

# McCULLOUGH RESEARCH

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PRINCIPAL

Date: January 2, 2015  
To: Southeast Uplift Board  
From: Robert McCullough  
Subject: Data and Methodological Errors in the Portland Commercial Street Fee

## Overview:

During the last six months, the Portland Bureau of Transportation has attempted to assemble a complex set of statistics on revenues, trips, building size, employment, and areas of activity for Portland businesses and agencies.

As with all “big data” analyses, the devil is in the details. No single data source contains all of the data required for this analysis, nor does any single data source comprehensively contain even one of the data that would be required to calculate such a complex tax proposal.

The resulting spreadsheets reflect an attempt to “make bricks without straw.” Large numbers of errors are present in the analysis, including omissions of significant companies and agencies, mis-categorization of companies and agencies when some data is present, errors in the transfer of data from existing City of Portland databases, and a pervasive level of inexperience with Portland’s infrastructure and business community. Since errors occur pervasively throughout the calculations of the commercial tax table, it is impossible to simply “fix” the calculations after the fact.

The scale of the errors also raises the necessity for a major rehabilitation of the city’s data in order to meet the resulting litigation for the thousands of businesses who will be overcharged due to the faulty calculations.

## The Business Category Criteria and Fees Table

The table setting out the taxes for business and agencies was included in the non-residential ordinance. It has since been amended several times. The original table corresponding to the materials received from the Portland Bureau of Transportation is:

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**Business Category Criteria and Fees**  
Based on fees per business entity by type and size  
\$23 Million Gross Revenue Target (+/- \$2 M)

Entity pays rates in column "A" if it meets two of the three criteria: 0-5 employees, gross revenue <\$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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	A Employees 0-5 Annual Gross Revenue < \$250,000		B 6-20 Monthly Equivalent Fee \$250,000 - \$2,500,000		C 21-50 Monthly Equivalent Fee \$2,500,000 - \$8,000,000		D > 50 Monthly Equivalent Fee > \$8,000,000		External**
	* Sqft. <	Monthly Equivalent Fee	* > Sqft. <	Monthly Equivalent Fee	* Sqft.	Monthly Equivalent Fee	* Sqft. >	Monthly Equivalent Fee	Monthly Equivalent Fee
<b>Group 1</b>									
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
<b>Group 2</b>									
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
<b>Group 3</b>									
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
<b>Group 4</b>									
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
<b>Group 5</b>									
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 classified as per use, then extended a 50% discount. Non-profit discount already included for Education and Churches, Charities, Associations categories.

\* Square footage based on developed use in buildings, except in Agricultural and Parks / Open Areas, which is based on parcel size.

\*\* External entities are located outside of Portland with City business licenses. Rates are set equal to Column B.

Fee rates shown are derived roughly from rounded averages of trip-based fees by category.

Fee table subject to further refinement and validation.

The basic approach to reading the table is for a business owner to assemble data on his revenue, employees, and building size, by location, and to choose the column that best fits these criteria. He then figures out which row best describes his business.

### Available Data:

On November 3, 2014, at the Southeast Uplift Board Meeting, Mark Lear, Projects and Funding Manager at the Portland Bureau of Transportation, agreed to provide the workpapers behind the Business Fee. When the materials were not provided by November 12, 2014, Southeast Uplift made a formal open document request. After the materials were not provided, Southeast Uplift attorneys filed an appeal with the court. A compromise was arrived at on December 10, 2014 to receive the documents on December 22, 2014. On December 23, 2014, after our lawyers had readied a contempt of court motion, the City of Portland provided three small spreadsheets.

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This analysis is based on the three spreadsheets provided on December 23, 2014. They are:

“Cayenta\_Comm\_Category\_Redacted.xlsx” using trip based data allocates the cost of the tax among different categories;

“BFF\_summary\_agr\_redacted.xlsx” applies the allocation formula derived above to the various fees by category of activity; and,

“BLIS\_Categories\_Redacted.xlsx” using data from the Portland Business License Database (BLIS) takes the tax table and figures out who pays how much.

Two of the three spreadsheets are partially redacted. In addition, many of the original formulas have been erased and replaced with fixed numbers.

There is substantial evidence that the materials provided as workpapers for the existing Business Fee Table are different than the original workpapers.<sup>1</sup>

The Basic Commercial Street Fee Model:

The basic model for the tax is to assign a basic tax rate to all entities.<sup>2</sup> In the case of this table, the basic tax rate is \$6 per month per entity per location:

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<sup>1</sup> Spreadsheets generally contain formulas that calculate values from basic data. When the formulas are removed from the spreadsheet, it means that changes in basic data – for example, corrections -- will not update the final results. This would make the workpapers useless in the original calculation.

<sup>2</sup> “Entity”, in the proposed tax, represents a commercial firm, a non-profit agency, or a government.

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<i>Scenario:</i>		<b>\$23 Million Revenue BEFF</b>					
	<i>Size:</i>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>Ext</b>	<b>Multiplier</b>
(blank)		\$3.00	\$6.00	\$12.00	\$24.00	\$6.00	1
Agricultural		\$3.00	\$6.00	\$12.00	\$24.00	\$6.00	1
Churches, Charities, Ass		\$3.00	\$6.00	\$12.00	\$24.00	\$6.00	1
Construction		\$6.00	\$12.00	\$24.00	\$48.00	\$12.00	2
Education		\$3.00	\$6.00	\$12.00	\$24.00	\$6.00	1
Industrial		\$6.00	\$12.00	\$24.00	\$48.00	\$12.00	2
Institutional		\$9.00	\$18.00	\$36.00	\$72.00	\$18.00	3
Lodging		\$18.00	\$36.00	\$72.00	\$144.00	\$36.00	6
Medical		\$18.00	\$36.00	\$72.00	\$144.00	\$36.00	6
Office		\$9.00	\$18.00	\$36.00	\$72.00	\$18.00	3
Other		\$3.00	\$6.00	\$12.00	\$24.00	\$6.00	1
Parks and Open Areas		\$3.00	\$6.00	\$12.00	\$24.00	\$6.00	1
Recreation		\$6.00	\$12.00	\$24.00	\$48.00	\$12.00	2
Residential		\$3.00	\$6.00	\$12.00	\$24.00	\$6.00	1
Restaurant		\$15.00	\$30.00	\$60.00	\$120.00	\$30.00	5
Retail		\$15.00	\$30.00	\$60.00	\$120.00	\$30.00	5
Services		\$3.00	\$6.00	\$12.00	\$24.00	\$6.00	1
Transportation		\$6.00	\$12.00	\$24.00	\$48.00	\$12.00	2
Unknown		\$3.00	\$6.00	\$12.00	\$24.00	\$6.00	1 <sup>3</sup>

The “Multiplier” is used to increase the tax rate for certain categories. For example, categories with “1” as a Multiplier pay \$6/Month with size “B.” Categories with a Multiplier of “2” will pay \$12/Month. The actual fee is adjusted by the size of the firm, calculated in the “BLIS\_Categories\_Redacted.xlsx” spreadsheet. Transportation, a major industry in Portland, has a Multiplier of “2”. Medical has a Multiplier of “6” indicating that an employer of the same size in Medical will pay a tax three times as high as Transportation.<sup>4</sup>

The basis for the Multiplier is found in the “Cayenta\_Comm\_Category\_Redacted.xlsx” spreadsheet. “Cayenta” refers to the billing system at the Portland Water Bureau. The specific sheet used in this spreadsheet is “Cayenta\_Comm” which calculates values that are averaged over entities in that category and then rounded to find the “Multiplier.”<sup>5</sup>

<sup>3</sup> “BFF\_summary\_agr\_redacted.xlsx”, sheet “Rate\_Table Rounded”.

<sup>4</sup> The formula in the cell for Medical, size “B”, is “=C\$34\*\$G42”. The value in C\$34 is \$6/Month. \$G42 is Multiplier for Medical or “6”.

<sup>5</sup> The actual calculations in “Cayenta\_Comm\_Category\_Redacted”, sheet “Cayenta\_Comm” have been erased. Only the calculated values remain.

The logic behind the calculation is cited directly in the Business Category Criteria and Fees Table in a note at the bottom of the page: “[f]ee rates shown are derived roughly from rounded averages of trip-based fees by category.”<sup>6</sup>

The list of entities in “Cayenta\_Comm\_Category\_Redacted.xlsx” is very different than the entities in “BLIS\_Categories\_Redacted.xlsx”. The number of entities in “Cayenta\_Comm\_Category\_Redacted.xlsx” is only 13,758. The number of entities that are used to derive the Multiplier ranges from 2 in “Other” to 4,554 in “Services.” The “Other” category, for example, includes Port of Portland and Metro Regional Parks. The decision to categorize the Port of Portland as “Other,” rather than “Transportation,” and not include “Metro Regional Parks” in the “Parks and Open Areas” would seem questionable.

By comparison, the table of entities used to calculate the actual payment under the tax is larger, 131,208, and is also incomplete.<sup>7</sup> There is little overlap between the entities used to calculate the Multiplier and those used to estimate the revenue from the tax.

#### Calculating the Multiplier

The first step in the Street Fee Table is the calculation of a factor used to weight different categories of entities. This factor is called the “Multiplier.”

A review of the transportation category in the Cayenta\_Comm\_Category\_Redacted.xlsx spreadsheet includes a curious collection of businesses. To a degree, some of the 52 entries make sense, although the inclusion of others can only be described as bizarre.

Some major transportation players are represented – Union Pacific, Burlington Northern, and TriMet. Also found in the Transportation category is a tattoo parlor, a consignment shop, residential rentals, senior housing, and the Volunteers of America.

Union Pacific has two entries in Transportation: 1830 Center Street and 5424 SE McLoughlin Boulevard. The location at 1830 Center Street is actually occupied by a different firm.<sup>8</sup> The location at McLoughlin is occupied by six other firms – not the Union Pacific. Only the 1830 Center Street location has trips associated with it.

Burlington Northern has three locations: 14420 N. Bybee Lake, 3930 NW Yeon, and 3500 NW Yeon. Unlike the Union Pacific entries, Burlington Northern is actually at these locations. The only trips associated with Burlington Northern are at 14420 N. Bybee Lake which is identified as a warehouse on PortlandMaps.

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<sup>6</sup> <https://www.portlandoregon.gov/transportation/article/508983>

<sup>7</sup> “BLIS\_Categories\_Redacted.xlsx”, sheet “BLIS Data”.

<sup>8</sup> The Portland Business License database indicates that this location is occupied by “T P Freight Lines”.

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None of the major transportation facilities owned by the Union Pacific or the Burlington Northern railroads appears to have been included in the transportation category. The omission is significant since the two railroads own large rail yards in southeast Portland, northeast Portland, and northwest Portland. Each yard is the source and destination of heavy truck traffic to and from final locations.

TriMet fares slightly better. One of the two major TriMet bus facilities are included – the one at 9710 SE Powell. The other major facility, on SE 17<sup>th</sup>, has been omitted.

FedEx is included at 1528 SE Bybee – the local print and shipping shop for Sellwood – but not its distribution facilities on Swan Island. UPS is also omitted. United Airlines – at 582 trips per month – is included, although this is equivalent to just two or three flights per month. Delta and other major airlines are not.

By comparison, the U.S. Census indicates that there are 496 transportation companies in Portland, 14 of which would be large enterprises with over 250 employees.<sup>9</sup> Vehicle registrations for Multnomah County indicate that heavy trailer trucks comprise about a sixth of all vehicles in the area.<sup>10</sup>

The critical calculation – the trip entries in “Cayenta\_Comm\_Category\_Redacted.xlsx” – would appear to be completely inaccurate, including tattoo parlors and resale shops while omitting the major transportation entities. Overall, according to the calculations in this spreadsheet, the entire transportation category in Portland has less than one third the trips generated by one restaurant -- Famous Daves BBQ Restaurant at 9911 NE Cascades Parkway.<sup>11</sup>

Correction of the transportation Multiplier calculation is impossible, since the formulas in “Cayenta\_Comm\_Category\_Redacted.xlsx” have been erased.

Logically, the scale of transportation activities in Portland would normally place them in the highest trip category resulting in a Multiplier of 6. This would triple the taxes in this category for each size. It would also reduce the taxes for all other categories since the total target revenue would be exceeded unless the basic tax per month were reduced.

Commissioner Novick has stated that errors of this type could be “repaired” at a later date. This is incorrect unless the entire tax was voted upon by the City Commissioners. The actual values in the Business Category Criteria and Fees Table are incorrect so

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<sup>9</sup> <http://www.census.gov/econ/cbp/download>

<sup>10</sup> [http://www.oregon.gov/ODOT/DMV/pages/news/vehicle\\_stats.aspx](http://www.oregon.gov/ODOT/DMV/pages/news/vehicle_stats.aspx)

<sup>11</sup> “Cayenta\_Comm\_Category\_Redacted.xlsx” indicates that Famous Daves BBQ has 976,211 trips per month. The total trips for the transportation category in this spreadsheet is 256,187.

simply sending a tax bill to the missing firms would not correct the overcharges to other categories entities in the Portland area.

#### Calculating the Expected Revenues

In order to find the expected revenues from the tax, “BLIS\_Categories\_Redacted.xlsx” takes data from the Portland Business License Database and calculates the “size” of 131,208 different locations. The sizes correspond to the A to D columns in the Business Category and Fees Table.

The entities range from #HOTASIANSINPORTLAND to ZZZ, Allen. As with the entities listed in “Cayenta\_Comm\_Category\_Redacted.xlsx”, the selection of entities ranges from reasonable to extraordinary.

#HOTASIANSINPORTLAND, for example, is described as “Rental or Leased Property Owned by the Business” and placed in the “Office” category. The Oregon Secretary of State’s web site indicates that the firm has ceased operations.<sup>12</sup>

The origin of much of the data is Portland Business License Database, but only some entries have been imported. Major Portland firms have been omitted. In Transportation, for example, the spreadsheet includes 3,557 entities, but excludes most of the entities listed in “Cayenta\_Comm\_Category\_Redacted.xlsx”. Major transportation entities like the Union Pacific Railroad, United Airlines, and TriMet have simply been ignored.

The 131,208 locations represent 78,207 different entities. To check how accurate the BLIS download to “BLIS\_Categories\_Redacted.xlsx” was, 78,207 entries from the Portland Business License web site were downloaded and compared to the data from “BLIS\_Categories\_Redacted.xlsx”.<sup>13</sup>

Although most entries in “BLIS\_Categories\_Redacted.xlsx” can be found in BLIS, many are “non-compliant” and many others are ambiguous.<sup>14</sup> Of the 78,207 entities, 11,384 appear to be non-compliant.

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<sup>12</sup>

[http://egov.sos.state.or.us/br/pkg\\_web\\_name\\_srch\\_inq.show\\_det?p\\_be\\_rsn=1659148&p\\_srce=BR\\_INQ&p\\_print=FALSE](http://egov.sos.state.or.us/br/pkg_web_name_srch_inq.show_det?p_be_rsn=1659148&p_srce=BR_INQ&p_print=FALSE).

<sup>13</sup> <http://www.portlandoregon.gov/revenue/lookup/>

<sup>14</sup> The Business License database describes “non-compliant” as:

“There are a number of potential reasons why the Bureau may be unable to confirm compliance based on your search. For example, the business may be out of compliance with the City of Portland business license law; the business may have recently submitted filings or it may have recently made payments that have not yet been entered into the database; there may be an error on the account that

Overall, the match between BLIS and “BLIS\_Categories\_Redacted.xlsx” is poor. It is impossible to enumerate the number of BLIS entries that have been dropped from “BLIS\_Categories\_Redacted.xlsx”, but spot checks indicate that the number is large.

For example, both Commissioner Novick and Robert McCullough are in BLIS and missing from “BLIS\_Categories\_Redacted.xlsx”. The match between locations reported in BLIS and “BLIS\_Categories\_Redacted.xlsx” is also poor. For example, Willett, Howard John shows 76 locations on BLIS, but only 50 on “BLIS\_Categories\_Redacted.xlsx”. In sum, the spreadsheet had 19,255 fewer locations than the actual Business License database.<sup>15</sup>

Overall, although the number of entities reported in “BLIS\_Categories\_Redacted.xlsx” is larger than that in “Cayenta\_Comm\_Category\_Redacted.xlsx”, it appears that both listing are equally idiosyncratic. Use of either set of firms requires a major effort to check and verify their inclusion, not to mention an effort to identify the large number of entities that has been excluded from the calculations.

The logic of the revenue calculation depends on revenue, building size, and employment. “BLIS\_Categories\_Redacted.xlsx” contains estimates of all three. The estimates are very doubtful. For example, while “BLIS\_Categories\_Redacted.xlsx” does not include a number of major employers, its total estimate of employment for Portland is 2,044,045. This is far from a credible number. Total employment in Portland is on the order of 276,081.<sup>16</sup>

Thus, one of the three important determinants of the “Size” column in the Portland Commercial Table is off by a factor of eight.

The largest employer in Portland, according to this spreadsheet, is “ALLS WELL THAT ENDS WELL INC PC” which is entered as “Misc. Nondurable Goods.” Their business size is “C” which would indicate \$2,500,000 to \$8,000,000 annual revenue and an office from 18,500 to 40,000 square feet in size.

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prevents the Bureau from being able to confirm compliance at this time; the business may be in compliance under a different name or entity type; you may be viewing the wrong business. Many businesses have similar names, and as businesses move they do not always inform the Bureau; you may be viewing a closed account. The business may have updated information under a different name.”

<sup>15</sup> This value is somewhat conservative since 2,718 references in “BLIS\_Categories\_Redacted.xlsx” matched more than one entry in the BLIS database. If there was a way to reconcile the ambiguous matches, the number would be larger.

<sup>16</sup> Actual employment levels change continuously. This estimate is from <http://www.infoplease.com/us/census/data/oregon/portland/economic.html>.

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Actually, a call to the firm indicates that it has three employees, operates a colon hydro-therapy practice and works out of a small office at 316 SE 28<sup>th</sup> with a developed floor space of 5,998 square feet.<sup>17</sup> Clearly, this small firm would be eligible for a smaller tax – either “A” or “B” depending on their revenues.

The second largest employer in Portland in the spreadsheet is “WYNNDOS BOOKSELLERS INC” with 29,558 employees. This is a small bookstore on the campus of the Multnomah University. The spreadsheet has them entered as a “Book Superstore.”

The largest employer in the “Transportation” category is “TRICOR AMERICA INC” with 18,388 employees. Curiously, it is reported as business size “B” – primarily since their office is so small – size “1”. In actuality, TriCor’s web site directs customers to the UPS Store at 3463 NE Sandy Boulevard.

Given the many errors in “BLIS\_Categories\_Redacted.xlsx”, it seems almost certain that the estimated revenues are considerably higher than that the correct data would produce. The underestimation would be slightly offset if the major companies dropped from the data were included in the calculations.

### Conclusion

Review of the data released by the Portland Bureau of Transportation indicates that, regardless of the design of the tax, the underlying data suffers from massive errors of omission, commission, and misinterpretation.

Since many of these errors help determine the actual tax rate, the problem cannot be corrected after the fact. Moreover, if implemented in its current form, a major data gathering effort will be required to meet the objections of the thousands of businesses and agencies who are being overcharged.

