



This legislation will generate and estimated up to \$40 million net revenue annually. The revenue will be obtained through the creation of a Transportation User Fee.

\* Under the substitution, it is estimated that \$20 million in net revenue will be generated annually.

**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 expenses, it is estimated to cost approximately \$1 million per year starting in FY 15-16. This is the cost to administer the billing and collections mechanisms. In addition, there will be one-time implementation expenses of \$0.8 million in the FY 15-16. For project costs and related support activities, it is estimated to cost \$1.2 million in FY 15-16 and \$1.4 million annually for the next 10 years. The level of confidence is moderate. The costs of administration will not exceed 5% in any fiscal year.

**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.)*

Yes, it is estimated that approximately up to twenty-three full-time positions will be created in FY 15-16 to provide direct implementation of safety and maintenance work, and there will be up to two FTE to administer the program, including processing appeals, verifying data, organizing the Oversight Committee, coordinating with the Revenue Bureau.

\* Under the substitution to the Ordinance, fewer FTE position may be created with the reduction in the revenue generated.

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

Yes, if not all twenty-three full-time positions are created in FY 15-16, it is estimated that the additional positions will be hired in FY 16-17. In addition to the above twenty-three (23) full-time positions, there will be estimated two additional full-time positions created and sustained into the future given this new revenue.

\* Under the substitution to the Ordinance, fewer FTE position may be created with the reduction in the revenue generated.

*(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.

<b>Fund</b>	<b>Fund Center</b>	<b>Commitment Item</b>	<b>Functional Area</b>	<b>Funded Program</b>	<b>Grant</b>	<b>Sponsored Program</b>	<b>Amount</b>

**[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?**

Eight 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.

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?**

Much of the feedback received through the public forums, phone surveys, online feedback and emailed comments were used to shape the elements of 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. In addition, a sample bill will be sent to each property a few months before the first bill is sent.

*VK 5-29-14 Leah Treat for LT 5-29-14*

---

BUREAU DIRECTOR      LEAH TREAT, Bureau of Transportation

Steve  
Novick  
Commissioner

Memo

May 29, 2014

To: Mayor and Council

Leah Treat  
Director

From: Jamie Waltz, PBOT staff 

**RE: Substitution to Council Agenda Item 536  
Amends City Code to create a Transportation User Fee to fund Portland's transportation  
needs, primarily transportation maintenance and safety. (Ordinance; add Code Chapter  
17.21)**

Amendments to Ordinance:

1. Removed Non-Residential Use from the Ordinance; the substitute ordinance establishes a Transportation User Fee for Residential Uses.
2. Added a phased-in approach to the monthly fee. The monthly fees are outlined in Exhibit C.

Amendments to Exhibit A:

1. The inflation factor shall not be applied until July 1, 2018, when the residential monthly fee has been phased in.
2. Added and expiration provision that states: If the City Council does not pass an ordinance for a Transportation User Fee for Non-Residential Use by November 14, 2014 then City Code chapter 17.21 will automatically expire and cease to have any effect of law.

Amendments to Exhibit C:

1. The monthly rates for Residential Use properties will be phased in over three years. The following rates will be set:
  - A. The monthly fee for Residential Customer Groups from July 1, 2015 through June 30, 2016 is as follows:
    1. Single Family Residential Use, \$8.00 per Dwelling Unit;
    2. Single Family Residential Use, low income, \$5.60 per Dwelling Unit;
    3. Multi-Family Residential Use, \$4.70 per Dwelling Unit; and
    4. Multi-family Residential Use, low income, \$3.29 per Dwelling Unit.

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FAX 503-823-7576 • TTY 503-823-6868 • [www.portlandoregon.gov/transportation](http://www.portlandoregon.gov/transportation)

B. The monthly fee for Residential Customer Groups from July 1, 2016 through June 30, 2017 is as follows:

1. Single Family Residential Use, \$10.00 per Dwelling Unit;
2. Single Family Residential Use, low income, \$7.00 per Dwelling Unit;
3. Multi-Family Residential Use, \$5.87 per Dwelling Unit; and
4. Multi-family Residential Use, low income, \$4.11 per Dwelling Unit.

C. The monthly fee for Residential Customer Groups from July 1, 2017 through June 30, 2018 is as follows:

1. Single Family Residential Use, \$12.00 per Dwelling Unit;
2. Single Family Residential Use, low income, \$8.40 per Dwelling Unit;
3. Multi-Family Residential Use, \$7.05 per Dwelling Unit; and
4. Multi-family Residential Use, low income, \$4.93 per Dwelling Unit.

D. Beginning July 1, 2018, the monthly fees shall be adjusted pursuant to section 17.21.070 D.

# Portland Bureau of Transportation FY 13-14 Adopted Budget

Prepared February 2014

## Program Budget Allocations

*Indirect costs (support services such as facilities, accounting, information technology) have been allocated to the programs detailed below:*

### Basic Operations and Maintenance 39.7% \$77.8M

- **Street Preservation** maintains arterial and local streets, investigates pavement problems (repaving, pothole repair, fog and crack seal) and responds to hazards.
- **Traffic Safety and Control** provides electrical maintenance for signals/streetlights/beacons, traffic control signs, parking signs, street name signs, traffic design engineering, safety evaluations, traffic control plans, street lighting services, and traffic signal operations & timing.
- **Street Cleaning** provides residential/arterial street sweeping, leaf removal, transit mall & light rail area cleaning, street area landscaping, green space maintenance and emergency response for de-icing streets
- **Bridges and Other Structures** inspects PBOT's 157 bridges, 555 retaining walls and 188 public stairways and applies findings to maintenance prioritization.
- **Sidewalk Maintenance** is responsible for sidewalk corners, ADA ramps, sidewalk posting & inspection, and limited sidewalk and curb repairs.
- **Recycling Operations** processes asphalt, old concrete, street debris and leaves to produce usable products such as aggregate, rock, gravel, compost, sand and asphalt patch material.
- **Environmental System Maintenance** inspects and cleans the sewer system; paid for by BES.

### Basic Operations + Maintenance

Street Preservation	\$17,031,063
Traffic Safety + Control	\$20,795,370
Street Cleaning	\$8,748,055
Bridges + Other Structures	\$3,020,962
Sidewalk Maintenance	\$3,613,188
Recycling Operations	\$1,423,477
Environmental Systems Maintenance (BES)	\$23,150,643

### Capital Improvement Program 29.8% \$58.4M

The CIP program is primarily funded by \$34.4M in grants and bonds for specific projects, and PBOT contributes a small \$10M towards match on the grant-funded projects. The larger projects in FY 13-14 include: **Portland-Milwaukie Light Rail, Sellwood Bridge, Ramona/Holgate Street Improvements, Division Streetscape, 136th Avenue Sidewalk Improvements, Williams Street Improvements, and the LED Lighting** project. The CIP program also includes \$7.6M in GTR committed to existing projects not completed in prior years, as well as \$4M in projects for other city agencies. Nearly \$14M of the CIP is dedicated to reconstruction projects.

### Parking 13.3% \$26.1M

PBOT provides both **On-Street Parking and Off-Street Parking Garages**. The on-street parking is monitored through enforcement officers. PBOT contracts with Central Parking for operations of the parking garages.

