

Steve
Novick
Commissioner

Leah Treat
Director

MEMORANDUM

To: Mayor Charlie Hales
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Steve Novick
Commissioner Dan Saltzman

From: Jamie Waltz, Transportation Asset Manager 

Date: December 31, 2014

Subject: "Create the Portland Street Fund and establish a non-residential transportation fee to fund Portland's street maintenance and transportation safety needs. (Ordinance; amend Code Chapter 7.02, add Code Chapter 17.21)"

- Amend Ordinance (Create the Portland Street Fund and establish a non-residential transportation fee)
- Amend Exhibit B – City Code 17.21
- Amend Exhibit D – Non-Residential Transportation Fee Schedule
Council Agenda January 8, 2015

This memorandum is a request to amend the following materials for Council action on January 8, 2015.

Ordinance

In the **Ordinance**, in the "WHEREAS" section, there is a new item #10 that outlines the components of the Non-Residential Transportation Fee, including a clarification about how applicable gross revenues are determined.

10. The factors to be used in calculating the Non-Residential Transportation Fee shall be number of employees, annual gross revenues earned within the city of Portland, and square footage.

Exhibit B – City Code 17.21

Explanation: Amend City Code Chapter 17.21 to replace the phrase "income tax" with "fee." Amend language in 17.21.050 to clarify how the revenues in the Portland Street Fund will be used to implement the projects listed on PBOT's project list. The project list will be implemented based on available resources.

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12-31-2019

In **17.21.020 Definitions**, for item D the phrase “income tax” is replaced with “fee,” and the reference to exemptions is deleted. The definition now reads:

“Residential Transportation Fee” is a fee charged to residents of the city of Portland as provided in Portland City Code Chapter 5.76.

In **17.21.030 Revenue Source**, in item B, and **17.21.040 Separate Sub-fund Established**, in the first sentence, the phrase “income tax” is replaced with “fee.”

In **17.21.050 Eligible Use of Revenues**

The paragraph now reads:

For the first three years of the Portland Street Fund, the Portland Bureau of Transportation developed a list of the high-priority transportation maintenance and safety projects it will implement subject to the available resources of the Portland Street Fund sub-fund. For each subsequent year of the Portland Street Fund, the Portland Bureau of Transportation shall develop a list of the maintenance and safety projects that will be implemented in the upcoming fiscal year using the available resources of the Portland Street Fund sub-fund.

In **17.21.070 Authority to Implement the Non-Residential Transportation Fee and Residential Transportation Fee**, the phrase “income tax” is replaced with “fee” in three instances in this paragraph.

Exhibit D – Non-Residential Transportation Fee Schedule

Explanation: Amendments were made to how the numbers (square footage, gross revenue, and employee number) in the table are shown. The changes are designed to make it easier to determine how a business “lands” in a particular column.

There is also a footnote that clarifies the exemption for a home-based business.

Cc: Leah Treat, Director

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MEMORANDUM

To: Mayor Charlie Hales
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Steve Novick
Commissioner Dan Saltzman

From: Jamie Waltz, Transportation Asset Manager

Date: December 8, 2014

Subject: Amend Item 1271 Exhibit A – City Code 7.02.100
Amend Item 1271 Exhibit D – Non-Residential Transportation Fee Schedule
Council Agenda December 10, 2014

This memorandum is a request to amend the following materials for Council action on December 10, 2014 for Item #1271.

Exhibit A – City Code 7.02.100

Explanation: Amend City Code Chapter 7.02 to include one additional definition.

“Home-based business” means a business activity where the only business location is the owner’s primary residence. Home-based businesses are located in residentially zoned buildings and would qualify as Type A or Type B Accessory Home Occupations under PCC 33.203.020.

Exhibit D – Non-Residential Transportation Fee Schedule

Explanation: Amend the Fee Schedule to include an exemption for home-based businesses grossing less than \$50,000, and a cap on the fee for small businesses grossing less than \$50,000.

In the Fee Schedule, there is a new column labeled “Micro” that reflects the \$3 fee for small businesses grossing less than \$50,000. Within the column heading for Micro, the exclusion for home-based businesses grossing less than \$50,000 is included.

A footnote is added to clarify the minimum rate for a non-exempt entity shall be \$3/month.

Cc: Leah Treat, Director

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EXHIBIT D
Non-Residential Transportation Fee Schedule

Entity pays rates in column "Micro" if it meets the criteria: gross revenue less than \$50,000, except for home-based businesses less than \$50,000 which are exempt.	Entity pays rates in column "A" if it meets two of the three criteria: 0-5 employees, gross revenue between \$50,000 - \$250,000, or developed square footage less than 2,500.	Entity pays rates in column "B" if it meets two of the three criteria: 6-20 employees, gross revenue between \$250,000 - \$2,500,000, or developed square footage within range shown in table.	Default rate for entities that do not meet the criteria for other columns.	Entity pays rates in column "D" if it meets two of the three criteria: over 50 employees, gross revenue > \$8,000,000, or developed square footage greater than value shown in table.
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Employees Annual Gross Revenue	Micro n/a < \$50,000	A 0 - 5 \$50,000 - \$250,000		B 6-20 \$250,000 - \$2,500,000		C 21-50 \$2,500,000 - \$8,000,000		D > 50 > \$8,000,000		External
	Monthly Equivalent Fee	Sqft. <	Monthly Equivalent Fee	> Sqft. <	Monthly Equivalent Fee	Sqft.	Monthly Equivalent Fee	Sqft. >	Monthly Equivalent Fee	Monthly Equivalent Fee
Group 1										
Agricultural	\$3.00	2,500	\$3.00	2,500 - 30,000	\$6.00	30,000 - 70,000	\$12.00	70,000	\$24.00	\$6.00
Churches, Charities, Associations	\$3.00	2,500	\$3.00	2,500 - 5,000	\$6.00	5,000 - 10,000	\$12.00	10,000	\$24.00	\$6.00
Education	\$3.00	2,500	\$3.00	2,500 - 35,000	\$6.00	35,000 - 80,000	\$12.00	80,000	\$24.00	\$6.00
Parks and Open Areas	\$3.00	2,500	\$3.00	2,500 - 300,000	\$6.00	300,000 - 675,000	\$12.00	675,000	\$24.00	\$6.00
Services	\$3.00	2,500	\$3.00	2,500 - 10,000	\$6.00	10,000 - 30,000	\$12.00	30,000	\$24.00	\$6.00
Other	\$3.00	2,500	\$3.00	2,500 - 5,000	\$6.00	5,000 - 10,000	\$12.00	10,000	\$24.00	\$6.00
Group 2										
Construction	\$3.00	2,500	\$6.00	2,500 - 10,000	\$12.00	10,000 - 20,000	\$24.00	20,000	\$48.00	\$12.00
Industrial	\$3.00	2,500	\$6.00	2,500 - 20,000	\$12.00	20,000 - 40,000	\$24.00	40,000	\$48.00	\$12.00
Recreation	\$3.00	2,500	\$6.00	2,500 - 10,000	\$12.00	10,000 - 20,000	\$24.00	20,000	\$48.00	\$12.00
Transportation	\$3.00	2,500	\$6.00	2,500 - 20,000	\$12.00	20,000 - 40,000	\$24.00	40,000	\$48.00	\$12.00
Group 3										
Office	\$3.00	2,500	\$9.00	2,500 - 15,000	\$18.00	15,000 - 35,000	\$36.00	35,000	\$72.00	\$18.00
Institutional	\$3.00	2,500	\$9.00	2,500 - 35,000	\$18.00	35,000 - 80,000	\$36.00	80,000	\$72.00	\$18.00
Group 4										
Restaurant	\$3.00	2,500	\$15.00	2,500 - 5,000	\$30.00	5,000 - 10,000	\$60.00	10,000	\$120.00	\$30.00
Retail	\$3.00	2,500	\$15.00	2,500 - 15,000	\$30.00	15,000 - 40,000	\$60.00	40,000	\$120.00	\$30.00
Group 5										
Lodging	\$3.00	2,500	\$18.00	2,500 - 35,000	\$36.00	35,000 - 75,000	\$72.00	75,000	\$144.00	\$36.00
Medical	\$3.00	2,500	\$18.00	2,500 - 18,500	\$36.00	18,500 - 40,000	\$72.00	40,000	\$144.00	\$36.00

Non-profit Entities are classified as per use, then extended a 50% discount.

The non-profit discount does not apply to the categories for Education and Churches, Charities, Associations because the discount is already incorporated into the rates shown above.

The minimum rate for any non-exempt entity shall be \$3 per month.

EXHIBIT A

Portland City Code Sections 7.02.100, 7.02.570, and 7.02.580

Amend 7.02.100 Definitions.

(Amended by Ordinance No. 184597, effective June 17, 2011.) The terms used in this Chapter are defined as provided in this Section or in Administrative Rules adopted under Section 7.02.210, unless the context requires otherwise:

A - I. [No changes]

J. “External Entity” means a Non-Residential Entity that has a City of Portland business license and which is located outside of Portland.

K. “Home-based business” means a business activity where the only business location is the owner’s primary residence. Home-based businesses are located in residentially zoned buildings and would qualify as Type A or Type B Accessory Home Occupations under PCC 33.203.020.”

J-O re-lettered to L-Q

R. “Non-Residential Entity” means a business, government or not-for-profit agency. Non-residential entities include the following:

1. All persons doing business in the city, regardless of whether the person is exempt from paying the City Business License Tax under Subsections 7.02.400 C, D, E G, or H;
2. Governmental units with a physical location in the city; and
3. Non-profit agencies with a physical location in the city.

P-T re-lettered to S -W

X. “Square footage” means square footage based on developed use in buildings, except in Agricultural and Parks/Open Areas which is based on parcel size.

U-W re-lettered to Y-AA

Add 7.02.570 Non-Residential Transportation Fee

Pursuant to City Code Subsection 17.21.030 A., in addition to the tax established by the Business License Law, the City shall impose a Non-Residential Transportation Fee upon all non-residential entities for all tax years beginning on or after January 1, 2015. The Non-Residential Transportation Fee will end for all tax years beginning on or after January 1, 2021.

- A. The Non-Residential Transportation Fee calculation is based on the developed use and the size of the Non-Residential Entity location considering square footage, gross revenues and the number of employees.
- B. The Non-Residential Transportation Fee calculations are stated in the Non-Residential Transportation Fee Schedule adopted by City Council through Ordinance No. _____
- C. The amount of the Non-Residential Transportation Fee will not be subject to the quarterly estimated tax payment requirements in Section 7.02.520.

Add 7.02.580 Revenue Division Responsibilities

The Revenue Division shall:

- A. Collect and deposit Non-Residential Transportation Fee revenues in a sub-fund established by the Office of Management and Finance for subsequent distribution to the Portland Bureau of Transportation. Revenue distributions will be made net of Revenue Division collection costs. A reasonable balance will be retained by the Revenue Division to accommodate future taxpayer refunds.
- B. Keep accurate records of the funds as they are deposited and disbursed.



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MEMORANDUM

To: Mayor Charlie Hales
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Steve Novick
Commissioner Dan Saltzman

From: Jamie Waltz, Transportation Asset Manager

Date: December 2, 2014

Subject: Amend Item 1233 to amend Ordinance
Amend Item 1233 to amend Exhibit A – City Code 7.02
Amend Item 1233 to amend Exhibit B – City Code 17.21
Amend Item 1234 to revise Exhibit A – City Code 5.76
Council Agenda December 3, 2014

This memorandum is a request to amend the following materials for Council action on December 3, 2014.