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<sup>17</sup> [https://www.portlandmaps.com/detail.cfm?action=Assessor&&propertyid=R177584&state\\_id=1N1E36CB%20%201300&address\\_id=159159&intersection\\_id=&dynamic\\_point=0&place=316%20NE%2028TH%20AVE&city=PORTLAND&neighborhood=KERNES&seg\\_id=113697&x=7654509.966&y=684856.357](https://www.portlandmaps.com/detail.cfm?action=Assessor&&propertyid=R177584&state_id=1N1E36CB%20%201300&address_id=159159&intersection_id=&dynamic_point=0&place=316%20NE%2028TH%20AVE&city=PORTLAND&neighborhood=KERNES&seg_id=113697&x=7654509.966&y=684856.357)

**EXHIBIT D**  
**Non-Residential Transportation Fee Schedule**

Entity pays rates in column "Micro" if its Portland annual gross revenue is less than \$50,000. Home-based businesses with less than \$50,000 Portland annual gross revenue are exempt.	Entity pays rates in column "A" if it meets two of the three criteria: fewer than 5 employees, Portland annual gross revenue under \$250,000, or developed square footage less than 2,500.	Entity pays rates in column "B" if it meets two of the three criteria: fewer than 20 employees, Portland annual gross revenue less than \$2,500,000, or developed square footage less than the value shown in table.	Entity pays rates in column "C" if it meets two of the three criteria: fewer than 50 employees, Portland annual gross revenue less than \$8,000,000, or developed square footage less than the value shown in table.	Entity pays rates in column "D" if it meets two of the three criteria: over 50 employees, gross revenue over \$8,000,000, or developed square footage greater than value shown in table.
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Full-time Employees (or equivalent) Portland Annual Gross Revenue	Micro n/a ≤ \$50,000	A ≤ 5 ≤ \$250,000		B ≤ 20 ≤ \$2,500,000		C ≤ 50 ≤ \$8,000,000		D > 50 > \$8,000,000		External
	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
<b>Group 1</b>										
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
<b>Group 2</b>										
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
<b>Group 3</b>										
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
<b>Group 4</b>										
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
<b>Group 5</b>										
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.

STREET FUND - TESTIMONY ON TODAY'S AMENDMENTS ONLY

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Bob Clark	SE Portland	ELUSY3K@yahoo.com
✓ Robert McCullough	SE Portland	robert@mresearch.com
✓ JOE WALL		
✓ Lightning		
no Crystal Emski	POB 8973-97207	
✓ Michelle Mandt	211 97209	
✓ Mary Ann Schwab	on record	
✓ Gary Sargent	10207 SE Foster Rd Portland OR 97266	
✓ Ann Sanderson	SE Portland - on record	ann.dango@gmail.com
✓ ERIC FRUITS	NE PORTLAND	
✓ Dwight Reid	NE Portland	

## Moore-Love, Karla

---

**From:** Lawrence Hudetz <hudechrome@gmail.com>  
**Sent:** Wednesday, December 10, 2014 3:10 AM  
**To:** Moore-Love, Karla  
**Subject:** RoseMarie Opp/For the December 10, 2014 items  
**Attachments:** Letter to Council regarding 1271, 1272 for December 10, 2014.doc

I most likely will not get down to the city council hearing.  
If possible, could you put my attached letter  
into the record.

Thank you.

RoseMarie Opp  
[hudechrome@gmail.com](mailto:hudechrome@gmail.com)

December 10, 2014

I oppose the establishment of a street fee fund. (1271)

The city needs to prioritize their spending and stop the spending and debt on projects not needed.

I am referring to the Portland Water Bureau.

\$135 million for the Powell Butte Tank, another \$80 million for the Kelly Butte Tank and more. Recently we found out at a meeting that another \$76 million will be needed to redo the Washington Park area for a tank there in place of the open reservoirs.

NY Senator Schumer indicated to EPA that the LT2 rule was too much a financial burden for their community and NY received a reprieve until 2028.

Our Council instead spent enormous amounts of money on the EPA LT2 projects prior to the rule review which will be done in 2016. Furthermore this rush to spend has been on a time frame decided by our city. All these millions they have spent but not on our streets.

It is telling that the maintenance on the streets has been deferred, same as on our Bull Run Water System. This council and those in council before them have not been good stewards of our infrastructure. Trust has been lost and the public realizes that our council has not done a good job of being good stewards either of our finances. Across the Boards there could be budget cuts. I am sure others will bring up testimony on other expenses such as the PDC budget, the transportation, light rail, streetcar projects which took precedence over our street maintenance.

I oppose the income tax on Portland residents. (1272)

Our city council is not the IRS. I do not believe it is their business to know resident's income and to bring about this income tax. The people will want a vote on this and again most likely the petition for this and money needed to bring this to a vote will fall on the citizens/businesses because in my opinion our council is not working for the public.

RoseMarie Opp  
hudechrome@gmail.com

**1271** Create the Portland Street Fund and establish a non-residential transportation fee to fund Portland's street maintenance and transportation safety needs (Previous Agenda 1233; Ordinance introduced by Mayor Hales and Commissioner Novick; amend Code Chapter 7.02 and add Code Chapter 17.21) 45 minutes requested for items 1271 and 1272

**1272** Establish a residential transportation income tax to fund Portland's street maintenance and transportation safety needs through the Portland Street Fund (Previous Agenda 1234 ; Ordinance introduced by Mayor Hales and Commissioner Novick; add Code Chapter 5.76)

## Moore-Love, Karla

---

**From:** Mark Wheeler <mark@rootsrealty.com>  
**Sent:** Tuesday, December 09, 2014 12:10 PM  
**To:** Hales, Mayor; Novick, Steve; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman; Gonzalez, Cevero; Dufay, Anne; McCullough, Robert  
**Cc:** Moore-Love, Karla; Sherman Jacob; Schmanski, Sonia; Warner, Chris; Bizeau, Tom; Shibley, Gail; Grumm, Matt  
**Subject:** Re: [Sunnyside Neighborhood] Fwd: SEULboard - Fwd: Brentwood-Darlington: Street Tax Resolution [1 Attachment]

Hello All,

Agreed. A gas tax is a far better plan than this street tax. Thank you.

Mark Wheeler, Portland citizen

On Dec 9, 2014, at 10:53 AM, Schwab Mary Ann e33maschwab@gmail.com [SunnysideNeighborhood] wrote:

Good Morning Karla and Jacob:

I noticed, Jacob Sherman did not route the Brentwood-Darlington: Street Tax Resolution letter to the Auditor's office for the record.

Note, I have copied Jacob Sherman on this e-mail. I have no way of alerting him. Like Jacob, I am feeling frustrated watching this six(6) year Street Income Tax fast tracked through City Council for a vote. Especially, when few -- if any of the ONI 95 neighborhood associations schedule business meetings in December.

Like Jacob Sherman, I am also urging our electd officials to put the Street Income Tax to the vote of the people. To that end,  
I will stop piecing quilt blocks, attending LWV and SNA and PSC meetings to gather Voter's signatures on petitions developed by Lobbyist Paul Romain.

For example, my Sunnyside Neighborhood Association meets on Thursday, December 11th. The City Council will vote for STREET INCOME TAX on December 11th.  
I am disappointed knowing the City of Portland Public Involvement Principles Adopted by the City of Portland, Oregon on August 4, 2010 were blindsided by Mayor Hales and Commissioner Novick. I am asking City Council to table this and Let the People Vote

Thank you,

Mary Ann Schwab  
605 SE 38th Avenue  
Portland, OR 92714-3203

Begin forwarded message:

> From: Anne Dufay <anne@seuplift.org>  
> Date: December 9, 2014 10:15:38 AM PST  
> To: "seulboard@googlegroups.com" <seulboard@googlegroups.com>  
> Subject: SEULboard - Fwd: Brentwood-Darlington: Street Tax Resolution

> Reply-To: anne@seuplift.org  
>  
> fyi  
> Anne  
> ----- Forwarded message -----  
> From: Brentwood Darlington <brentwood.darlington@gmail.com>  
> Date: Mon, Dec 8, 2014 at 7:24 PM  
> Subject: Brentwood-Darlington: Street Tax Resolution  
> To: mayorcharliehales@portlandoregon.gov, "Novick, Steve" <Steve.Novick@portlandoregon.gov>, Amanda@portlandoregon.gov, nick@portlandoregon.gov, Commissioner Saltzman <dan@portlandoregon.gov>  
> Cc: "Gonzalez, Cevero" <Cevero.Gonzalez@portlandoregon.gov>, Anne Dufay <anne@southeastuplift.org>, Robert McCullough <robert@mresearch.com>  
>  
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> Dear Mayor Hales and Commissioners,  
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> Best wishes,  
> Jacob Sherman  
>  
> --  
> Jacob Sherman  
> Chairman of the Board  
> Brentwood Darlington Neighborhood Association (BDNA)  
>  
> Brentwood.Darlington@gmail.com  
>  
> To sign up for our monthly newsletter, click here.  
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> Follow us on Facebook  
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>  
>  
> --  
> Anne Dufay  
> Executive Director  
> SE Uplift Neighborhood Coalition  
> 503 232-0010 x311  
> anne@seuplift.org  
> <http://www.seuplift.org/>  
>  
>  
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> You received this message because you are subscribed to the "SEULBoard" listserv.  
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> If you reply to this message, your reply will go to all listserv members.  
> Please refrain from discussion of any issues which may come before the board of directors for a vote.  
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<BDNA Street Tax Resolution 12-8-14.pdf>

## Moore-Love, Karla

---

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**Sent:** Tuesday, December 09, 2014 12:10 PM  
**To:** Hales, Mayor; Novick, Steve; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman; Gonzalez, Cevero; Dufay, Anne; McCullough, Robert  
**Cc:** Moore-Love, Karla; Sherman Jacob; Schmanski, Sonia; Warner, Chris; Bizeau, Tom; Shibley, Gail; Grumm, Matt  
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Portland, OR 97214-3203

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<BDNA Street Tax Resolution 12-8-14.pdf>

## Moore-Love, Karla

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**Sent:** Tuesday, December 09, 2014 10:53 AM  
**To:** Moore-Love, Karla; Sherman Jacob  
**Cc:** Schmanski, Sonia; Warner, Chris; Bizeau, Tom; Shibley, Gail; Grumm, Matt  
**Subject:** Fwd: SEULboard - Fwd: Brentwood-Darlington: Street Tax Resolution  
**Attachments:** BDNA Street Tax Resolution 12-8-14.pdf; ATT00001.htm

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Thank you,

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Portland, OR 92714-3203

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**Subject:** SEULboard - Fwd: Brentwood-Darlington: Street Tax Resolution  
**Reply-To:** [anne@seuplift.org](mailto:anne@seuplift.org)

fyi  
Anne

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**Date:** Mon, Dec 8, 2014 at 7:24 PM

Subject: Brentwood-Darlington: Street Tax Resolution  
To: [mayorcharliehailes@portlandoregon.gov](mailto:mayorcharliehailes@portlandoregon.gov), "Novick, Steve"  
<[Steve.Novick@portlandoregon.gov](mailto:Steve.Novick@portlandoregon.gov)>, [Amanda@portlandoregon.gov](mailto:Amanda@portlandoregon.gov),  
[nick@portlandoregon.gov](mailto:nick@portlandoregon.gov), Commissioner Saltzman <[dan@portlandoregon.gov](mailto:dan@portlandoregon.gov)>  
Cc: "Gonzalez, Cevero" <[Cevero.Gonzalez@portlandoregon.gov](mailto:Cevero.Gonzalez@portlandoregon.gov)>, Anne Dufay  
<[anne@southeastuplift.org](mailto:anne@southeastuplift.org)>, Robert McCullough <[robert@mresearch.com](mailto:robert@mresearch.com)>

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Best wishes,  
Jacob Sherman

--

Jacob Sherman  
Chairman of the Board  
Brentwood Darlington Neighborhood Association (BDNA)

[Brentwood.Darlington@gmail.com](mailto:Brentwood.Darlington@gmail.com)

To sign up for our monthly newsletter, [click here](#).  
[Click here to visit the website](#).  
[Follow us on Facebook](#)

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Anne Dufay  
Executive Director  
SE Uplift Neighborhood Coalition  
503 232-0010 x311  
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December 4, 2014

Mayor Hales  
Commissioner Fish  
Commissioner Fritz  
Commissioner Saltzman  
Commissioner Novick  
1221 SW 4th Avenue  
Portland, OR 97204

Dear Mayor Hales and Commissioners,

On December 4, 2014, the Brentwood-Darlington Neighborhood Association board of directors unanimously passed the following resolution:

**Let the people vote!**

WHEREAS the "Our Streets Transportation Fund " (a.k.a. "Portland Street Fee," a.k.a. "Street Tax") will function as a residential transportation income tax, and

WHEREAS accounting assumptions at the core of the Street Tax have serious methodological errors as exemplified by the City's failure to account for large volume transportation users, like TriMet, Union Pacific Railroad, etc., and

WHEREAS recently annexed neighborhoods in Portland, like Brentwood-Darlington, have serious transportation infrastructure needs, like unpaved roads and sidewalks, which have been and remain historically unmet by the City, and

WHEREAS residents are deeply concerned that we are being asked to pay more than our "fair share" of maintaining city-wide transportation services when our neighborhood lacks many of these very same amenities,

NOW, THEREFORE, BE IT RESOLVED THAT Mayor Hales and the City Council should put the Street Tax up to a vote of the people of Portland.

Sincerely,  
/s/

Jacob Sherman, Chair  
Brentwood-Darlington Neighborhood Association

brentwood.darlington@gmail.com  
971-570-7167

PORTLAND STREET FUNDTESTIMONY ON 12-2 AMENDMENTS ONLY

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Craig Rogers	11010 S.E. Yamhill St <sup>Port</sup> OR 97216	craig.rogers1@gmail.com
✓ Richard Derwin	PO Box 8053 PDX 97280	
✓ Bob Clark	SE Portland 97202	ELUSY3K@yahoo.com
✓ Robert McEllough	6123 SE Reed College Place	robert@mrresearch.com
✓ Ann Sanderson	5200 SE 56 <sup>th</sup> Ave, Pld 97204	anndango@gmail.com
✓ Lightning	—	—
✓ ERIC FRUITS	4318 NE Royal Gt. 97213	ERIC.FRUIES@GMAIL.COM
✓ JOE WALKER	—	—
✓ Charles JOHNSON	iFj-onFyle ☺	—
Woody Broadnax	—	—
Barry Sutton	PO Box #1853 + Phone, Oregon #97207	none

# CITY OF PORTLAND

## PARKING PERMIT STICKER FEE DESIGNATED TO STREET REPAIR

### Proposal Points:

- Proposal establishes a yearly parking permit “sticker” fee [PPSF] within City of Portland boundaries.
- Funds from permit sticker sales would be mandated for street repairs only.
- No ORS rules or statutes prohibiting use of a parking sticker fee.
- Portland currently has a singular parking permit system – the Area Parking Permit Program.
- Applies to all motorized vehicles of all types using City of Portland streets and roadways.
- PDX sticker would enable anyone from the greater Portland Metro area to park within city limits.
- PDX sticker program would not provide free, on-street parking.
- Stickers or “clings” are low cost, clear vinyl stickers, removable, and numbered with City logo.
- Peel-off stickers are placed on the driver’s side windshield in the bottom left corner.
- Limited exemptions for City police, fire, municipal, and other government/agency vehicles.
- Bicycles would be exempt as non-motorized vehicles.
- Current City bureaus would manage program without need for a new bureaucracy or personnel.
- Compliance through current Multnomah County parking patrols and police/sheriff traffic stops.
- Stickers sold at City offices, DMV, DEQ Testing, and/or retail outlets.
- Non-compliance would be issues one warning citation, followed by parking ticket on next occurrence.
- Short-term visitor permits could be an option for drivers residing well outside the Metro area.
- Sticker program would be sunset within 5 years. Only a vote of the public could extend its use.
- Public oversight committee would determine sticker pricing and how repair funds are spent.

### Data:

Using the vehicle registration data and adopting a conservative adoption rate percentage for sticker deployment for the first year, the City could raise significant funds to begin repairing streets. **An increasing compliance in the second and third years would reduce the sticker price.**

Combined Oregon Counties [Clackamas, Multnomah & Washington] Totals - Year One Adoption Rate

Passenger	Truck	Motorcycle	Commercial	Total	Adoption Rate	PPSF Paid
1,286,106	14,114	48,444	Not Available	1,348,664	50%	674,332

Clark County, Washington Totals - Year One Adoption Rate

293,975	N/A	13,521	5,617	313,113	20%	62,623
---------	-----	--------	-------	---------	-----	--------

The adoption rate would greatly increase in Year Two as vehicle owners would be subject to ticketing. Using these suggested figures, the following is a breakdown by price for funds raised per year.

Total PPSF Paid Vehicles During 1 <sup>st</sup> Year	Sticker Fee Pricing	Probable Funds Raised	Program Year
736,955	\$35.00	\$25,793,425	One
736,955	\$45.00	\$33,162,975	One
736,955	\$55.00	\$40,532,525	One

## Moore-Love, Karla

---

**From:** Moore-Love, Karla  
**Sent:** Thursday, December 04, 2014 11:41 AM  
**To:** Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman; Commissioner Novick  
**Cc:** Our Streets PDX  
**Subject:** FW: City of Portland TrackIT Submission: Item 824595 - Your comments to City Council

Testimony from Kari Franzen on Portland Street Fund.

Karla Moore-Love |Council Clerk  
Office of the City Auditor  
503.823.4086

**From:** noreply@portlandoregon.gov [mailto:noreply@portlandoregon.gov]  
**Sent:** Tuesday, December 02, 2014 9:17 AM  
**To:** Moore-Love, Karla  
**Subject:** City of Portland TrackIT Submission: Item 824595 - Your comments to City Council

The following item has been submitted to the TrackIT system

---

### TrackIT Item: 824595

---

**Category:** Your comments to City Council  
**Date Created:** 12/02/2014 9:17 AM  
**Date Received:** 12/02/2014  
**Contact:** kari R franzen  
PortlandOnline User  
1821 SW Primrose Street  
PORTLAND, OR 97219  
Day: 5033495840  
[franzen.kari@gmail.com](mailto:franzen.kari@gmail.com)  
**Contact Type:** Website  
**Subject:** Other  
**:** Portland Street Fund  
**Attachment:** None Uploaded  
**Summary:** I am writing to urge you to vote against the proposed Portland Street Fund. Although I am unaware of some of the details, I believe that this kind of decision should be made by the voters. And furthermore, I believe that Portland voters have been very generous in their support of various ballot measures over the last several years despite the economic crisis and fear that even more people will be unable to live in our city. I think Portland voters care about their city and should have more details and the chance to be heard individually.  
Thank you for your service,  
Kari Franzen  
Portland, Oregon 97219

## Moore-Love, Karla

---

**From:** Linda Nettekoven <linda@lnettekoven.com>  
**Sent:** Friday, November 21, 2014 11:00 AM  
**To:** Moore-Love, Karla  
**Cc:** Treat, Leah  
**Subject:** Street Fee Testimony  
**Attachments:** StreetFeeTestimonhy.doc; ATT00001.htm

Hello Karla,

I regret having to leave before the end of the yesterday's Council hearing on the Street Fee. Attached is the testimony I had hoped to present and would like to enter in the record. Do you automatically forward it to the Council members or shall I do that?

Thank you.

Linda

November 20, 2014

Good Afternoon Mayor Hales and Commissioners,

First, let me tell you how much I appreciate the respectful attention you've paid to the ideas and concerns of my fellow Portlanders this afternoon. I'm here today because I serve as a member of the Bureau of Transportation Budget Advisory Committee. However, I am not representing anyone but myself. I have long recognized the need for increased funding to maintain our transportation infrastructure and worked with then Commissioner Adams to expand funding in 2007. For the past 5 years I have been a Transportation Budget Advisory Committee (TBAC) member, which means I have served with 4 PBOT Directors and 3 budget administrators. The thing that has been consistent throughout that time is our city's critical need for additional funding for basic street maintenance.

For several years now when the TBAC has submitted its budget proposal in early Feb we have included a transmittal letter expressing our frustration with the inadequacy of transportation funding and asking for Council action to develop an additional funding stream, funding that is not constrained by state or Federal requirements and can be used to pave our streets, funding that will be sustainable and allow our transportation system to be efficiently managed over time.

#### Safety

Our 2014 transmittal letter also asked that you Re-prioritize Safety - The City needs to set up a "fix-it" fund that would allow PBOT to improve the safety of vulnerable road users on busy roadways, especially in light of the recent spike in pedestrian deaths while using unsafe crossings. The proposed street fee will help to provide that funding.

