

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

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

1. Name of Initiator Matthew Robinson		2. Telephone No. X34045	3. Bureau/Office/Dept. Mayor's Office
4a. To be filed (hearing date): May 29, 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:

Refer amendment to Chapter 9 of the City of Portland Charter to the November 4, 2014, General Election ballot to require that funds collected through the Transportation User Fee will be used for transportation purposes, with the majority of funds used for transportation maintenance and transportation safety improvements.

2) Purpose of the Proposed Legislation:

The purpose of this resolution is to refer an amendment to the City Charter to dedicate funds collected through the Transportation User Fee for transportation.

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.

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 any 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?

The amendment to the City Charter proposed by this Resolution ensures that the City must, now and in the future, use funds collected through the Transportation User Fee only for transportation purposes unless the voters of the City of Portland approve a change during an election.

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. This public outreach work led to the development of the Transportation User Fee. 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.

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

Throughout the public outreach efforts described in (b) above, one concern expressed was that funds collected through the fee would be used for non-transportation purposes. This referral is intended to address that concern by referring a Charter amendment to dedicate the funds only to transportation purposes.

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

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

This resolution refers a Charter amendment to the November 4, 2014, General Election ballot.

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APPROPRIATION UNIT HEAD (Typed name and signature)

CHARTER OF THE CITY OF PORTLAND, OREGON

CHAPTER 9
LOCAL IMPROVEMENTS; ASSESSMENTS; COLLECTIONS

Section 9-409. Use of Funds in the Transportation Safety and Maintenance Sub Fund

All funds collected through a Transportation User Fee and/or any other funding mechanism specially designated by the Council as an alternative or addition to a Transportation User Fee shall be deposited into a special fund known as the "Transportation Safety, Maintenance and Street Construction Sub Fund." The Council shall expend all funds in the Transportation Safety, Maintenance and Street Construction Sub Fund for transportation purposes, including associated administrative costs, relating to transportation safety improvements, transportation maintenance and street construction.

"Transportation Safety" is defined as methods and measures for reducing the risk of a person using the road network being killed or seriously injured and addressing perceptions of risks. Examples include adding sidewalks, crosswalks, signals, rapid flash beacons, and bicycle lanes, removing vegetation to improve visibility, enforcement mechanisms such as speed enforcement equipment, and driver education.

"Transportation Maintenance" is defined as management of our assets to keep transportation infrastructure safe and operational, with the goal of maintaining all assets in "fair" or better condition (on a scale of "very poor" to "very good").

CHARTER OF THE CITY OF PORTLAND, OREGON

CHAPTER 9
LOCAL IMPROVEMENTS; ASSESSMENTS; COLLECTIONS

Section 9-409. Use of Funds in the Transportation User Fee Sub Fund

All funds collected through the Transportation User Fee, adopted by the Council in June 2014, as now provided or hereafter amended, shall be deposited into a special fund known as the "Transportation User Fee Sub Fund." All funds in the Transportation User Fee Sub Fund shall be used for transportation purposes, including associated administrative costs, with the majority of funds used for transportation maintenance and transportation safety improvements.

CAPTION: AMENDS CHARTER: DEDICATES TRANSPORTATION FEE TO TRANSPORTATION, PRIMARILY MAINTENANCE, SAFETY (10 words)

QUESTION: Should City transportation user fee be dedicated to transportation, and required to be used primarily for maintenance and safety improvements? (20 words)

SUMMARY: This measure amends the City Charter to require that all funds collected through the Transportation User Fee, adopted by Council on June 4, 2014, are used for transportation purposes.

All funds collected through the Transportation User Fee must be deposited into a special fund known as the “Transportation User Fee Sub Fund.” All funds in the Transportation User Fee Sub Fund shall be used for transportation purposes, including associated administrative costs, with the majority of funds in the Sub Fund used for transportation maintenance and transportation safety improvements. (88 words)

**REFERRED TO COMMISSIONER OF
FINANCE AND ADMINISTRATION**

RESOLUTION No.