Item 1233, Ordinance; Exhibit A – City Code 7.02.570; Exhibit B – City Code 17.21.100

Explanation: Add new language to the Ordinance allocating pavement budget. Amend City Code Chapter 7.02 to include a sunset provision on the Non-Residential Transportation Fee. Amend City Code Chapter 17.21 to include a sunset provision to the Portland Street Fund.

The changes to these documents are:

Ordinance – New language in the Council directives:

- i. For so long as the Portland Street Fund program is in effect, the City shall spend no less from sources other than the amount collected through the Portland Street Fund than the street preservation General Transportation Revenue budget allocated in fiscal year 2014-15, *(AF, 318,812)*
- AF
Friendly
← Amendment
add
amount.*

Exhibit A – City Code 7.02.570 – New language in main paragraph to include a sunset:

The Non-Residential Transportation Fee will end for all tax years beginning on or after January 1, 2021.

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Exhibit B – City Code 17.21.100 – New section to include language about a program sunset.

The provisions of this Chapter will cease to exist when annual collections for the Portland Street Fund sub-fund of the Transportation Operating Fund fall below \$100,000. Any remaining allocations will be transferred to the Transportation Operating Fund.

Item 1234, Exhibit A – City Code 5.76.30

Explanation: Amend City Code Chapter 5.76 to include a sunset provision on the Residential Transportation Income Tax.

The revised Code will have a new sentence in the first paragraph:

The Residential Transportation Income Tax will end for tax years beginning on or after January 1, 2021.

The second paragraph is amended to read:

~~In the event that City Council terminates the Portland Street Fund,~~ The Revenue Division shall remain authorized to collect accounts receivable under this Chapter for taxes which accrued for tax years prior to the date of termination of the ~~Portland Street Fund~~ Residential Transportation Income Tax. The authority of the Revenue Division to collect such amounts shall not be constrained by the end date of the Portland Street Fund.

Cc: Leah Treat, Director




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Director

MEMORANDUM

To: Mayor Charlie Hales
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Steve Novick
Commissioner Dan Saltzman

From: Jamie Waltz, Transportation Asset Manager 

Date: November 18, 2014

Subject: Amend Item 1214 to amend Exhibit B
Amend Item 1213 to amend Exhibit C
Amend Item 1214 to revise Exhibit A – City Code 5.76
Amend Item 1213 to revise Ordinance and City Code 7.02, add Exhibit D
Council Agenda November 20, 2014

This memorandum is a request to amend the following materials for Council action on November 20, 2014.

Item 1214, Exhibit B – Project List

Explanation: Mathematical and naming convention errors were found in the tables and charts. A corrected version of the project list (Exhibit B) has been provided and will be introduced as an amendment at Council.

Item 1213, Exhibit C – Project List

Explanation: Mathematical and naming convention errors were found in the tables and charts. A corrected version of the project list (Exhibit C) has been provided and will be introduced as an amendment at Council.

Item 1214, Exhibit A – City Code 5.76

Explanation: In the original submittal, there was the following language in City Code as an exception to the general provision that taxpayer information is confidential. "5.76.070(B): Disclosure of the names and addresses of any persons that filed the tax." Upon further review, it was determined this language is not needed in Code. In the revised submittal for Exhibit A, this sentence is removed.

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Item 1213, Ordinance, Exhibit A – City Code 7.02, Exhibit D – Fee Schedule

✓ Explanation: The original language proposed for City Code 7.02 incorporated a table that shows the fee schedule for the non-residential transportation fee. The City Auditor's Office advised PBOT that the format of the imbedded table is incompatible with the format of the City Code as maintained by the Auditor's Office. In consultation with the City Auditor's Office and City Attorney, PBOT will use a different means to include the fee schedule into binding City policy. The fee schedule will be introduced as Exhibit D. The calculations and rates in the fee schedule are unchanged from the table that had been imbedded in the original submittal.

The changes to these documents are:

Ordinance – New language in the Council directives:

- d. The Non-Residential Transportation Fee shall be calculated in accordance with the methodology as shown in Exhibit D.

Exhibit A – City Code 7.02.100 – In the original submission, there was one new definition added. With this change, two more definitions are added for clarity:

- J. "External Entity" means a Non-Residential Entity that has a City of Portland business license and which is located outside of Portland.
- W. "Square footage" means square footage based on developed use in buildings, except in Agricultural and Parks/Open Areas which is based on parcel size.

The revised Code 7.02.100 will have a total of three new definitions.

Exhibit A – City Code 7.02.570 – New language in item B

- B. The Non-Residential Transportation Fee calculations are stated in the Non-Residential Transportation Fee Schedule adopted by City Council through Ordinance No. _____

✓ **Exhibit D – Non-Residential Transportation Fee** – The fee schedule is provided as an exhibit, rather than as an imbedded table in the Code language.

The remainder of the documents filed for items 1213 and 1214 are correct and remain unchanged.

Cc: Leah Treat, Director

Portland, Oregon
FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT
For Council Action Items

(Deliver original to Financial Planning Division. Retain copy.)

1. Name of Initiator Charlie Hales + Steve Novick		2. Telephone No. 503-823- 4682	3. Bureau/Office/Dept. Mayor + Commissioner of Public Utilities
4a. To be filed (date): November 13, 2014	4b. Calendar (Check One) <div style="display: flex; justify-content: space-around;"> Regular x Consent <input type="checkbox"/> 4/5ths <input type="checkbox"/> </div>		5. Date Submitted to Commissioner's office and CBO Budget Analyst: November 13, 2014
6a. Financial Impact Section: <input checked="" type="checkbox"/> Financial impact section completed		6b. Public Involvement Section: <input checked="" type="checkbox"/> Public involvement section completed	

1) Legislation Title: Create the Portland Street Fund and establish a non-residential transportation fee to fund Portland's street maintenance and transportation safety needs. (Ordinance; amend Code Chapter 7.02, add Code Chapter 17.21)

2) Purpose of the Proposed Legislation:

To provide funding to address Portland's street maintenance and transportation safety needs including high crash corridors, busy streets, intersections and around schools, reducing traffic congestion, expanding the bicycle network and improving freight mobility. New revenue will be generated by establishing a non-residential transportation fee.

3) Which area(s) of the city are affected by this Council item? (Check all that apply—areas are based on formal neighborhood coalition boundaries)?

- | | | | |
|--|------------------------------------|------------------------------------|--------------------------------|
| <input checked="" type="checkbox"/> City-wide/Regional | <input type="checkbox"/> Northeast | <input type="checkbox"/> Northwest | <input type="checkbox"/> North |
| <input type="checkbox"/> Central Northeast | <input type="checkbox"/> Southeast | <input type="checkbox"/> Southwest | <input type="checkbox"/> East |
| <input type="checkbox"/> Central City | | | |

FINANCIAL IMPACT

Revenue and/or Expense: Is ALL the Revenue and/or Expense a part of the current year's budget? or 5-yr CIP? <u> No </u> SAP COST OBJECT No(s).: <u> N/A </u> All Revenue and Expense financial questions must be completed regardless of the current year's budget. Documents may be returned where the FIPIS portion has not been sufficiently completed.
--

4) Revenue: Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If so, please identify the source.

This legislation will generate up to \$23 million gross revenue annually and \$20 million after compliance annually. The revenue will be obtained through the creation of a non-residential transportation fee for non-residential entities conducting activities in the City of Portland.

5) Expense: What are the costs to the City related to this legislation? What is the source of funding for the expense? *(Please include costs in the current fiscal year as well as costs in future year, including Operations & Maintenance (O&M) costs, if known, and estimates, if not known. If the action is related to a grant or contract please include the local contribution or match required. If there is a project estimate, please identify the **level of confidence**.)*

For billing related expenses, it is estimated to cost approximately \$2.0 million per year starting in FY 15-16. This is the cost to administer the billing and collections mechanisms. In addition, there will be initial startup costs of \$0.35 million in FY 14-15 with an additional \$0.35 million in FY 15-16.

The level of confidence is moderate.

6) Staffing Requirements:

- **Will any positions be created, eliminated or re-classified in the current year as a result of this legislation?** *(If new positions are created please include whether they will be part-time, full-time, limited term, or permanent positions. If the position is limited term please indicate the end of the term.)*

For billing related work, it is estimated that there will be 14 full-time equivalent (FTE) positions created in the Revenue Division of the Bureau of Revenue and Financial Services in the Office of Management and Finance.

Project FTE were estimated against the combined revenues from the residential transportation income tax and the non-residential transportation fee mechanisms. It is estimated that approximately 49 full-time equivalent (FTE) positions will be created in FY 15-16 to provide direct implementation of safety and maintenance work. There will be an estimated 8 FTE positions supporting engineering, inspections and contract management work and there will be up to 2 FTE to administer the program, including processing appeals, verifying data, organizing the Oversight Committee, and coordinating with the Revenue Division.

- **Will positions be created or eliminated in future years as a result of this legislation?**

Yes, if not all of the above full-time equivalent positions are created in FY 15-16, it is estimated that the additional positions will be hired in FY 16-17 or FY 17-18.

(Complete the following section only if an amendment to the budget is proposed.)

7) Change in Appropriations *(If the accompanying ordinance amends the budget please reflect*

the dollar amount to be appropriated by this legislation. Include the appropriate cost elements that are to be loaded by accounting. Indicate “new” in Fund Center column if new center needs to be created. Use additional space if needed.)

For FY 15-16, changes in appropriation will be part of the FY 15-16 budget development process.

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

[Proceed to Public Involvement Section — REQUIRED as of July 1, 2011]

PUBLIC INVOLVEMENT

8) Was public involvement included in the development of this Council item (e.g. ordinance, resolution, or report)? Please check the appropriate box below:

☒ **YES:** Please proceed to Question #9.

☐ **NO:** Please, explain why below; and proceed to Question #10.

9) If “YES,” please answer the following questions:

a) What impacts are anticipated in the community from this proposed Council item?

Residential and non-residential customer groups will pay a fee for the maintenance and improved safety of the transportation system. Projects will be completed across each geographic region of the City. Projects include pavement maintenance; improved operations of street lights, traffic signals, street name signs; bridge maintenance; improved safety on busy roads and improved safety on local roads. All users of the City’s transportation system will realize improvements from this new revenue source.

b) Which community and business groups, under-represented groups, organizations, external government entities, and other interested parties were involved in this effort, and when and how were they involved?

Eleven public Town Hall meetings were conducted across the City, including one geared towards small businesses, to solicit input on the transportation needs and funding mechanisms. Two Citywide scientific telephone polls were conducted in English. Those polls were translated into five languages and put online: Chinese, Somali, Vietnamese, Spanish, and Russian.

PBOT contracted with the Office of Equity and Human Rights to work with their Community Engagement Liaisons (CELs) who are elders and leaders in the non-English Language communities in Portland. A few meetings and outreach events were conducted with the CELs as a way to reach the under-represented groups within the City.

Social media was used to communicate about the meetings and the proposal development.

A 26-member Transportation Needs and Funding Advisory Committee was created to provide guidance to Mayor Hales and Commissioner Novick on the proposal development. Members of this committee represented the business community, modal advocates and experts, neighborhood advocates, and non-governmental institutions.