#### Gas Tax

Although I share concerns about the limited fee imposed on organizations that make heavy use of our roads such as railroads, major utilities, etc., and would like to see adjustments made to the fee structure, I do not want to see our city pursue a gas tax. Even if there is a temporary uptick in revenues, it is likely to decline in the future. In addition that approach is so contradictory to all our efforts to respond to climate change via active transportation, reduction of vehicle miles traveled, etc., etc. that it should not warrant further consideration.

#### Sunset Provision

Given the general cynicism infecting our country regarding the role and performance of all levels of government, I was surprised to learn that the sunset provision had been removed. I would like to see it reinstated. I don't support putting the street fee proposal to a vote at this time, and by a sunset provision I don't mean that the fee would automatically be put to a vote, e.g., six years from now. However, the program could be carefully and publicly evaluated and a next step, perhaps a vote, decided on very publicly at that time. I would point to the experience of a civic group in Oklahoma City(?) that managed to barely pass a small sales tax increase for a community project and then after demonstrating how well they had used the money went back for a second vote asking for additional monies for specific projects which passed resoundingly.

### Oversight

Like many people, I am concerned about the tendency to use any and all funding sources to backfill ongoing programs when overall City funding declines. It is then usually impossible to reclaim those funds when the funding picture improves as in the case of the ULF. There has to be a way to keep the proposed street fee funds out of reach during those times, but I'm counting on all of you to come up with an appropriate mechanism. Having an oversight body that includes perhaps members of the committees that developed the current package (small business, nonprofit, neighborhood, freight, etc., etc.) along with some of those who remained skeptical throughout the process would perhaps get us part way there. All meetings of the committee would be open to the public, but perhaps the committee could host periodic open house/Q and A sessions to explain how priorities were reached, costs calculated, etc.

Most important I am asking that all five of you work together to come up with a way forward that creates a sustainable funding stream to maintain the streets in our growing city and to provide safe passage for all modes of transportation as more and more people seek to share our streets on a daily basis. I wish we could find a less cumbersome way to raise these funds, but I support the current proposal before you. However, I would be glad to support a variant of it if you have better ideas. I only ask that someone take action to remedy this serious problem facing our city.

### Public Involvement

Finally, no public involvement process is perfect, and in some ways the street fee is a testament to public involvement since it has kept on evolving, sometimes with lightning speed, over the past few months in response to public comment. However, I would suggest that PBOT ask, e.g., the Public Involvement Advisory Committee (PIAC), to do a case study on the public involvement for this effort, not to place blame, but rather to identify opportunities that were missed should there be a need for future efforts like this.

Thank you.

Linda Nettekoven

PS I would like to broaden your understanding of SE Uplift's involvement in the Street Fee conversation. When asked earlier in the year to prioritize coalition transportation projects as East Portland and SWNI do, the SE Uplift Board declined to do that. However, the SEUL Land Use and Transportation Committee has been working actively with PBOT staff to identify potential Greenway corridors in the portions of our coalition area that are less well connected, e.g., SE 82<sup>nd</sup> Ave, Brentwood-Darlington, Woodstock, etc. as well as improving connections with our neighbors further east. We are also concerned about how/whether the street fee might come into play when it comes to needed transportation infrastructure in an area like Woodstock, which is beginning to experience new development (as a "neighborhood center") and yet Woodstock Boulevard is bounded by unimproved streets. The question is how Comp Plan land use designations, development pressures and nearby unpaved streets should interface with street fee allocations.

PORTLAND STREET FUND FOR STREET MAINTENANCE/SAFETY

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE (OPTIONAL)	Email (OPTIONAL)
✓ Craig Rogers	11010 S.E. Yamhill <sup>Port OR</sup> 97216	craig.rogers1@gmail.com
✓ Bill Gentile	<sup>Apt. 104 PDX</sup> 712 SW St. Clair Ave, 97205	bill.gentile@gmail.com
✓ Robert McCullough	6123 SE Reed College	robert@mrresearch.com
✓ Don Gundner		
✓ Jeff Cole		
✓ Andrew Nesbet	1710 SE Belmont	andrewn3@mrresearch.com
✓ Richard Donin	PO Box 80653 97288	richard@mr3productions.com
✓ Yu Te		yu@macpcx.com
✓ TERRY PARKER	P.O. Box 13503 97213	parker2012@gmail.com
✓ <sup>Sampson</sup> Harry Sampson	5823 SE 83 Ave	Portland OR
NO text ✓ John Westfall	3323 NE 70th Ave	jpwestfall@hotmail.com

PORTLAND STREET FUND FOR STREET MAINTENANCE/SAFETY

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE (OPTIONAL)	Email (OPTIONAL)
✓ Dan Kaufman	5611 SE 15 <sup>th</sup> 97202	dan@pdxk.com
(Testifying after 4) ✓ Claudia Martin MD	710 SW Skyline	To Ms Pearson: Please call my cell 503-715-6776 to let me know if coming after 4pm to testify will work
✓ Rob Saclowsky	618 NW Glisan Pdx 97209	robert@oregon.org
✓ Don Brack	6495 SW TCG Ave P. 97221	Brack@OQ.com
✓ Ruth Adkins	1160 SW Florida St	
✓ Jill Smith		
✓ Jonathan Ostar	2407 SE 49 <sup>th</sup> Ave 97206	jon@opalpdx.org
✓ David Williams		
✓ <del>Bob</del> Noel Mickelberry	3635 SE Franklin	noel@oregonmktg.com
✓ Andy Frazier	1001 SW 5 <sup>th</sup> Ave	afrazier@comcast.net
✓ Bob Clark	SE Portland	ElusYBK@yahoo.com

PORTLAND STREET FUND FOR STREET MAINTENANCE/SAFETY

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE (OPTIONAL)	Email (OPTIONAL)
✓ Mara Gross		
✓ Cameron Whitten		
✓ ERIC FRUITS	4318 NE ROYAL CT	ERIC.FRUITSPGMAIL.COM
✓ NISHANT BHAJARIA		
✓ Scott Lienallen	735 SE 44 <sup>th</sup> Ave	
<del>Cameron Whitten</del>		
✓ Marty McCall	8320 SW 39 <sup>th</sup> Ave 97219	
✓ Anneliese Koehler		
✓ JEFF MERRICK	Portland	
✓ Paul Cone	Portland	
✓ Paul Romain	Portland	

PORTLAND STREET FUND FOR STREET MAINTENANCE/SAFETY

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print) ADDRESS AND ZIP CODE (OPTIONAL) Email (OPTIONAL)

✓ Ann Sanderson		ann.dango@gmail.com
<del>Don Gardner</del>		
left ✓ Babs Adamstai	7734 N Central 97203	
✓ Terry Dublinski - Milton	6111 E Burnside 97215	terry.dublinski@gmail.com
✓ Dave Peters	1593 N Skidmore St	dave@invisiblejetpacks.com
Jason B. Kurian M.D.	2710 NW Ariel Terrace	jason.kuriana@yahoo.com
✓ Chrs Kopca	Downtown Development	
✓ Lisa Rummel	Norms Bengis + Simpson	lrummel@rai-nbs.com
✓ Leslie Centner	Leeway NW Portland	leslie.centner@gmail.com
✓ Carol Fortinos	Albemarle NW Portland	
left ✓ KARIN ARAGONE (LEAVING)	ELIZABETH BOBILLARD *	

PORTLAND STREET FUND FOR STREET MAINTENANCE/SAFETY

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)

ADDRESS AND ZIP CODE

(OPTIONAL)

Email

(OPTIONAL)

✓ Marianne Fitzgerald	10537 SW 64 Drive 97219	fitzgerald.marianne@gmail.com
<del>Cameron Whitted</del>		
Sept ✓ Thomas Martin		Martincrew1@comcast.net
Sept ✓ PADDY LARAR	EAST PORTLAND	
✓ Arlene Kimura	East Portland	
✓ Hilda Stevens	1510 SE 34 <sup>th</sup> Ave #206 97214	Hilda@buziplx.com
✓ Tom Maginnis	92nd & Powell	Maginn49@aol.com
<del>Leslie Centner</del>	<del>97210</del>	<del>lesliecentner@gmail.com</del>
✓ Alan Willis	Goose Hollow	
✓ Teresa McGintie	<del>97210</del>	
✓ Amanda Dalton		adalton@dunnconey.com

PORTLAND STREET FUND FOR STREET MAINTENANCE/SAFETY

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE (OPTIONAL)	Email (OPTIONAL)
<i>left</i> Larry SWELL		
✓ David Hampsten		
✓ Joe Walse		
✓ BARRY JOE STULL	10852 SE STARK ST. S Portland 97216	cannabisboo@yahoo.com
- <del>Garry W. Sargent</del> <i>had to leave early.</i>	10207 SE Foster Rd Portland 97266	
✓ Lightning		
<i>left</i> Soren Impey	2440 SE MAIN PDX 97214	sorenimpey@yahoo.com
✓ Gordon Hoffman	97201	ghoffman@natechventures.com
✓ Douglas R. Allen	734 SE 47th Ave Portland, OR 97215	
✓ Michelle Becker	6460 SW Burlingame Place Portland 97239	
<del>XXXXXXXXXX</del>		

PORTLAND STREET FUND FOR STREET MAINTENANCE/SAFETY

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE (OPTIONAL)	Email (OPTIONAL)
✓ I. FISHER WILKINS	2824 NE Glen Chapel 97212	ingfu2@gmail.com
✓ Kevin Minkoff	11618 NE Halsey St 97220	beancounters@nybc.com
✓ Lucia Thoenig	<del>11111 505 St</del> PDX 97211	_____
left ✓ Ben Sias	3910 NE 29th Ave PTL 97212	
✓ Herschel Sides	6126 NE 31st Ave PDX 97211	
left ✓ KAY BRIDGES	4926 SW Consett Ave 97239	
✓ ZEPHYR MOOR	13665 SW Larch Pl 97005	
✓ <del>Zephyr Moor</del>		
✓ Woody Broadnax	1437 NE Prescott	
✓ Adam Travis	1500 SW 11th Ave	
✓ Doug MacCourt	2338 NE 17th, PDX 97212	dcm@aterwynne.com
left ✓ PATRICK HANE	_____	_____

PORTLAND STREET FUND FOR STREET MAINTENANCE/SAFETY

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE (OPTIONAL)	Email (OPTIONAL)
✓ Ben P. Clark		
✓ nicolasc Clark	NIC CLARK 815 SW VISTA AVE. APT #305	nicolaspclark1@gmail.com
✓ Clifford Schrock	8025 N. Burlington Ave 97203	SchrockC@gmail.com

## Moore-Love, Karla

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**From:** City Auditor Griffin-Valade  
**Sent:** Friday, November 21, 2014 12:01 PM  
**To:** Moore-Love, Karla; Parsons, Susan  
**Subject:** FW: Today's 2:00pm Items 1213 and 1214 - Portland Street Fund and residential transportation income tax  
**Attachments:** SSI Street Fund Testimony 11.20.14.pdf

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**From:** Jennifer Hudson [mailto:jhudson@schn.com]  
**Sent:** Thursday, November 20, 2014 11:23 AM  
**To:** Moore-Love, Karla; Hales, Mayor; Commissioner Fritz; Commissioner Fish; Novick, Steve; Commissioner Saltzman; City Auditor Griffin-Valade  
**Subject:** Today's 2:00pm Items 1213 and 1214 - Portland Street Fund and residential transportation income tax

Please find the attached testimony from Schnitzer Steel Industries, Inc. for today's 2:00 PM time certain, items 1213 and 1214.

### Jennifer Hudson

Associate Counsel

Governmental and Public Affairs Manager | **SCHNITZER STEEL INDUSTRIES, INC.**

299 S.W. Clay Street, Suite 350 | Portland, Oregon | 97201

Mailing Address: Post Office Box 10047 | Portland, Oregon | 97296

Tel: 503.265.6373 | [jhudson@schn.com](mailto:jhudson@schn.com) | Cell: 503.708.9714





November 20, 2014

Mayor Hales and Portland City Commissioners  
1221 SW 4<sup>th</sup> Avenue, Room 340  
Portland, OR 97204

RE: Portland Street Fund

Dear Mayor Hales and Commissioners:

Schnitzer Steel Industries appreciates the opportunity to provide testimony on the "Portland Street Fund" formerly known as the "Transportation User Fee". While we recognize the need to address the serious backlog facing City roadway maintenance and overall transportation safety, we also believe the mechanism for addressing this challenge needs to be well-structured for transparency, efficiency and to ensure fairness.

On review of the new Fund – a combination of fees on businesses and personal income tax for individuals – we were dismayed to find that the majority of the concerns we voiced in our testimony of May 29, 2014 remain. While your work groups seem to have focused on how to collect the taxes and fees and from whom, the very structure of the Fund which is critical to adequate oversight seems to be lacking. It is apparent that the work groups assigned to this process veered sharply away from the "everybody pays" structure of the original Transportation User Fee, which is regrettable. Under the current proposal, 40 percent of residents will not pay even a modest amount toward street maintenance and safety, even though everyone benefits from the transportation system. The suggested implementation of a personal income tax on residents is progressive to a fault and we encourage you eliminate that as the basis for the residential component.

We urge you to consider adding the following safeguards to the ordinance before adoption:

- Prioritize maintenance. Dedicating only \$15 million of the \$46 million in new revenue to fixing the backlog of paving maintenance is insufficient and should be reconsidered.
- Consider phasing in the taxes and fees over a period of years.
- Commit to bringing any increases to the taxes and fees before the public for a vote.
- Include a more specific cap on administrative costs. Fully explain why the latest Fund structure requires more in administrative cost and new FTEs than the User Fee originally proposed. A cap similar to that of the Children's Levy at 4 percent or less would provide an appropriate measure of accountability.
- The new taxes and fees must be enacted with a firm five year sunset date. We would encourage development and use of strong performance metrics to measure the implementation and

benefits derived from the new taxes and fees. Within the sunset, the Council can examine the success of this program and whether its stated goals were accomplished. That process should inform the decision of whether or not to renew and extend the Street Fund beyond the sunset date.

- As part of this new Fund, the Council should agree to implement a moratorium on other transportation-related fees for at least five years, our recommended sunset period.
- Eliminate the personal income tax. Find another way to equitably assess residential users.

We applaud the City for reaching out to PBA, Venture Portland and other community and non-profit organizations to work on the Street Fund over the summer. The new business fee structure is vastly improved over the original proposal. Including stakeholders is laudable, however, when lack of consensus is reached, as has been reported by participants, it should be noted. We trust the Council will examine every aspect of the proposed Street Fund, accepting the best parts (the business fee structure) and discarding the worst (personal income tax) to pass a measure that unifies the business and residential portions and applies these fairly to all Portlanders.

In summary, we are willing to pay our fair share for transportation maintenance improvements which are vital to the economic prosperity of Portland, but the public needs assurances that the money will be collected in a fair manner and will be spent efficiently.

Thank you for your consideration. We would welcome the opportunity to discuss further details with you.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jennifer Hudson", with a stylized flourish at the end.

Jennifer Hudson  
Associate Counsel

## Moore-Love, Karla

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**From:** City Auditor Griffin-Valade  
**Sent:** Friday, November 21, 2014 12:00 PM  
**To:** Moore-Love, Karla; Parsons, Susan  
**Subject:** FW: Testimony on Portland Street Fee and Tax proposal  
**Attachments:** Fuel Tax Alternatives 11-14.pdf; Rd. Usage Prog. GPS 11-14.pdf; How to Fix the Gas Tax - WSJ 11-14.htm

-----Original Message-----

**From:** Don M. [mailto:mcat@teleport.com]  
**Sent:** Thursday, November 20, 2014 3:37 PM  
**To:** Hales, Mayor; Novick, Steve; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman; City Auditor Griffin-Valade  
**Subject:** Testimony on Portland Street Fee and Tax proposal

Dear Mayor and Commissioners,

I have been studying these fee and tax proposals for some time. I am not happy with them and believe there is something better. An alternative I believe to be a better is a toll on roads that would replace the gas tax and raise the additional funds needed. The state of Oregon will be testing this in the next few years with 20% of the income going to cities. Attached are several documents that give additional information about this idea.

I also believe that the proposal should be voted on by the public. It also should have a sunset date or another up and down vote after a few years. I also believe a city sales tax is a better alternative. If the public won't approve a new tax then the city must live within the budget it has and take funds from police, fire, and Parks if streets are more important.

I am sorry that the process for this proposal wasn't better and I wish it had found a popular solution.

Thank you for addressing this problem and the opportunity to give you my ideas.

Sincerely,

Don MacGillivray

## Moore-Love, Karla

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**From:** City Auditor Griffin-Valade  
**Sent:** Friday, November 21, 2014 12:04 PM  
**To:** Moore-Love, Karla; Parsons, Susan  
**Subject:** FW: EMO Testimony on Transportation User Fee

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**From:** Michelle Bush [mailto:mbush@emoregon.org]  
**Sent:** Thursday, November 20, 2014 9:24 AM  
**To:** Commissioner Fritz; Commissioner Fish; Novick, Steve; Commissioner Saltzman; City Auditor Griffin-Valade; Hales, Mayor  
**Cc:** Haynes, Dana; Leslie, David; 'Jan Elfers'  
**Subject:** EMO Testimony on Transportation User Fee

November 20, 2014

Dear Mayor Hales and Members of the Portland City Council:

On behalf of Ecumenical Ministries of Oregon (EMO), I want to thank you for convening work groups to address concerns about the proposed City of Portland Transportation User Fee. The conversations were educational and provided opportunities to learn more about the City's infrastructure and transportation needs and how other municipalities in Oregon are addressing similar voices. The work group process allowed for much fuller discussion of the impact the proposed fees would have on nonprofit organizations in the City of Portland and on the low-income residents they serve.

Faith-based and community nonprofits play an integral role in Portland by providing much-needed services to vulnerable low-income residents of Portland, who often need help providing for their basic needs. By offering exempt and reduced fee structures for congregations and nonprofits serving these vulnerable residents, the City is ensuring that those who are least able to pay will not be unnecessarily burdened. We also support the exemption and reduced fees for low-income residents. This ensures a more progressive approach to funding street maintenance and related public safety improvements.

Thank you again for your responsiveness in listening to our concerns. If any further information is needed, please do not hesitate to call upon Ecumenical Ministries of Oregon.

Sincerely,

David Leslie  
Executive Director

Ecumenical Ministries of Oregon  
0245 SW Bancroft St., Suite B  
Portland, OR 97239  
(503) 221-1054

[dleslie@emoregon.org](mailto:dleslie@emoregon.org)

## Moore-Love, Karla

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**From:** Moore-Love, Karla  
**Sent:** Monday, November 24, 2014 4:12 PM  
**To:** Our Streets PDX  
**Subject:** FW: Neighbors West-Northwest Coalition Letter re: Portland Street Fund  
**Attachments:** 2013\_11\_19NWNWRePortlandStreetFund.pdf

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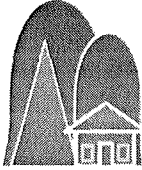
**From:** Mark Sieber [mailto:Mark@nwnw.org]  
**Sent:** Wednesday, November 19, 2014 11:31 AM  
**To:** Hales, Mayor; Commissioner Novick; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman  
**Cc:** Peter T Stark (ptstark@gmail.com); Moore-Love, Karla  
**Subject:** Neighbors West-Northwest Coalition Letter re: Portland Street Fund

To Mayor Hales and Portland City Commissioners,

Please find attached a letter from the Neighbors West-Northwest Coalition regarding the proposed Portland Street Fund.