## We Keep Portland Moving

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## Streetcar & Tram Operations

**5.3% \$10.3M** The Streetcar is funded through a combination of Fees, Tri-Met, Sponsorships, Fare revenue and GTR. The GTR component is \$4.8M. The Tram is **100% cost-recovery** through fare revenue and is operated in partnership with OHSU.

## Active Transportation 2.3% \$4.5M

This program coordinates pedestrian, bicycle and transit related activities with constant engagement with the community. They build and promote a network with access for all Portlanders, regardless of age, ability, income level, race or ethnicity. Specific programs include **Sunday Parkways, Safe Routes to School and Smart Trips.**

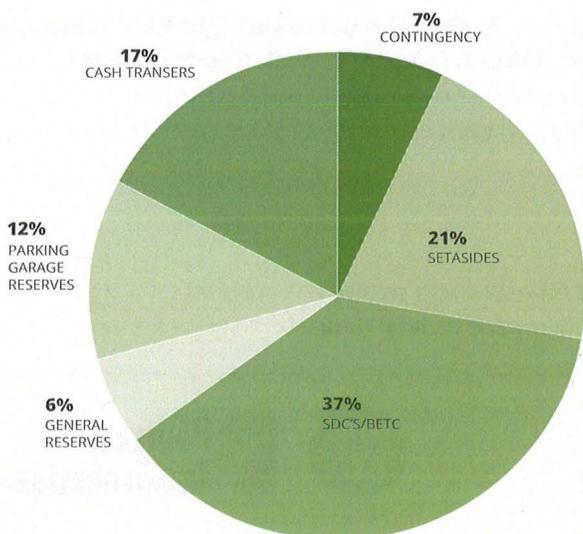
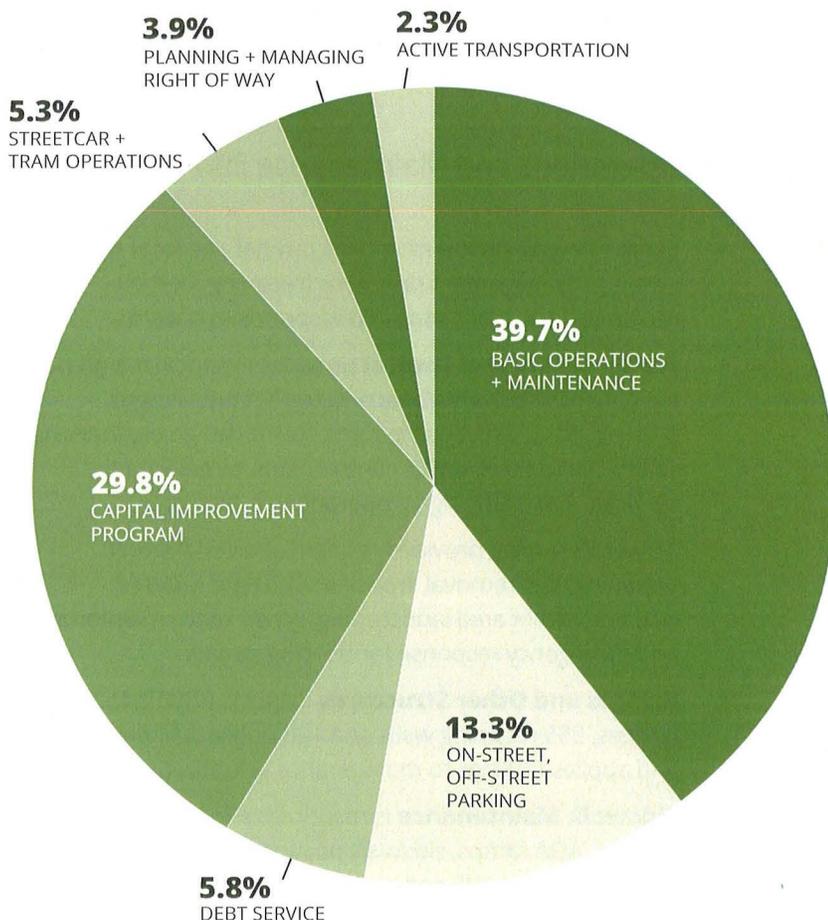
## Planning & Management of the Right-of-Way 3.9% \$7.6M

PBOT partners with the Bureau of Planning & Sustainability and other city/county/regional partners in master-planning the transportation system. Day-to-day management of the right-of-way is **nearly 100% cost recovery** through development permitting, with only \$.5M GTR funding. \$1.7M of funding is from other city agencies, and \$3.4M is comprised of user fees.

## Debt Service Obligations 5.8% \$11.3M

PBOT pays \$9.4M in debt service for its match payment for capital projects, such as the **Sellwood Bridge and Portland Milwaukie Light Rail**, as well as debt payments for **parking pay stations, transit mall revitalization and new LED street lights.** The Parking Garage Fund also includes debt service on bonds, contingency to pay for future major maintenance, the transfer of available garage funds to the operating fund, and the garage system's share of General Fund Overhead.

## Program Budget Allocations at a Glance:



## PBOT Fund Level Commitments \$50.7M

These funds represent commitments in future years, as opposed to FY 13-14 expenditures. PBOT SDCs/BETC, carryover, setasides, contingencies, cash transfers and reserves provide for: carryover for existing projects, weather-related response efforts, landslides, parking facilities reserves, cost of living adjustments, insurance and claims, overhead recovery and general operating reserves. PBOT is not currently meeting the 10% GTR reserve target of \$11M.

# Our Streets Transportation User Fee

[www.ourstreetspdx.com](http://www.ourstreetspdx.com)

To improve street maintenance and safety, the Portland Bureau of Transportation proposes a Transportation User Fee.

Average of **\$40M/year** net revenue for first 5 years

## Proposed Distribution of Funds



## What is a Transportation User Fee?

A transportation user fee is a charge to users of Portland's transportation infrastructure, based on estimates of trips they generate of any mode – whether by foot, bike, car freight, or transit. Residents, businesses, and other organizations rely on the system to travel and to receive and deliver goods, so all pay to keep that system safe and well-maintained.

## Residential Rates

- Household in Single-Family home: \$11.56/month
- Low income household in Single-Family home: \$8.09/month
- Household in Multi-Family building: \$6.79/month
- Low income household in Multi-Family building: \$4.75/month

## Estimated Sources of Funds



## Sample Non-Residential Rates

- 60% of Portland non-residential users generate less than 5,000 trips/month and would pay an average fee of \$76/month
- Go online to PBOT's Trip Calculator to find estimated rate for individual non-residential users:  
[www.ourstreetspdx.com](http://www.ourstreetspdx.com)

## Other Components

- Revenue dedicated to transportation
- Prioritized for maintenance and safety
- Low income discount
- Single-Owner Business credit (for Portland Residents)
- Oversight committee
- Annual Reporting
- Project selection criteria
- Appeals process
- Implementation Date: July 1, 2015

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# Proposed Program Distribution of Transportation User Fee Revenue

## Safety on Residential Streets (15% of total spending)

### 5-year estimated outcomes:

- Safety improvements around elementary schools, valued at \$500,000-\$2M per high school attendance boundary
- 20-25 miles of neighborhood greenways - safer pedestrian and bicycle networks
- 10-12 miles of safer shoulders and other design upgrades for streets lacking sidewalks

## Maintenance (53% of total spending)

### 5-year estimated outcomes:

- 150-250 miles pavement maintenance
- 30-40 traffic signals upgraded
- 7,000 street lights converted to LED
- 1-3 bridges receive major maintenance
- 40,000 street name signs replaced
- Crosswalk maintenance
- Vegetation removal for signals, lights, & signs