A Technical Advisory Committee was convened and met from February to May, 2014 and comprised of internal city stakeholders and regional partner agencies to ensure cross-bureau and cross-agency coordination.

A Business Workgroup, included representatives of organizations that represent large and small business-related constituency groups across the City of Portland and advised on how to refine the business portion of the Portland Street Fund to minimize negative impacts to the business community.

A Nonprofit and Low-income Workgroup, included representatives of organizations that represent nonprofit groups, institutions and low-income advocacy groups and advised on how to refine the funding mechanism to minimize the impacts to nonprofits and public institutions. This workgroup also advises on how low-income discounts for the Portland Street Fund proposal and discounts for existing water and sewer ratepayers can be more easily accessed by low-income Portlanders.

Several articles were placed in community newspapers and letters discussing the proposal and advertising the website that contained information on the details of the proposal.

c) How did public involvement shape the outcome of this Council item?

Much of the input received through the public forums, phone surveys, online feedback and emailed comments were used to shape the elements of the proposal. Additionally, the three work groups helped shaped the proposal.

d) Who designed and implemented the public involvement related to this Council item?

A team of PBOT employees, led by the lead Public Information Officer, created materials and outreach for this effort.

e) Primary contact for more information on this public involvement process (name, title, phone, email):

Mark Lear, Special Projects Manager, 503-823-7604; mark.lear@portlandoregon.gov

10) Is any future public involvement anticipated or necessary for this Council item? Please describe why or why not.

Given the outcome of this proposal, there will be communication to the community about this new fee.



BUREAU DIRECTOR LEAH TREAT, Bureau of Transportation

Steve
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Director

DATE: November 13, 2014

TO: Mayor Charlie Hales and Commissioner Steve Novick

FROM: Leah Treat, Director, PBOT

RE: **Create the Portland Street Fund and establish a non-residential transportation fee to fund transportation maintenance and safety – Staff Supplemental Report**

1. **Ordinance Title:** Create the Portland Street Fund and establish a non-residential transportation fee to fund Portland's street maintenance and transportation safety needs. (Ordinance; amend Code Chapter 7.02, add Code Chapter 17.21)
2. **Contact Name, Department, & Phone Number:** Jamie Waltz, Transportation Asset Manager, Business Services, 503-823-7101; Jamie.waltz@portlandoregon.gov
3. **Requested Council Date:** November 20, 2014, 2:00 Time Certain

Consent Agenda Item: _____ **or** **Regular Agenda Item:** x
EXPLAIN why this does or does not require a presentation or Council discussion:

EMERGENCY ITEM (answer below): _____ **or** **NON-EMERGENCY ITEM:** x
If emergency, why does this need to take effect immediately:

1. History of Agenda Item/Background:

The Portland Street Fund proposal was put together to address longstanding transportation maintenance and safety needs. The current revenue generating mechanisms for transportation funding are falling short, and local jurisdictions have to find solutions to their funding issues as Federal and State revenue declines. Following twenty-eight other jurisdictions in the State of Oregon, Portland is proposing to adopt local revenue sources to fund primarily maintenance and safety needs.

To address these unmet needs, the Transportation Funding Needs and Advisory Committee was formed to develop a proposal that would begin to address the outstanding maintenance needs and improve safety in areas that have a history of crashes and safety concerns. Two additional Workgroups, a Business Workgroup and a Nonprofit and Low-income Workgroup were formed to advise council on developing funding mechanisms that are fair and reasonable.

2. Purpose of Agenda Item:

To establish a new mechanism to raise revenue primarily for PBOT's maintenance needs and to improve safety for all users of the transportation system. To amend City Code to include the new funding mechanism: a non-residential transportation fee and to grant the Director of the Portland Bureau of Transportation the ability to develop and adopt additional administrative rules as are necessary for the implementation of the Portland Street Fund program and the Director of the Revenue Division the ability

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to revise or develop and adopt administrative rules as are necessary for the implementation of the street fee component of the Portland Street Fund program

3. Legal Issues:

The Portland Bureau of Transportation has worked closely with the City Attorney's office to develop this ordinance. There are no outstanding legal issues.

4. What Individuals or Groups Are or Would Be Opposed to This Ordinance? Supportive?

Opposition: Some segments of the business community may be in opposition.

Supportive: Neighborhood Associations, PBOT Budget Advisory Committee, Coalition for a Livable Future, East Portland Action Plan, representatives of low-income individuals, some segments of the business community.

5. How Does This Relate to Current City Policies?

This proposal supports numerous city objectives related to transportation, economic development and public safety.

6. Community Participation:

Eleven public Town Hall meetings were conducted across the City, including one geared towards small businesses, to solicit input on the transportation needs and funding mechanisms. Two Citywide scientific telephone surveys were conducted in English. Those surveys were translated into five languages and put online: Chinese, Somali, Vietnamese, Spanish, and Russian.

PBOT contracted with the Office of Equity and Human Rights to work with their Community Engagement Liaisons (CELs) who are elders and leaders in the non-English Language communities in Portland. A few meetings and outreach events were conducted with the CELs as a way to reach the under-represented groups within the City.

Social media was used to communicate about the meetings and the proposal development.

A 26-member Transportation Needs and Funding Advisory Committee was created to provide guidance to Mayor Hales and Commissioner Novick on the proposal development. Members of this committee represented the business community, modal advocates and experts, neighborhood advocates, and non-governmental institutions.

A Business Workgroup, included representatives of organizations that represent large and small business-related constituency groups across the City of Portland and advised on how to refine the business portion of the Portland Street Fund to minimize negative impacts to the business community.

A Nonprofit and Low-income Workgroup, included representatives of organizations that represent nonprofit groups, institutions and low-income advocacy groups and advised on how to refine the funding mechanism to minimize the impacts to nonprofits and public institutions. This workgroup also advised on how low-income discounts for the Portland Street Fund and discounts for existing water and sewer ratepayers can be more easily accessed by low-income Portlanders.

Several articles were placed in community newspapers and letters discussing the proposal and advertising the website that contained information on the details of the proposal.

7. Other Government Participation:

Bureau directors from all bureaus were briefed multiple times on the project and, when applicable, provided insight and feedback to the proposal development. The following agencies were involved in the

development of this proposal: ODOT, TriMet, Metro, Portland Public Schools, and the Port of Portland. PBOT convened a Technical Advisory Committee that included members of city bureaus as well as regional partners, in order to produce a well thought out proposal for the Transportation User Fee. Additionally, the Nonprofit and Low-income Workgroup included members from governmental and non-governmental entities.

8. Financial Impact:

How much money is involved?

For billing related expenses, it is estimated to cost approximately \$2.0 million per year starting in FY 15-16. This is the cost to administer the billing and collections mechanisms. In addition, there will be initial startup costs of \$0.35 million in FY 14-15 with an additional \$0.35 million in FY 15-16.

Where are these funds coming from?

These new funds would come from the non-residential transportation fee on the non-residential entity side.

AS AMENDED
12/3/14

EXHIBIT A

Portland City Code Sections 7.02.100, 7.02.570, and 7.02.580

Amend 7.02.100 Definitions.

(Amended by Ordinance No. 184597, effective June 17, 2011.) The terms used in this Chapter are defined as provided in this Section or in Administrative Rules adopted under Section 7.02.210, unless the context requires otherwise:

A - I. [No changes]

J. “External Entity” means a Non-Residential Entity that has a City of Portland business license and which is located outside of Portland.

J-O re-lettered to K-P

Q. “Non-Residential Entity” means a business, government or not-for-profit agency. Non-residential entities include the following:

1. All persons doing business in the city, regardless of whether the person is exempt from paying the City Business License Tax under Subsections 7.02.400 C, D, E G, or H;
2. Governmental units with a physical location in the city; and
3. Non-profit agencies with a physical location in the city.

P-T re-lettered to R-V

W. “Square footage” means square footage based on developed use in buildings, except in Agricultural and Parks/Open Areas which is based on parcel size.

U-W re-lettered to X-Z

Add 7.02.570 Non-Residential Transportation Fee

Pursuant to City Code Subsection 17.21.030 A., in addition to the tax established by the Business License Law, the City shall impose a Non-Residential Transportation Fee upon all non-residential entities for all tax years beginning on or after January 1, 2015. The Non-Residential Transportation Fee will end for all tax years beginning on or after January 1, 2021.

- A. The Non-Residential Transportation Fee calculation is based on the developed use and the size of the Non-Residential Entity location considering square footage, gross revenues and the number of employees.
- B. The Non-Residential Transportation Fee calculations are stated in the Non-Residential Transportation Fee Schedule adopted by City Council through Ordinance No. _____
- C. The amount of the Non-Residential Transportation Fee will not be subject to the quarterly estimated tax payment requirements in Section 7.02.520.

Add 7.02.580 Revenue Division Responsibilities

The Revenue Division shall:

- A. Collect and deposit Non-Residential Transportation Fee revenues in a sub-fund established by the Office of Management and Finance for subsequent distribution to the Portland Bureau of Transportation. Revenue distributions will be made net of Revenue Division collection costs. A reasonable balance will be retained by the Revenue Division to accommodate future taxpayer refunds.
- B. Keep accurate records of the funds as they are deposited and disbursed.

AS AMENDED
1-8-15

EXHIBIT B

Portland City Code

Chapter 17.21 Portland Street Fund

17.21.010 Purpose

The purpose of the Portland Street Fund is to ensure that high-priority transportation maintenance and safety projects in Portland are implemented. City Council has established a dedicated source of revenues that the Portland Bureau of Transportation shall use to fund these transportation projects.

17.21.020 Definitions

The terms used in this Chapter are defined as provided in this Section or in Administrative Rules adopted under Section 17.21.060 unless the context requires otherwise:

- A. "Maintenance" is defined as management of City assets to keep transportation infrastructure safe and operational, with the goal of maintaining all assets in "fair" or better condition on a scale of "very poor" to "very good".
- B. "Non-Residential Entity" means a business, government or not-for-profit agency.
- C. "Non-Residential Transportation Fee" is a fee on all non-residential entities doing business in the city of Portland as provided in Portland City Code Chapter 7.02.
- D. "Residential Transportation Fee" is a fee charged to residents of the city of Portland as provided in Portland City Code Chapter 5.76.
- E. "Safety" is defined as methods and measures for reducing the risk of a person using the road network being killed or seriously injured and addressing perceptions of risks. Examples include adding sidewalks, crosswalks, signals, rapid flash beacons, and bicycle lanes, removing vegetation to improve visibility, enforcement mechanisms such as speed enforcement personnel and equipment, and driver education.

17.21.030 Revenue Source

The funding mechanisms to generate revenue for the Portland Street Fund are designed to be fair and equitable to the residents and non-residential entities in the city of Portland. The revenues paid are reasonably related to the cost of providing maintenance and safety improvements.

- A. The City shall impose a Non-Residential Transportation Fee upon all Non-Residential Entities doing business in the city of Portland.
- B. The City shall impose a Residential Transportation Fee upon residents of the city of Portland.

17.21.040 Separate Sub-Fund Established

All funds collected under the Non-Residential Transportation Fee in Portland City Code Section 7.02.570 and the Residential Transportation Fee in Portland City Code Chapter 5.76 shall be deposited and recorded in the Portland Street Fund sub-fund of the Transportation Operating Fund, a sub-fund

established for this purpose. All expenditures associated with the Portland Street Fund shall be recorded in the sub-fund.

