

Item 47 Testimony

CLERK NOTE:

SEE COUNCIL DOCUMENT 46-2015 FOR ADDITIONAL TESTIMONY.

46	<p>TIME CERTAIN: 6:00 PM – Create the Portland Street Fund and establish a non-residential transportation fee to fund Portland's street maintenance and transportation safety needs (Previous Agenda 1329; Ordinance introduced by Mayor Hales and Commissioner Novick; amend Code Chapter 7.02 and add Code Chapter 17.21) 3 hours requested for items 46 and 47</p> <p>Motion to accept amendments in Bureau of Transportation 12/31/2014 memo: Moved by Fritz and seconded by Novick. (Y-5)</p>	<p>REFERRED TO COMMISSIONER OF PUBLIC SAFETY AS AMENDED</p>
47	<p>Establish a residential transportation income tax to fund Portland's street maintenance and transportation safety needs through the Portland Street Fund (Previous Agenda 1330; Ordinance introduced by Mayor Hales and Commissioner Novick; add Code Chapter 5.76)</p>	<p>REFERRED TO COMMISSIONER OF PUBLIC SAFETY</p>

RESIDENTIAL - PORTLAND STREET FUND

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

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Robert McLaugh	6123 S.E. Reed College Plce	Patric
✓ Gary Sargent	10207 S.E. Foster Rd	
✓ Craig Rogers	11010 SE Yambhill St	craig.rogers@gmail.com
✓ JERRY PARKER	P.O. Box 13503	97213-0503 parkert202@gmail.com
✓ Harry Sampson	5823 SE 83 RD	97206
1021 Paul Roman	707 SW WASHINGTON #927, P.O.	97205
1021 Marion Haynes	Portland Business Alliance	
✓ Betty A. Solaja	4415 SW Twining Ave	97239
✓ Dorothy Rowland	3207 SE Brooklyn St.	97202
✓ Fern Markel	3550 S E 130 Ave	97232
✓ NISHANT BHAJARIA (BHA-JAR-1A)	SW SEYMOUR CT,	97221
		njb2226@gmail.com

RESIDENTIAL - PORTLAND STREET FUND

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

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ ANNE SANDERSON	SE PDX	
✓ Richard Caplan	PMAR 825 NE Multnomah Suite 1145 Portland 97232	
✓ Bob Clark	SE Portland	ELvs73k@yahoo.com
✓ Robert McCullough	SE Portland	
✓ Rick Bartko	SE PORTLAND	rickbmc@yahoo.com
✓ John Cronan	SW Portland	j.cronan50@gmail.com
✓ Teresa Keishi Soto	12540 SE Powell Blvd #1 Portland, OR	teresa.keishi.soto@yahoo.com
✓ Jim Karlock	3311 NE 35 th	JKARLOCK@GMAIL.COM
✓ Roger Hull	8358 NE Holladay St. 97220	roger.hull@usn.com
✓ HIRAM ASMUTH	NE PDX	
✓ Pickens Down	PDX	

RESIDENTIAL - PORTLAND STREET FUND

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

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ RICHARD ESSY	22 NE 92nd Place, Portland, OR 97220	DOCFANTASTIC@GMAIL
✓ Joe Walsh	—	—
✓ Lightning	—	—
✓ Michael O'Callaghan	—	—
✓ LAURA JACKSON	4323 SE Taggart 97206	—
✓ Charley	2628 SE Prairie, 97214	—
✓ Carolyn Kollerman	—	—
✓ Yu Te	—	—
—	—	—
—	—	—
—	—	—
—	—	—

PORTLAND STREET FEE – PARKING STICKER PROPOSAL

I spoke with a PBOT employee last week about a parking sticker fee program to fairly fund street repairs. I was amazed to hear all the false assumptions mentioned, including a false assumption from the City Attorney's Office, about the parking sticker fee idea. Historically, the City has been known for making things work, not for finding excuses why good ideas won't work.