## Safety on Busy Streets (29% of total spending)

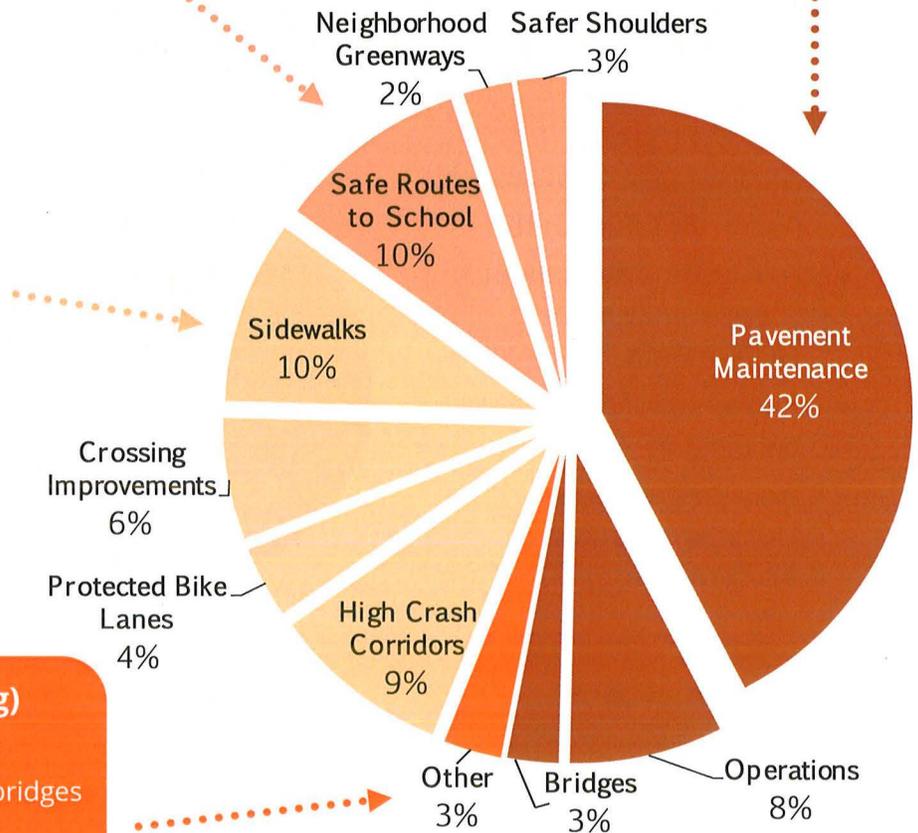
### 5-year estimated outcomes:

- Approximately \$19M spread across Portland's Highest Crash Corridors
- 100-115 safer crossings
- 5-19 miles/approx. 380-400 blocks of sidewalks
- 7-10 miles of protected bike lanes
- Faster response to 823-SAFE

## Other (3% of total spending)

### 5-year estimated outcomes:

- Increase earthquake resilience of bridges
- Enhance public transit service
- Pave gravel/unimproved streets



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints, and additional information, contact the Title II and Title VI Coordinator at Room 1204, 1120 SW 5th Ave, Portland, OR 97204, or by telephone at 503-823-5185, City TTY 503-823-6868, or use Oregon Relay Service: 711.



# OUR STREETS

*We need your help to fix Portland's streets*

WE KEEP PORTLAND MOVING.



Our roads, bridges, transit and freight systems are the **foundation of our economy and crucial to tomorrow's economic growth**. ... As a percentage of U.S. GDP, **investment in infrastructure today is half of what it was in 1960**.

-NACTO, Blueprint for Jobs and Economic Growth Through Transportation Investments, 2012

# How We Got Here



A number of factors have worked together to create challenges in keeping our transportation system in working order.

- Inflation
- Fuel efficiency
- People driving less
- Declining federal support
- Shifting of Utility License Fee (ULF) to Police, Fire and Parks

# Transportation Assets



The city's transportation system covers one third of Portland's surface area :

- 4,827 lane miles of streets
- 55,477 street lights
- 157 bridges

# Asset Gaps & Decay



The bureau is seeing a decline in the condition of the assets it manages:

- 48% of busiest streets are in ‘poor’ or ‘very poor’ condition
- 53% of corners have no ADA ramps
- 343 miles of busy streets have no sidewalks
- City needs \$91 million annually to reach pavement goals -- two years ago, the figure was \$75 million

# Safety & Health Concerns



Gaps in Portland's infrastructure lead to safety and health concerns:

- 36 traffic fatalities in 2013
- High-speed traffic common concern
- Missing links for pedestrian safety
- Children not walking to school because it's dangerous
- Low-income Portlanders disproportionately impacted

“Research shows that **low-income communities and communities of color often do not have access** to the benefits our transportation system can provide, **yet they bear the burdens of that system.**”

