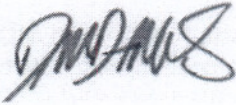
We strongly support the Safe Sound and Green Streets Project and the implementation principles, which were established to ensure improvements to our system, are implemented with integrity, efficiency and effectiveness:

- There is a defined list of projects and timeline
- An independent oversight committee will meet quarterly, review any significant changes to the program, provide an annual report directly to tax payers, and will have an annual work session with Portland's City Council and the Multnomah County Commission
- Green discounts will reward behavior that reduces impact on the system
- Implementing green engineering where possible
- Projects funded in each area of the City are based on safety and maintenance needs
- These funds will not be used to supplant other resources

12/20/07

It is time that we make the necessary investments to preserve our existing roads and bridges and to enhance safety for all modes of travel. Portland can no longer wait for a funding solution coming solely from the State Legislature. We support and recognize the value of this proposal, and we urge that you do the same.

Sincerely,

A handwritten signature in black ink, appearing to read "DAULWES".

Pedestrian Advisory Committee  
David Aulwes, Chair

# ELDERS IN ACTION

*Quality of life should never depend on age.*

December 17, 2007

Commissioner Sam Adams  
City of Portland  
1221 SW Fourth Avenue  
Room 220  
Portland, OR 97204

Dear Commissioner Adams:

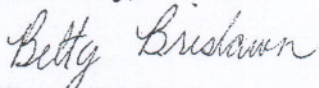
The Elders in Action Commission gained much knowledge from your November 21, 2007 presentation regarding the Safe, Sound and Green Streets initiative plan that you have so carefully and thoroughly researched.

Elders in Action, a powerful voice for local seniors since 1968, has been advising public officials on issues affecting the quality of life of seniors in our community. Elders in Action Commission members have participated in the stakeholders meetings for the Safe Sound, and Green Streets proposal and the pedestrian safety and the overall livability improvement projects have been of special interest to our members.

We appreciate the consideration the proposal offers low income individuals and other incentives as well. We are pleased to inform you that the Elders in Action Commission has decided to support the Safe, Sound and Green streets initiative. You may list the Elders in Action Commission on any promotional or other materials you produce.

We are committed to this plan and look forward to updates and outcomes of this much needed initiative. Please call Maria Micozzi, Advocacy and Volunteer Manager, at 503 595-7530 if you or any of your staff have questions.

Sincerely,



Betty Brislawn  
Elders in Action Commission Chair

Mission: *To assure a vibrant community through the active involvement of older adults.*

1411 SW Morrison Street, Suite 290 · Portland, OR 97205-1912

Phone: (503) 235-5474 · Fax: (503) 595-7599 · [info@eldersinaction.org](mailto:info@eldersinaction.org) · [www.eldersinaction.org](http://www.eldersinaction.org)

# Portland Bicycle Advisory Committee

*Working to Make Bicycling a Part of Daily Life in Portland*

1120 SW 5<sup>th</sup> Avenue, Room 800  
Portland OR 97204



December 13, 2007

Portland City Council  
Multnomah County Commission

Dear Commissioners,

The purpose of this letter is to express support for Portland's Safe, Sound and Green Streets proposal. Although this effort does not solve all of our transportation problems, it is the most significant effort in years to strategically address the most critical maintenance and safety issues facing our City.

Funding for transportation safety and maintenance has not kept pace with the increasing need and as a result, we are facing a \$422 million, and growing, unmet need. Since there has not been a statewide gas tax increase since 1993, it has become even more important to find a local solution to address this growing unmet need.

The Safe, Sound and Green Streets project is a 15-year proposal to fund specified safety and maintenance projects through a proposed Street Maintenance and Safety Fee and an increase in the Multnomah County Vehicle Registration Fee. This proposal is predicated on an increase in the State gas tax in the next legislative session.

In addition to the infrastructure improvements, the proposal would provide significant benefits to bicyclists through the implementation of various safety projects that:

- **Reduce crashes** at 31 of Portland's highest-crash intersections by making safety improvements.
- **Improve access to transit, neighborhoods, schools and local businesses** by building up to 20 miles of sidewalks on arterials that lack them, constructing 47 pedestrian islands, and 114 miles of Bicycle and Pedestrian Safety Corridors.

The proposal also includes green rewards, which will benefit people and businesses who make transportation choices that reduce the impact on the system, and will use green street features on paving and safety projects, wherever possible.