Best regards,

Mark Sieber  
Executive Director  
Neighbors West-Northwest  
503 823-4212  
[mark@nwnw.org](mailto:mark@nwnw.org)



## NEIGHBORS WEST-NORTHWEST

Coalition of Central Westside Neighborhoods

Arlington Heights • Forest Park • Goose Hollow • Hillside • Linnton • Northwest District • Northwest Heights  
Northwest Industrial • Old Town-Chinatown • Pearl District • Portland Downtown • Sylvan-Highlands

November 18, 2014

Dear Mayor Hales and commissioners:

The work of the Neighbors West/Northwest Coalition of Neighborhoods (NWNW) includes advocating for adequate public process. Commissioner Novick discussed the idea of a street fee with NWNW during a visit to our board meeting earlier this year, but only in general and theoretical terms. Our neighborhoods and coalition were not contacted regarding the currently proposed Street Fund. However, we discussed the topic at our November 12<sup>th</sup> meeting.

As the November 20 hearing and December 3 council vote approach, we feel excluded from the outreach process and that this complex proposal has received too little community review. Furthermore, the fee/Fund has changed significantly between versions; the current version has been available only since November 10 and we did not receive the press release announcing it. Therefore, it is relatively new to us.

We passed a motion to send this letter requesting postponement of your December 3<sup>rd</sup> vote on the Street Fund to February of 2015 to subject it to proper public review.

Some of the issues we cited as needing more clarification and public comment included:

- The need for more time for proper public review, response and testimony before your vote
- That the project list and other details were not released until November 10, which did not allow time to discuss them
- Lack of detail about how Fund collection will be administered
- Lack of a Fund sunset date
- Exclusion of non-profits like NWNW from outreach, although they will pay into the Fund, as proposed

We urge you to postpone your vote until February of 2015 to better clarify the plan and solicit input from Portland's 95 neighborhoods.

Sincerely,

Peter Stark

President, Neighbors West/Northwest

## Moore-Love, Karla

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**From:** Marianne Fitzgerald <fitzgerald.marianne@gmail.com>  
**Sent:** Thursday, November 20, 2014 9:32 AM  
**To:** Moore-Love, Karla  
**Subject:** Street Fee Testimony  
**Attachments:** MF testimony 11 20 2014.docx

Here is a copy of the testimony I hope to present to City Council members at the 2:00 pm hearing today. Please let me know if I need to bring hard copies as well.

Thanks,  
Marianne Fitzgerald  
10537 SW 64th Drive  
Portland, OR 97219

## Street Fee Testimony 11/20/2014

My name is Marianne Fitzgerald, 10537 SW 64<sup>th</sup> Drive in Portland. I've been a member of the PBOT Budget Advisory Committee since 2009, and I also serve on several other PBOT committees, including the Advisory Committee for this street fee. This testimony today is my personal opinion about the need for the street fee.

I'm very familiar with the PBOT budget and how much it has been cut over the last six years. There are a lot of needs for safer infrastructure but dwindling revenue because of the PBOT budget's heavy reliance on the gas tax.

The PBOT Budget Advisory Committee's annual budget letter has advocated for more funding for transportation needs for many years. The street fee that you are considering today is more progressive than the version unveiled last spring, and more fair to the citizens who would pay based on ability to pay and not how much they drive or induce trips. It would be great to build in incentives to drive less, but in places like SW Portland, it's so unsafe to walk that people need for the city to build a safer walking and biking environment in order to get people out of their cars.

My main concern is that the City of Portland imposes several local option taxes outside of the city's general fund—the Children's Levy, the Fire and Police Pension fund, urban renewal, the parks bond, and the arts tax. Other government entities such as Portland Public Schools and Portland Community College also impose local option taxes. These are all for very good causes, and I voted for every one of them, but they add up.

It's expensive to live in Portland. As we enter the budget season, I hope you will have a meaningful dialogue with citizens about the total tax burden and the services these taxes and fees provide, and demonstrate results that show how these dollars improve livability in our community. I also hope you seek creative solutions that will reduce the total tax burden, particularly for low income citizens and small businesses, as the drafters of this street fee have tried to do.

We need safe, well-maintained roads in Portland that support a variety of travel modes—people who drive, people who take transit, and safer walking and biking infrastructure. There is a long list of needs and little funding currently available to address these needs today. The street fee proposal before you will help make Portland a safer, more livable community for all of us.



## Road Usage Charge Program (RUCP)

### Fact Sheet

August 2013

#### Summary

Senate Bill 810, the Road Usage Charge Program, or RUCP, authorizes the Oregon Department of Transportation to assess a charge of 1.5 cents per mile for up to 5,000 cars and light commercial vehicles voluntarily participating in a road usage charge program and issue a gas tax refund to those participants. The bill calls for the system to be operational by July 1, 2015. The RUCP team is currently planning “next steps” in order to meet deadlines, and those next steps may include organizing vendor meetings, issuing requests for proposals, and other activities so the team can consider a variety of potential strategies and solutions to meet the legislation’s intent.

#### ***What is Oregon’s RUCP?***

The Road Usage Charge Program is a result of the passage of Senate Bill 810 by the 2013 Oregon Legislature. This program:

- Allows Oregon residents who are owners and lessees of certain vehicles to pay a road usage charge in lieu of the gas tax.
- Sets that road usage charge at 1.5 cents per mile.
- Allows for refund of gas tax paid.

#### ***Why is Oregon implementing the RUCP?***

In increasing numbers, highly fuel-efficient vehicles are taking to the roads, in Oregon and across the country. While that’s great for our environment and for reducing our dependence on fossil fuels, it nevertheless reduces the amount of funds available to take care of our roads.

Historically, states (and the federal government) derive money to pay for the upkeep of roads in large part through a tax on fuel that is automatically paid at the pump. If a vehicle using the road doesn’t have to go to the pump (for example, because it is all-electric), or it very rarely has to go to the pump because it gets high miles per gallon of fuel, then the owners of those cars are, unfortunately, not paying their fair share of the upkeep for the roads they are using. That’s where the “road usage charge” comes in. It ensures that everyone using the roads pays their fair share for that road use.

#### ***Who does the RUC impact?***

Those who pay the road usage charge are approved volunteers. The legislation requires those who want to pay the per-mile charge to apply for the program. ODOT will approve the application to participate in the program if:

- The vehicle is equipped with a method for reporting metered use of the highway;
- The motor vehicle has a gross vehicle weight rating of 10,000 pounds or less; and
- Approval of total participants does not exceed 5,000, of which no more than 1,500 may have a rating of 17 mpg and no more than 1,500 may have a rating of at least 17 mpg and less than 22 mpg.

#### ***Where do the funds generated by the program go?***

The legislation allocates moneys collected from the road usage charge to the State Highway Fund to be distributed as follows: 50 percent to ODOT, 30 percent to the counties and 20 percent to the cities.

—more—

### Features of the RUCP

\* ODOT must take into account the following when designing the program:

- Accuracy.
- Privacy options.
- Security.
- Resistance to tampering.
- Ability to audit compliance.

\* ODOT must provide the opportunity to select a method of mileage collecting and reporting from among multiple options.

- At least one of those methods of collecting and reporting miles traveled must not use vehicle location technology.

\* ODOT must adopt standards for an “open system” for technologies so that the program is flexible and can grow and change with the technology market.

### Privacy protection

The legislation declares the confidentiality of personally identifiable information and also:

- Prohibits disclosure of personally identifiable information except to the registered owner or lessee and entities responsible for services pertaining to collection of the road usage charge and entities approved by the registered owner or lessee.
- Provides that location and daily metered use information must be destroyed within 30 days after payment processing, dispute resolution or noncompliance investigation. Exceptions: (1) when an owner or lessee consents; (2) aggregated data used for traffic management and research; (3) monthly summaries of metered use.
- Requires ODOT to provide for penalties for entities violating this section.

(Note: the legislation does provide access to personally identifiable information by a police officer based on probable cause in an authorized criminal investigation.)

### How it works

1. The program accepts applications for volunteers to participate. Once approved and enrolled in the program, the participant chooses a method of reporting and sets up the vehicle for reporting miles, per the agreement.
2. The participant reports metered use and pays the road usage charge. (Unless the registered owner or lessee presents evidence in a manner approved in rule by ODOT that a subject vehicle has been driven outside the state, all metered use reported shall represent miles driven on highways in Oregon.)
3. The participant receives a refund of the gas tax paid during the same period, per the agreement.

### Timeline

The legislation requires ODOT to prepare plans and specifications to undertake public private partnership agreements for operation of a road usage charge system no later than April 1, 2014 and begin implementation of agreements not later than October 1, 2014. The RUCP is required to be operational by July 1, 2015.

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## Moore-Love, Karla

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**From:** Mara Gross <mara@clfutur.org>  
**Sent:** Thursday, November 20, 2014 12:49 PM  
**To:** Moore-Love, Karla  
**Subject:** Testimony on Transportation User Fee (1212-1214)  
**Attachments:** Coalition Letter Transportation Street Fund 11-20-14.pdf

Attached.  
Thank you,  
Mara Gross

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**Mara Gross, Executive Director**  
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November 20, 2014

We're talking funding here today. Be it from small or large business owners or individuals. Some will be hit several times.

As councilors you are only looking at funding from the city's point of view. But we also need to look at funding from the resident's point of view.

**So let's look at the city's point of view:**

Spent some time perusing the current fiscal year budget as well as your mission statement, which talks of the city values and integrity.

<http://www.portlandoregon.gov/cbo/article/501539>

The City of Portland has a total budget of \$3,636,000,000 That's Three Billion Six hundred thirty six million dollars

The budget's mission statement lists core services that the city is so proud to provide to its citizens. The second item listed is transportation.

PBOT has a budget of \$314 million for things like street lights, parking garages....

However this second most important item, the PBOT budget, represents a mere 10% of the total budget— Remember we are talking a total \$3.6 billion budget.

So again PBOT is second on the list as to priority but only gets 10% of the budget.

Looking at this same budget document, PBOT is spending \$11.3 million on actual paving.

That's 3.5% of the PBOT budget going to any sort of paving project.

That means three tenths of one percent of the total CITY Budget goes for paving projects.

So let me just say ~~that~~ one more time:

**THREE TENTHS OF A PERCENT of Three Billion Six hundred thirty six million of the TOTAL CITY BUDGET IS GOING TO PAVING PROJECTS.**

**As a city you are only WILLING to pay three tenths of a percent on paving projects.**

**Now let's look at the cost from the residents' point of view:**

You're asking for EXTRA money that should have been a priority in the first place.

The people of Portland are a generous lot. Passing the Parks budget, supporting its schools, the library system and the children's levy.

One cost that you have not considered is the cost of time for the citizen you are asking to bear this burden.

What more is needed to pay for what you are asking here today? What more has been asked of all of us on our property taxes since Mayor Hales and Councilor Novick have been elected?

Is it the cost of one or two hair cuts a week assuming you work at the salon rather than own it—although if you own the salon you will pay a personal income tax as well as a business fee. So maybe an hour or two **ADDED** to someone's work week?

What does an hour or two hours in a week out of your free time mean to you?

To your family?

A couple of hours a week that at best totals 20-30 hours of free time that you might have during the evenings and on the weekend.

No one at the end of their time thinks gee I should have spent more time working for my city.

And the city can only spare **THREE TENTHS OF ONE PERCENT OF ITS BUDGET FOR PAVING. THREE TENTHS OF ONE PERCENT OUT OF \$3.6 BILLION?**

The citizen is paying far more than what the city is willing to pay. Time away from family, volunteering and leisure time just to pay more for the city's poor stewardship.

This is about your errors in not prioritizing within the existing budget.

These two ordinances should never have been proposed in the first place.

How is it that you would not allow us a vote on a funding mechanism that has no end date, is poorly conceived and costs entirely too much to implement?

How is it that you think so little of the citizens of this city to ignore giving them the right to vote on this?

Why would you not allow us a vote on this?

Teresa McGuire

## Portland, Oregon Street Fee Solutions November 20, 2014

The Portland Street Fee proposal raises several questions. (See Question List) Information and answers from Council will help concerned citizens formulate more sustainable solutions to resolve our budget issues. In lieu of more concise information concerning budget expenditures, we offer the following possible solutions:

- 1) Until the budget is balanced, a moratorium on "PET PROJECTS" should be imposed to halt "misspending".
- 2) Tax people who use our infrastructure on a daily bases all 365 days of the year, but do not pay into our ever growing budget demands.
- 3) Progressively tax heavy commercial freight liners & construction trucks, adjusting for weight & impact on roads.
- 4) Implement yearly users' sales tax on studded tires, eventually prohibiting them entirely.
- 5) Devise a cyclist registration fee for people using public roads, requiring road test & licensing similar to auto drivers. Rules of the road to be updated and licenses renewed for cyclists & drivers. Include enforcement of road violations & for cyclists for not wearing a helmet.

**SIDENOTE:** Pedestrians, drivers & cyclists are confused by all the new changes throughout the city; especially those from out of town. This creates dangerous situations and further angst to all concerned. Recent lane changes have created unsafe conditions. Where did that money come from?

- 6) Enforce & fine cell phone use for all who share the road including drivers, cyclists & pedestrians while using a public street, specifically intersections. A new law will be needed, but for now, enforce the one for drivers.

**We are all responsible for our own health & welfare.**

**STOP, LOOK & LISTEN before entering an intersection.**

- 7) Enforce current laws for paying to use mass transit. Too many riders continue to ride free. Develop a similar system such as the Oyster card used in London for their train & bus systems. This would create much needed revenue for our highly admired mass transit system.

- 8) The City Observatory website states, "Free parking is like socialism for cars. Anyone who uses the public street for private car storage should have to pay a fee". In harmony with this statement, wouldn't it also be true to prohibit homeless people from camping on our city streets? Recognizing this as a unique issue of its own, I'll only say a few words on this matter.

It is inhuman to allow people to be subjected to year round extreme outside elements. It is also appalling to leave innocent homeless people to the devices of predators that prey upon these unsuspecting victims. As a city, we should be ashamed. We need to do better.

9) According to the website Parking Network, "... Not only is it easier to park, but it's also faster and the parking spaces are smaller, **making it possible to add more parking spaces in the same size area.**" *Angle parking would add more parking spaces adding to our city budget.*

I believe we all want to see our infrastructure in neighborhoods & downtown to be cared for & maintained, but we cannot continue to ask the few tax payers to continue to bare this burden alone. We also need to be realistic about our aging population. We cannot all bike &/or walk to meet the needs of our day. We must all pull our weight & do what we can to limit excessive use of cars. By asking only business & property owners to constantly pay more tax, the lovely City Center & old Portland homes will simply be out of reach by the middle class.

People are exiting Multnomah County because they cannot survive the exorbitant property taxes & future fees. This system will also be prohibitive to future home owners. Only the very wealthy will be able to afford Portland. Is this what we want?

Submitted by Leslie Centner to Portland City Council on 11/20/2014



November 20, 2014

Dear Commissioner Novick and Members of City Council,

We, the undersigned, thank you again for your leadership to address longstanding maintenance and safety needs for our city's streets by advancing a proposal to bring new resources to the Bureau of Transportation.

We support the current proposal because it is good public policy. It addresses existing regressive transportation fees and taxes and the inequitable distribution of public resources by exempting our lowest income households, dividing the revenue burden equally between residents and businesses, and steering a majority of the revenue to the areas of the city that have for too long been neglected and are unsafe. We also strongly support the exclusion of a sunset clause, so that this endeavor can continue into the future as we work to improve our transportation system.

It bears mentioning that this proposal is a product of substantial efforts by your office, PBOT staff and a broad range of stakeholders. As with most collaborative efforts, compromise is often required, and we believe the city has made substantial concessions to the business community in order to bring this policy framework forward. We are disappointed that the business community continues to publicly oppose this proposal despite these concessions, and as the public conversation continues, we anticipate further complaints from wealthy residents and business interests, including threats of referral.

Should a proposal eventually be referred to voters, our willingness to join the "Yes" campaign and invest resources in upholding this proposal will likely depend on whether the City Council passes a truly progressive package, one that is fairer for the middle class and places a stronger emphasis on safety.

Given our support, and given that the concessions afforded to the business community have not secured the level of support intended, we recommend that City Council amend the proposal to ensure that working families and middle-class households are not burdened at the expense of the wealthiest among us, who can clearly afford to pay more. We remain convinced that safe streets should be our top priority, and a majority of Portlanders want to see more money dedicated to making our streets safer, especially where conditions are the worst.

We look forward to continuing to work with you and PBOT to ensure the city can make the promise of safe and well-maintained streets a reality for everyone.

Sincerely,

Jason Miner  
Executive Director  
1000 Friends of Oregon

Rob Sadowsky  
Executive Director  
Bicycle Transportation Alliance

Mara Gross  
Executive Director  
Coalition for a Livable Future

Jonathan Ostar  
Executive Director  
OPAL Environmental Justice Oregon

Noel Mickelberry  
Executive Director  
Oregon Walks

Chris Hagerbaumer  
Deputy Director  
Oregon Environmental Council

Karianne Schlosshauer  
Pacific Northwest Regional Policy Manager  
Safe Routes to Schools National Partnership

Heidi Guenin  
Policy Manager, Transportation & Land Use  
Upstream Public Health

Cc: Mayor Charlie Hales  
Commissioner Amanda Fritz  
Commissioner Nick Fish  
Commissioner Dan Saltzman  
PBOT Director Leah Treat  
Josh Alpert  
Chris Warner  
Mark Lear  
Jamie Waltz



November 20, 2014

My name is Tom Maginnis. I am on the board of the Oregon Small Business Association. I am speaking today as both a representative of small business and as a consultant to small business.

Until last April, I would have been speaking as a Portland business owner. I sold my Chuck E. Cheese restaurant to my corporate parent for a number of reasons, not the least of which was the ever increasing burdens imposed on the store by the state, city, county, Trimet and various boards and utilities. When I sold the business, I was paying 38 public taxes and fees; some pennies, some thousands. Indeed, when critics say that local businesses pay no income taxes, I think, "That's because there was no income remaining." I would like to speak today for about two minutes, first on the city's taxation in general and then on the street fee particularly.

At any tax rate, there are healthy businesses and marginal businesses. When the tax rate increases, the marginal businesses become failures and some of the healthy businesses become marginal. Increase it more, and the failure level moves up also. While the city might not mourn the loss of marginal businesses, it's important to remember that all those businesses had employees whose payroll and taxes they paid and who paid all of the 38 taxes and fees I mentioned. All levels of government have been raising their taxes and fees on small business, because business cannot vote. It has felt like death from a thousand cuts. If you want to see the effect of policy changes imposed by our governments, just drive up Powell Boulevard and look at the number of "For Lease" signs. While the number of businesses in Washington County grows, Multnomah County shrinks. This cannot go on forever.

When a citizenry founds a city, it is looking for four things: Safety (police), street maintenance, utilities and schools. It will accept other things from its leaders, but those are the basics. A city that cannot deliver those four things first, is not functional. Portland has a budget of \$3.64 billion. The street maintenance backlog is \$91 million – about 2.5% of the total. Stretched over four years, that is only \$22.5 million – about a half of 1% of the budget. Only 40% of the street fee will go toward streets according to your own plan; about \$20 million. Any organization that could not reallocate half of 1% for one of its most fundamental needs is nonfunctional.

Recently, Portland City Council spent \$618,000 on custom-built designer toilets, \$550,000 on campaign expenses and \$940,000 on the infamous “water house” which it sold for \$395,000. Now it is building the new sewer office building on Columbia Blvd. for a phenomenal \$991 per square foot. I submit you can find \$15 to 20 million in your budget if you want to. Even the Oregonian, in an editorial yesterday, decried the city’s “Runaway and sporadically cavalier spending”.

Finally, I would like to comment on the process. We are a government of the people, by the people, and for the people. When Commissioner Steve Novick was asked why you didn’t put the fee to a vote, he replied that it wouldn’t pass. I have accessed a memorandum he wrote to a Portland business leader in which he implied that if we don’t like this fee there are always others he could levy. That is a threat, in my eyes. So much for “of the people or by the people, or even for the people”. This is “To the people and in spite of the people” It should not stand in our society.