17.21.050 Eligible Use of Revenues

For the first three years of the Portland Street Fund, the Portland Bureau of Transportation developed a list of the high-priority transportation maintenance and safety projects it will implement subject to the available resources of the Portland Street Fund sub-fund. For each subsequent year of the Portland Street Fund, the Portland Bureau of Transportation shall develop a list of the maintenance and safety projects that will be implemented in the upcoming fiscal year using the available resources of the Portland Street Fund sub-fund.

17.21.060 Authority to Adopt Administrative Rules

City Council delegates authority to the Director of the Bureau of Transportation to adopt administrative rules and procedures necessary to implement provisions of this Chapter. All administrative rules relating to this delegated authority shall be adopted as binding City policy.

17.21.070 Authority to Implement the Non-Residential Transportation Fee and Residential Transportation Fee

The Revenue Division of the Bureau of Revenue and Financial Services in the Office of Management and Finance shall be responsible for the administration and collection of the Non-Residential Transportation Fee and the Residential Transportation Fee for the Portland Street Fund. The authorities and responsibilities of the Revenue Division to implement the Non-Residential Transportation Fee and the Residential Transportation Fee are stated in City Code Chapters 5.76 and 7.02.

17.21.080 Portland Street Fund Oversight Committee

The City shall appoint a citizen oversight committee that is representative of the city's diverse communities, neighborhoods and districts, and interests relating to transportation maintenance and safety projects. The charge of the oversight committee is to monitor and provide guidance to the Portland Bureau of Transportation and City Council regarding the effective and efficient administration of the Portland Street Fund and will report annually to City Council. The committee shall be comprised of a minimum of 10 and a maximum of 20 members and shall be developed in compliance with the City of Portland's best practices for boards and committees. Committee members shall be nominated by the Commissioner-in-Charge of the Portland Bureau of Transportation and appointed by City Council. The structure and operation of the oversight committee shall be outlined in administrative rule.

17.21.090 Effective Date

This Chapter shall be in effect as provided by law. The fees and charges imposed under this Chapter shall be effective for federal or state tax years that begin on or after January 1, 2015.

17.21.100 Sunset Provision

The provisions of this Chapter will cease to exist when annual collections for the Portland Street Fund sub-fund of the Transportation Operating Fund fall below \$100,000. Any remaining allocations will be transferred to the Transportation Operating Fund.

Non-Residential Transportation Fee at a Glance

- 11,000 locations to 120,000 locations
- Business size measured by employees, gross revenue and square footage
- Businesses will now pay from \$3 per month to \$144 per month per location
- Non-profits receive a 50% discount
- Business fees can be deducted as a business expense
- Fee collected using City's existing Business License Tax platform



46-2015 presentation
Submitted by Novick 11-20-2014

Calculating Your Monthly Non-Residential Transportation Fee

For Businesses, Institutions, Non-profits, other Non-Residential Entities

Employees Annual Gross Revenue	A 0 - 5 < \$250,000		B 6-20 \$250,000 - \$2,500,000		C 21-50 \$2,500,000 - \$8,000,000		D > 50 > \$8,000,000		E External Entity
	* Saft.<	Monthly Equivalent Fee	* > Saft.<	Monthly Equivalent Fee	* Saft.	Monthly Equivalent Fee	* Saft. >	Monthly Equivalent Fee	Monthly Equivalent Fee
Group 1									
Agricultural	2,500	\$3.00	2,500 - 30,000	\$6.00	30,000 - 70,000	\$12.00	70,000	\$24.00	\$6.00
Churches, Charities, Associations	2,500	\$3.00	2,500 - 5,000	\$6.00	5,000 - 10,000	\$12.00	10,000	\$24.00	\$6.00
Education	2,500	\$3.00	2,500 - 35,000	\$6.00	35,000 - 80,000	\$12.00	80,000	\$24.00	\$6.00
Parks and Open Areas	2,500	\$3.00	2,500 - 300,000	\$6.00	300,000 - 675,000	\$12.00	675,000	\$24.00	\$6.00
Services	2,500	\$3.00	2,500 - 10,000	\$6.00	10,000 - 30,000	\$12.00	30,000	\$24.00	\$6.00
Other	2,500	\$3.00	2,500 - 5,000	\$6.00	5,000 - 10,000	\$12.00	10,000	\$24.00	\$6.00
Group 2									
Construction	2,500	\$6.00	2,500 - 10,000	\$12.00	10,000 - 20,000	\$24.00	20,000	\$48.00	\$12.00
Industrial	2,500	\$6.00	2,500 - 20,000	\$12.00	20,000 - 40,000	\$24.00	40,000	\$48.00	\$12.00
Recreation	2,500	\$6.00	2,500 - 10,000	\$12.00	10,000 - 20,000	\$24.00	20,000	\$48.00	\$12.00
Transportation	2,500	\$6.00	2,500 - 20,000	\$12.00	20,000 - 40,000	\$24.00	40,000	\$48.00	\$12.00
Group 3									
Office	2,500	\$9.00	2,500 - 15,000	\$18.00	15,000 - 35,000	\$36.00	35,000	\$72.00	\$18.00
Institutional	2,500	\$9.00	2,500 - 35,000	\$18.00	35,000 - 80,000	\$36.00	80,000	\$72.00	\$18.00
Group 4									
Restaurant	2,500	\$15.00	2,500 - 5,000	\$30.00	5,000 - 10,000	\$60.00	10,000	\$120.00	\$30.00
Retail	2,500	\$15.00	2,500 - 15,000	\$30.00	15,000 - 40,000	\$60.00	40,000	\$120.00	\$30.00
Group 5									
Lodging	2,500	\$18.00	2,500 - 35,000	\$36.00	35,000 - 75,000	\$72.00	75,000	\$144.00	\$36.00
Medical	2,500	\$18.00	2,500 - 18,500	\$36.00	18,500 - 40,000	\$72.00	40,000	\$144.00	\$36.00

Non-profit Entities are classified as per use, then extended a 50% discount.

The non-profit discount does not apply to the categories for Education and Churches, Charities, Associations because the discount is already incorporated into the rates shown above.



Residential Transportation Income Tax at a Glance

Married Filing Jointly	
Tax Brackets	Monthly Equivalent Rate
\$0-\$35K	\$0
> \$35K-\$40K	\$2
> \$40K-\$60K	\$5
> \$60K-\$75K	\$7.50
> \$75K-\$100K	\$10
> \$100K-\$137K	\$16
> \$137K-\$175K	\$24
> \$175K-\$212K	\$32
> \$212K-\$250K	\$40
> \$250K-\$350K	\$64
> \$350K	\$75

Single Filer	
Tax Brackets	Monthly Equivalent Rate
\$0K-\$25K	\$0
> \$25K-\$29K	\$2
> \$29K-\$43K	\$5
> \$43K-\$54K	\$7.50
> \$54K-\$71K	\$10
> \$71K-\$98K	\$16
> \$98K-\$125K	\$24
> \$125K-\$182K	\$32
> \$182K-\$238K	\$40
> \$238K-\$333K	\$64
> \$333K	\$75

Brackets determined after \$5,000 per dependent deduction



Exhibit C

Portland Street Fund Project List

November 17, 2014

*Percentage allocations are targets intended to ensure accountability and smart project delivery. Targets subject to further adjustment. Although we have identified safety and maintenance projects, most projects include both safety and maintenance components. Note: Cost estimates and project lists presented below are preliminary and subject to change.

TOTAL PORTLAND STREET FUND REVENUE

Years 1-3	Years 4-6	6-Year Net Revenue
\$ 95,400,000	\$ 107,400,000	\$ 202,800,000

OVERVIEW OF PROPOSED REVENUE ALLOCATION TO MAINTENANCE PROJECTS

6-Year Improvements	Years 1-3	Years 4-6	6-Year Total	Allocated % of total revenue*
Busy - Paving	33,375,000	37,500,000	70,875,000	35%
Residential - Paving	11,125,000	12,500,000	23,625,000	12%
Busy Streets - Signals, Street Lights, Signs	5,700,000	6,400,000	12,200,000	6%
Residential Streets - Signals, Street Lights, Signs	800,000	900,000	1,700,000	1%
Busy - Bridges	2,500,000	2,800,000	5,200,000	3%
	53,500,000	60,100,000	113,600,000	56%

Transportation **maintenance** means preserving and preventing deterioration of our transportation system.

OVERVIEW OF PROPOSED REVENUE ALLOCATION TO SAFETY PROJECTS

6-Year Improvements	Years 1-3	Years 4-6	6-Year Total	Allocated % of total revenue*
Busy - Sidewalks	9,600,000	10,800,000	20,500,000	10%
Busy - High Crash	8,400,000	9,500,000	17,900,000	9%
Busy - Crossings	6,100,000	6,900,000	12,900,000	6%
Busy - Bike Lanes	3,600,000	4,000,000	7,600,000	4%
Busy - Safe Routes to School	4,500,000	5,000,000	9,500,000	5%
Residential - Safe Routes to School	4,500,000	5,000,000	9,500,000	5%
Residential - Neighborhood Greenways	2,700,000	3,000,000	5,700,000	3%
Residential - Alternative Street Design	2,700,000	3,000,000	5,700,000	3%
	42,000,000	47,300,000	89,400,000	44%

Transportation **safety** improvements reduce the likelihood of a person being killed or injured and address the perception of risk.

Portland Street Fund Project List Breakout by Years

November 17, 2014

Paving Projects

What is it? At 4,830 lane miles and with a value of almost \$5 billion, the pavement system is one of PBOT's biggest responsibilities. Depending on the state of the roadway, treatments for pavement maintenance can range from a seal coating on the surface, to grinding up the top layer of the street and paving it over, to repairing the base layer below the street surface, to eventually tearing up and rebuilding the entire road.

How does it make a difference? Catching pavement wear and tear early really pays off. A seal treatment on a street to protect it from weather damage costs about \$8,500 per lane mile, but if that same street is allowed to fall into such a poor state that it needs to be rebuilt, the costs can exceed \$2 million a lane mile.



Criteria for Project and Location Selection on Busy Streets:

- Prioritize early-stage repairs that keep roadways from falling into poor or very poor condition, which can cost up to ten times more to rebuild.
- Maintain busy streets that carry transit and freight.
- Align with City equity goals.
- Conduct preventive maintenance on the busiest streets.
- Possible reconstruction of a few of the streets in the worst condition.
- Coordinate with PBOT capital programs and safety projects to achieve PBOT goals.

Criteria for Project and Location Selection on Residential Streets:

- Carry out early-stage repairs that keep roadways from falling into poor or very poor condition which can cost up to ten times more to rebuild.
- Maximize the use of cost effective preventive maintenance treatments, such as crack and fog seal.
- Align with City equity goals.
- Conduct preventive maintenance where pedestrian and bicycle usage is prioritized. This includes ¼ mile around schools and on neighborhood greenways.