The tactic of putting a non-binding, expensive set of ballot measures is appalling. It's highly reminiscent of George Orwell's Animal Farm as the Council, not the people know best. The process is anti-democratic and a shell game designed to confuse Portland's voters.

The Council's has been sitting on a viable and fair alternative. Let the public decide in a true up or down vote. Put a parking sticker fee on the ballot and let the public decide! What have you got to lose?

Analysis of Street Fee Business component

Jan 8, 2015

Red dot ID	Entity Name	Tax	Situs address	Comm. code	Class	Est. employees	2014 property tax	# of Business entities in parcel
A	Target Corp. GMRI & Unitary Affiliates, MK Portland, Olive Garden, Red Lobster, Target Corp., Yard House USA	\$1,440 ?	9800 SE Washington St	Hazelwood	Retail	381	\$360,303.12	1
B	Red Robin Unable to confirm compliance – call	\$720	9880 SE Washington St	Hazelwood 3 PDX addresses, 1 Colorado address, 1 Gresham, Or address	Restaurant	213	\$20,962.10	1
C	Ornstein Realty/Bank of America Unable to confirm compliance – call	\$216	10215 SE Washington St	Hazelwood/Mill Park 2 PDX addresses, 3 NY addresses	Office	5	\$25,829.87	1
D	US Bancorp 18 DBA's	\$72	10220 SE Washington St	Hazelwood/Mill Park Services 34 PDX addresses, 1 MN Address		0	\$37,104.89	1
E	National Vision Inc ("205 Place") ?? 42 DBA's ??	\$360	9710 SE Washington St	Hazelwood	Retail	0	\$248,386.74	20
F	Harry Ritchie Jeweler, Inc Harry Ritchie Jeweler, Inc	\$360	10002 SE Washington St OUT OF BUSINESS (more than 90 days)	Hazelwood 2 PDX addresses, 1 Eugene, OR address	Retail (note: mislocated on map)	8	\$677,760.41	17
G	MK Portland, LLC MK Portland, MVK, Inc., Supercuts	\$216	1010 SE 96 th St	Hazelwood	Office	5	\$72,302.80	7
NORTHEAST CORNER (3 structures) ???								8

Total business entities: 56

Author contact information: Rick Bartko 11130 SE Yamhill St Portland OR 97216
rickbmc@yahoo.com Cell: 951.264.2222



Map data ©2015 Google Imagery ©2015, DigitalGlobe, Metro, Portland Oregon, State of Oregon, U.S. Geological Survey, USDA Fz Report a map e

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

**Subject: Testimony to the Portland City Council on the proposed street maintenance fee.
January 8, 2015.**

What we have here is a failure to communicate. Any additional taxation that links a street fee to an individual's gasoline usage is double dipping from the people that already pay their share while exempting the people who don't. Transit fares do not help pay for the heavy damage TriMet's busses do to the city streets, and funding bicycle infrastructure is for the most part siphoned off and poached from gas tax revenues. The freeloading bicyclists themselves act like kamikaze pilots seemingly coming out of no where weaving in and out of traffic, and interchangeably using the sidewalk and the street to get around other vehicles and evade traffic control devices. PBOT advisory and budget committees are stacked decks representing the alternative transport modes stuffed with bicycle advocates and their manipulative I want, I want, I want while you pay approach to bicycle safety.

Instead of just representing the special interests, when are you going to end the discriminatory social engineering and also start representing the primary financial stakeholders - the people who by driving comprise 80% of the trips in the Portland-Metro area and already pay transportation taxes thereby contributing to a thriving economy? Promoting one less driver is promoting one less transportation taxpayer!

Sharing the road must also require sharing the financial responsibility. I have said it before and I will say it again: BICYCLISTS ARE NOT ROYALTY. If you are going to ask the public for an advisory vote, NOW is the time to ask the public as a whole if adult bicyclists should pay user and/or license and registration ^{FEES} as part of a total funding package. Likewise, instead of just accepting continued bicycle mayhem and disorder; before any additional transportation dollars are spent on bicycle infrastructure, the bicycling community as a whole must clearly demonstrate they can ride safely by obeying all traffic laws.