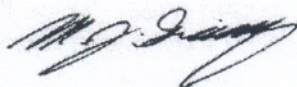
We strongly support the Safe Sound and Green Streets Project and the implementation principles, which were established to ensure improvements to our system, are implemented with integrity, efficiency and effectiveness:

- There is a defined list of projects and timeline
- An independent oversight committee will meet quarterly, review any significant changes to the program, provide an annual report directly to tax payers, and will have an annual work session with Portland's City Council and the Multnomah County Commission

- Green discounts will reward behavior that reduces impact on the system
- Implementing green engineering where possible
- Projects funded in each area of the City are based on safety and maintenance needs
- These funds will not be used to supplant other resources

It is time that we make the necessary investments to preserve our existing roads and bridges and to enhance safety for all modes of travel. Portland can no longer wait for a funding solution coming solely from the State Legislature. We support and recognize the value of this proposal, and we urge that you do the same.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Ginsberg", written in a cursive style.

Portland Bicycle Advisory Committee  
Mark Ginsberg, Chair



**rails-to-trails**  
conservancy

Western Regional Office  
26 O'Farrell Street, Suite 400  
San Francisco, CA 94108

tel 415.397.2220  
fax 415.397.2228

[www.railstotrails.org](http://www.railstotrails.org)

December 20, 2007

By email: [commissionersam@ci.portland.or.us](mailto:commissionersam@ci.portland.or.us)

Dear Commissioner Adams:

Rails-to-Trails Conservancy strongly supports your **Safe, Sound and Green Streets** proposal. This is an equitable, common sense way to address a serious need to make the streets safer for all travelers: drivers, wheelchair users, cyclists and pedestrians.

In light of the two recent tragic deaths of cyclists in Oregon, this measure is urgently needed to fund two very important goals—to catch up on the growing backlog of arterial street maintenance and to implement over \$50 million in critical safety projects.

We applaud your leadership in striving to provide safe, accessible transportation choices for all users.

Sincerely,

Laura R. Cohen  
Director, Western Region

cc: Scott Bricker, Bicycle Transportation Alliance  
Roger Geller, City of Portland  
Mia Birk, Alta Planning + Design





OREGON TRUCKING ASSOCIATIONS, INC.

January 2, 2008

Commissioner Sam Adams  
Portland City Hall  
1221 SW 4<sup>th</sup> Avenue, Rm. 220  
Portland, OR 97204

Dear Sam,

It is with pleasure that the Oregon Trucking Associations and its Board of Directors supports the Safe, Sound and Green Streets Proposal.

From our perspective, the most important consideration in any proposal is safety. The Safe, Sound and Green Streets Proposal has safety as its corner stone. A second consideration is increased capacity to allow us to make timely freight deliveries to Portland businesses. Optimizing signals and reducing single occupancy auto trips will provide more capacity. Finally, it is imperative that we invest in the existing system so that it does not further deteriorate. The largest single expenditure is for preservation of arterial streets.

We also understand that part of the funding for the proposal is predicated on a significant increase in the state gas tax. The Oregon Trucking Associations pledges to work with you to pass a gas and truck tax increase, based on a sound spending plan, during the 2009 legislative session.

Thank you for providing effective leadership for transportation. We look forward to continuing our work together.

Sincerely,

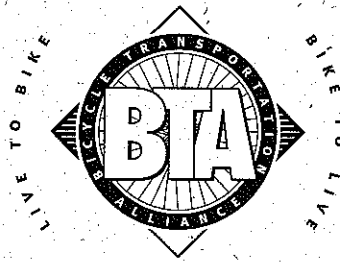
A handwritten signature in black ink, appearing to read 'Bob Russell', written over a white rectangular area.

Robert E. Russell  
President

OREGON TRUCKING ASSOCIATIONS

4005 S.E. NAEF ROAD, PORTLAND, OREGON 97267-5617

503/513-0005 PHONE ■ 888/293-0005 TOLL FREE ■ 503/513-0008 FAX ■ WWW.ORTRUCKING.ORG



January 3, 2008

Commissioner Sam Adams  
City of Portland  
1221 SW 4<sup>th</sup> Avenue  
Portland, OR 97204

Dear Commissioner Adams,

As Chairman of the Board of the Bicycle Transportation Alliance, I am delighted to offer our enthusiastic support for the Safe, Sound and Green Streets proposal. We appreciate the amount of work that went into developing the proposal, especially the time and care given to safety issues. The proposal provides an unprecedented level of funding to critical safety improvements that we are confident will dramatically increase the amount of bicycling, walking and transit usage.

We appreciate the effort made by you, your staff and staff from the Office of Transportation to reach out to the cycling community in developing the proposal. The nearly six fold increase in the number of Bicycle Boulevards will further this City's reputation as the most bicycle friendly city in America.

The Bicycle Transportation Alliance is a statewide non-profit organization that works to open minds and roads to bicycling. We represent bicyclists and the bicycle industry with over 4,800 members in Oregon and SW Washington, and have seventeen years of experience in bicycle engineering, planning, education and advocacy.

Thank you for the opportunity to participate in the process and comment at this stage. We look forward to continuing to work on this important proposal.

Sincerely,

Hugh Bynum  
Chairman of the Board  
Bicycle Transportation Alliance

OPENING MINDS AND ROADS TO BICYCLING