Project Description

Projects consist of pavement repairs in all quadrants of the city, including:

- Sealing
- Minor Rehab - Grind and pave treatment (<2")
- Major Rehab - Grind and pave treatment (>2", with or without base repair)

The bulk of the work will consist of lower-cost sealing and minor rehabilitation projects that will prevent pavement from falling into worse, more expensive repair conditions. The current proposal would address most of the current preventive maintenance backlog on busy streets

Allocated % of total revenue*	Type of Paving Work	Allocation Years 1-3	Allocation Years 4-6	Total Allocation
35%	Busy Streets- Paving	\$ 33,375,000	\$ 37,500,000	\$ 70,875,000
12%	Residential Streets - Paving	\$ 11,125,000	\$ 12,500,000	\$ 23,625,000

Bridge Projects

What is it? The bridges owned and maintained by the Portland Bureau of Transportation are located across the city, spanning highways, bodies of water, and other obstacles. None of PBOT's 157 bridges include the Willamette River Bridges.

How does it make a difference? 14% of Portland's bridges are currently weight-restricted. and 51% require a seismic update to better resist earthquakes. Replacing and upgrading bridges makes travel more efficient, especially for freight, and provides a safer option in case of an



Criteria for Project and Location:

- Prevent structural failure
- Address poor physical condition
- Remove weight restrictions
- Decrease earthquake vulnerability
- Maintain emergency response routes
- Ensure public transit and freight movement
- Maintain sidewalks and bikeways
- Build redundancy into support systems to improve resiliency and safety

Project Description		Cost Estimate	\$ Years 1-3	\$ Years 4-6
Replace	N. Interstate Semi-Viaduct	\$ 2,245,000	\$ 2,245,000	\$ -
Seismic Rehabilitation	NW Kittridge Ave. over BNRR tracks	\$ 2,141,000	\$ -	\$ 2,141,000
Replace	NE Glisan St. over Abandoned Mt. Hood Railroad Right-of-Way at 90th Ave.	\$ 975,000	\$ -	\$ 975,000
Subtotal		\$ 5,361,000	\$ 2,245,000	\$ 3,116,000
Available Revenue			\$ 2,500,000	\$ 2,800,000

Other Operations and Maintenance Projects

What is it? Transportation assets like Traffic Signals, Streetlights, and Street Signs require frequent monitoring and preventive maintenance so that they continue to serve the function for which they were intended. PBOT is responsible for 923 signalized intersections, 55,000 streetlights, and 161,000 signs.

How does it make a difference? National studies have shown that adding lighting where there was none before can reduce all types of crashes up to 32%. Retiming traffic signals can make traffic flow and freight travel more efficient, increase safety for pedestrians and for people with disabilities, and create safer crossings on busy streets.



Criteria for Project and Location for Traffic Signals:

- Reduce hazards
- Avoid injury from crashes
- Prevent property damage
- Maintain traffic flow for all travelers
- Keep people and goods moving efficiently

Criteria for Project and Location for Street Lights:

- Maintain existing infrastructure (ex. replace failing traffic signals)
- Replace old infrastructure and reduce long-term costs

Criteria for Project and Location for Street Signs:

- Address needs in high priority locations - Busy Streets, High Crash Corridors and streets with safety issues
- Focus on critical signage
- Remove vegetation

Project Description		Cost Estimate	\$ Years 1-3
Perform Traffic Signal improvements across the city	NW 23rd and Thurman	\$ 250,000	\$ 250,000
	NE Broadway St. and 21st Ave.	\$ 250,000	\$ 250,000
	Ne Fremont St. and 42nd and 42nd Ave.	\$ 250,000	\$ 250,000
	Ne Halsey and 148th Ave	\$ 250,000	\$ 250,000
	SW Capitol Hwy/SW 30th/Vermont	\$ 250,000	\$ 250,000
	SW Beaverton Hillsdale and Shattuck	\$ 250,000	\$ 250,000
	NE Halsey St. and 74th Ave.	\$ 250,000	\$ 250,000
	SE Foster and 52nd Ave	\$ 250,000	\$ 250,000
	SE Stark and 139th Ave	\$ 250,000	\$ 250,000
	Upgrade street name signs; maintain pavement markings, convert street lights to LED lights, remove vegetation around signs, signals and lights.	\$ 4,250,000	\$ 4,278,000
Subtotal		\$ 6,500,000	\$ 6,500,000
Available Revenue		\$ 6,500,000	

High Crash Corridors

What is it? PBOT has designated 10 of the busiest streets in the City as High Crash Corridors because of the disproportionate number of crashes. City traffic engineers have identified a number of infrastructure improvements to make these streets safer.

How does it make a difference? One measure currently used by PBOT on certain stretches of High Crash Corridors is to reconfigure lanes in the roadway, a method which nationally has been found to reduce crashes by 29%, on average.



Criteria for Project and Location Selection:

- Identified as a High Crash Corridor based on the PBOT High Crash Corridor study
- Pedestrian, bike, and vehicle crash history
- Distance to a protected pedestrian crossing
- Proven safety counter-measure to reduce crashes
- Alignment with City equity goals
- Geographic distribution among and along corridors in traditionally underserved areas

PORTLAND STREET FUND PROJECTS FOR YEARS 1-3

	Project Description	Total cost	\$ Years 1-3
HCC 1	122nd Avenue Safety Improvements - numerous projects including sidewalks, crossing improvements (including an improved crossing at 122nd and Holiday), and striping/signalization changes (results in TriMet creating Frequent Bus Route)	\$ 8,000,000	\$ 4,000,000
HCC 2	SW Barbur Blvd: Upgrade ped crossing at Lane; build sidewalk or multi-use path on north side at 24th.	\$ 1,000,000	\$ 500,000
HCC 3	NE Sandy Blvd: install pedestrian refuge island and active warning at NE 85th; upgrade 3 pedestrian crossings between NE Lawrence and 79th Ave	\$ 433,750	\$ 433,750
HCC 4	82nd Avenue: Install larger pedestrian refuge islands, RRFBs, marked crosswalks at NE Wygant, Thompson, Pacific, SE Hawthorne, and Cooper	\$ 637,500	\$ 637,500
HCC 5	SW Beaverton-Hillsdale Hwy: add crosswalk at 30th; add curb extensions at Shattuck; median island at 35th, 50th, 59th & 65th; construct key segments of sidewalk; install planted median for traffic calming in sections	\$ 500,000	\$ 200,000
HCC 6	NE Marine Drive: Install centerline rumble strips from 4000' east of NE 33rd to NE 185th, shoulder rumble strips at key locations, install new traffic signals at 33rd & 122nd	\$ 1,000,000	\$ 316,250
HCC 8	SE Powell Blvd: improve street lighting I-205 to the City limits	\$ 312,500	\$ 312,500
HCC 9	Construct a pedestrian overcrossing or signalized at-grade pedestrian crossing where Burnside intersects the Wildwood Trail	\$ 1,000,000	\$ 1,000,000
HCC 10	ODOT Partnerships Match	\$ 2,000,000	\$ 1,000,000
Subtotal		\$ 14,883,750	\$ 8,400,000

Available Revenue **\$ 8,400,000**

POTENTIAL PROJECTS FOR YEARS 4-6

Projects identified in years 4-6 are potential projects. This list of projects will be refined based on the project and program guidance included in the Transportation System Plan. For more information on how to be involved in the current update of the Transportation System Plan please visit <http://www.portlandmaps.com/bps/cpmapp2/>.

	Project Description	Total cost	\$ Years 4-6
HCC 1*	122nd Avenue Safety Improvements - numerous projects including sidewalks, crossing improvements and striping/signalization changes (results in TriMet creating Frequent Bus Route)	\$ 8,000,000	\$ 4,000,000
HCC 2*	SW Barbur Blvd: Upgrade ped crossing at Lane; build sidewalk or multi-use path on north side at 24th.	\$ 1,000,000	\$ 500,000
HCC 5	SW Beaverton-Hillsdale Hwy: add crosswalk 30th; add curb extensions Shattuck; median island at 35th, 50th, 59th & 65th; construct key segments of sidewalk; install planted median for traffic calming in sections	\$ 500,000	\$ 300,000
HCC 6*	NE Marine Drive: Install centerline rumble strips from 4000' east of NE 33rd to NE 185th, shoulder rumble strips at key locations, install new traffic signals at 33rd & 122nd	\$ 1,000,000	\$ 683,750
HCC 7	SE Foster: Install overhead active warning/RRFB at Foster/97th and Woodstock/97th; upgrade lighting and remove hazards at 136th to Jenne Rd	\$ 625,000	\$ 625,000
HCC 10*	ODOT Partnerships Match	\$ 2,000,000	\$ 1,000,000
HCC 11	SE Division St: Rebuild signals at 148th and 168th Aves, close SB slip lane at 148th.	\$ 625,000	\$ 625,000

*Project allocated some funding in years 1-3

Crossing Improvements

What is it? Crossing improvements are a vital component of addressing road safety because intersections are where a variety of modal users cross paths, with the potential for crashes. PBOT evaluates intersections to decide which proven engineering measures can improve street crossings to make them safer for all road users.

How does it make a difference? Pedestrian islands, which provide a safe stopping place for pedestrians in the center of a marked crosswalk, have been shown to reduce pedestrian crashes by 46% and motor vehicle crashes by 39%.



Criteria for Project and Location Selection:

- Pedestrian crash history
- Existing distance to a protected crossing
- Ability to boost access to bus and light rail stops
- Alignment with City equity goals
- Proximity to schools, community centers and key services
- Ability to improve access to businesses

PORTLAND STREET FUND PROJECTS FOR YEARS 1-3

	Project Description	Cost Estimate	\$ Years 1-3
CX 1	Safety Enhancements at Top 10 Crash Locations not covered by High Crash Corridors - Signalized Intersections	\$ 2,100,000	\$ 1,000,000
CX 2	NE Glisan & I-205 Ramp Enhancements (ODOT)	\$ 450,000	\$ 450,000
CX 3	NE 102nd Avenue corridor treatment (road reconfiguration)	\$ 300,000	\$ 300,000
CX 4	NE Halsey: crossing improvements at NE 88 th , 128 th , and 114 th	\$ 400,000	\$ 400,000
CX 5	Crossing at SE Division @ 101st, 110th, 152nd	\$ 300,000	\$ 300,000
CX 6	Priority Curb Ramps / ADA Transition Plan	\$ 600,000	\$ 300,000
CX 7	SWIM Crossing priorities	\$ 750,000	\$ 500,000
CX 8	NE Glisan Crossings (4) - between 108th & 155th	\$ 500,000	\$ 500,000
CX 9	SW Naito Parkway Riverfront Access Improvements	\$ 400,000	\$ 150,000
CX 10	SW Naito Parkway/Whitaker Pedestrian Hybrid Beacon	\$ 350,000	\$ 350,000
CX 11	Outer SE Stark Enhanced Crossings (2 RRFs + Islands)	\$ 250,000	\$ 500,000
CX 12	Street Lighting for Multimodal Safety (infill)	\$ 250,000	\$ 125,000
CX 13	Railroad Preemption Safety Enhancement (Island Circuits, Signal Timing Review)	\$ 400,000	\$ 400,000
CX 14	Crossing at NE 122nd @ Davis	\$ 125,000	\$ 125,000
CX 15	Missing Links Funding (Bike/Ped)	\$ 300,000	\$ 150,000
CX 16	Bus Stop Investment Initiative	\$ 2,000,000	\$ 200,000
CX 19	NE MLK Jr Blvd: install rapid flash beacons at NE Going, Bryant and Holman	\$ 300,000	\$ 181,400
CX 23	Linnton (US 30) Crossing Enhancement (NW Portland)	\$ 300,000	\$ 168,600
Subtotal		\$ 10,075,000	\$ 6,100,000
Available Revenue		\$	\$ 6,100,000

POTENTIAL PROJECTS FOR YEARS 4-6

Projects identified in years 4-6 are potential projects. This list of projects will be refined based on the project and program guidance included in the Transportation System Plan. For more information on how to be involved in the current update of the Transportation System Plan please visit <http://www.portlandmaps.com/bps/cpmapp2/>.