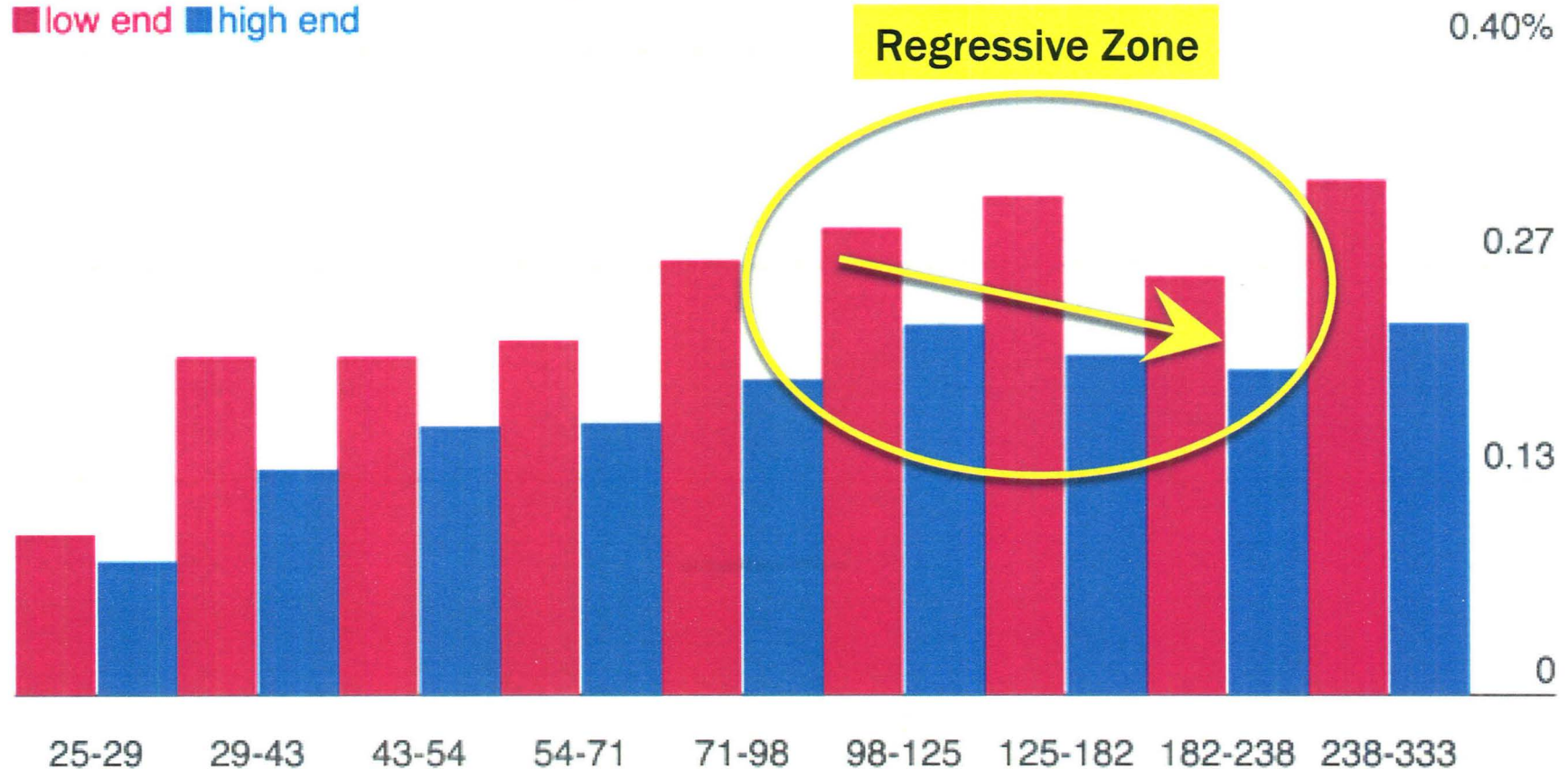
In some cases, higher-income groups would receive a discount. Take someone earning \$125,001 to \$182,000 a year. That person would pay \$384 a year – or 0.31 percent of adjusted gross income on the low end of the bracket or 0.21 percent on the high end.

Someone making \$182,001 to \$238,000 would pay \$480 a year -- just 0.26 percent at the low end and 0.20 percent at the high end.

Eric Fruits

City tax: Percent of income paid by income bracket (in thousands)

■ low end ■ high end



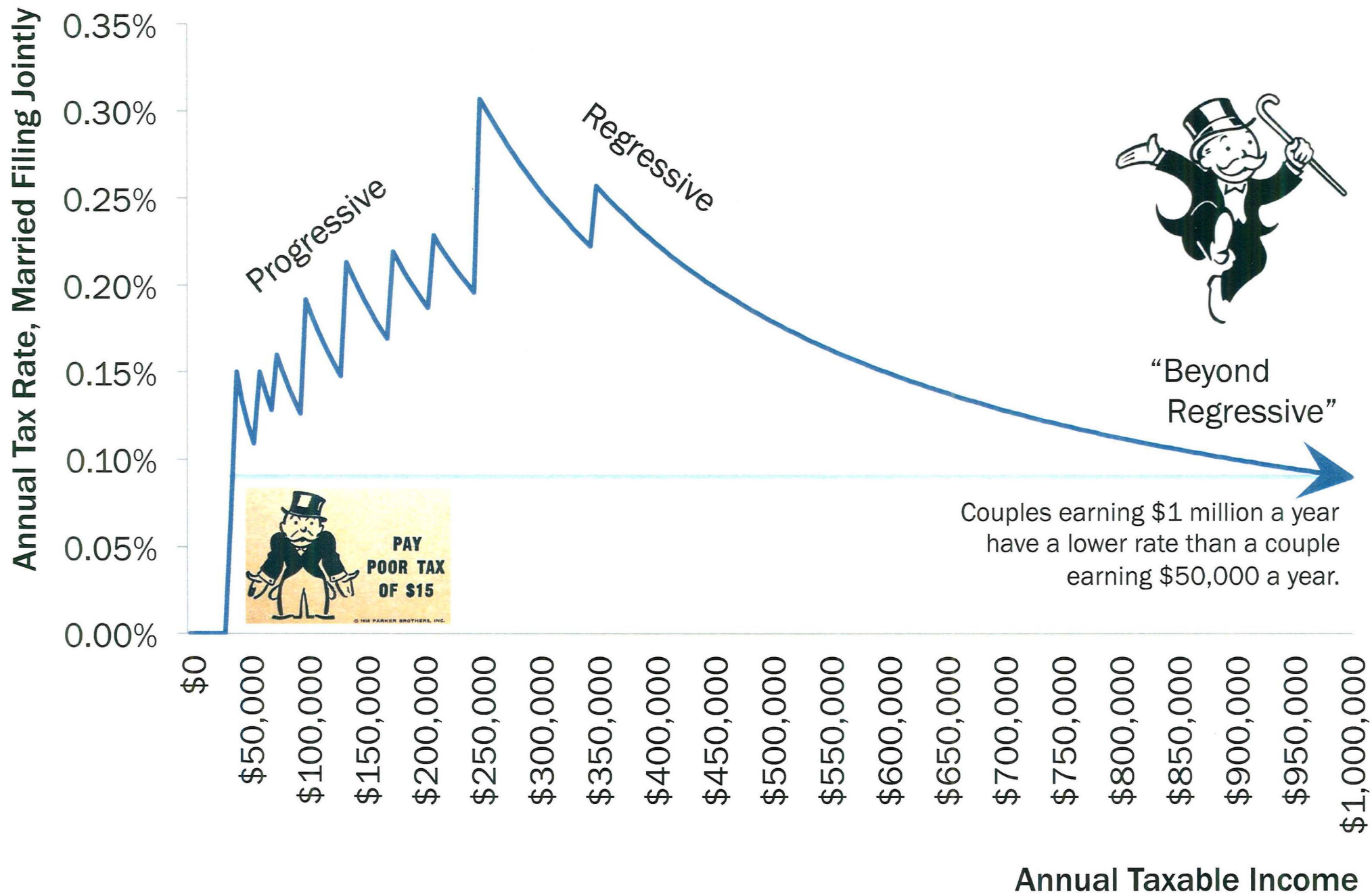
Made with Chartbuilder

Data: City of Portland

[http://www.oregonlive.com/portland/index.ssf/2014/11/portland\\_street\\_fund\\_just\\_how.html](http://www.oregonlive.com/portland/index.ssf/2014/11/portland_street_fund_just_how.html)

# Portland redefines “progressive”

Middle class pays more than millionaires



**Bob Clark  
SE Portland  
Volunteer for the Taxpayer Association of Oregon**

**The Taxpayer Association opposes both street fund tax ordinances.**

**We especially oppose them for not being referred to citizens.**

- > Citizens should be bestowed the right to vote on such new taxes**
- > The list of good public intentions is unlimited. However, each citizen's personal finances are most usually limited. Citizens should have the right to balance their finances and personal dreams against requests for more funds for the community. Income is not a complete measure of one's finances, just as the City's revenues are not a complete picture of its finances.**
- > Even the business street tax is likely to be passed on to local resident consumers, including the poor. Even the street income tax requires additional care by the poor, possibly paying H&R Block a few extra bucks for an additional tax filing.**

**We also believe circumstances have changed since this last spring, largely eliminating the need for these tax revenue ordinances.**

- > The November 4<sup>th</sup> election in Oregon makes it very likely there will be a significant increase in state gasoline taxes and vehicle registration fees, feeding millions of new dollars into PBOT.**
- > The price of gasoline and fuel oil have decreased by about 25%, which will likely result in higher gasoline volume sales and taxes. Oil supplies have broken out.**
- > The cost of asphalt and road oil should be much lower now for PBOT.**
- > Inflation and interest rates remain low ultimately improving city finances.**
- > Property tax compression seems to be fading with rising real estate prices.**

**Safety continues to be funded and improved even without these new tax ordinances.**



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*Scott Kocher*

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*Lidwien Rahman*

*Kari Schlosshauer*

**Staff**

*Noel Mickelberry*

*Executive Director*

November 19, 2014

Dear Commissioner Novick and Members of City Council,

Oregon Walks would first like to thank you again for your leadership to address longstanding maintenance and safety needs for our city's streets by advancing a proposal to bring new resources to the Bureau of Transportation. As the state's pedestrian advocacy group, we work to ensure that the safety and livelihood of our road's most vulnerable users are prioritized.

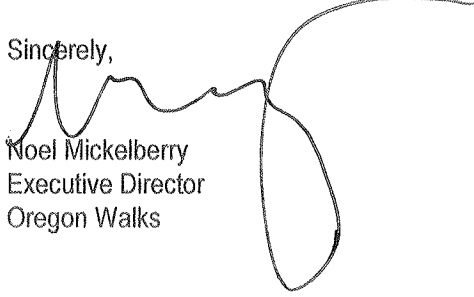
We support the current proposal to raise \$46 million in new revenue, half each from businesses and residents with protections for our lowest income residents, and dedicated 56% to maintenance and 44% to safety with no sunset clause. This addresses existing regressive transportation fees and taxes and the inequitable distribution of public resources by exempting our lowest income households, dividing the revenue burden equally between residents and businesses, and steering a majority of the revenue to the areas of the city that have for too long been neglected and are unsafe. We also strongly support the exclusion of a sunset clause, so that this endeavor can continue into the future as we work to improve our transportation system.

It bears mentioning that this proposal is a product of substantial efforts by your office, PBOT staff and a broad range of stakeholders. As with most collaborative efforts, compromise is often required. We all know that something must be done to improve our streets, and that it should not burden those who already are impacted the most by our failure to invest in their safety. When an individual in Portland is 2.3 times more likely to get hit by a car as a pedestrian in our lowest income areas, it is our obligation to address that.

We remain convinced that safe streets for all Portlanders should be our top priority, and a majority of residents want to see more money dedicated to seeing this happen, especially where conditions are the worst and individuals are the most at risk. Should this proposal be referred to voters, we would expect to see a more progressive fee structure and a stronger commitment to safety to continue our support.

We look forward to continuing to work with you and PBOT to ensure the city can make the promise of safe and well-maintained streets a reality for everyone.

Sincerely,

  
Noel Mickelberry  
Executive Director  
Oregon Walks



To: Portland City Council  
From: David Williams, PPS Director of Government Relations  
Date: November 20, 2014  
Re: Proposed Street Fund & Investments

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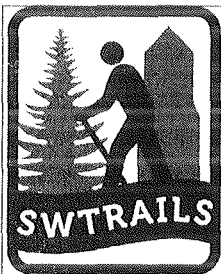
Let me begin by saying that Portland Public Schools supports the proposed street fund and strongly urges the Council to move forward and begin making much needed investments in our city's transportation infrastructure. These investments are long overdue and much needed to ensure our students have safe and reliable ways to get to and from school.

I want to thank Mayor Hales and Commissioner Novick as well as the staff at the Bureau of Transportation for reaching out to Portland Public Schools and including us over the last six months as the proposals for the street fund have evolved. We view the City of Portland as a key partner in educating the youth of Portland. There are many facets to educating kids but the first and foremost task is in actually getting students safely to and from school. We all know the quality of roads, sidewalks and other access points and know that we absolutely must tackle this problem to ensure that Portland's kids can get to and from school in a safe manner whether that be by walking, biking, riding in a bus (school or Tri-Met) or riding in a private car, all of which require effective, well-maintained and safe infrastructure.

Portland Public Schools wholly supports the City's efforts to address these transportation needs through the proposed street fund. We have been active participants, working on the Low-Income/Non-Profit Advisory group. We fully support a street fund that is funded by a progressive fee and doesn't place an undue burden on families that we know are already struggling. We also support a fee that spreads the burden to pay between both businesses and homeowners. We all benefit, and in a fair and progressive way, we should all contribute.

A street fund would benefit all kids and all families by adequately funding a sustained investment in our City's transportation infrastructure, an investment that allows for upgrade as well as maintenance. Kids in our schools deserve to be able to walk to school on sidewalks and cross at signaled crossings. Kids that bike deserve to have dedicated routes that keep them safe from cars. And kids that ride on busses and in cars deserve to have safe routes that allow for the free-flow of traffic.

We stand by the work of the advisory groups and the Bureau and encourage the council to move forward and support the proposed street fund so that we can begin to invest in our kids and the ways they get to and from school.



## SW Trails PDX

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Keith Liden  
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Barbara Bowers  
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Dave Manville  
503-244-1005

To Mayor Hales and Portland City Councilors

Support for the Street Tax and the projects it will fund

My name is Don Baack. I serve as President of SWTrails and am a Volunteer with AARP. Today I am speaking for SWTrails and AARP. In the spring, SWTrails and AARP expressed qualified support for the "street fee".

Over the summer and fall, most of our concerns have been addressed and resolved.

As a owner of 2 automobiles, it is important to me to keep our streets in good shape, I am sure the repaving portion of the street fee will keep my repair bills manageable.

SWTrails and AARP are very enthused to see the list of safety projects to be accomplished with the funds generated by the street tax, they will be a first step toward achieving the **Vision Zero** goals we support.

Pedestrian crossings are the most dangerous part of the transportation infrastructure. Recent technological improvements in crossing signals has made crossings with rapid flashing beacons much safer, with the percentage of cars stopping for pedestrians on fast highways increasing from the 5% range to more than 90%. These signals are very important to the safety of pedestrians, especially older pedestrians, while crossing our streets and highways.

However, these safer crosswalks cost much more than simple painted crosswalks. The street tax will fund important crosswalks like the designed by not funded crossing of SW Naito at SW Whitaker, the pedestrian route from the lower to the upper OHSU Campuses. It is also on SWTrail 1 and is the missing link on the 4T pedestrian route to be followed when the tram is not operating. eg, every Sunday during the winter. Several other important crossing improvements will also be addressed.

Several projects to be funded by the street tax that we are especially pleased to see included as they will provide safer streets for young and old alike:

1. Capitol Highway project from Garden Home Rd to Taylors Ferry Rd

2. Safer Shoulders like those installed on Maplewood Road
3. Vegetation maintenance to manage the vegetation along over 200 miles of streets without sidewalks throughout the city, with many in SW.
4. Safe Routes to Schools (including trail connections) like the SW 25<sup>th</sup> Trail SWTrails is planning to build as soon as PBOT completes the permits.
5. Completion of key links in the SW Urban Trails network where small projects are needed to make the system safer and more useable.
6. High Crash Corridors like Barbur Blvd and Beaverton Hillsdale Highway will receive critical funding.
6. Alternative designs such as a climbing bicycle lane and pedestrian walking route along SW Marquam Hill Road, Trail 1 and the route of the 4T.
7. Southwest in Motion, a program SWTrails has supported since its inception, will identify a large number of crossing and other improvements which will

One important exception we note is the lack of a provision for funding Safe Routes to School for private schools in our city. Planning to address these needs should begin immediately. All of our children deserve to be served, not just a portion.

We urge the adoption of this street tax and the implementation of the plans it outlines. Our two organizations would be happy to provide well informed people to serve on the board overseeing the implementation of this project.

Don Baack

Thank you Mayor Hales and Members of City Council,

The Bicycle Transportation Alliance represents more than **10,000** Portlanders who bicycle on Portland's streets every day, as well as hundreds of businesses and their employees who rely on an intermodal network that is safe, well maintained, and fully connected.

We are citizens who know firsthand how important maintenance and safety is when we get around each day. You might say, we are closer than most when it comes to being on the roads. We are business leaders who build great bikes, great parts, and make great clothing that keep us dry. We include businesses that employ as few as one, to businesses that employ thousands. **Together** we stand in support of safety and maintenance of our roads.

The current proposal to bring \$46 million in new revenue, half each from businesses and residents, with protections for our lowest income residents, and dedicated 56% to maintenance and 44% to safety with no sunset clause is good public policy.

We cannot afford to continue to defer both maintenance and important safety improvements to build out our safe network for people whether they bicycle, walk, take transit, drive buses or trucks, or drive cars.

The Bicycle Transportation Alliance recommends an increase of the cap on the residential fee to a much



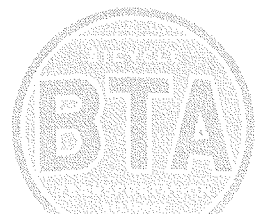
higher monthly rate for the richest Portlanders, who can clearly afford to pay. We are concerned about placing too high of a burden on middle-income earners.

We remain convinced that **safe streets** should be our **number one priority** and would welcome an increase in the amount of money dedicated to making them safer, especially where conditions are the worst. Every penny spent on safety improvements **now** has the potential to save lives and ease an enormous financial burden on the City and County. We deserve to live in a city where **we will not tolerate a single road fatality**, but we also will be **unable** to move the needle on fatal crash reduction without **significant investments in safety**. More money for safety will help address years of inequitable investment and polling shows **that** is what Portlanders want.

Please keep in mind that if the Portland Street Fund is referred to the ballot we will have to evaluate our willingness to join the “Yes” campaign based on your ability to pass a truly progressive package with an emphasis on safety.

We support this proposal and look forward to continuing to work with you and your staff to ensure that you can **successfully deliver on the promise of safe streets**. We hope you will vote the new Portland Street Fund into effect on December 3rd.

Rob Sadowsky, Executive Director



TERRY PARKER  
P.O. BOX 13503  
PORTLAND, OREGON 97213-0503

**Subject: Testimony to the Portland City Council on the proposed street maintenance fee, November 20, 2014**

Sharing the road must require sharing the financial responsibility. PBOT has put forward the premise that on-street parking is a commodity. If on-street parking is a commodity, then every square inch of the city street network is also part of that commodity. Before a street fee is implemented and double dipping occurs whereby motorists whom already pay gas tax user fees, and license and registration fees are charged yet another tax, the playing field must be leveled.

In advance to carrying out any city-wide street fee, equity requires that bicyclists must start paying their share inclusive of bike lanes that often take away on-street parking, the excessive amount of specialized bicycle infrastructure that bicyclists continually want more of, and the proliferation of other bicycle specific reserved commodity space - including buffering - that is consuming more and more of the limited space on public right-of-ways. Sure, the BTA and other bicycle advocates support the current proposal because there is an alternative agenda within the street fee, and bicyclists can continue to freeloader off of the funding subsidies that other people pay. Bicyclists are not royalty.