-Angela Glover Blackwell, Found and CEO, PolicyLink

# Bureau Revenue Sources

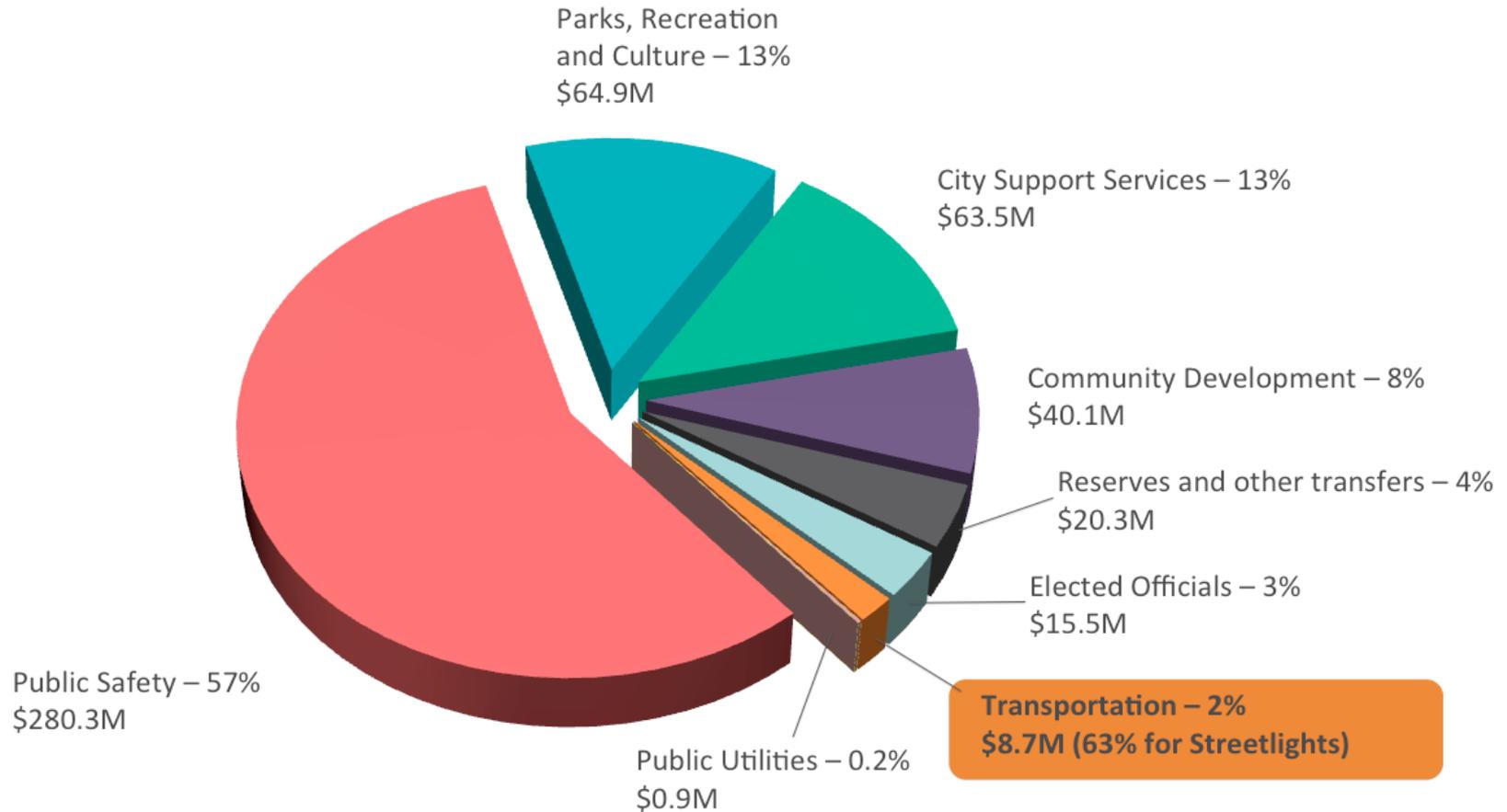


The Bureau of Transportation draws its budget from five primary sources:

- Gas tax
- Parking
- Contracts with City agencies (Bureau of Environmental Services)
- Fees for services, permits
- Federal, state, local grants

# Portland General Fund

*Fiscal Year 2013-2014*



# Bureau Spending



Majority of adopted budget is spent on ‘meat and potatoes’ programs:

- \$78 million of bureau’s budget goes toward basic operations and maintenance.
- \$58 million goes toward capital projects, such as Division Streetscape, 136<sup>th</sup> Avenue Sidewalk Improvements and LED lighting

# Improving Efficiency



To help stretch our limited dollars, the bureau has pushed hard for efficiency:

- Back to Basics (100 miles of paving)
- LED light conversion
- Coordination with utilities

# Why It's Up to Us



The Financial Task Force and Budget Advisory Committee outlined concerns about the future of transportation funding:

- The gas tax falls short
- Federal support is unreliable
- Local governments must step up

# Other Cities Took Action

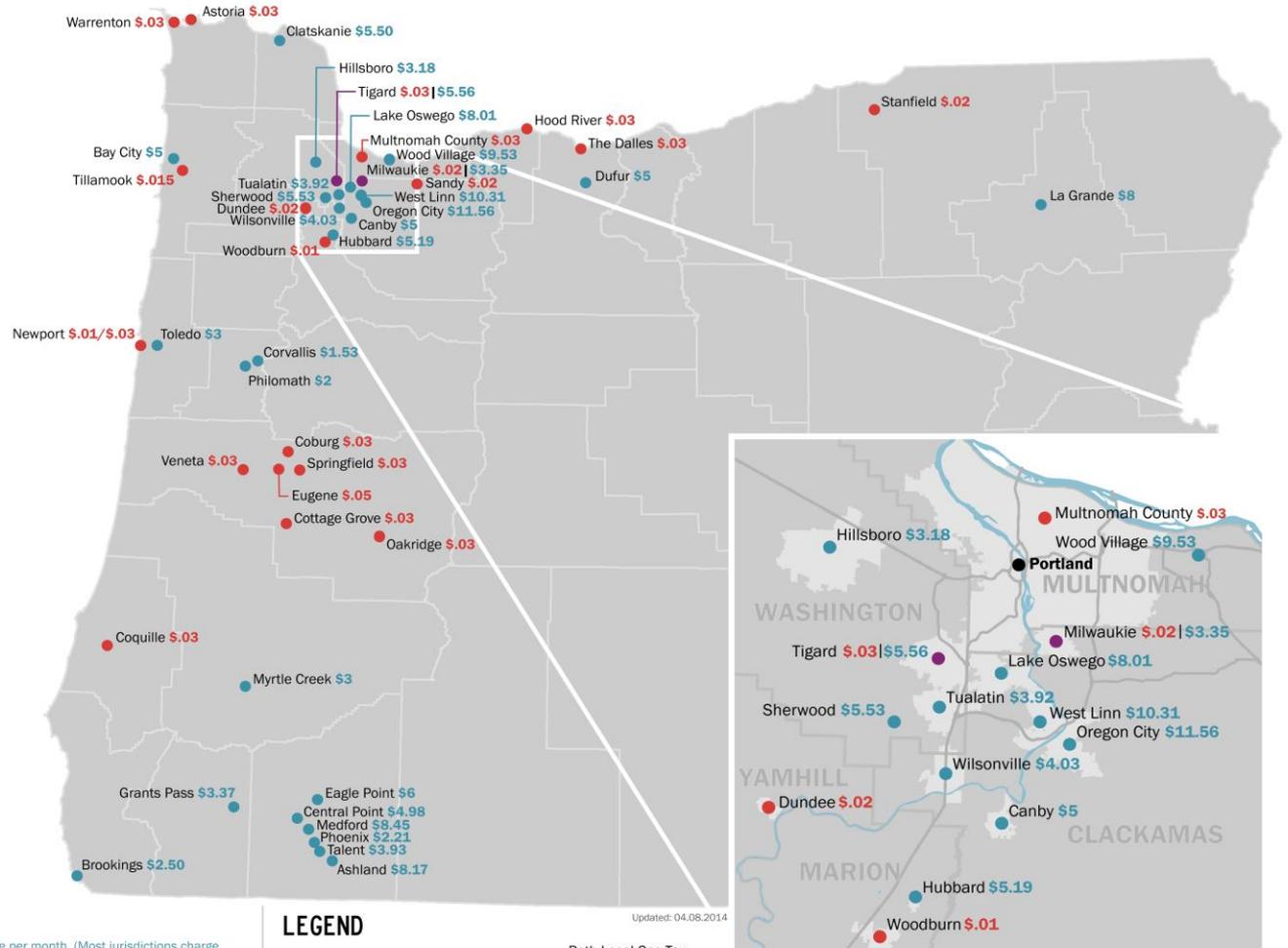


Many other cities have identified the same problem and taken action, including:

- Ashland, 1989
- Tualatin, 1990
- Medford, 1991
- West Linn, 2008
- Oregon City, 2008

# Other Local Funding Mechanisms

CITY	GAS TAX*	STREET FEE**
Ashland	-	\$8.17
Astoria	\$.03	-
Bay City	-	\$5.00
Brookings	-	\$2.50
Canby	-	\$5.00
Central Point	-	\$4.98
Clatskanie	-	\$5.50
Coburg	\$.03	-
Coquille	\$.03	-
Corvallis	-	\$1.53
Cottage Grove	\$.03	-
Dufur	-	\$5.00
Dundee	\$.02	-
Eagle Point	-	\$6.00
Eugene	\$.05	-
Grants Pass	-	\$3.37
Hillsboro	-	\$3.18
Hood River	\$.03	-
Hubbard	-	\$5.19
La Grande	-	\$8.00
Lake Oswego	-	\$8.01
Medford	-	\$8.45
Milwaukie	\$.02	\$3.35
Multnomah County	\$.03	-
Myrtle Creek	-	\$.03
Newport	\$.01/\$.03***	-
Oakridge	\$.03	-
Oregon City	-	\$11.56
Philomath	-	\$2.00
Phoenix	-	\$2.21
Sandy	\$.02	-
Sherwood	-	\$5.53
Springfield	\$.03	-
Stanfield	\$.02	-
Talent	-	\$3.93
The Dalles	\$.03	-
Tigard	\$.03	\$5.56
Tillamook	\$.015	-
Toledo	-	\$.03
Tualatin	-	\$3.92
Veneta	\$.03	-
Warrenton	\$.03	-
West Linn	-	\$10.31
Wilsonville	-	\$4.03
Woodburn	\$.01	-
Wood Village	-	\$9.53



\* Local gas tax in dollars per gallon.