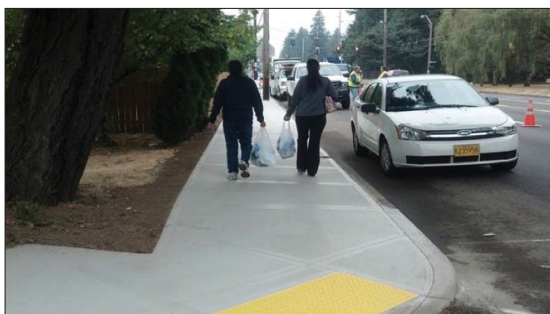
	Project Description	Cost Estimate	\$ Years 4-6
CX 1*	Safety Enhancements at Top 10 Crash Locations not covered by High Crash Corridors - Signalized Intersections	\$ 2,100,000	\$ 1,100,000
CX 6*	Priority Curb Ramps / ADA Transition Plan	\$ 600,000	\$ 300,000
CX 7*	SWIM Crossing priorities	\$ 750,000	\$ 250,000
CX 9*	SW Naito Parkway Riverfront Access Improvements	\$ 400,000	\$ 250,000
CX 12*	Street Lighting for Multimodal Safety (infill)	\$ 250,000	\$ 125,000
CX 15*	Missing Links Funding (Bike/Ped)	\$ 300,000	\$ 150,000
CX 16*	Bus Stop Investment Initiative	\$ 2,000,000	\$ 1,800,000
CX 17	Enhanced pedestrian signal crossings of MAX light rail (N Interstate, Red Line)	\$ 400,000	\$ 400,000
CX 18	SE Stark- Washington & I-205 (ODOT)	\$ 500,000	\$ 500,000
CX 19*	NE MLK Jr Blvd: install rapid flash beacons at NE Going, Bryant and Holman	\$ 300,000	\$ 118,600
CX 20	SE Stark & Washington Corridor Safety Enhancements	\$ 250,000	\$ 250,000
CX 21	Crossing at SE 122nd Ave at Clinton St Tibbetts St	\$ 250,000	\$ 250,000
CX 22	SE Madison & 12th Traffic Signal	\$ 250,000	\$ 250,000
CX 23*	Linnton (US 30) Crossing Enhancement (NW Portland)	\$ 300,000	\$ 131,400

*Project allocated some funding in years 1-3

Sidewalks

What is it? Sidewalks offer separation from vehicles in traffic lanes and boost safety, mobility, and access to active travel options. They allow people of all abilities to reach businesses, transit, schools, and other daily destinations.

How does it make a difference? Studies indicate that walkways that are separate from travel lanes can help to prevent up to 88% of crashes involving pedestrians walking along roadways.



Criteria for Project and Location Selection:

- Pedestrian crash history
- Connections to public transit
- Alignment with City equity goals
- Proximity to schools, community centers and key services
- Ability to coordinate with PBOT's Transportation System Plan priorities

PORTLAND STREET FUND PROJECTS FOR YEARS 1-3

	Project Description	Cost Estimate	\$ Years 1-3
SW 1	SW Capitol Highway - Multnomah Village to West Portland (leverages an additional \$5M of SDC funds)	\$ 5,000,000	\$ 5,000,000
SW 2	Infill sidewalk NE 148th Ave: Halsey – Glisan	\$ 1,550,000	\$ 1,550,000
SW 3	Infill sidewalk SE 112th Ave: Market – Powell	\$ 710,000	\$ 710,000
SW 4	Infill sidewalk NE 102nd Ave: Sandy – I-84	\$ 180,000	\$ 180,000
SW 5	Infill sidewalk SE Flavel St: 84th – 92nd	\$ 1,380,000	\$ 1,380,000
SW 9	Infill sidewalk NE Halsey St: 125th – 132nd	\$ 630,000	\$ 630,000
SW 21	Infill sidewalk SE 117th Ave: Mill Park ES	\$ 150,000	\$ 150,000
Subtotal		\$ 9,600,000	\$ 9,600,000
Available Revenue		\$	\$ 9,600,000

POTENTIAL PROJECTS FOR YEARS 4-6

Projects identified in years 4-6 are potential projects. This list of projects will be refined based on the project and program guidance included in the Transportation System Plan. For more information on how to be involved in the current update of the Transportation System Plan please visit <http://www.portlandmaps.com/bps/cpmapp2/>.

	Project Description	Cost Estimate	\$ Years 4-6
SW 6	Infill sidewalk NE Halsey St: 148th – 162nd	\$ 1,040,000	\$ 1,040,000
SW 7	Infill sidewalk NE Prescott St: I-205 – 102nd N side	\$ 410,000	\$ 410,000
SW 8	Infill sidewalk SE Market St: 112th – 130th	\$ 1,130,000	\$ 1,130,000
SW 10	Infill sidewalk NE Halsey St: 132nd – 148th N side	\$ 2,420,000	\$ 2,420,000
SW 11	Infill sidewalk SE Holgate Blvd: I-205 – 122nd	\$ 1,340,000	\$ 1,340,000
SW 12	NE Fremont St Shared Pathway: 102nd - 112th	\$ 3,220,000	\$ 3,220,000
SW 13	Southwest in Motion sidewalk priorities	\$ 5,000,000	\$ 5,000,000
SW 14	Infill sidewalk SE Ellis St: Foster – 92nd	\$ 1,740,000	\$ 1,740,000
SW 15	Infill sidewalk SE Market St: 96th – 112th	\$ 750,000	\$ 750,000
SW 16	SE Holgate Blvd Shared Pathway: 130th - 136th	\$ 1,280,000	\$ 1,280,000
SW 17	NE Cully: Sidewalks on NE 72 nd	\$ 3,500,000	\$ 3,500,000
SW 18	Infill sidewalk NE 111th Dr/Ave: Klickitat – Halsey	\$ 4,990,000	\$ 4,990,000
SW 19	Infill sidewalk SE 104th Ave: Bush – Cora	\$ 1,550,000	\$ 1,550,000
SW 20	Infill sidewalk SE 104th Ave: Harold – Holgate	\$ 2,740,000	\$ 2,740,000

Protected Bike Lanes/Routes

What is it? Protected bike routes provide physical separation between people bicycling and motor vehicle traffic. They can use barriers, on-street parking and grade to create the separation.

How does it make a difference? Protected bike lanes provide safer travel for a wide range of potential users. They improve both the perception and reality of safety. A national study that observed 12,900 people bicycling on protected bikeways found only 5 minor incidents, none of which resulted in a crash. Such bikeways have been found to increase levels of bicycle use.



Criteria for Project and Location Selection:

- Identified as key route in Portland Bicycle Plan for 2030
- Ability to address a significant barrier or connectivity gap
- Ability to increase ridership for all
- Alignment with City equity goals
- Level of priority for neighborhood and other community stakeholders
- Ability to leverage other planned projects and funding and build on previous investments

PORTLAND STREET FUND PROJECTS FOR YEARS 1-3

Project Description		Cost Estimate	\$ Years 1-3
PBL 1	Central City; fill out the protected bike lane network identified in the Multi-Modal project	\$ 3,264,000	\$ 3,264,000
PBL 4	Projected bike lanes/routes stemming from SWIM	\$ 2,500,000	\$ 168,000
PBL 5	East Portland In Motion Separated Bike Facilities	\$ 2,500,000	\$ 168,000
Subtotal		\$ 2,500,000	\$ 3,600,000
Available Revenue			\$ 3,600,000

POTENTIAL PROJECTS FOR YEARS 4-6

Projects identified in years 4-6 are potential projects. This list of projects will be refined based on the project and program guidance included in the Transportation System Plan. For more information on how to be involved in the current update of the Transportation System Plan please visit <http://www.portlandmaps.com/bps/cpmapp2/>.

Project Description		Cost Estimate	\$ Years 4-6
PBL 2	NW Flanders; leverage SDC funds to construct the bridge across the freeway; improve other greenway elements	\$ 1,764,000	\$ 1,764,000
PBL 3	N/NE Broadway, NE Multnomah, NE 7th	\$ 3,000,000	\$ 3,000,000
PBL 4*	Projected bike lanes/routes stemming from SWIM	\$ 2,500,000	\$ 2,332,000
PBL 5*	East Portland In Motion Separated Bike Facilities	\$ 2,500,000	\$ 2,332,000

*Project allocated some funding in years 1-3

Neighborhood Greenways

What is it? Neighborhood Greenways are residential streets that connect schools and parks, while providing access to business and transit. They feature 20 mph speed limits, painted bike markings, traffic calming features, and safer crossings of busy streets.

How does it make a difference? Greenways offer safer routes for pedestrians and cyclists on calmer residential streets to reduce conflict on busier streets. Despite making up over 60% of Portland's streets, residential streets see about 9% of the city's crashes. The network creates livable neighborhoods which allow all people to walk, bike and play.



Criteria for Project and Location Selection:

- Identified in the 2030 Bike Plan Map, Implementation Criteria and East Portland in Motion Plan
- Need for presence of low-stress transportation route in neighborhood
- Potential to provide a high safety benefit by providing increased modal separation
- Ability to support citywide Portland Plan goals, including Healthy Connected Communities

PORTLAND STREET FUND PROJECTS FOR YEARS 1-3

	Project Description	Cost Estimate	\$ Years 1-3
NG 1	4M (SE Mill, Market, Main, Millmain) Greenway	\$ 450,000	\$ 450,000
NG 2	NE Holladay Oregon & Pacific (HOP) Gateway TC to 132nd	\$ 500,000	\$ 500,000
NG 3	NE 7th/9th from Lloyd to Woodlawn Neighborhood	\$ 555,000	\$ 555,000
NG 4	Montavilla to Springwater Connector	\$ 495,000	\$ 495,000
NG 5	SW/NW 20th Avenue from Raleigh to Jefferson	\$ 200,000	\$ 200,000
NG 6	Lents Green Ring: Includes SE Raymond, Liebe, and Steele from I-205 to Foster	\$ 300,000	\$ 300,000
NG 9	Knott/Russell Neighborhood Greenway from 102nd to 162nd	\$ 292,000	\$ 200,000
Subtotal		\$ 2,792,000	\$ 2,700,000
Available Revenue		\$	\$ 2,700,000

POTENTIAL PROJECTS FOR YEARS 4-6

Projects identified in years 4-6 are potential projects. This list of projects will be refined based on the project and program guidance included in the Transportation System Plan. For more information on how to be involved in the current update of the Transportation System Plan please visit <http://www.portlandmaps.com/bps/cpmapp2/>.