Additionally, since two-axle transit buses do the heaviest damage to city streets, and since TriMet also receives specialized treatment including reserved lanes and commodity space on public right-of-ways, a reasonable portion of transit fares also needs to be set aside for street maintenance. Funding the maintenance of existing sidewalks must also be synonymous with constructing new or wider sidewalks.

With any street fee proposal, "equity" - both pre-street fee and post street fee - must top priority, including plugging the public pension loophole. Any presence of dictatorial social engineering and/or discriminatory transport mode hierarchies (such as proposed in the comp plan) must be totally tossed out if a street fee is to be legitimately equitable.

Attached to my written testimony is a proposal for an **Oregon Bicycling Safety and Infrastructure Funding Action Plan**. It has been sent to members of the Oregon House Transportation and Economic Development Committee. My hope is that you will support the basics of this plan which requires all adult bicyclists to wear helmets and pay minimal user fees in urban areas.

That said, until such time that some kind of bicyclist paid user fee is on the books I can not support a local street fee. There must be a transparent prerequisite of motorist equity. Otherwise motorists will be paying twice for what they utilize while continuing to subsidize bicycle infrastructure and other alternatives for freeloaders. Should the council autocratically dictate a street fee without a vote of the people, I will be one of the first people in line to sign any petition that will place it on the ballot.

Respectively submitted,

Terry Parker  
Northeast Portland



# East Portland Action Plan

October 22, 2014

**Re:** To express support for the Our Streets transportation funding proposal

Dear Mayor Hales; Commissioners Novick, Fritz, Fish, and Saltzman; and Director Treat:

The current Our Streets transportation funding proposal addresses the following East Portland Action Plan strategies:

- T.2 Increase safety and convenience of walking throughout East Portland
- T.3 Increase safety and accessibility of bicycling in East Portland
- T.4 Improve safety and multi-modal function of arterial and collector streets throughout East Portland
- T.6 Improve connectivity in East Portland
- T.7 Foster equity in transportation decisions and services

East Portland – home to nearly 165,000 people – has an inordinate number of motor vehicle crashes and can be hard to navigate on foot, by bicycle, and by public transit.

**Safety is a critical priority for East Portland.** Our neighborhoods:

- Include 6 of 'Portland's 10 High Crash Corridors'
- Have additional high crash intersections
- Lack basic transportation safety infrastructure like adequate sidewalks and crossings
- Represented 7 out of 10 pedestrian deaths in 2013 (this where the highest concentration of low-income residents, communities of color, and seniors reside).

Features like sidewalks, low-stress bikeways, and frequent transit service that make define active transportation in other areas of Portland, are significantly absent east of 82nd Avenue. Not surprisingly, rates of walking, biking or taking public transit to work or school are lower in East Portland than in the city as a whole. Still, many people who depend on active transportation choose to live in East Portland for its lower housing costs. They too often must walk, bike or wait for the bus in substandard conditions.

The East Portland Action Plan supports the following key projects in the 'Our Streets' funding proposal:

**High Crash Corridors:**

We support investment in High Crash Corridors in East Portland, because too many people have suffered from serious crashes on these roads. We specifically support investments in 122<sup>nd</sup> Avenue that will increase the frequency of bus service, and make safety improvements for walking and biking.

**Crossing Improvements:**

We appreciate the inclusion of all the 'East Portland In Motion' improvements identified and prioritized by the community to build safer street crossing. Funding these projects will complete the crossings that the community identified as the most important for accessing public transit, services, and schools.

**Sidewalks:**

We approve the first three years of 'Our Streets' sidewalk funding in East Portland. These important projects include:

- Infill sidewalk on NE 148<sup>th</sup> Avenue from Halsey to Glisan
- Infill sidewalk on SE 112<sup>th</sup> Avenue from Market to Powell
- Infill sidewalk on NE 102<sup>nd</sup> Avenue from Sandy to I-84
- Infill sidewalk on SE Flavel Street from 84<sup>th</sup> to 92<sup>nd</sup>

**Neighborhood Greenways:**

We recognize the need for neighborhood greenway projects prioritized for construction by 'Our Streets', because these create low-stress environment corridors for biking and walking. These include:

- 1<sup>st</sup> three year allocated funding construction:
  - The 4M Neighborhood Greenway (Mill, Market, Main, and Millmain)
  - The HOP Neighborhood Greenway (Holladay, Oregon, and Pacific Streets) from Gateway to 132<sup>nd</sup> Avenue
- 3<sup>rd</sup> – 6<sup>th</sup> year allocated funding construction:
  - The Knott/Russell Neighborhood Greenway from 102<sup>nd</sup> to 162<sup>nd</sup>
  - The Parkrose Neighborhood Greenway from 102<sup>nd</sup> to 115<sup>th</sup>
  - NE Woodland Park Neighborhood Greenway

**Safe Routes to School:**

We strongly support the allocations for 'Safe Routes to School' improvements. Specifically, we appreciate funding allocations for David Douglas, Parkrose, and Centennial School Districts that address the unique needs of each of these school districts that serve East Portland's families.

East Portland has unique needs: we lack the basic infrastructure that other parts of the city have; we have a larger number of low-income and culturally diverse households than other neighborhood districts; and our neighborhoods include some of the highest crash locations in the city. 'Our Streets' supports the City of Portland in achieving a goal of zero fatalities due to the need for improved infrastructure.

East Portland Action Plan appreciates the East Portland priorities included for safety construction in 'Our Streets', because the projects will make our neighborhoods safer and more livable, while supporting local businesses.

Our neighborhoods also have numerous streets that are in poor condition, traffic signals that are very old, and many of our signs are old and difficult to read. In addition, we recognize that the 'Our Streets' effort has worked to create a fair, affordable proposal that can balance the needs of low-income families and small businesses, while making vital infrastructure improvements in East Portland.

While we support the 'Our Streets Initiative' maintenance and safety project list proposal, East Portland Action Plan's top priority for transportation improvements remains fully funding and building the 'Outer Powell Boulevard Conceptual Design Project'.

We support 'Our Streets' because it begins to address East Portland's City of Portland roadways. The City of Portland Bureau of Transportation must also recognize the importance of the Powell Blvd. improvement project and work with the community and other jurisdictions to make this project a reality.

Thank you,



Jim Chasse  
Co-Chair East Portland Action Plan Bike Subcommittee



Arlene Kimura



Jeremy O'Leary

Co-Chairs on behalf of the East Portland Action Plan

Cc: Mark Lear  
Greg Raisman  
Roger Geller  
Sara Schooley

**EAST PORTLAND ACTION PLAN**

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

East Portland Neighborhood Office 1017 NE 117<sup>th</sup> Ave. Portland, OR 97220  
503.823.4035 or [lore.wintergreen@portlandoregon.gov](mailto:lore.wintergreen@portlandoregon.gov)

September 23, 2014

Dear House Transportation and Economic Development Committee Member,

Motorists pay user fees in the form of vehicle registration fees along with state and federal gas taxes to fund the infrastructure they utilize. Truckers in Oregon pay in the form of weight per mile taxes and federal fuel taxes. Transit riders pay a minimal amount with transit fares that cover 25% of operating costs. Boaters pay to license their boats. Campers pay overnight fees in state parks and day use/parking fees are assessed at parks like Rooster Rock State Park in the Columbia Gorge.

In the Portland Comprehensive Plan there is 800 million dollars rounded of proposed bicycle infrastructure projects including other transportation infrastructure projects that have a bicycle component which are likely driven by the premise of adding bicycle infrastructure.

Given shifts in the transport mode utilization split, it is completely outdated and obsolete to expect the user taxes and fees assessed on competing transport modes to be siphoned off to pay for bike lanes and other specialized bicycle infrastructure. Furthermore, social engineering has no place in a democratic society.

In that user fees are a part of and a common way for to pay for what most of us individually utilize in everyday life; to establish equity and help balance transportation taxes and user fees, bicyclists need to start paying a significant share for the specialized infrastructure they utilize and want. Sharing the road must also require sharing financial responsibility.

The attached proposal - which includes new bicycle safety standards and a five dollar per month fee for urban area adult bicyclists paid annually or every two years - needs to be considered as a way for bicyclists to share in the costs and thereby establish a minimal form of transportation tax equity.

Respectively,

Terry Parker  
Northeast Portland

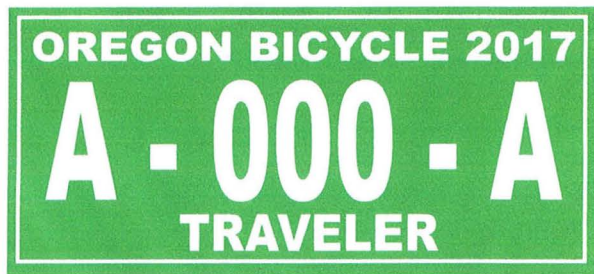
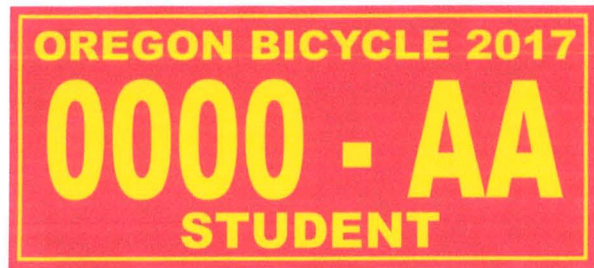
## **Proposal: The Oregon Bicycling Safety and Infrastructure Funding Action Plan**

**Purpose:** To add new safety requirements and make bicycle infrastructure more financially self sustainable with a user provided revenue stream.

- 1)** Require that bike helmets be mandatory for all ages throughout Oregon when riding a bicycle on public property and infrastructure.
- 2)** Initiate new safety standards and regulations (more than just a helmet) for infants, toddlers and very young children riding in a trailer behind a bicycle. This should include requiring trailers to provide better crash protection, and when and where they can be used such as not on the busiest motor vehicle streets and thoroughfares. Signage needs to identify these streets.
- 3)** Establish a \$60.00 per year (\$5.00 per month paid annually or bi-annually) bicyclist paid user fee for bicyclists 16 years of age and over (or possibly 18 and over) to be administered through the DMV.
- 4)** The DMV will issue a numbered sticker that must be affixed to the left side of a bicyclist's helmet that will be similar to a mini license plate. The sticker allows the bicyclist to ride any bicycle within any of the urban areas where a sticker is required.
- 5)** After administration costs are covered, all additional revenue will be dedicated for bicycle infrastructure within the urban area or city in which the bicyclist paid for the sticker.
- 6)** The requirement to have a sticker would only apply within urban areas that spend a significant amount of taxpayer revenue on bicycle infrastructure. They include the Portland-Metro area, Salem, Eugene, Springfield, Corvallis, Albany, Medford, Ashland, Bend and any other city that wants to join the program and generate revenue for bicycle infrastructure.
- 7)** Stickers for bicyclists under 16 years of age (or possibly under 18) would be different color and be distributed through schools either free of charge or at the cost of administering the program.
- 8)** In the urban areas where the sticker is mandatory, bicyclists that meet the age requirement and are riding on public property or infrastructure without a sticker on their helmet would be subject to a mandatory fine - the amount equal to driving without a license. Under age bicyclists riding without displaying a sticker would receive a warning for the first offence and a fine of half the normal amount for additional offences, or be required to perform a community service.
- 9)** A non-residence sticker must also be made available at a discounted rate for bicyclists that live outside of Oregon, but regularly ride in Portland or other locations where the sticker will be mandatory. Non-residents would be subject to the same age related fines for not displaying a sticker.

### Sample Bicycle Sticker Tags

(Actual size)



**Logic for the proposal:** Primarily, it is an equitable way to help balance transportation taxes and user fees. When people replace driving with riding a bicycle, they also replace being a user fee taxpayer that financially supports transportation infrastructure - becoming a non-taxpayer-freeloader that does not financially contribute to or support the costs of the specialized infrastructure being utilized. It is completely outdated and obsolete to expect that somebody else and/or user taxes and fees assessed on other transport modes pay the costs for all the specialized infrastructure bicyclists want. Affixing the sticker to a bicyclist's helmet allows the bicyclist to use multiple bikes rather than purchasing and paying for a sticker for each bike they may own or ride. Establishing standards statewide avoids a city by city piecemeal approach, and with a motor vehicle licensing process in place, having the DMV issue the bicycle tags saves administrative costs. Finally, requiring all bicyclists to wear helmets is a safety measure similar to motor vehicle seatbelt requirements; and plopping an infant or small child in an unprotected flimsy trailer with just a helmet and then proceed to bicycle down a busy street is simply ignoring any common sense of safety, but it takes place every day.

# CITY OF PORTLAND

## PARKING PERMIT STICKER FEE DESIGNATED TO STREET REPAIR

Submitted by Richard Donin  
Marketing & Education Consultant

### Proposal Points:

- Proposal establishes a **yearly** parking permit “sticker” fee [PPSF] within City of Portland boundaries.
- Funds from permit sticker sales would be mandated for street repairs only.
- No ORS rules or statutes prohibiting parking sticker fee.
- Portland has a singular parking permit system – the Area Parking Permit Program.
- Applies to all motorized vehicles of all types that use City of Portland streets and roadways.
- The sticker would enable anyone from the greater Portland Metro area to park within city limits.
- The sticker program would not provide free, on-street parking.
- Stickers or “clings” are low cost, clear vinyl stickers, removable, and numbered with City logo.
- Peel-off stickers are placed on the driver’s side windshield in the bottom left corner.
- Exemptions for City police, fire, municipal, and other government/agency vehicles.
- Bicycles would be exempt as non-motorized vehicles.
- Current City bureaus would manage program without need for new hires.
- Compliance through current Multnomah County parking patrols and police/sheriff traffic stops.
- Stickers sold at City offices, DMV, DEQ Testing, and/or retail outlets.
- Non-compliance would be issues one warning citation, followed by parking ticket on next occurrence.
- Short-term visitor permits could be an option for drivers residing well outside the Metro area.

### Data:

Using the vehicle registration data and adopting a conservative adoption rate percentage for sticker deployment in the first two-year period, the City could raise significant funds to begin repairing streets.

#### Combined Oregon Counties Totals and Adoption Rate for Year One

Passenger	Truck	Motorcycle	Commercial	Total	Adoption Rate	PPSF Paid
1,286,106	14,114	48,444	Not Available	1,348,664	50%	674,332

#### Clark County, Washington Totals and Adoption Rate for Year One

293,975	N/A	13,521	5,617	313,113	20%	62,623
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The adoption rate would greatly increase in Year Two as vehicle owners would be subject to ticketing. Using these suggested figures, the following is a breakdown by price for funds raised per year.

Total PPSF Paid Vehicles	Fee Sticker Price	Funds Raised
736,955	\$35.00	\$25,793,425
736,955	\$45.00	\$33,162,975
736,955	\$55.00	\$40,532,525

# **CITY OF PORTLAND**

## **PARKING PERMIT STICKER FEE DESIGNATED TO STREET REPAIR**

Submitted by Richard Donin  
Marketing & Education Consultant

### **Proposal:**

This proposal would establish a yearly parking permit fee within City of Portland geographic boundaries. The fee would apply to all motorized vehicles of all types that use City of Portland streets and roadways. The permit would enable anyone from the greater Portland Metro area to park within city limits, no matter where their residence may be located.

Importantly, the permit would not provide free parking; drivers would still need to pay at designated Pay-to-Park spaces, meters, or lots. This would capture fees from non-metered areas such as truck, cab, or residential neighborhoods. Funds raised by permit sticker sales would be mandated for street repairs only – no Council “pet-projects.” Exemptions for would be drafted to include City police, fire, municipal, and other government/agency vehicles. Bicycles would be exempt as non-motorized vehicles.

Such a plan would not be regressive, force residents that do not drive to pay, and would require only limited bureaucratic oversight. The Parking Permit Sticker Fee [PPSF] could be increased every other year by a unanimous vote of the City Council after open, public hearings and reasonable citizen comment opportunities. This program would quickly keep pace with growing metro region population. Additionally, everyone using Portland’s streets would share equally in their maintenance and repair.

### **Background:**

Currently, The City of Portland has a singular parking permit program – the Area Parking Permit Program. The City has 10 different Area Parking Permit Area Zones, which surround the Central City. Portland began the Area Parking Permit Program (APPP) in 1981 in response to citizen concerns about commuter parking in neighborhoods. Commuter parking originates from outside the permit area and has no apparent connection or business within the permit area. Sauvie Island is another geographic area that has a specific parking permit zone.

Current City of Portland parking permits under the Area Parking Permit Program (APPP) for residences - APPP Zones A-K and businesses - APPP Zones A-E and examples include: Goose Hollow neighborhood, Gander Ridge neighborhood, and the Homestead neighborhood. [See Attachment A] Additionally, another program called Portland’s Mini Area Parking Permit PILOT Program is being tested. In August of 2012, Council approved a pilot program, known as the “Mini-APP” Pilot Program. This pilot program was established to make it easier to establish an APP and proposed changes to current APP rules on size restrictions and criteria. The City of Portland has yet to establish a “Mini-APP,” so it is unknown how effective the proposed changes are. [See Attachment A]

An ORS Background Brief from the 2014 Legislature Committee Services describes no prohibition to a parking sticker fee imposed by a city or municipality. This proposal for a City of Portland Parking Sticker has no current ORS laws or rulings forbidding its implementation. [See Attachment C]

### **Research:**

For decades, The City of Chicago has used a parking permit sticker program. The Chicago permit allows residents to park on all city streets. Drivers from outside Chicago city limits must purchase a parking sticker in order to lawfully park within city limits.

The peel-off stickers are placed on the driver’s side windshield in the bottom left corner. The mostly clear stickers are very inexpensive to make and can easily be replaced yearly. Drivers parking on Chicago streets without a parking sticker are subject to tickets and substantial fines. The current yearly rate in Chicago is \$100.00. Examples of other municipalities are: Cambridge, MA; Oak Park, IL; and Madison, WI.

### **Mechanism:**

Fees would be linked to motor vehicles such as passenger, trucks [commercial and non-commercial], motorcycles, cabs, and rental cars/trucks. The yearly sticker fee would be the same for all motor vehicles. The Parking Permit Stickers [PPS], also known as “clings” by manufacturers, are low cost, clear vinyl stickers, removable, numbered, with City logo and to be placed on inside windshield on driver’s side in lower bottom corner. The clear, round clings would measure between 1.5 and 2 inches in diameter. They could contain a selected graphic depicting some aspect of Portland, such as Portlandia or a rose.

### **Implementation:**

Sold through City of Portland on line, at City Hall – Permits. Could also be sold at the DMV during registration renewal, DEQ stations, and any participating stores throughout Portland Metro area [gas stations, convenience stores, auto parts stores, etc.]. Parking stickers would be priced \$5.00 above the actual permit pricing to encourage retail stores to sell the permits.

Compliance would be maintained through current Multnomah County parking patrols, City police traffic stops, and Multnomah County traffic stops within Portland City limits. After a limited education and media coverage period, offenders would be issued one warning. Tickets would cost \$75.00-\$100.00 or more per occurrence and face doubling of fine like current ticketing procedures.

### **Cost:**

Low cost clear vinyl “peel off” stickers or clings are available locally as well as on the web. The nominal cost per sticker would be less than two cents. This is mainly due to the quantity necessary, an open bidding process, and the on-going nature of the fee that requires a new one each year.

### **Data and Estimate of Fiscal Impact:**

Attached are the 2013 Oregon and Washington vehicle registration figures by county. The counties included are Clackamas, Clark, Multnomah, and Washington. The numbers shown in red represent all the vehicles subject to the PPSF. Washington State has slightly different categories compared to Oregon. [See Attachment B]

Using the vehicle registration data and adopting a conservative adoption rate percentage for PPSF in the first two-year period, the City could raise significant funds to begin repairing streets.