\*\* Local residential street maintenance fee in dollars per single family residence per month. (Most jurisdictions charge lower fees for multi-family residential units.) Fees are also charged for commercial and industrial properties at varying rates.

\*\*\* Varies by season.

# Years of Studying Solutions



Portland has been looking at how to solve its transportation revenue shortfall for more than a decade:

- 2000: Street Maintenance & Safety Fee
- 2007: Safe, Sound & Green
- 2012: Financial Task Force
- Budget Advisory Committee
- 2014: Our Streets PDX

# 'Our Streets' Conversation



The Portland Bureau of Transportation held a community conversation that allowed us to deliver real solutions.

- Developed priorities
- Identified source of revenue and refined funding priorities
- Public reviewed proposal
- City Council action is next

# Phase I: Outreach on Needs



In the first phase of outreach, we focused on transportation needs:

- Lasted three months
- Committee discussions
- Scientific survey
- Multilingual online survey
- Three town halls

# Public's Top Priorities



## Summary of Phase I Outreach:

- Maintenance (Pavement + Bridges)
- Safer Busy Streets
- Safer Neighborhood Streets
- Better Public Transit Services

# Phase 2: Funding Options

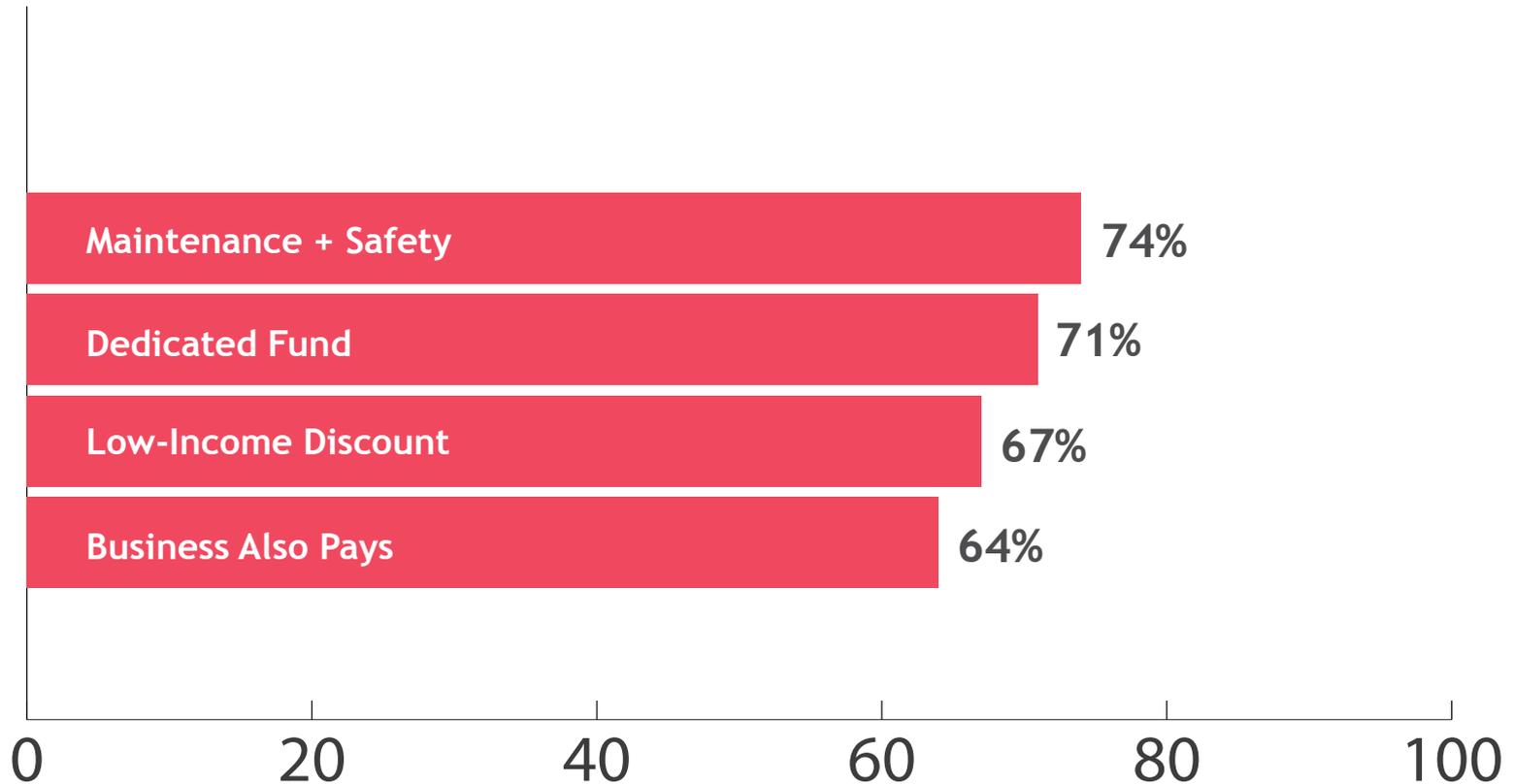


In the second phase of outreach, we focused on various funding options:

- Lasted three months
- Committee discussions
- Scientific survey
- Multilingual online survey
- Four town halls
- Business community meetings