	Project Description	Cost Estimate	\$ Years 4-6
NG 7	NE/SE 60s alignment from I-84 to the Springwater Trail	\$ 600,000	\$ 600,000
NG 8	NE Alberta from 77th to I-205 path	\$ 520,000	\$ 520,000
NG 9*	Knott/Russell Neighborhood Greenway from 102nd to 162nd	\$ 292,000	\$ 92,000
NG 10	Neighborhood Greenways Identified in SWIM	\$ 850,000	\$ 850,000
NG 11	Pier Park Place: Swenson, Band and Burr from Fessenden to Central	\$ 120,000	\$ 120,000
NG 12	Parkrose Greenway NE 102nd to 115th	\$ 420,000	\$ 420,000
NG 13	NE Woodland Park Greenway (Xing at NE 102nd & Bell)	\$ 300,000	\$ 300,000
NG 14	NE Simpson St/Simpson Ct/41st Avenue from Portland HWY to Holman	\$ 300,000	\$ 300,000
NG 15	SE 9th: I-84 to SE Mall	\$ 675,000	\$ 675,000
NG 16	San Rafael/Tillamook Neighborhood Greenway	\$ 600,000	\$ 600,000
NG 17	Upgrade and enhance legacy Neighborhood Greenway System	\$ 825,000	\$ 825,000

*Project allocated some funding in years 1-3

Alternative Street Design

What is it? Neighborhoods and businesses across the city have identified local safety priorities that can be addressed by simple fixes and alternative design measures that offer improvements when funds are lacking for more extensive upgrades.

How does it make a difference? Creating safer shoulders by widening and paving the shoulder in places where sidewalks cannot be provided has been shown to reduce pedestrian crashes by 71%.



PORTLAND STREET FUND PROJECTS FOR YEARS 1-3

Project Description		Cost Estimate	\$ Years 1-3
ASD 1	Alternative Street Design - City Subsidy for Gravel Streets	\$ 6,000,000	\$ 1,700,000
ASD 2	BES Partnership - Safer Shoulders	\$ 3,000,000	\$ 1,000,000
Subtotal		\$ 9,000,000	\$ 2,700,000
Available Revenue		\$ 2,700,000	

POTENTIAL PROJECTS FOR YEARS 4-6

Projects identified in years 4-6 are potential projects. This list of projects will be refined based on the project and program guidance included in the Transportation System Plan. For more information on how to be involved in the current update of the Transportation System Plan please visit <http://www.portlandmaps.com/bps/cpmapp2/>.

Project Description		Cost Estimate	\$ Years 4-6
ASD 1*	Alternative Street Design - City Subsidy for Gravel Streets	\$ 6,000,000	\$ 4,300,000
ASD 2*	BES Partnership - Safer Shoulders	\$ 3,000,000	\$ 2,000,000
ASD 3	Cully Alternative Street Design	\$ 2,500,000	\$ 2,500,000

*Project allocated some funding in years 1-3

Safe Routes to School

What is it? Portland Safe Routes to School is a partnership of the City of Portland, schools, neighborhoods, community organizations and agencies that make walking, biking and rolling fun, easy, and safe for all students and families. PBOT's Safe Routes to School Program connects with every elementary, K-8 and middle school in Portland to offer education on safe, active ways of getting to school, and to identify and implement needed safety improvements around schools.

How does it make a difference? Through a comprehensive approach, Portland's Safe Routes to School program has increased the percentage of students walking and biking to school by 35% since it began in 2006. Improvements in this category of funding will include school crossing improvements, paths and missing connections to school grounds, infilling sidewalk gaps on priority residential streets, and tying in our existing network of bike routes to schools.



Criteria for Project and Location Selection:

- Ability to remove long-standing barriers to safe access to schools
- Alignment with available safety data that a need for traffic calming and speed reduction improvements is present
- Potential to benefit underserved communities, in alignment with City equity goals and Portland's Safe Routes to School Policy equity criteria
- Availability of community, school and parent support for providing hands-on instruction on safe walking and bicycling to students and schools with the highest needs
- Type of school: first serve K-8, then expand services to include middle schools

PORTLAND STREET FUND PROJECTS FOR YEARS 1-3

	Project Description	Cost Estimate	\$ Years 1-3
SR 1	David Douglas Schools that feed into David Douglas HS. Projects to include: sidewalk infill on 130th and 135th surrounding David Douglas HS, improved pedestrian crossings throughout the school district, traffic calming, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, unfunded priority projects stemming from existing Safe Routes Engineering Strategy Reports, and additional community and school district priorities	\$ 2,564,480	\$ 1,212,240
SR 2	PPS Schools that feed into Franklin. Projects to include: accessibility improvements surrounding Atkinson ES, traffic calming around Lent ES, sidewalk infill around elementary schools, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, and community prioritized projects stemming from PPS's Supplemental Transportation Plan effort	\$ 2,148,260	\$ 1,009,130
SR 3	PPS Schools that feed into Roosevelt/Jefferson. Projects to include: improved crossing at N Smith and Burr connecting Roosevelt HS and George MS, traffic calming, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, and community prioritized projects stemming from PPS's Supplemental Transportation Plan effort	\$ 1,863,056	\$ 881,528
SR 4	PPS Schools that feed into Grant/Jefferson. Projects to include: traffic calming adjacent to the Beverly Cleary - Fernwood campus, improved crossings around Sabin Elementary, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, and community prioritized projects stemming from PPS's Supplemental Transportation Plan effort	\$ 1,796,836	\$ 848,418
SR 5	PPS Schools that feed into Cleveland. Projects to include: traffic calming adjacent to Cleveland HS, improved crossings throughout the cluster, including at 16th and Burnside connecting to Buckman ES, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, and community prioritized projects stemming from PPS's Supplemental Transportation Plan effort	\$ 1,788,543	\$ 844,271
SR 6	PPS Schools that feed into Madison/Jefferson. Projects to include: extended shoulder on NE 92nd connecting to Lee K-8, traffic calming, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, and community prioritized projects stemming from PPS's Supplemental Transportation Plan effort	\$ 1,648,260	\$ 779,130
SR 7	PPS Schools that feed into Lincoln. Projects to include: accessibility improvements around Forest Park Elementary, pedestrian improvements including shoulders, paths and sidewalks around Bridlemile Elementary, traffic calming, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, and community prioritized projects stemming from PPS's Supplemental Transportation Plan effort	\$ 1,620,050	\$ 765,025
SR 8	PPS Schools that feed into Wilson. Projects to include: Pedestrian connections and crossing improvements to schools, traffic calming, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, and community prioritized projects stemming from PPS's Supplemental Transportation Plan effort	\$ 1,569,442	\$ 744,721
SR 9	Parkrose schools that feed into Parkrose High School. Projects to include: sidewalk infill connecting to Sacramento ES, improve pedestrian crossings, traffic calming around the four Parkrose elementary schools, pickup and drop-off improvements, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, unfunded priority projects stemming from existing Safe Routes Engineering Strategy Reports, and additional community and school district priorities	\$ 1,467,852	\$ 693,926
SR 10	Reynolds schools within city limits. Projects to include: crossing improvements and traffic calming, pickup and drop-off improvements, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, and additional community and school district priorities	\$ 1,324,721	\$ 627,361
SR 11	Centennial schools within city limits. Projects to include: sidewalk infill around elementary schools, pedestrian pathway improvements to the school through Parklane Park, pickup and drop-off improvements, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, unfunded priority projects stemming from the existing Olive/Parklane Safe Routes Engineering Strategy Reports, and additional community and school district priorities	\$ 1,248,501	\$ 594,251
Subtotal		\$ 17,380,000	\$ 9,000,000
Available Revenue		\$	9,000,000

POTENTIAL PROJECTS FOR YEARS 4-6			
	Project Description	Cost Estimate	\$ Years 4-6
SR 1*	David Douglas Schools that feed into David Douglas HS. Projects to include: sidewalk infill on 130th and 135th surrounding David Douglas HS, improved pedestrian crossings throughout the school district, traffic calming, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, unfunded priority projects stemming from existing Safe Routes Engineering Strategy Reports, and additional community and school district priorities	\$ 2,564,480	\$ 1,352,240
SR 2*	PPS Schools that feed into Franklin. Projects to include: accessibility improvements surrounding Atkinson ES, traffic calming around Lent ES, sidewalk infill around elementary schools, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, and community prioritized projects stemming from PPS's Supplemental Transportation Plan effort	\$ 2,148,260	\$ 1,139,130
SR 3*	PPS Schools that feed into Roosevelt/Jefferson. Projects to include: improved crossing at N Smith and Burr connecting Roosevelt HS and George MS, traffic calming, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, and community prioritized projects stemming from PPS's Supplemental Transportation Plan effort	\$ 1,863,056	\$ 981,528
SR 4*	PPS Schools that feed into Grant/Jefferson. Projects to include: traffic calming adjacent to the Beverly Cleary - Fernwood campus, improved crossings around Sabin Elementary, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, and community prioritized projects stemming from PPS's Supplemental Transportation Plan effort	\$ 1,796,836	\$ 948,418
SR 5*	PPS Schools that feed into Cleveland. Projects to include: traffic calming adjacent to Cleveland HS, improved crossings throughout the cluster, including at 16th and Burnside connecting to Buckman ES, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, and community prioritized projects stemming from PPS's Supplemental Transportation Plan effort	\$ 1,788,543	\$ 944,271
SR 6*	PPS Schools that feed into Madison/Jefferson. Projects to include: extended shoulder on NE 92nd connecting to Lee K-8, traffic calming, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, and community prioritized projects stemming from PPS's Supplemental Transportation Plan effort	\$ 1,648,260	\$ 869,130
SR 7*	PPS Schools that feed into Lincoln. Projects to include: accessibility improvements around Forest Park Elementary, pedestrian improvements including shoulders, paths and sidewalks around Bridlemile Elementary, traffic calming, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, and community prioritized projects stemming from PPS's Supplemental Transportation Plan effort	\$ 1,620,050	\$ 855,025
SR 8*	PPS Schools that feed into Wilson. Projects to include: Pedestrian connections and crossing improvements to schools, traffic calming, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, and community prioritized projects stemming from PPS's Supplemental Transportation Plan effort	\$ 1,569,442	\$ 824,721
SR 9*	Parkrose schools that feed into Parkrose High School. Projects to include: sidewalk infill connecting to Sacramento ES, improve pedestrian crossings, traffic calming around the four Parkrose elementary schools, pickup and drop-off improvements, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, unfunded priority projects stemming from existing Safe Routes Engineering Strategy Reports, and additional community and school district priorities	\$ 1,467,852	\$ 773,926
SR 10*	Reynolds schools within city limits. Projects to include: crossing improvements and traffic calming, pickup and drop-off improvements, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, and additional community and school district priorities	\$ 1,324,721	\$ 697,361
SR 11*	Centennial schools within city limits. Projects to include: sidewalk infill around elementary schools, pedestrian pathway improvements to the school through Parklane Park, pickup and drop-off improvements, safety education and outreach to elementary, middle and high school students, pickup and drop-off improvements, unfunded priority projects stemming from the existing Olive/Parklane Safe Routes Engineering Strategy Reports, and additional community and school district priorities	\$ 1,238,501	\$ 654,251