#### **Combined Oregon Counties Totals and Adoption Rate for Year One**

<b>Passenger</b>	<b>Truck</b>	<b>Motorcycle</b>	<b>Commercial</b>	<b>Total</b>	<b>Adoption Rate</b>	<b>PPSF Paid</b>
1,286,106	14,114	48,444	Not Available	1,348,664	50%	674,332

#### **Clark County, Washington Totals and Adoption Rate for Year One**

293,975	N/A	13,521	5,617	313,113	20%	62,623
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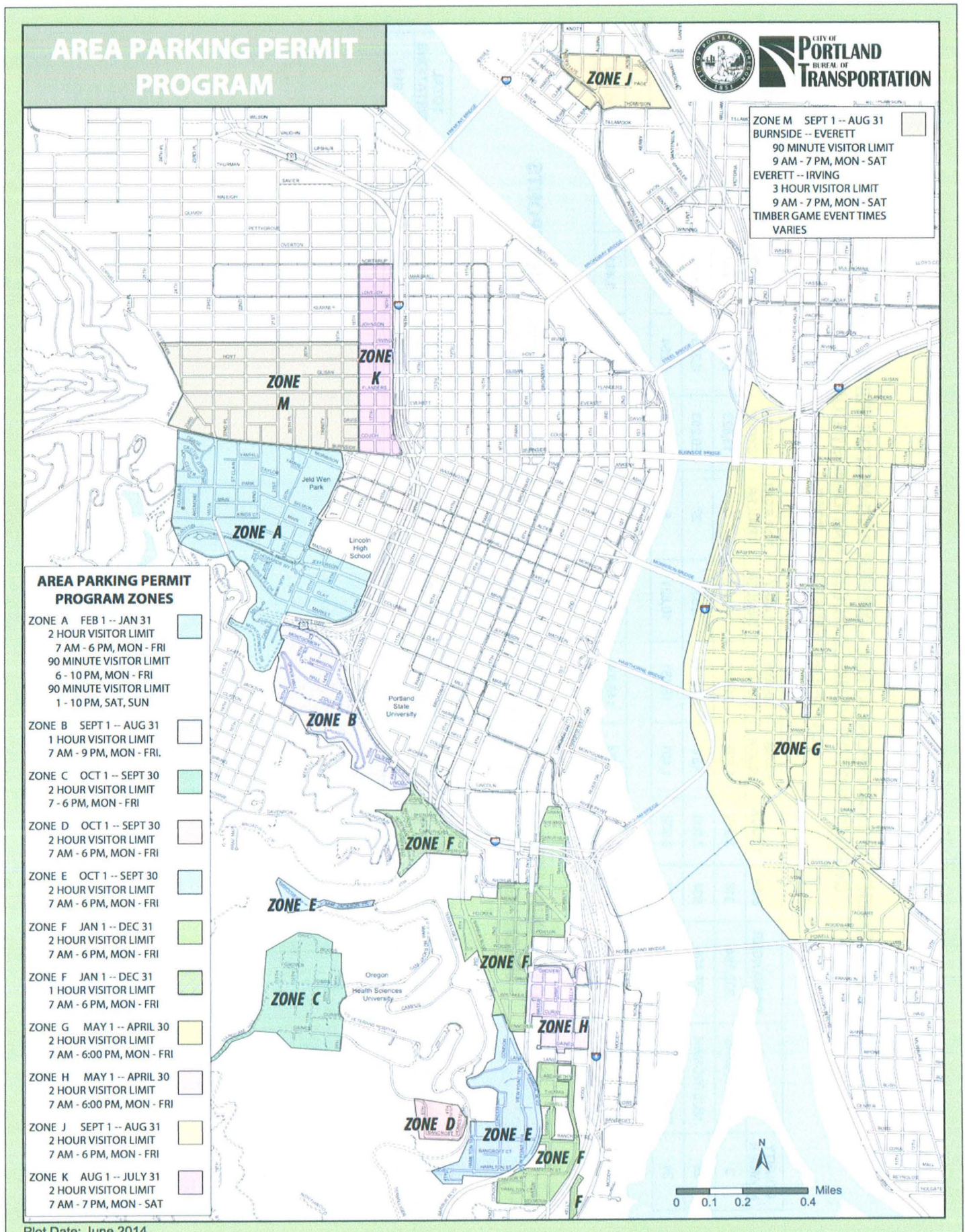
The adoption rate would greatly increase in Year Two as vehicle owners would be subject to ticketing. Using these suggested figures, the following is a breakdown by price for funds raised per year.

<b>Total PPSF Paid Vehicles</b>	<b>Fee Sticker Price</b>	<b>Funds Raised</b>
736,955	\$35.00	\$25,793,425
736,955	\$45.00	\$33,162,975
736,955	\$55.00	\$40,532,525

### **Conclusion:**

This plan offers the City a flexible, cost-effective,

equalized opportunity to repair Portland's streets. Everyone that uses Portland's streets would share equally in their maintenance without creating a burden on Portland residents. I believe this to be a fair and equitable solution toward fixing our City's streets.



**OREGON DEPARTMENT OF TRANSPORTATION – DRIVER AND MOTOR VEHICLE SERVICES DIVISION  
OREGON MOTOR VEHICLE REGISTRATIONS BY COUNTY  
AS OF DECEMBER 31, 2013**

COUNTY NUMBER	COUNTY	PASSENGER	BUS	TRUCK	FARM TRUCK	HEAVY TRAILER	LIGHT TRAILER	FOR RENT TRAILER	MOTOR CYCLE	TRAVEL TRAILER	CAMPER	MOTOR HOME	TOTAL REGISTRATIONS
3	CLACKAMAS	333,384	316	3,209	1,892	21,910	15,876	8	13,823	9,038	1,732	4,290	416,553
26	MULTNOMAH	526,406	834	7,003	481	106,645	8,835	27	20,283	6,273	841	3,561	701,965
34	WASHINGTON	426,316	312	3,902	1,401	15,481	10,821	5	14,338	7,264	890	2,960	491,929
<b>TOTALS</b>	<b>3 COUNTIES</b>	<b>1,286,106</b>	<b>1,462</b>	<b>14,114</b>	<b>3,774</b>	<b>146,036</b>	<b>40,192</b>	<b>40</b>	<b>48,444</b>	<b>22,575</b>	<b>3,463</b>	<b>10,811</b>	<b>1,612,447</b>

**WASHINGTON DEPARTMENT OF LICENSING – VEHICLE AND VESSEL DISTRIBUTION REPORTS  
WASHINGTON MOTOR VEHICLE REGISTRATIONS BY CLASS AND COUNTY  
AS OF DECEMBER 31, 2013**

COUNTY NUMBER	COUNTY	VANITY	PASSENGER	OFF ROAD	CAB FOR HIRE	GAS FOR HIRE	COMMERCIAL	MOPED	MOTOR CYCLE	TRAVEL TRAILER	CAMPER	MOTOR HOME	TOTAL REGISTRATIONS
06	CLARK	5,232	284,969	3,381	27	16	5,617	449	13,521	8,247	1,060	3,752	315,918



September 2014

## Inside this Brief

- **Funding Transportation Overview**
- **Sources of Highway Revenue**
- **Other States**
- **City and County Share of Fund**
- **Local Funding Variation**
- **Federal Funds**
- **Weight-Mile Taxes**
- **Setting Tax Rates**
- **Project Selection**
- **Unmet Needs**
- **Road User Fees**
- **Innovative Finance**
- **Continuing Issues and Challenges**
- **Staff and Agency Contacts**

Background Brief on ...

# Funding Transportation

## Funding Transportation Overview

Oregon pays for the construction, maintenance, and operations of its transportation services and infrastructure in a variety of ways. What resources are available and used depends on what activity or facility is being supported and which entity offers the service or owns the facility.

*Airports and Aviation* - Oregon's system of commercial and public-use airports is supported by passenger facility charges, landing fees, aircraft registration fees, lease payments from facilities located on airports, and federal and state grants. The Oregon Department of Aviation (ODA) owns/operates 28 state airports. ODA is supported by jet fuel and aviation fuel taxes, federal funds, aircraft registration fees, and pilot license fees. Revenue from pilot license fees pays a portion of the cost of air search and rescue.

*Bicycle and Pedestrian* - Bike paths and sidewalks within highway, road, and street rights-of-way are an eligible use of State Highway Fund money. The state highway program, counties, and cities are required to spend at least one percent of their annual State Highway Fund receipts on paths and sidewalks. Bike paths, trails, and other facilities that are not within a right-of-way are funded with locally raised revenues, state lottery revenue, and federal and state grants.

*Highway, Roads, and Streets* - User charges (fuel taxes, vehicle title, and registration fees, heavy vehicle mileage taxes and fees, and driver fees) are the primary revenue sources for the State Highway Fund.

The State Highway Fund is a shared resource for the state highway program, county roads, and city streets. Counties and cities raise additional revenue from timber severance taxes, federal payments, property taxes,

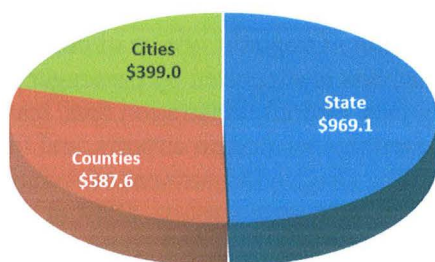
vehicle. Oregon has relatively low registration and title fees and comparatively higher fuel and truck use taxes.

### City and County Share of Fund

The following chart shows forecast distribution to cities, counties, and the state highway program after set-asides for debt service for the 2013-2015 biennium. The distribution is made using statutory formulas.

Funds are distributed to individual cities in proportion to population. Funds are distributed to counties in proportion to the number of vehicles registered in each county.

### 2013—2015 State Highway Fund Revenue (\$ millions)



Source: December 2013 Transportation Economic and Revenue Forecast

### Local Funding Variation

Roughly half of all local highway revenue used by cities and counties comes from the distribution of the state Highway Fund as shown above. However, the mix of state, local, and federal money used by individual cities and counties varies significantly. The remainder of local road revenue is locally generated or of federal origin.

Local sources of road revenue include property taxes, system development charges, traffic impact fees, maintenance fees, parking fees and fines, lodging taxes, franchise fees, accrued interest, county fuel taxes (Multnomah and Washington counties), and city fuel taxes (Astoria, Canby, Coburg, Coquille, Cottage Grove, Dundee, Eugene, Hood River, Milwaukie, Newport, Oakridge, Pendleton,

Sandy, Sisters, Springfield, Stanfield, The Dalles, Tigard, Tillamook, Veneta, Warrenton, and Woodburn).

**Federal Forest Revenues:** Thirty-two of Oregon's 36 counties receive federal payments in lieu of property taxes. These revenues are dedicated to schools (25 percent) and roads (75 percent). Since 2000, the federal Secure Rural Schools and Community Self Determination Act has supported the payments at higher levels than can be sustained by the reduced amount of timber harvest from federal lands. A four-year extension authorized payments through federal fiscal year 2011, with declining levels of support each year.

Federal timber payments accounted for about \$76.5 million (19 percent) of \$397.1 million in county road program revenue reported during fiscal year 2011. Timber payments for fiscal years 2012 and beyond could be in the range of \$6-10 million, depending on the amount of timber harvested.

### Federal Funds

Most states, including Oregon, depend on federal funds for a significant portion of their highway revenue. Oregon's legislatively adopted budget for the state highway system for the 2013-2015 biennium is 77 percent state revenue and bond proceeds and 23 percent federal revenue. Federal highway funds are derived mainly from an 18.4-cent federal gas tax, a 24.4-cent diesel tax, and other fees on heavy trucks. These revenues are deposited in the federal Highway Trust Fund, which distributes funds from the Highway Account to states and local governments and from the Mass Transit Account to transit agencies. Federal highway funds are used for capital construction projects on state highways (including the Interstate) as well as planning and can be used for transit and bicycle/pedestrian capital projects.

Federal transportation programs are typically adopted on a multi-year cycle through authorization bills. These bills set anticipated funding levels over a multi-year period, define categories of funding, and establish formulas

City and county circumstances vary, but most also report high levels of unmet need. High-growth areas and popular tourist areas are unable to fund capacity improvements to handle overwhelming increases in vehicle travel. At the same time, sparsely populated counties do not receive enough in state-shared highway revenues to cover basic maintenance costs on the many miles of road network that link communities.

### **Road User Fees**

The 2001 Legislative Assembly created a Road User Fee Task Force (**RUFTF**) with the passage of House Bill 3946. The RUFTF was created out of concern that the gas tax is a declining revenue source, especially over the long term, given fuel efficiency improvements and plug-in hybrid and electric vehicle usage. The task force developed the Oregon Mileage Fee concept as the most viable broad-based alternative to the gas tax. The concept integrated a mileage-based fee with gasoline tax collections.

Oregon's year-long pilot test in the Portland area, beginning in March 2006, demonstrated that an electronically collected mileage fee could be technically feasible and might also be an efficient system for replacing the gas tax as the principal way the state funds the road system. For the test, an onboard device within the vehicles of 299 volunteer participants connected with the odometer to tally miles driven within predetermined geographic zones. This mileage data was transmitted wirelessly at the fuel pump to a central computer where the fee was applied. Motorists paid mileage fees, in lieu of the gas tax, with their gasoline purchase. The bulk of the pilot program – 75 percent – was financed through a six-year, \$2.1 million federal grant.

ODOT recently redesigned the mileage fee collection system in response to public comment. The new design features an *open technology platform* where motorists choose their method of reporting mileage traveled and, if desirable, on-vehicle technology—provided by third-party providers—and manner of invoicing and payment. This allows for charging plug-in electric vehicles that pay no gas tax and gives motorists choices for privacy protection

and therefore increases the likelihood of public acceptance.

In 2013, the Legislative Assembly enacted Senate Bill 810, directing ODOT to implement the program with 5,000 volunteers, who will have a choice of which method to use to calculate and report their miles driven. That program will be operational in 2015. There must be at least one reporting option available to participants in the voluntary program that does not use GPS (global positioning system).

Through interactions with the general public during more than 25 presentations statewide before the 2013 legislative session, ODOT learned that motorists are, for the most part, comfortable generating and reporting mileage information to an entity if they have the opportunity to choose: (1) the method of reporting; (2) from whom they acquire the mileage reporting device; and, (3) to whom they report the information. The fully operational road usage charge system the State of Oregon is implementing will provide motorists these options.

### **Innovative Finance**

The Legislative Assembly created the Oregon Innovative Partnerships Program (**OIPP**) in 2003 as an alternative procurement program to foster the development of public-private transportation projects both through solicitation of projects and responding to project proposals developed by the private sector or other units of government.

Through OIPP, ODOT can contract for private-sector services in transportation projects without the prescriptive conditions required by the regular government contracting requirements with two exceptions (overtime and prevailing wage for construction). OIPP contracting flexibility allows ODOT and a private firm to share assets and risks.

Projects recently pursued under the authority of the Oregon Innovative Partnerships Program include:

November 20, 2014

To: Mayor Hales  
Commissioner Fish  
Commissioner Fritz  
Commissioner Novick  
Commissioner Saltzman

From: Donald W. Gardner  
Vice President South East Uplift Board of Directors

Subject: Proposed City Street Fee

I would like to preface my remarks by expressing my belief that City transportation services are and have been underfunded for a number of years. I agree that meeting the City's transportation maintenance needs and providing the capital improvements requested by our residents will require additional revenue.

Unfortunately the proposal on the table today has fundamental flaws, an inequitable allocation between different business classes, failure to develop a fee structure that adequately charges the highest impact road users and the unwarranted non-profit discounts to major medical institutions. The residential tax rates have no relationship to the demands placed on the transportation system by residential users but rather were developed to generate a set dollar amount while exempting a large percentage of street users from any fee. The residential tax system is also flawed in that state law and federal court rulings don't allow taxation of federal or state pensions creating another major inequity.

The reason we have this mess in front of us today is due to a lack of adequate and meaningful public process. There are seven neighborhood coalitions and roughly ninety five individual neighborhood associations. Not one of these organizations was asked to participate in the development of the Street Fee. After submitting the first draft of the Street Fee to public review both business and advocacy groups pushed back demanding more say in the process. Representatives of those groups were invited to participate in committee's addressing their specific issues. Unfortunately the members of the public who are expected to pay 50% of the total bill were never consulted.

SEUL and my neighborhood association had to request that city staff attend our meetings to explain the proposal which was constantly changing but at no time we were asked for input. We were merely told what the Commissioner and City staff was proposing at that point in time. In June the proposal was a flat monthly residential fee of \$6.00 rising to \$12.00 in the third year. At our November SEUL Board meeting we were shown a chart that ranged from a maximum residential charge of \$20.00 a month to as much as \$200.00 a month. In less than three weeks, with no public input, you have proposed a rate that would charge a household up to \$75.00 a month. Which I might add is \$15.00 a month more than Good Samaritan Hospital or Providence Portland Medical Center will pay!

Mr. Mayor you have repeatedly stated if that if anyone has a better idea to bring it forward. I would respectfully ask both you and Commissioner Novick how was that suppose to happen when the process was closed to most of the public? There were open house meetings but again these weren't meant to generate discussion and innovative problem solving. These meetings consisted basically of having the latest funding solution "Du Jour" trotted out.

I have discussed the committee process with participants of the main advisory committee and the business committee. What I have been told is that those processes were similar to the broader public process. A lack of time to review materials, new concepts being put forward by staff without material discussion by committee members and no majority recommendation from these two committee's.

The rush by some members of this Council to implement a transportation funding mechanism with poorly executed outreach, inadequate time for public review and education, and the lack of transparency in development of the street fee has created a situation where residents who would normally be supportive are extremely frustrated.

My neighborhood association board, which is composed of thoughtful people, has not taken a position on the merits of a street fee. They have however voted to request this matter be put to a public vote basically due to the lack of public process. They are not alone; other neighborhood associations throughout the City are taking that same position and demanding a public vote.

I have known the Mayor for a number of years and am confident he has the best interests of the City at heart and I have no reason to think otherwise of Commissioner Novick. However, despite the best of intentions there is a great deal of work left to do to insure equitable treatment of rate payers, provide assurance that any new funds don't allow diversion of existing funding to other City uses, that project lists are agreed upon by the public and that there is oversight in place to monitor spending.

It is time to slow down and involve the broader public in this process.

## Moore-Love, Karla

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**From:** Jennifer Hudson <jhudson@schn.com>  
**Sent:** Thursday, November 20, 2014 11:23 AM  
**To:** Moore-Love, Karla; Hales, Mayor; Commissioner Fritz; Commissioner Fish; Novick, Steve; Commissioner Saltzman; City Auditor Griffin-Valade  
**Subject:** Today's 2:00pm Items 1213 and 1214 - Portland Street Fund and residential transportation income tax  
**Attachments:** SSI Street Fund Testimony 11.20.14.pdf

Please find the attached testimony from Schnitzer Steel Industries, Inc. for today's 2:00 PM time certain, items 1213 and 1214.

### Jennifer Hudson

Associate Counsel

Governmental and Public Affairs Manager | **SCHNITZER STEEL INDUSTRIES, INC.**

299 S.W. Clay Street, Suite 350 | Portland, Oregon | 97201

Mailing Address: Post Office Box 10047 | Portland, Oregon | 97296

Tel: 503.265.6373 | [jhudson@schn.com](mailto:jhudson@schn.com) | Cell: 503.708.9714





November 20, 2014

Mayor Hales and Portland City Commissioners  
1221 SW 4<sup>th</sup> Avenue, Room 340  
Portland, OR 97204

RE: Portland Street Fund

Dear Mayor Hales and Commissioners:

Schnitzer Steel Industries appreciates the opportunity to provide testimony on the "Portland Street Fund" formerly known as the "Transportation User Fee". While we recognize the need to address the serious backlog facing City roadway maintenance and overall transportation safety, we also believe the mechanism for addressing this challenge needs to be well-structured for transparency, efficiency and to ensure fairness.