After any proposed advisory vote and until such time as (adult) bicyclists are willing (or forced) to open up their wallets, pay some kind of user or registration fee for the specialized infrastructure they want and want and want, and stop the hostility towards their primary benefactors who drive cars and trucks; and until some portion of transit fares help pay for streets, roads and sidewalks; any proposed street fee still must include an up or down vote by the people. If the answer is an income or income like tax, it must have a 99.9% collection rate. The final outcome of any new funding method must also have a goal of financial self-sustainability for the alternative modes coupled with a better balance of priorities. Those priorities must include motor vehicle infrastructure, capacity and parking improvements as opposed to road diets; a transparent prerequisite of motorist equity that includes proportionate representation on PBOT committees; and the premise that motorist paid taxes and fees are no longer used as an ATM to pay for alternative infrastructure.

Respectively submitted,

Terry Parker
Northeast Portland

Moore-Love, Karla

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

1233 & 1234
Dec. 3



Steve
Novick
Commissioner

Leah Treat
Director

MEMORANDUM

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

From: Jamie Waltz, Transportation Asset Manager

Date: December 2, 2014

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

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

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

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

The changes to these documents are:

Ordinance – New language in the Council directives:

- i. For so long as the Portland Street Fund program is in effect, the City shall spend no less from sources other than the amount collected through the Portland Street Fund than the street preservation General Transportation Revenue budget allocated in fiscal year 2014-15, (\$11,318,812)
- AF
friendly
← Amendme
add
amount.

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

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

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

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

Item 1234, Exhibit A – City Code 5.76.30

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

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

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

The second paragraph is amended to read:

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


Cc: Leah Treat, Director

Steve
Novick
Commissioner

Leah Treat
Director

MEMORANDUM

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

From: Jamie Waltz, Transportation Asset Manager 

Date: November 18, 2014

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

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

Item 1214, Exhibit B – Project List

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

Item 1213, Exhibit C – Project List

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

Item 1214, Exhibit A – City Code 5.76

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

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

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

The changes to these documents are:

Ordinance – New language in the Council directives:

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

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

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

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

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

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

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

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

Cc: Leah Treat, Director

Steve
Novick
Commissioner

DATE: November 13, 2014

TO: Mayor Charlie Hales and Commissioner Steve Novick

FROM: Leah Treat, Director, PBOT

Leah Treat
Director

RE: Establish a residential transportation income tax to fund Portland's street maintenance and safety – Staff Supplemental Report

-
1. **Ordinance Title:** Establish a residential transportation income tax to fund Portland's street maintenance and transportation safety needs through the Portland Street Fund. (Ordinance; add Code Chapters 5.76)
 2. **Contact Name, Department, & Phone Number:** Jamie Waltz, Transportation Asset Manager, Business Services, 503-823-7101; Jamie.waltz@portlandoregon.gov
 3. **Requested Council Date:** November 20, 2014, 2:00 Time Certain
-

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

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

4. History of Agenda Item/Background:

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

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

5. Purpose of Agenda Item:

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

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6. Legal Issues:

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

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

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

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

8. How Does This Relate to Current City Policies?

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

9. Community Participation:

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

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

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

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

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

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

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

10. Other Government Participation:

Bureau directors from all bureaus were briefed multiple times on the project and, when applicable, provided insight and feedback to the proposal development. The following agencies were involved in the development of this proposal: ODOT, TriMet, Metro, Portland Public Schools, and the Port of Portland. PBOT convened a Technical Advisory Committee that included members of city bureaus as well as regional partners, in order to produce a well thought out proposal for the Transportation User Fee. Additionally, the Nonprofit and Low-income Workgroup included members from governmental and non-governmental entities.

11. Financial Impact:

How much money is involved?

For billing related work, it is estimated to cost approximately \$1.0 million per year starting in FY 2015-16. In addition, there will be initial startup costs of \$0.35 million in FY 14-15 with an additional \$0.35 million in FY 15-16. There is also merchant services fees for residents paying the residential transportation income tax by credit card. It is estimated this fee will be about \$0.3 million annually. This is the cost to administer the billing and collections mechanisms.