*Project allocated some funding in years 1-3

AS AMENDED
1-8-15

Full-time Employees (or equivalent) Portland Annual Gross Revenue	Micro	A		B		C		D		External
	n/a	≤ 5	≤ 20		≤ 50		≤ 50		> 50	
	≤ \$50,000	≤ \$250,000	≤ \$2,500,000		≤ \$8,000,000		> \$8,000,000			
	Monthly Equivalent Fee	Sq. Ft.	Monthly Equivalent Fee	Sq. Ft.	Monthly Equivalent Fee	Sq. Ft.	Monthly Equivalent Fee	Sq. Ft.	Monthly Equivalent Fee	Monthly Equivalent Fee
Group 1										
Agricultural	\$3.00	< 2,500	\$3.00	< 30,000	\$6.00	30,000 - 70,000	\$12.00	> 70,000	\$24.00	\$6.00
Churches, Charities, Associations	\$3.00	< 2,500	\$3.00	< 5,000	\$6.00	5,000 - 10,000	\$12.00	> 10,000	\$24.00	\$6.00
Education	\$3.00	< 2,500	\$3.00	< 35,000	\$6.00	35,000 - 80,000	\$12.00	> 80,000	\$24.00	\$6.00
Parks and Open Areas	\$3.00	< 2,500	\$3.00	< 300,000	\$6.00	300,000 - 675,000	\$12.00	> 675,000	\$24.00	\$6.00
Services	\$3.00	< 2,500	\$3.00	< 10,000	\$6.00	10,000 - 30,000	\$12.00	> 30,000	\$24.00	\$6.00
Other	\$3.00	< 2,500	\$3.00	< 5,000	\$6.00	5,000 -10,000	\$12.00	> 10,000	\$24.00	\$6.00
Group 2										
Construction	\$3.00	< 2,500	\$6.00	< 10,000	\$12.00	10,000 - 20,000	\$24.00	> 20,000	\$48.00	\$12.00
Industrial	\$3.00	< 2,500	\$6.00	< 20,000	\$12.00	20,000 - 40,000	\$24.00	> 40,000	\$48.00	\$12.00
Recreation	\$3.00	< 2,500	\$6.00	< 10,000	\$12.00	10,000 - 20,000	\$24.00	> 20,000	\$48.00	\$12.00
Transportation	\$3.00	< 2,500	\$6.00	< 20,000	\$12.00	20,000 - 40,000	\$24.00	> 40,000	\$48.00	\$12.00
Group 3										
Office	\$3.00	< 2,500	\$9.00	< 15,000	\$18.00	15,000 - 35,000	\$36.00	> 35,000	\$72.00	\$18.00
Institutional	\$3.00	< 2,500	\$9.00	< 35,000	\$18.00	35,000 - 80,000	\$36.00	> 80,000	\$72.00	\$18.00
Group 4										
Restaurant	\$3.00	< 2,500	\$15.00	< 5,000	\$30.00	5,000 - 10,000	\$60.00	> 10,000	\$120.00	\$30.00
Retail	\$3.00	< 2,500	\$15.00	< 15,000	\$30.00	15,000 - 40,000	\$60.00	> 40,000	\$120.00	\$30.00
Group 5										
Lodging	\$3.00	< 2,500	\$18.00	< 35,000	\$36.00	35,000 - 75,000	\$72.00	> 75,000	\$144.00	\$36.00
Medical	\$3.00	< 2,500	\$18.00	< 18,500	\$36.00	18,500 - 40,000	\$72.00	> 40,000	\$144.00	\$36.00
Non-profit Entities are classified as per use, then extended a 50% discount.										
The non-profit discount does not apply to the categories for Education and Churches, Charities, Associations because the discount is already incorporated into the rates shown above.										
The minimum rate for any non-exempt entity shall be \$3 per month, except for home-based businesses with < \$50,000 in gross revenues which are exempt.										

AS AMENDED 1-8-15

ORDINANCE No. REFERRED TO COMMISSIONER OF PUBLIC SAFETY

Create the Portland Street Fund and establish a non-residential transportation fee to fund Portland's street maintenance and transportation safety needs. (Ordinance; amend Code Chapter 7.02, add Code Chapter 17.21)

The City of Portland ordains:

Section 1. The Council Finds:

1. One of the primary responsibilities of the City of Portland is to protect public safety, health, and welfare by ensuring safe and well-maintained streets for its community members, businesses, and visitors.
2. The City is behind in addressing the maintenance needs of much of its aging infrastructure. Portland's 4,827 lane miles of paved streets show continuing decline, with 48 percent of the city's busiest streets in poor or very poor condition, the most expensive categories to repair.
3. The Portland Bureau of Transportation (PBOT) estimates that it would cost an additional \$91 million per year for ten years to improve the city's pavement system to a fair or better condition. Deferring these improvements will result in higher costs in the out-years since it is more expensive to rebuild streets after they have failed than it is to perform timely preventive maintenance.
4. The traditional sources the City has relied on for transportation funding – State and County gas taxes – continue to fail to produce the level of revenue needed to adequately address maintenance and safety needs.
5. There is widespread recognition that local governments must develop new or additional mechanisms to supplement existing resources to fund their transportation needs.
6. Twenty-eight local jurisdictions in Oregon have implemented some form of a transportation user fee to address their respective transportation needs. The rationale of a user fee is that those using the transportation system have a responsibility to help pay the costs required to maintain the assets and improve the safety of that system.
7. In July 2014, the Portland Bureau of Transportation convened three work groups to advise City Council on a fair and reasonable approach to raising new revenue to fund outstanding transportation maintenance and safety needs: the Transportation Needs and Funding advisory committee, a business work group, and a nonprofit and low-income work group. The work groups are comprised of representatives of more than 60 different groups and organizations across Portland.
8. In their September 2014 report "Our Streets Transportation Funding", the three work groups agreed there is considerable need for new funds to address the maintenance needs

to existing infrastructure and to address known safety needs and a new revenue generating mechanism is needed because PBOT's current budget is insufficient to address the problems.

9. The "Our Streets Transportation Funding" report recommends a revenue-generating mechanism with two distinct components – one that applies to Portland residents and another that applies to the non-residential entities in Portland, including but not limited to businesses, governments, and non-profit organizations.
10. The factors to be used in calculating the Non-Residential Transportation Fee shall be number of employees, annual gross revenues earned within the city of Portland, and square footage.
11. The Revenue Division of the Bureau of Revenue and Financial Services can incorporate the non-residential transportation fee of the Portland Street Fund into its billing and collection systems, providing the City of Portland a cost-effective means to implement the non-residential transportation fee.
12. In addition to coordinating the efforts of the three work groups, PBOT has carried out extensive public outreach to gather input on Portlanders' priorities for and solutions to the city's transportation problems. Three citywide scientific polls asked Portlanders to identify the top transportation needs and the best mechanism to fund those needs. Eleven town halls were held to solicit input from the community on the needs and the funding mechanisms.
13. The top priorities for transportation identified through the public outreach include maintaining the existing system, improving the safety of the streets for all users and improving public transit, especially in areas that lack service.
14. PBOT has developed a list (Exhibit C) of maintenance and safety transportation projects that would be funded through the Portland Street Fund program. This project list has been developed using existing transportation plans; known community priorities; review from transportation modal committees, and extensive public involvement.
15. The "Our Streets Transportation Funding" report recommends that Council establish an oversight committee to help ensure that the Portland Street Fund meets the program objectives identified by City Council.

NOW, THEREFORE, the Council directs:

- a. Portland City Code Chapter 7.02 is amended to incorporate the implementation of the non-residential transportation fee into the Revenue Division's responsibilities, as shown in Exhibit A.

- b. Portland City Code Chapter 17.21 Portland Street Fund as shown in Exhibit B is added.
- c. Through the Portland Street Fund, PBOT shall carry out the transportation projects identified on the project list shown in Exhibit C.
- d. The Non-Residential Transportation Fee shall be calculated in accordance with the methodology as shown in Exhibit D.
- e. PBOT shall develop an administrative rule to outline the structure and function of the Portland Street Fund Oversight Committee, in compliance with Chapter 17.21.070.
- f. The Director of the Portland Bureau of Transportation shall develop and adopt additional administrative rules as are necessary for the implementation of the Portland Street Fund.
- g. The Director of the Revenue Division shall revise or develop and adopt administrative rules as are necessary for the implementation, collection and administration of the non-residential transportation fee of the Portland Street Fund.
- h. The City Budget Office and the Office of Management and Finance shall establish the Portland Street Fund sub-fund within the Transportation Operating Fund. All revenues and expenses associated with the Portland Street Fund shall be recorded in this sub-fund.
- i. For so long as the Portland Street Fund program is in effect, the City shall spend no less from sources other than the amount collected through the Portland Street Fund than the street preservation General Transportation Revenue budget allocated in fiscal year 2014-15 (\$11,318,812).

Passed by the Council,

Mayor Charlie Hales
Commissioner Steve Novick
Prepared by: Jamie Waltz
Date Prepared: December 3, 2014

Mary Hull Caballero
Auditor of the City of Portland
By

Deputy

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Agenda No.

ORDINANCE NO.

Title

Create the Portland Street Fund and establish a non-residential transportation fee to fund Portland's street maintenance and transportation safety needs. (Ordinance; amend Code Chapter 7.02, add Code Chapter 17.21)

<p style="text-align: center;">INTRODUCED BY Mayor Charlie Hales Commissioner Steve Novick</p> <hr/> <p style="text-align: center;">COMMISSIONER APPROVAL</p> <p>Mayor—<i>[Signature]</i> Finance and Administration - Hales</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Saltzman</p> <p>Position 4/Safety - Novick <i>[Signature]</i></p> <hr/> <p style="text-align: center;">BUREAU APPROVAL</p> <p>Bureau: Transportation Bureau Head: Leah Treat <i>[Signature]</i></p> <p>Prepared by: Jamie Waltz Date Prepared: November 13, 2014</p> <p>Financial Impact & Public Involvement Statement</p> <p>Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p> <p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>City Auditor Office Approval: required for Code Ordinances</p> <p>City Attorney Approval: required for contract, code, easement, franchise, charter, Comp Plan <i>[Signature]</i></p> <p>Council Meeting Date Nov 20, 2014</p>	<p>CLERK USE: DATE FILED <u>NOV 14 2014</u></p> <p style="text-align: right;">LaVonne Griffin-Valade Auditor of the City of Portland</p> <p>By: <i>[Signature]</i> Deputy</p> <p>ACTION TAKEN:</p> <p style="text-align: center;">As Amended NOV 20 2014 PASSED TO SECOND READING DEC 03 2014 10 AM TIME CERTAIN</p> <p style="text-align: center;">As Amended DEC 03 2014 CONTINUED TO DEC 10 2014 9:30 A.M.</p> <p style="text-align: center;">As Amended DEC 10 2014 CONTINUED TO DEC 17 2014 9:30 A.M.</p> <p style="text-align: center;">DEC 17 2014 CONTINUED TO JAN 08 2015 6:00 PM TIME CERTAIN AS AMENDED</p> <p style="text-align: center;">JAN 08 2015 REFERRED TO COMMISSIONER OF PUBLIC SAFETY As Amended</p>
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AGENDA
<p>TIME CERTAIN <input checked="" type="checkbox"/></p> <p>Start time: 2:00 (1 of 2 items)</p> <p>Total amount of time needed: 2 hours (for presentation, testimony and discussion)</p>
<p>CONSENT <input type="checkbox"/></p>
<p>REGULAR <input type="checkbox"/></p> <p>Total amount of time needed: _____ (for presentation, testimony and discussion)</p>

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz		
2. Fish	2. Fish		
3. Saltzman	3. Saltzman		
4. Novick	4. Novick		
Hales	Hales		