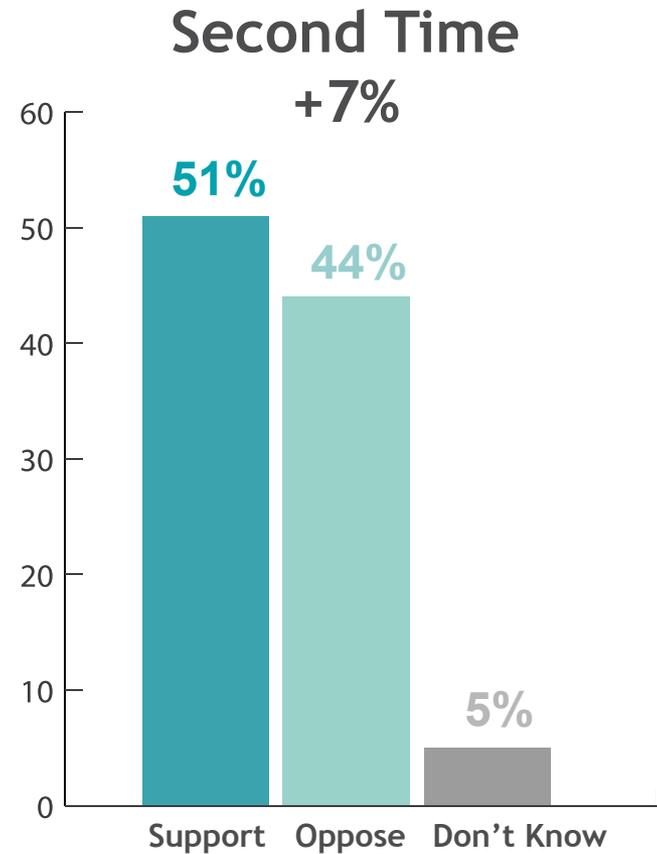
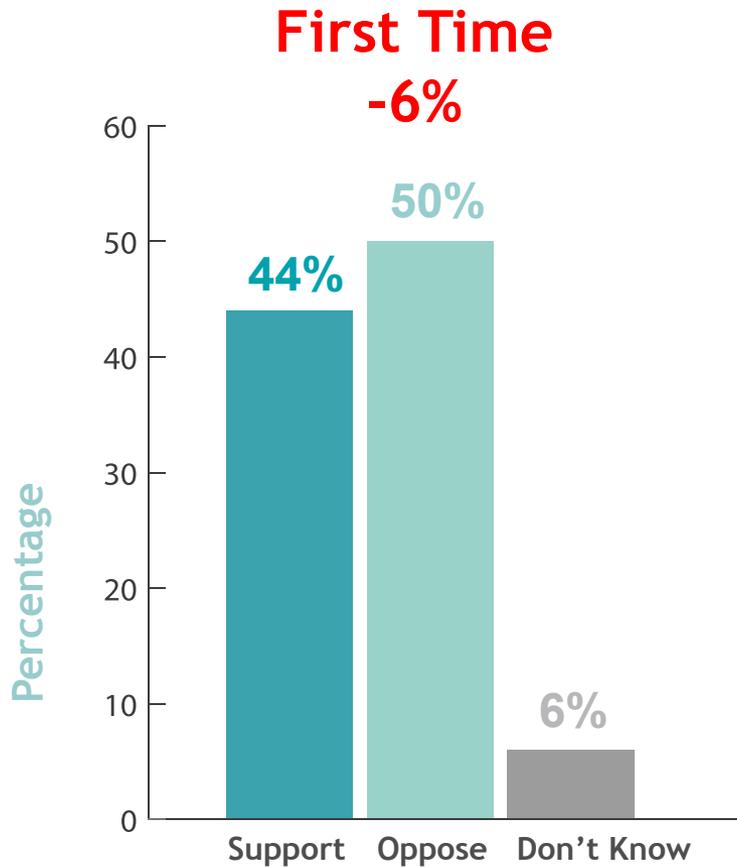
# Support for Maintenance + Safety