Where are these funds coming from?

These new funds would come from the residential transportation income tax on residential side.

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

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

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

1) Legislation Title: Establish a residential transportation income tax to fund Portland's street maintenance and transportation safety needs through the Portland Street Fund. (Ordinance; add Code Chapters 5.76)

2) Purpose of the Proposed Legislation:

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

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

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

FINANCIAL IMPACT

Revenue and/or Expense: Is ALL the Revenue and/or Expense a part of the current year's budget? or 5-yr CIP? <u> No </u> SAP COST OBJECT No(s).: <u> N/A </u> All Revenue and Expense financial questions must be completed regardless of the current year's budget. Documents may be returned where the FIPIS portion has not been sufficiently completed.
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4) Revenue: Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If so, please identify the source.

This legislation will generate up to \$23 million gross revenue annually and \$19 million after compliance annually. The revenue will be obtained through the creation of a residential transportation income tax for residents of Portland.

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

For billing related work, it is estimated to cost approximately \$1.0 million per year starting in FY 15-16. This is the cost to administer the billing and collections mechanisms. In addition, there will be initial startup costs of \$0.35 million in FY 14-15 with an additional \$0.35 million in FY 15-16. There is also merchant services fees for residents paying the residential transportation income tax by credit card. It is estimated this fee will be about \$0.3 million annually.

The level of confidence is moderate.

6) Staffing Requirements:

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

For billing related work, it is estimated that there will be 8 full-time equivalent (FTE) positions created in the Revenue Division of the Bureau of Revenue and Financial Services in the Office of Management and Finance.

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

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

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

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

7) Change in Appropriations *(If the accompanying ordinance amends the budget please reflect the dollar amount to be appropriated by this legislation. Include the appropriate cost elements that are to be loaded by accounting. Indicate "new" in Fund Center column if new center needs to be created. Use additional space if needed.)*

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

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

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

PUBLIC INVOLVEMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



BUREAU DIRECTOR

LEAH TREAT, Bureau of Transportation

AS AMENDED
12-3-14

EXHIBIT A

Portland City Code

Chapter 5.76 Residential Transportation Income Tax

5.76.010 Residential Transportation Income Tax

Pursuant to City Code subsection 17.21.030 B., the City shall impose a Residential Transportation Income Tax upon all residents of the city of Portland who are not otherwise exempt.

- A. The tax filing, and payment if applicable, shall be due from residents of Portland who are not expressly exempt.
- B. The tax shall be based on federal Adjusted Gross Income as defined in 26 U.S.C. Section 62.
- C. The rates of the Residential Transportation Income Tax shall be as shown in the table below:

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

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

* \$5,000 per dependent deduction

5.76.020 Definitions

The terms used in this Chapter are defined as provided in this section or in Administrative Rules, unless the context requires otherwise:

- A. "Dependent" means any person eligible to be claimed as a dependent on the taxfiler's federal income tax return.
- B. "Domicile" means the place where a person has a true, fixed and permanent home, and principal establishment, and to which whenever that person is absent, he or she has the intention of returning. Actual residence is not necessarily the domicile of a person. A person may have more than one residence but not more than one domicile. Among other factors indicating domicile may be, but are not limited to, where the person is registered to vote, receives mail, where their automobile is registered and where their children attend school.
- C. "Resident" or "resident of the City" is defined consistently with City Code subsections 5.73.010 G and H.
- D. "Taxpayer" or "Taxfiler" means a natural person or couple filing a joint return who is or could be subject to the Transportation Income Tax.
- E. "Tax Year" means the taxable year of a taxpayer for federal or state income tax purposes.

5.76.030 Effective Date and Due Dates

The Residential Transportation Income Tax shall be in effect for tax years beginning on or after January 1, 2015 and shall continue each year thereafter. The Residential Transportation Income Tax will end for tax years beginning on or after January 1, 2021. Residents shall pay the tax each year on the date on which federal taxes are due, not including any extensions of time that might be requested or received. If the taxfiler requests an extension of time to file their federal return, the same extension period will be granted to file the Residential Transportation Income Tax by the Revenue Division.

