

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

(Deliver original to City Budget Office. Retain copy.)

1. Name of Initiator Katie Shriver		2. Telephone No. X33005	3. Bureau/Office/Dept. Commissioner Novick's office
4a. To be filed (hearing date):  June 4, 2014	4b. Calendar (Check One)  Regular <input checked="" type="checkbox"/> Consent <input type="checkbox"/> 4/5ths <input type="checkbox"/>		5. Date Submitted to Commissioner's office and CBO Budget Analyst:
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:**

State that Council will consider an ordinance by November 14, 2014, creating a Transportation User Fee for Non-Residential Use of the transportation system to address the City's significant transportation safety and maintenance needs.

**2) Purpose of the Proposed Legislation:**

The purpose of this resolution is to state that Council will consider an ordinance creating a Transportation User Fee for Non-Residential Use by November 14, 2014.

**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**

**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 not generate or reduce current or future revenue coming to the City. When Council considers a Transportation User Fee for Non-Residential Use, that action will increase revenue for addressing the City's transportation maintenance and safety needs.

**5) Expense:** What are the costs to the City as a result of 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**.)*

This resolution will not generate an additional costs to the City.

**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.)*

No positions will be created, eliminated, or re-classified in the current year as a result of this resolution.

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

No positions will be created or eliminated in future years as a result of this resolution.

*(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.)*

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?**

Council is considering, concurrent with this resolution, an ordinance to create a Transportation User Fee to fund improvements needed to address the City’s significant transportation and safety needs. This resolution allows for additional time to refine a Transportation User Fee methodology to assess non-residential users of the transportation system, including businesses. The Portland Business Alliance, Venture Portland, many individual small business owners, and others have asked for this additional time.

**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?**

Within the last six months, the Portland Bureau of Transportation sought extensive and broad public input on the status of the transportation system. Details about the groups involved include:

- Eight public Town Hall meetings were conducted across the City, including one geared towards small businesses, to solicit input about 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.

- 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.
- A Technical Advisory Committee was convened and comprised of internal city stakeholders and regional partner agencies to ensure cross-bureau and cross-agency coordination.

The Commissioner in charge of PBOT will convene a work group to refine a methodology for a Transportation User Fee assessed to non-residential users of the transportation system.

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

As stated above, the Portland Business Alliance, Venture Portland, many individual small business owners, and others have asked for additional time to work with the Council to craft a Transportation User Fee for Non-Residential Use of the transportation system.

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

Portland Bureau of Transportation staff, working closely with the Mayor and Commissioner in charge of the Portland Bureau of Transportation Steve Novick, designed the public involvement.

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

Jamie Waltz, Portland Bureau of Transportation, x37101,  
[Jamie.waltz@portlandoregon.gov](mailto:Jamie.waltz@portlandoregon.gov)

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

As stated above, the Commissioner in charge of PBOT will convene a work group. There will be additional public involvement before and during Council's consideration of the Transportation User Fee methodology refined by this work group.

	CHRIS WARNER
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APPROPRIATION UNIT HEAD (Typed name and signature)