On review of the new Fund – a combination of fees on businesses and personal income tax for individuals – we were dismayed to find that the majority of the concerns we voiced in our testimony of May 29, 2014 remain. While your work groups seem to have focused on how to collect the taxes and fees and from whom, the very structure of the Fund which is critical to adequate oversight seems to be lacking. It is apparent that the work groups assigned to this process veered sharply away from the "everybody pays" structure of the original Transportation User Fee, which is regrettable. Under the current proposal, 40 percent of residents will not pay even a modest amount toward street maintenance and safety, even though everyone benefits from the transportation system. The suggested implementation of a personal income tax on residents is progressive to a fault and we encourage you eliminate that as the basis for the residential component.

We urge you to consider adding the following safeguards to the ordinance before adoption:

- Prioritize maintenance. Dedicating only \$15 million of the \$46 million in new revenue to fixing the backlog of paving maintenance is insufficient and should be reconsidered.
- Consider phasing in the taxes and fees over a period of years.
- Commit to bringing any increases to the taxes and fees before the public for a vote.
- Include a more specific cap on administrative costs. Fully explain why the latest Fund structure requires more in administrative cost and new FTEs than the User Fee originally proposed. A cap similar to that of the Children's Levy at 4 percent or less would provide an appropriate measure of accountability.
- The new taxes and fees must be enacted with a firm five year sunset date. We would encourage development and use of strong performance metrics to measure the implementation and

benefits derived from the new taxes and fees. Within the sunset, the Council can examine the success of this program and whether its stated goals were accomplished. That process should inform the decision of whether or not to renew and extend the Street Fund beyond the sunset date.

- As part of this new Fund, the Council should agree to implement a moratorium on other transportation-related fees for at least five years, our recommended sunset period.
- Eliminate the personal income tax. Find another way to equitably assess residential users.

We applaud the City for reaching out to PBA, Venture Portland and other community and non-profit organizations to work on the Street Fund over the summer. The new business fee structure is vastly improved over the original proposal. Including stakeholders is laudable, however, when lack of consensus is reached, as has been reported by participants, it should be noted. We trust the Council will examine every aspect of the proposed Street Fund, accepting the best parts (the business fee structure) and discarding the worst (personal income tax) to pass a measure that unifies the business and residential portions and applies these fairly to all Portlanders.

In summary, we are willing to pay our fair share for transportation maintenance improvements which are vital to the economic prosperity of Portland, but the public needs assurances that the money will be collected in a fair manner and will be spent efficiently.

Thank you for your consideration. We would welcome the opportunity to discuss further details with you.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jennifer Hudson", with a stylized, flowing script.

Jennifer Hudson  
Associate Counsel

**Moore-Love, Karla**

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**From:** Marianne Fitzgerald <fitzgerald.marianne@gmail.com>  
**Sent:** Thursday, November 20, 2014 9:32 AM  
**To:** Moore-Love, Karla  
**Subject:** Street Fee Testimony  
**Attachments:** MF testimony 11 20 2014.docx

Here is a copy of the testimony I hope to present to City Council members at the 2:00 pm hearing today. Please let me know if I need to bring hard copies as well.

Thanks,  
Marianne Fitzgerald  
10537 SW 64th Drive  
Portland, OR 97219

## Street Fee Testimony 11/20/2014

My name is Marianne Fitzgerald, 10537 SW 64<sup>th</sup> Drive in Portland. I've been a member of the PBOT Budget Advisory Committee since 2009, and I also serve on several other PBOT committees, including the Advisory Committee for this street fee. This testimony today is my personal opinion about the need for the street fee.

I'm very familiar with the PBOT budget and how much it has been cut over the last six years. There are a lot of needs for safer infrastructure but dwindling revenue because of the PBOT budget's heavy reliance on the gas tax.

The PBOT Budget Advisory Committee's annual budget letter has advocated for more funding for transportation needs for many years. The street fee that you are considering today is more progressive than the version unveiled last spring, and more fair to the citizens who would pay based on ability to pay and not how much they drive or induce trips. It would be great to build in incentives to drive less, but in places like SW Portland, it's so unsafe to walk that people need for the city to build a safer walking and biking environment in order to get people out of their cars.

My main concern is that the City of Portland imposes several local option taxes outside of the city's general fund—the Children's Levy, the Fire and Police Pension fund, urban renewal, the parks bond, and the arts tax. Other government entities such as Portland Public Schools and Portland Community College also impose local option taxes. These are all for very good causes, and I voted for every one of them, but they add up.

It's expensive to live in Portland. As we enter the budget season, I hope you will have a meaningful dialogue with citizens about the total tax burden and the services these taxes and fees provide, and demonstrate results that show how these dollars improve livability in our community. I also hope you seek creative solutions that will reduce the total tax burden, particularly for low income citizens and small businesses, as the drafters of this street fee have tried to do.

We need safe, well-maintained roads in Portland that support a variety of travel modes—people who drive, people who take transit, and safer walking and biking infrastructure. There is a long list of needs and little funding currently available to address these needs today. The street fee proposal before you will help make Portland a safer, more livable community for all of us.

## Moore-Love, Karla

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**From:** Adam Kriss <adam.kriss@portlanddisability.com>  
**Sent:** Tuesday, November 18, 2014 6:48 PM  
**To:** Hales, Mayor; Commissioner Novick  
**Cc:** Commissioner Fritz; Commissioner Saltzman; Commissioner Fish; Moore-Love, Karla  
**Subject:** Public Testimony  
**Attachments:** Public Testimony on the street-fee.docx

Please consider this my public testimony as I may or may not be testifying in person on Thursday but I want to be put on record: In addition to my testimony (attached) consider the importance of these safety project that I am noting and these are just a few issues that should be addressed should this street-fee go through:

As a Commissioner with the Portland Commission on Disability, it really is a priority to ensure that persons with disabilities (and anyone for that matter) is not subjected to using a curb cut that makes one go into the line of traffic in order to then get into the crosswalk, nor should someone feel rushed to make it across the crosswalk because the signal does not allow for time to cross before the light changes.

Examples include but not exclusive to downtown on SW Broadway and Hall, as soon as the crosswalk signal turns to walk-not even a second goes by before it starts flashing red. Another example is on SW Market and Park where the crosswalk is pretty much 'walk at your own risk' as cars feed onto Market from the highway, going at high speeds and the signs warning drivers about the crossing are both non-effective and inadequate due to the placement of the signs and signs that are not-visible.

Thank you for your consideration on this matter

--

Commissioner Adam Phillip Kriss

*A universally accessible city is a more livable city for all persons, and represents a new paradigm of how we thrive in a city and respect its diversity*

As a Commissioner with the Commission on Disability and now as a Committee Member with the Committee on Accessible Transportation, it is with an understanding that decisions made will not be popular with everyone and some choices cannot always be made with discussion after discussion because that can lead you in a circle with no outcome, so eventually tough choices have to be made. Although, in serving on two bodies that attempt to produce the best for people with disabilities, while knowing that all decisions won't be popular, I still understand how important it is to ensure involvement and to not make impact decisions without input.

Therefore, in saying that, during the public comment session back in May, people shared good, concrete ideas that might help with figuring out ways how to fund transportation projects without imposing a separate tax, yet you and Commissioner Novick still said 'well, we listened to your ideas but we're going to do what we want anyway' Furthermore, when Commissioner Fish asked why we were holding a session if the public would still have no way to weigh in on the fee (meaning a vote) your reply, Mr. Mayor was "because we have to!"

Now, in saying this, the street-fee proposal that we are looking at now is considerably different from what it looked like back in May and while on paper, things look better with the structure changes to the fee and knocking out the flat fee that everyone would pay but there are still so many issues with this and #1 being, how will the fee be administered, what will the money be used for, and how will we be tracking the progress? There are still much in this proposal that is muddled and unclear.

In getting down to speaking on the actual projects to be funded through this new tax which will consist of maintenance and safety projects, which I support tackling. However, the breakdown of what goes to maintenance and what goes to safety seem to be disproportionate which 56% for maintenance projects verses 44% to safety projects.

On a positive note, the structure of the fee looks better and much of the thanks goes to the work-groups who did not simply act as 'yes men' and agreed with the structure of the fee as it was, but came up with ideas that would seem to work better, but still recognizing there are many issues to still be worked out. However, it was only after such negative backlash back in May that you and Commissioner Novick decided to put together work-groups, yet even those were non-inclusive, although did finally convince you (somewhat) to finally see some of the challenges of this plain

Finally, you are correct in saying we need to address these issues and yes, they have been ignored for far too long, but the idea of having a separate fee charged to every household and business is not practical. You say you are looking out for the future, but if this tax is passed without knowing how it will be administered, used, and furthermore, if the tax will simply keep going up since the other thing you are refusing to do give us any numbers of how much is enough, the future would find people being ill-afford to pay and the problems just keep mounting up-is this the future you are talking about, Mr. Mayor?

**Moore-Love, Karla**

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**From:** Bob Clark <elvsy3k@yahoo.com>  
**Sent:** Tuesday, November 18, 2014 4:48 PM  
**To:** Moore-Love, Karla  
**Subject:** Written public testimony for street tax ordinances, agenda items 1213 and 1214  
**Attachments:** Sttx14Nov20.docx

Hello,

please find attached my written comments concerning the street fund ordinances, agenda items 1213 and 1214 schedule for public hearing by Council this Thursday (November 20th).

Street Fund Public Testimony  
Bob Clark, SE Portland  
Volunteer for the Taxpayer Association of Oregon  
November 20, 2014

Dear Mayor, Commissioners and City Auditor

For the record, the Taxpayer Association of Oregon opposes both street tax ordinance proposals.

- O We especially oppose the ordinances for not being referred.  
The Portland Way is to refer such new taxes, as to do otherwise is to demonstrate ingratitude towards citizens who generously approved most recently the parks levy, school levy; and only two years ago, the Arts tax and school bond.
- O We find these ordinances violating their public input process, as they allow for the possibility one of the taxes being voted down while the other left in force. Council should amend these two ordinances to maintain the key principle held up at the street fee meetings: businesses and households will share in contributing to the street fund.
- O We find circumstances have changed since the May 2014 hearings, making these two new street taxes largely unnecessary.
  - > The November 4<sup>th</sup>, 2014, elections make it more than likely the state gasoline tax will be raised, resulting in significant new gasoline tax transfers to PBOT.
  - > The price of gasoline and diesel have fallen sharply by some 25%, which should eventually lead to higher gasoline volumes and tax collections through increased driving. Moreover, the cost of Asphalt and road oil for street repair has likewise declined substantially (Calif. DOT). The Energy Information Administration says get used to the lower fuel prices. (Drilling technologies.)
  - > Lower energy prices should lower Cost of Living Adjustments for City personnel expenses, creating room for additional PBOT funds. Then too, prolonged low interest rates should lower City borrowing costs.
  - > We also believe the City continues to spend fungible public resources on items of lessor priority, citing subsidies for the Convention Hotel, additional transfers to RACC, and write offs of hotel loans.
- O The City and State presently spend significantly on safety improvements in the City of Portland, and such rate of safety improvements is most likely to continue even if these ordinances are not enacted.

Sincerely,  
Bob Clark

## Moore-Love, Karla

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**From:** Amanda Owings <owingsam@gmail.com>  
**Sent:** Tuesday, November 18, 2014 12:35 PM  
**To:** Moore-Love, Karla  
**Subject:** Written testimony in support of Proposed Street Fee

Mayor Hales and Portland City Council:

This testimony is in support of the proposed street fee. This type of stimulus is exactly what Portland needs to improve our largest asset: the roadway system. This fee will generate the needed funds to fix our roads and also provide jobs throughout the construction industry and engineering sector. Investments in our roadway system will pay dividends long into the future; we be grateful for many years.

I attended two of the public meetings and have read through the various documents produced by PBOT. I am pleased at the detail and thoughtfulness evident in creating this funding mechanism. The staff and consultants should be commended.

I appreciate that the fee is small and managable for households of all income levels. Our home can easily cover the cost that is asked of us, especially in light of the safety improvements, better active transportation travel opportunities, and possible travel time savings that may come with a better overall system.

We are happy to support this fee, and I urge you to be pioneers for our city in establishing the Portland Street Fund.

Amanda Owings  
Woodstock resident

for: City Council Clerk

Street Fund Public Testimony

Bob Clark, SE Portland

Volunteer for the Taxpayer Association of Oregon

November 20, 2014

AUDITOR 11/18/14 AM10:16

cc: City Auditor

Dear Mayor, Commissioners and City Auditor

For the record, the Taxpayer Association of Oregon opposes both street tax ordinance proposals.

- O We especially oppose the ordinances for not being referred.  
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  - > The price of gasoline and diesel have fallen sharply by some 25%, which should eventually lead to higher gasoline volumes and tax collections through increased driving. Moreover, the cost of Asphalt and road oil for street repair has likewise declined substantially (Calif. DOT). The Energy Information Administration says get used to the lower fuel prices. (Drilling technologies.)
  - > Lower energy prices should lower Cost of Living Adjustments for City personnel expenses, creating room for additional PBOT funds. Then too, prolonged low interest rates should lower City borrowing costs.
  - > We also believe the City continues to spend fungible public resources on items of lessor priority, citing subsidies for the Convention Hotel, additional transfers to RACC, and write offs of hotel loans.
- O The City and State presently spend significantly on safety improvements in the City of Portland, and such rate of safety improvements is most likely to continue even if these ordinances are not enacted.

Sincerely,  
Bob Clark

To the Portland City Council:

Topic: Road Tax

The road tax proposed by the mayor and one councilman will not have my support. The road tax targets income as the basis for raising funds for roads and leaves out most residents of the city who use the streets.

The tax also exempts government retirees and this is most inequitable to the rest of the citizens and angers us! The council also exempted these same well off retirees from the Arts Tax! If a tax and/or fee structure survives the council vote I strongly recommend a fee to cover the road tax. A road fee be levied to include government retirees, Portland Airport, all government entities (including federal), and schools. This fee can be included on the water-sewer bills. This is a fair way to distribute cost for use because everyone in the city uses the roads, sidewalks or bike paths.

The present proposed road tax does not gain any income from the heavy trucks which are not located in the city but use the streets daily. In addition trucking businesses in the city will not pay according to the damage/use those trucks contribute to the city's need for road repairs!

I strongly am opposed to any road tax and road fees. Spend the City's good will and staff time lobbying the Oregon Legislature for the following:

Repeal the Oregon law exempting retired government employees from taxation.

A significant increase in the gas tax-

A flat fee based on weight and value be collected by ODOT for all electric cars so they pay their fair share- A weight and value fee for registration on all vehicles registered in the state—California already does this

A significant increase in weight mile tax on all trucks—they heavily damage all our roads-

A hefty tax on all metal studded tires---They heavily damage our roads and do not pay for the damage—outlaw all metal studded tires and require use of the excellent soft tire for snow and ice during winter use.

I strongly support an electorate vote on the Art Tax and Road Tax or for any road fee if it is not struck down by the city council!!! I oppose a council mandated road tax or fee!

Regards, a nongovernmental retired citizen

David A. Beltz

0407 SW Nevada Street, Portland, Oregon 97219

## Moore-Love, Karla

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**From:** Reyes, Cindy  
**Sent:** Wednesday, November 19, 2014 11:11 AM  
**To:** mjones@miltjones.com  
**Cc:** Hales, Mayor; Moore-Love, Karla  
**Subject:** RE: Street Fee Testimony=FOLLOW UP

Milt,

Thank you for contacting Mayor Hales regarding the Portland Street Fund.

I will share your feedback with Mayor Hales. The Portland City Council will conduct a first reading and public hearing on the proposal at 2 p.m., Nov. 20 at City Council Chambers. A second reading and vote are expected at 10 a.m., Dec. 3. If you are unable to attend, you can livestream the meeting at the following link: <http://www.portlandoregon.gov/28258>.

For your reference, I have also included the link to the Our Streets PDX official website ([www.ourstreetspdx.com](http://www.ourstreetspdx.com)).

Please know your feedback to the Mayor's office is noted and appreciated as we move forward.

Best,

*Cindy Reyes*

Constituent Services Specialist  
Office of Mayor Charlie Hales | City of Portland  
1221 SW 4<sup>th</sup> Ave., Suite 340 | Portland, OR 97204  
E: [cindy.reyes@portlandoregon.gov](mailto:cindy.reyes@portlandoregon.gov)  
P: 503-823-4120  
[www.portlandoregon.gov/mayor](http://www.portlandoregon.gov/mayor)

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**From:** mjones@miltjones.com [mailto:mjones@miltjones.com]  
**Sent:** Monday, November 10, 2014 6:59 PM  
**To:** Hales, Mayor; Commissioner Fish; Commissioner Fritz; Commissioner Saltzman; Our Streets PDX; commissioner-novick@portlandoregon.gov  
**Subject:** RE: Street Fee Testimony

I want to repeat my opposition to the street fee/tax.

I want to add that if this measure is enacted without a chance for the public to vote on it, my support for city government efforts generally is going to simply disappear.

This is so wrong in so many ways; both in process and in substance.

Thank you for listening,

Milt Jones

Moore-Love, Karla

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From: JEGberg@aol.com  
Sent: Thursday, January 08, 2015 4:15 PM  
To: Moore-Love, Karla  
Subject: Street Fee

*Dear Sirs! I just read that Portland is looking for yet another tax in an already overtaxed county.*

*We are non-resident property owners of Multnomah County and feel penalized every time there is a vote that will eventually increase property taxes, and we are not allowed to vote. Every time people in this county vote in favor of new measures, we are the ones that get our taxes increased and in turn find that we either sink or raise rents.*

*This being said, I would hope that the Portland Street fee that is up for vote NOT include raising property taxes as one of the options.*

*Quite honestly, I don't understand how anyone can afford to live in your county.*

*We own properties in two other counties and find that taxes for much nicer/newer homes are a fraction of what we pay in Multnomah County for an older home in an old neighborhood.*

*Also, we neither work or live in your county and rarely use your streets. Please do not penalize us!*

*Jean Egberg*

**Circle JR Western Supply  
North Plains, Oregon 97133  
Ebay Screen Name: gaitinit**

**Moore-Love, Karla**

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**From:** Bob Clark <elvsy3k@yahoo.com>  
**Sent:** Monday, January 05, 2015 12:17 PM  
**To:** Moore-Love, Karla  
**Subject:** Written testimony for Jan 8th agenda item #47 (substitute residential street fee proposal)  
**Attachments:** StxJan8.docx

**Hello, Karla.**

**Please find here attached my written testimony for consideration at this Thursday evening's scheduled Council hearing on the street fund (agenda item 47)**

**Thank you,  
Bob Clark  
503-233-2073  
SE Portland**

Street Fund (Agenda item #47) Public Testimony  
Bob Clark, SE Portland  
Volunteer for the Taxpayer Association of Oregon  
January 8, 2015

Dear Mayor, Commissioners and City Auditor

The proposed substitution for the residential street “income” tax should be referred to citizens for their approval if Council remains convinced it needs to tax citizens anew despite a vastly improved general fund forecast for 2015 and sharp declines in the cost of asphalt and road oils. (And there is the question of why we are funding a street car system loss of approximately \$5 million per year.)

The proposed tax/fee substitution is said to be linked to gasoline expenditure. ***If indeed it is linked to gasoline expenditure and touted as a surrogate gasoline tax, then Representative governance loses its footing and Citizen Referral becomes best in government practices.*** Oregon Revised Statute 319.95 requires City gasoline taxes be approved by a vote of citizens before enactment. The Oregon legislature passed this condition, and so at least this Representative body believes City gasoline taxes should be referred and approved by citizens before enactment.

Representative government is one thing, but when it is going to cost millions of dollars to administer and with substantial collection failures, and possible flashes between Citizens and government enforcement agents; it seems rather obvious referral of an actual city gasoline tax is both preferable and least costly. Councilors cannot be faulted for relying on the intentions of the Oregon legislative representative body and avoiding the high end costs of a completely new “income/gasoline” tax system; and instead if not finding frugality, refer a city gasoline tax to citizens for their approval.

Sincerely,  
Bob Clark