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

5.76.040 Deficiencies and Refunds

- A. Deficiencies may be assessed and refunds granted any time within the period provided under ORS 314.410 and ORS 314.415. The Revenue Division by agreement with the taxfiler may extend such time periods to the same extent as provided by statute.
- B. Consistent with ORS 314.410 (4), in cases where no tax return has been filed, there is no time limit for a notice of deficiency and/or the assessment of taxes, penalty and interest due.

5.76.050 Revenue Division Responsibilities

The Revenue Division shall:

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

5.76.060 Residential Transportation Income Tax Filing and Payment Requirements

A tax filing shall be due from any Portland resident that has a federal individual income tax filing requirement.

- A. This return and payment, if applicable, shall be due on the same day as an individual's federal income tax is due without regard for any extensions.
- B. The filing shall be based on the same tax year and income that the federal return is based.

5.76.070 Confidentiality

It is unlawful for any City employee, agent or elected official, or for any person who has acquired financial information pursuant to Section 5.76.060 or the Revenue Division's related administrative rules to divulge, release or make known in any manner any financial information submitted or disclosed to the City under the terms of the Residential Transportation Income Tax, unless otherwise required by law. This Section does not prohibit:

- A. Disclosure to the tax filer or authorized representative of the taxfiler.
- B. Disclosure of general statistics in a form which would prevent the identification of financial information regarding an individual taxfiler.
- C. Disclosure to the City Attorney's Office to obtain payment on unpaid accounts or to receive legal advice.
- D. Disclosure to an outside collection agency for collection of any unpaid account balance receivable. Assignment to an outside collection agency permits the Revenue Division to collect a reasonable collection fee, above and beyond any amount otherwise owed to the Revenue Division.
- E. Disclosure as otherwise required by law.

5.76.080 Frivolous Filing, False Filing and Hacking Penalties.

- A. A \$500 penalty will be assessed if a taxfiler takes a "frivolous position" in respect to preparing the taxfiler's tax return. A tax return is considered frivolous if a taxfiler does not provide information on which the substantial correctness of the self-assessment may be judged or if the tax return contains information that on its face indicates that the self-assessment is substantially incorrect. Examples of "frivolous positions" as provided in Oregon Administrative Rule 150-316.992(5) (2) are hereby adopted by direct reference.

- B. A \$500 penalty will be assessed if a taxfiler willfully makes or provides false statements related to their tax return filing.
- C. The provisions of City Code Section 7.02.850 apply to any person who intentionally accesses the Division's computer systems without authorization, known as hacking.

Exhibit B**Portland Street Fund Project List**

November 17, 2014

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

TOTAL PORTLAND STREET FUND REVENUE

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

OVERVIEW OF PROPOSED REVENUE ALLOCATION TO MAINTENANCE PROJECTS

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

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

OVERVIEW OF PROPOSED REVENUE ALLOCATION TO SAFETY PROJECTS

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

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

Portland Street Fund Project List Breakout by Years

November 17, 2014

Paving Projects

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

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



Criteria for Project and Location Selection on Busy Streets:

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

Criteria for Project and Location Selection on Residential Streets:

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

Project Description

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

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

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

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

Bridge Projects

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

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



Criteria for Project and Location:

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

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

Other Operations and Maintenance Projects

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

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



Criteria for Project and Location for Traffic Signals:

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

Criteria for Project and Location for Street Lights:

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

Criteria for Project and Location for Street Signs:

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

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

High Crash Corridors

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

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



Criteria for Project and Location Selection:

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

PORTLAND STREET FUND PROJECTS FOR YEARS 1-3

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

Available Revenue \$ 8,400,000

POTENTIAL PROJECTS FOR YEARS 4-6

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

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

*Project allocated some funding in years 1-3

Crossing Improvements

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

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



Criteria for Project and Location Selection:

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

PORTLAND STREET FUND PROJECTS FOR YEARS 1-3

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

POTENTIAL PROJECTS FOR YEARS 4-6

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

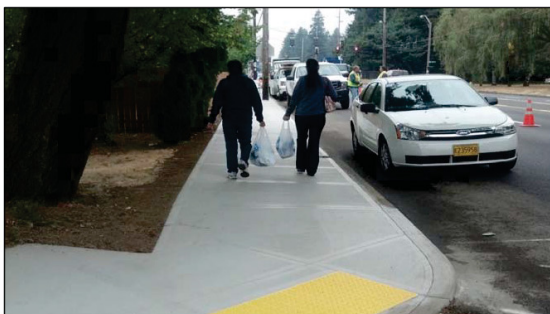
	Project Description	Cost Estimate	\$ Years 4-6
CX 1*	Safety Enhancements at Top 10 Crash Locations not covered by High Crash Corridors - Signalized Intersections	\$ 2,100,000	\$ 1,100,000
CX 6*	Priority Curb Ramps / ADA Transition Plan	\$ 600,000	\$ 300,000
CX 7*	SWIM Crossing priorities	\$ 750,000	\$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

*Project allocated some funding in years 1-3

Sidewalks

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

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



Criteria for Project and Location Selection:

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

PORTLAND STREET FUND PROJECTS FOR YEARS 1-3

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

POTENTIAL PROJECTS FOR YEARS 4-6

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

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

Protected Bike Lanes/Routes

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

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



Criteria for Project and Location Selection:

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

PORTLAND STREET FUND PROJECTS FOR YEARS 1-3

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

POTENTIAL PROJECTS FOR YEARS 4-6

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

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

*Project allocated some funding in years 1-3

Neighborhood Greenways

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

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



Criteria for Project and Location Selection:

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

PORTLAND STREET FUND PROJECTS FOR YEARS 1-3

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

POTENTIAL PROJECTS FOR YEARS 4-6

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

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

*Project allocated some funding in years 1-3

Alternative Street Design

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

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



PORTLAND STREET FUND PROJECTS FOR YEARS 1-3

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

POTENTIAL PROJECTS FOR YEARS 4-6

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

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

*Project allocated some funding in years 1-3

Safe Routes to School

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

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



Criteria for Project and Location Selection:

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

PORTLAND STREET FUND PROJECTS FOR YEARS 1-3

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

POTENTIAL PROJECTS FOR YEARS 4-6

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

*Project allocated some funding in years 1-3

REFERRED TO COMMISSIONER OF PUBLIC SAFETY

ORDINANCE No.

Establish a residential transportation income tax to fund Portland's street maintenance and transportation safety needs through the Portland Street Fund. (Ordinance; add Code Chapters 5.76)

The City of Portland ordains:

Section 1. The Council Finds:

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

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

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

NOW, THEREFORE, the Council directs:

- a. Portland City Code Chapter 5.76 is added to incorporate the implementation of the residential transportation income tax into the Revenue Division's responsibilities, as shown in Exhibit A.
- b. Through the Portland Street Fund, PBOT shall carry out the transportation projects identified on the project list shown in Exhibit B.

- c. The Director of the Revenue Division shall revise or develop and adopt administrative rules as are necessary for the implementation collection and administration of the residential transportation income tax of the Portland Street Fund.

Passed by the Council,

Mayor Charlie Hales
Commissioner Steve Novick
Prepared by: Jamie Waltz
Date Prepared: November 13,
2014

LaVonne Griffin-Valade
Auditor of the City of Portland

By


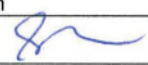


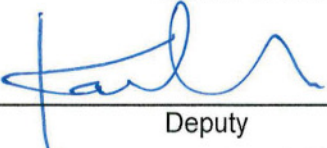
Deputy

Agenda No.
ORDINANCE NO.

Title

- 47 -

Establish a residential transportation income tax to fund Portland's street maintenance and transportation safety needs through the Portland Street Fund. (Ordinance; add Code Chapter 5.76)

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

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