*March Survey Results*



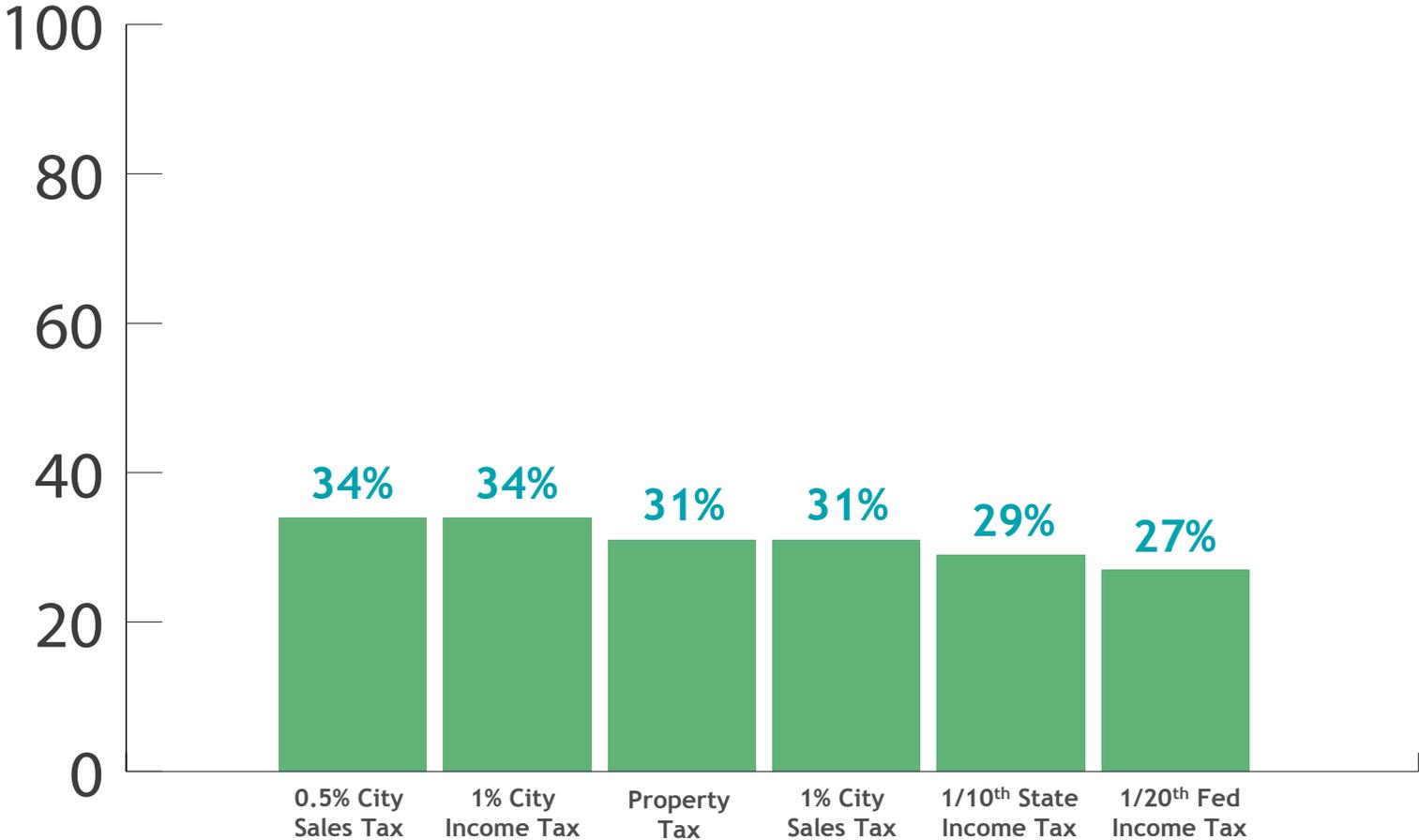
# Support Grows For \$12 Fee

March Survey Results



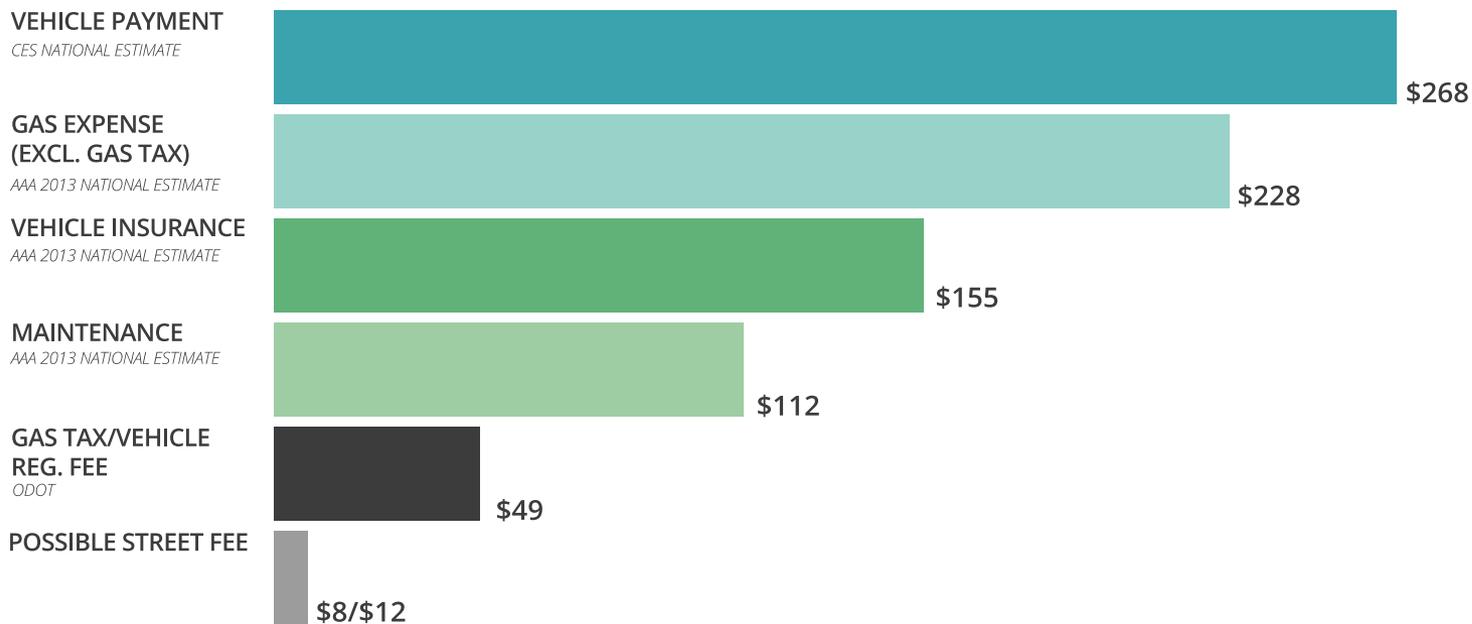
# Alternatives to Street Fee Model

March Survey Results



# Monthly Household Vehicle Costs

*Putting it in perspective:*



# Public Input Shaped Fee



- Focus on safety & maintenance
- Low income discount
- Sole business owner provision
- First collection July 2015
- Oversight committee
- Mayor's charter amendment

# How Street Fees Work



- The fee is based on use of the transportation system
- Traffic estimates are based, in part, on the property use
- Estimates based on national standards
- All modes considered when calculating the number of trips, including car, bike, public transit and freight.

# Residential Rates



Residential rates are broken down into four categories:

Rate	Year 1	Year 2	Year 3
Single Family	\$8	\$10	\$12
Single Family (Low-Income Discount)	\$5.60	\$7	\$8.40
Multifamily	\$4.70	\$5.87	\$7.05
Multifamily (Low-Income Discount)	\$3.29	\$4.11	\$4.93

# Non-Residential Rates



Non-Residential rates will be determined based on various factors:

- Traffic generation based on property use
- Developed square footage
- Some property uses generate more trips than do others
- Applies to non-profits and public institutions, as do other utilities
- If multi-use property, fee is based on predominant use.

# Non-Residential Calculations



Non-Residential fees are calculated using the following formulas:

- Developed square footage is multiplied by ITE trip factor to get the ‘monthly trips’ figure
- Monthly trips are multiplied by the trip rate established by the city to get the final monthly fee

# Fairness Factors



To promote fairness and remove extremes, we've included:

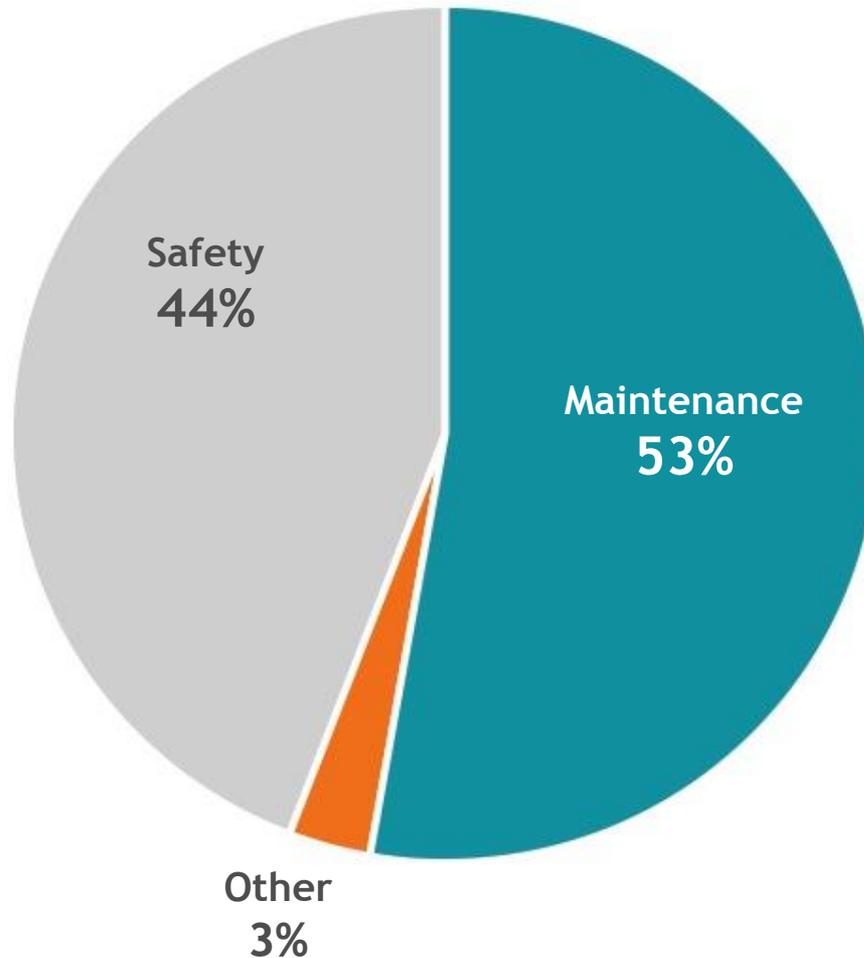
- Single-owner business credit
- Low-income rate
- Vacancy and campus provisions
- Appeals process
- Sliding scale for costs per trip
- July 2015 start date
- Ramp up over three years