Refer amendment to Chapter 9 of the City of Portland Charter to the November 4, 2014, General Election ballot to require that all funds collected through the Transportation User Fee will be used for transportation purposes, with the majority of funds used for transportation maintenance and transportation safety improvements. (Resolution)

WHEREAS, The Constitution of the State of Oregon grants municipalities the power to establish a Charter to provide a foundation for their governing structure and policies; and

WHEREAS, 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 most trafficked streets in poor or very poor condition, which are the most expensive categories to repair. The Portland Bureau of Transportation reported that to bring the pavement system to a fair or better condition it would cost an additional \$91 million per year for ten years. The cost of deferring that need will keep increasing as it becomes more expensive to rebuild roads after they have failed versus conducting preventive maintenance at the right time on the right street; and

WHEREAS, Maintenance and proper operation of the streets is required in order to protect the public health, safety and welfare; and

WHEREAS, The Council is considering, concurrent with this Resolution, an ordinance to create a Transportation User Fee, which is needed to fund improvements to address the City's significant transportation maintenance and safety needs; and

WHEREAS, The Council seeks to dedicate funds collected through the Transportation User Fee for transportation purposes, including associated administrative costs, with a majority of those funds used for transportation maintenance and transportation safety improvements; and

WHEREAS, The amendment to the City Charter proposed by this Resolution ensures that the City must, now and in the future, use funds collected through the Transportation User Fee only for transportation purposes unless the voters of the City of Portland approve a change during an election.

NOW, THEREFORE, BE IT RESOLVED that the City Council will submit a Measure for an Act amending the City of Portland Charter, Chapter 9, Article 4, to provide that funds collected through the Transportation User Fee will be used for transportation purposes, attached as Exhibit A, to the voters of the City of Portland in Multnomah County, Clackamas County and Washington County at the November 4, 2014, General Election in the City of Portland; and

BE IT FURTHER RESOLVED that the City Council submits the ballot caption, question, and summary for the November 4, 2014, General Election ballot as shown in Exhibit B; and

BE IT FURTHER RESOLVED that the City Council directs the Auditor to publish the ballot title, as shown in Exhibit B, in accordance with City Code; and

BE IT FURTHER RESOLVED that the Mayor and Commissioner in charge of the Portland Bureau of Transportation may submit an explanatory statement to the City Auditor for publication in the voters' pamphlet; and

BE IT FURTHER RESOLVED that the City Auditor is directed to forward to the County Elections Office all material necessary to place this measure on the November 4, 2014 General Election ballot.

Passed by the Council:

Mayor Charlie Hales
Prepared by: Matthew Robinson
Date Prepared: May 20, 2014

LaVonne Griffin-Valade
Auditor of the City of Portland
By

Deputy

Agenda No.
RESOLUTION NO.
 Title

Refer amendment to Chapter 9 of the City of Portland Charter to the November 4, 2014, General Election ballot to require that funds collected through the Transportation User Fee will be used for transportation purposes, with the majority of funds used for transportation maintenance and transportation safety improvements. (Resolution)

INTRODUCED BY Commissioner/Auditor: Mayor Hales	CLERK USE: DATE FILED <u>MAY 23 2014</u>
COMMISSIONER APPROVAL Mayor—Finance and Administration <i>[Signature]</i> Hales	LaVonne Griffin-Valade Auditor of the City of Portland By: <u><i>[Signature]</i></u> Deputy ACTION TAKEN: MAY 29 2014 CONTINUED TO JUN 04 2014 11:00AM Time Certain JUN 04 2014 CONTINUED TO JUN 11 2014 9:30 A.M. JUN 11 2014 CONTINUED TO JUN 18 2014 9:30 A.M. JUN 18 2014 CONTINUED TO JUN 26 2014 3:00PM TIME Certain. JUN 26 2014 REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION
Position 1/Utilities - Fritz	
Position 2/Works - Fish	
Position 3/Affairs - Saltzman	
Position 4/Safety - Novick	
BUREAU APPROVAL Bureau: Bureau Head:	
Prepared by: Matthew Robinson Date Prepared: 5/20/14	
Financial Impact & Public Involvement Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/>	
Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
City Auditor Office Approval: required for Code Ordinances	
City Attorney Approval: required for contract, code, easement, franchise, charter, Comp Plan <i>[Signature]</i>	
Council Meeting Date 5/29/14	

AGENDA
TIME CERTAIN <input checked="" type="checkbox"/> <i>2 of 2</i> Start time: 2 p.m. Total amount of time needed: Accompany Transportation User Fee ordinance (for presentation, testimony and discussion)
CONSENT <input type="checkbox"/>
REGULAR <input type="checkbox"/> Total amount of time needed: _____ (for presentation, testimony and discussion)

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	