

INFRASTRUCTURE FUNDING RESOLUTION

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

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Lightning	_____	_____
✓ Joe Walsh		
✓ Craig Rogers	11010 S.E. Yamhill St ^{Port OR} 97216	craig.rogers1@gmail.com
✓ Marianne Fitzgerald	10537 SW 64 DR # 97219	fitzgerald.marianne@gmail.com
✓ Laurie Burt	1478 Ann wooden 30823 ST Pipeline Oregon	

January 28, 2015

Mayor Charlie Hales and Commissioners Fish, Fritz, Novick and Saltzman
Portland City Council
1221 SW Fourth Avenue
Portland, OR 97204

Re: Amend City Comprehensive Financial Management Policy 2.03 and rescind Resolution 34423 Southwest Corridor Intergovernmental Agreement with Metro Agenda Item #112 before Portland City Council on January 28, 2015

I wanted to share my deep concerns about making a radical change in the utility license fee by rescinding the Transportation Funding Policy at the January 28, 2015 city council meeting.

I am well aware of the city's acute maintenance needs among many bureaus, including Transportation and Parks, and I support your proposal to dedicate "surplus" funds in the fall (and spring) BMP to infrastructure and maintenance.

I do not support the proposal to rescind the Transportation Funding Policy in Resolution 34423 without more time to deliberate the implications. Five days is not adequate notice (the public didn't have a lot of time to discuss the recent changes to city financial policy referenced in the resolution either). This discussion about the utility license fee and transportation funding would be more appropriate if it occurred during the annual budget process, February 2 through May 14, 2015, giving us more time to discuss and prepare comments.

Please consider using the various Bureau Budget Advisory Committees and the public comment period on the city budget to have a more thoughtful discussion on financial policies related to the Utility License Fee.

Sincerely,



Marianne Fitzgerald
10537 SW 64th Drive
Portland, OR 97219
(503) 246-1847

Moore-Love, Karla

From: Bob Clark <elvsy3k@yahoo.com>
Sent: Monday, January 26, 2015 9:12 PM
To: Moore-Love, Karla
Subject: written testimony for agenda # 112
Attachments: Road28JanTestmny.docx

Hello, Karla.

Please find attached my written public testimony for Council Agenda item 112, scheduled for this Wednesday 1/28/15.

Thank you,
Bob Clark

City's Infrastructure Maintenance Budgeting (Agenda item #112) Public Testimony

Bob Clark, SE Portland

Volunteer for the Taxpayer Association of Oregon

January 28, 2015

Dear Mayor, Commissioners and City Auditor:

I support raising the priority of spending surplus general funds on road repair first and foremost. To this end I am **encouraged by Portland City Council's agenda item #112**, slated for introduction this January 28th.

Spending temporary funds today on items with long-term cost savings, such as road repair, helps to create surplus funds tomorrow.

I believe the City should obligate itself to spending 75% of all its surplus general funds on road repair, first and foremost, with residual amounts going to parks and recreation and emergency preparedness. The Budget Office report (Impact Statement) says effectively that **"at least 50%"** of surplus general funds should be allocated to maintenance and asset replacement. 75% plus is more in line with the Budget Office Report than the proposed 50%. (Then too, road repair fosters economic livelihoods whereas parks and recreation help the psyche and not so much material and service production.)

I believe the City best obligates itself by making this Infrastructure Maintenance proposal a change in the City's Charter with a sunset tied to eliminating the street repair backlog. This would require referral to Citizens for approval; but I believe it would pass, gaining voter approval.

Moreover, Codification in the Charter helps free Councilors and Mayor from being overwhelmed by the typical litany of appeals for funding special activities, which ultimately end up shorting more basic functions and their more pervasive and substantive economic returns.

I disagree with the idea frugality in existing City budgeting cannot substitute fully for a new transportation funding source, such as a new street fee or tax. Moreover, the rescinding of Resolution 34423 (targeting 28% of utility franchise fees) should be compensated for with language obligating the City to continue allocating general funds to the Transportation Bureau at a rate no less than the current rate.

Sincerely,
Bob Clark

CC: Jason Williams, Executive Director, Taxpayer Association of Oregon