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## Safe, Sound and Green Streets Proposal Overview

### December 2007

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The Safe, Sound and Green Streets Proposal was put together to address longstanding transportation maintenance issues in the City of Portland and deficiencies in Multnomah County's Willamette River bridges. The Oregon state gas tax was last increased in 1993, which has meant that funding for transportation safety and maintenance has not kept pace with inflation or the increasing demands of a growing population. As a result, the City of Portland has \$422 million in unmet maintenance needs. Likewise, Multnomah County faces a \$485 million shortfall for bridge maintenance. Because of this underinvestment, our community faces needless deaths and injuries on Portland's streets that create an estimated annual economic impact of \$412 million.

To address these unmet needs, the Safe, Sound and Green Streets Stakeholder Committee was formed to develop a proposal that would begin to address the worst of the city's unmet maintenance needs. Specifically, these include city arterial streets in poor and very poor condition, City and County bridges, signals in poor condition, and key safety needs. The proposal envisions new funding sources for both the City and County as well as a specific list of street maintenance, bridge and safety projects that would be completed with new revenue.

#### City of Portland Street Maintenance and Safety Fee (SMSF)

- \$4.54/month per household charge on the water and sewer bill
- Monthly rate for businesses is based on usage, square footage, and number of trips generated, which is determined using the Institute of Transportation Engineers (ITE) Manual.
- The average business charge is \$83 per month, and roughly %75 of all businesses will pay under \$75 per month. 35-40% of all businesses will pay under \$15 a month.
- Approximately \$24 million in revenue is generated each year
- Half of the revenue raised is from households and half is from businesses.
- 30% Low-income discount
- Can be implemented via voter referral or City Council vote

**Green discounts of up to 30%** - Available to both the residential and non-residential SMSF rates. Payers will need to apply for the green discounts, which will be awarded based on any one or combination of the following:

##### Residential

- 10% - TriMet monthly or annual passholder;
- 20% - No cars registered at residence; or
- 10% - Own of one of the US EPA's top 10 highest-rated vehicles for fuel economy.

##### Non-residential/Business:

- 10% - Business located within 300 feet of transit route (applied to the first 10,000 trips generated per month)
- 10% - Employer offers employee reimbursement program of at least \$30/month per employee for transit use, bicycling, carpooling or walking; or
- 20% - Employer offers employee reimbursement program of at least \$60/month per employee for transit use, bicycling, carpooling or walking

Even with these new revenue sources, looking at the next 15 years PDOT forecasts a budget shortfall for regular operations and maintenance totaling approximately \$93 million, beginning in about 5 years. This means that in addition to the unmet safety and maintenance needs, PDOT will have a significant funding gap for basic services that are a normal part of doing business. The Stakeholder Committee is in the process of reviewing additional options to ensure that the forecasted gap in current services levels is addressed and prevented.

#### County Vehicle Registration Fee

- Multnomah County can charge a vehicle registration fee up to \$27 per year per passenger vehicle.
- Approximately \$14 million a year would be generated with a \$27 fee.
- Must be approved by Multnomah County's voters.

The revenue generated by the City and County will be allocated to fund specific projects, which have been chosen based upon engineering need, safety priorities and fiscal responsibility. Public input was gathered to further refine the project lists. Wherever possible, the projects will be implemented with environmentally friendly “Green Street elements and coordinated with other city projects to leverage resources and maximize cost savings.

| <b>Investments/Projects – City</b>  | <b>15-Year Projects \$'s</b> | <b>Percentage of Grand Total</b> |
|---|------------------------------|----------------------------------|
| Safety Projects   | \$73,040,000                 | 9%                               |
| Arterial Streets – Paving Projects  | \$352,710,000                | 43%                              |
| Signal Rehab & Signal Optimization Program  | \$14,510,000                 | 2%                               |
| Top 5 Deficient City Bridges  | \$34,710,000                 | 4%                               |
| City match for safety & maintenance deficiencies within Federal, State, SDC & other funded Projects | \$27,560,000                 | 3%                               |
| PDOT continuing service level for operations and maintenance  | \$93,000,000                 | 11%                              |
| City Billing Costs  | \$14,260,000                 | 2%                               |
| Project Engineering/Oversight/Accounting  | \$35,820,000                 | 4%                               |
| <b>Total City</b>   | <b>\$648,540,000</b>         |                                  |
| <b>Investment Projects – County</b>   | <b>County Proposal</b>       |                                  |
| County Bridges  | \$164,430,000                | 20%                              |
| <b>GRAND TOTAL – Investments/Projects</b>   | <b>\$812,970,000</b>         | <b>100%</b>                      |

The Safe, Sound and Green Streets Project will be implemented with several guiding principles. These include:

- Defined list of projects
- Independent oversight committee
- Annual reporting
- Leverage State, Federal, SDC and other funds
- Majority of work contracted out (adhere with ORS 279)
- Fund priority needs in each area of the City
- Implement pavement audit recommendations
- Prioritized list ensures effective allocation of available resources
- Buy local (I.e., minority & women-owned business outreach)
- Green discounts from a defined list
- These funds will not be used to supplant other resources (stated in ordinance)
- 15 year renewal
- Minimize negative impacts to businesses due to construction
- Green streets implementation
- Cap administrative costs (e.g., SMSF Administrator, accountant) - not to exceed 4% of annual SMSF revenue after initial implementation costs
- Business and Neighborhood Associations will jointly decide on Coalition Traffic Safety Priorities