# Building Trust

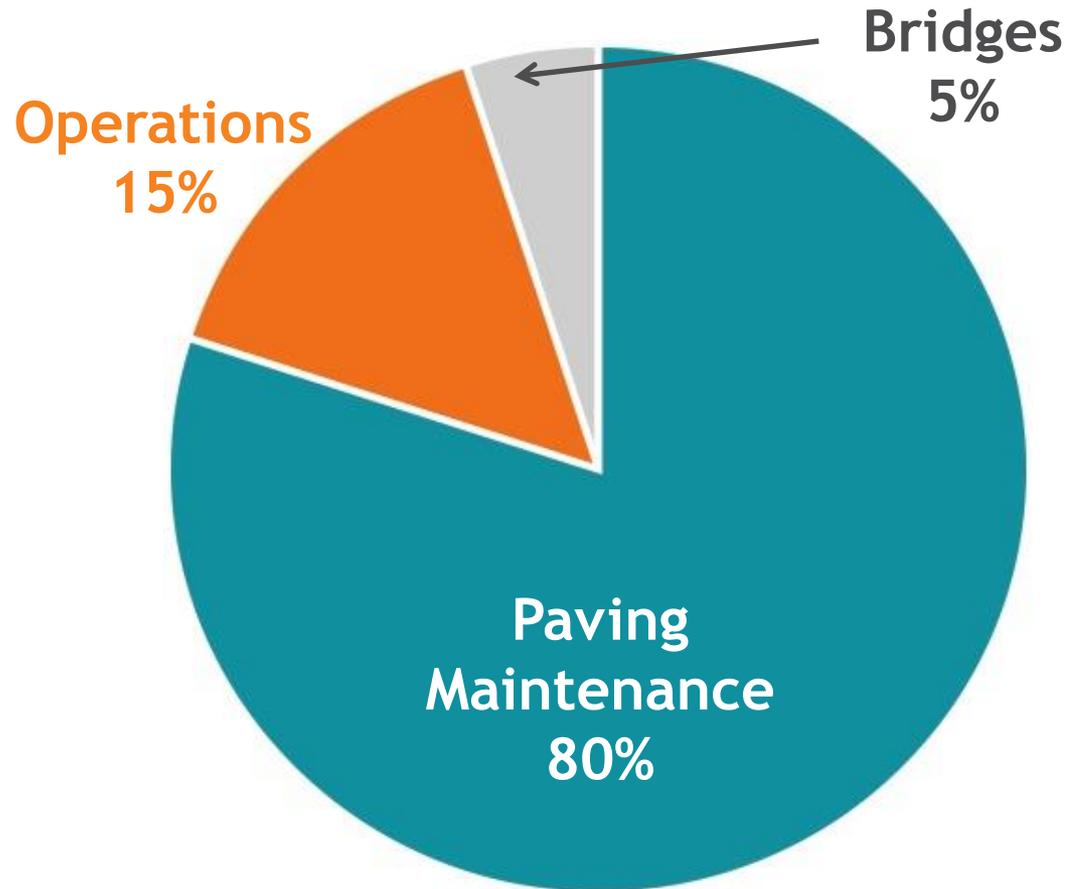


- Criteria for project selection
- Companion charter dedicated transportation user fee
- Creates an oversight committee
- Requires annual work session and annual report to City Council

# Proposed Overall Distribution



# Proposed Maintenance Distribution



# Possible Maintenance Projects

## Maintenance

Represents 53 percent of total spending

150-250 miles of pavement maintenance

30-40 traffic signals upgraded

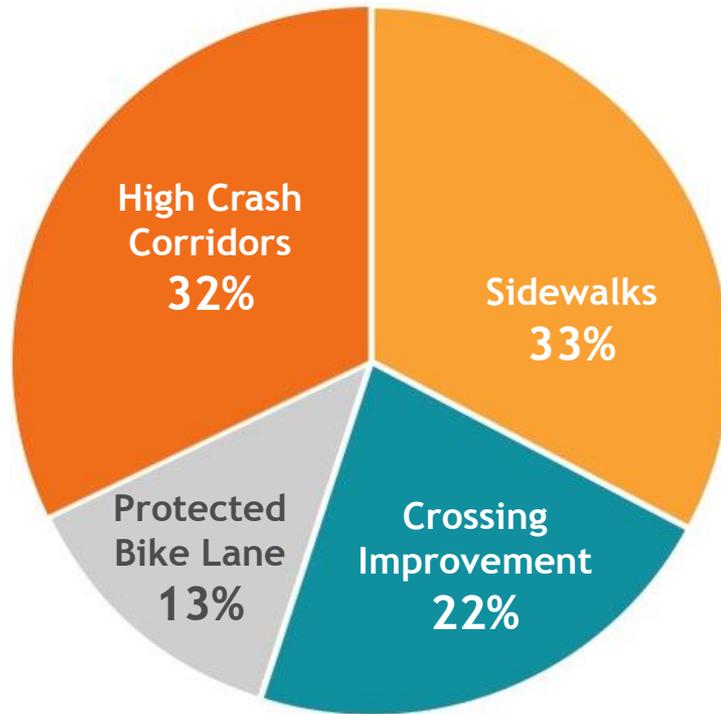
7,000 street lights converted to LED

1-3 bridges receive major maintenance

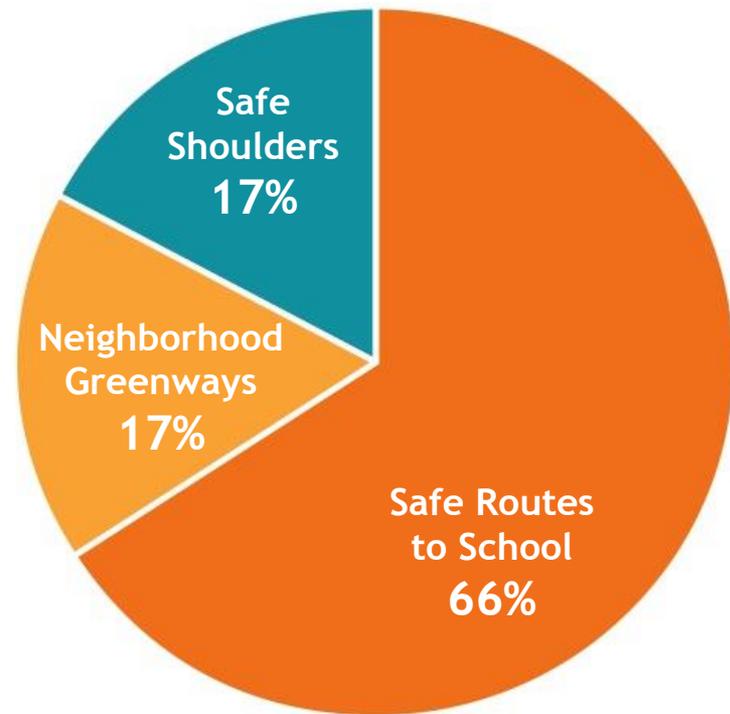
Crosswalk maintenance

*Delivered over five years*

# Proposed Safety Distribution



Safety on **busy streets**



Safety on **residential streets**

# Possible Safety Projects

## Residential Street Safety

Represents 15 percent of total spending

Safety improvements near elementary schools

20-25 miles of neighborhood greenways

10-12 miles of safer shoulders

Safer crossing to public transit

Vegetation removal

*Delivered over five years*

## Safety On Busy Streets

Represents 29 percent of total spending

\$19M on Portland's High Crash Corridors

100-115 safer crossings

380-400 blocks of sidewalks

7-10 miles of protected bike lanes

Faster response time to **823-SAFE**

*Delivered over five years*

# Possible Other Projects

## Other Priorities

Represents 3 percent of total spending

Increase earthquake resilience of bridges

Enhance public transit services

Pave the gravel / unimproved streets

*Delivered over five years*

# Contact Information



Mark Lear  
[mark.lear@portlandoregon.gov](mailto:mark.lear@portlandoregon.gov)  
503.823.7604

Jamie Waltz  
[jamie.waltz@portlandoregon.gov](mailto:jamie.waltz@portlandoregon.gov)  
503.823.7101

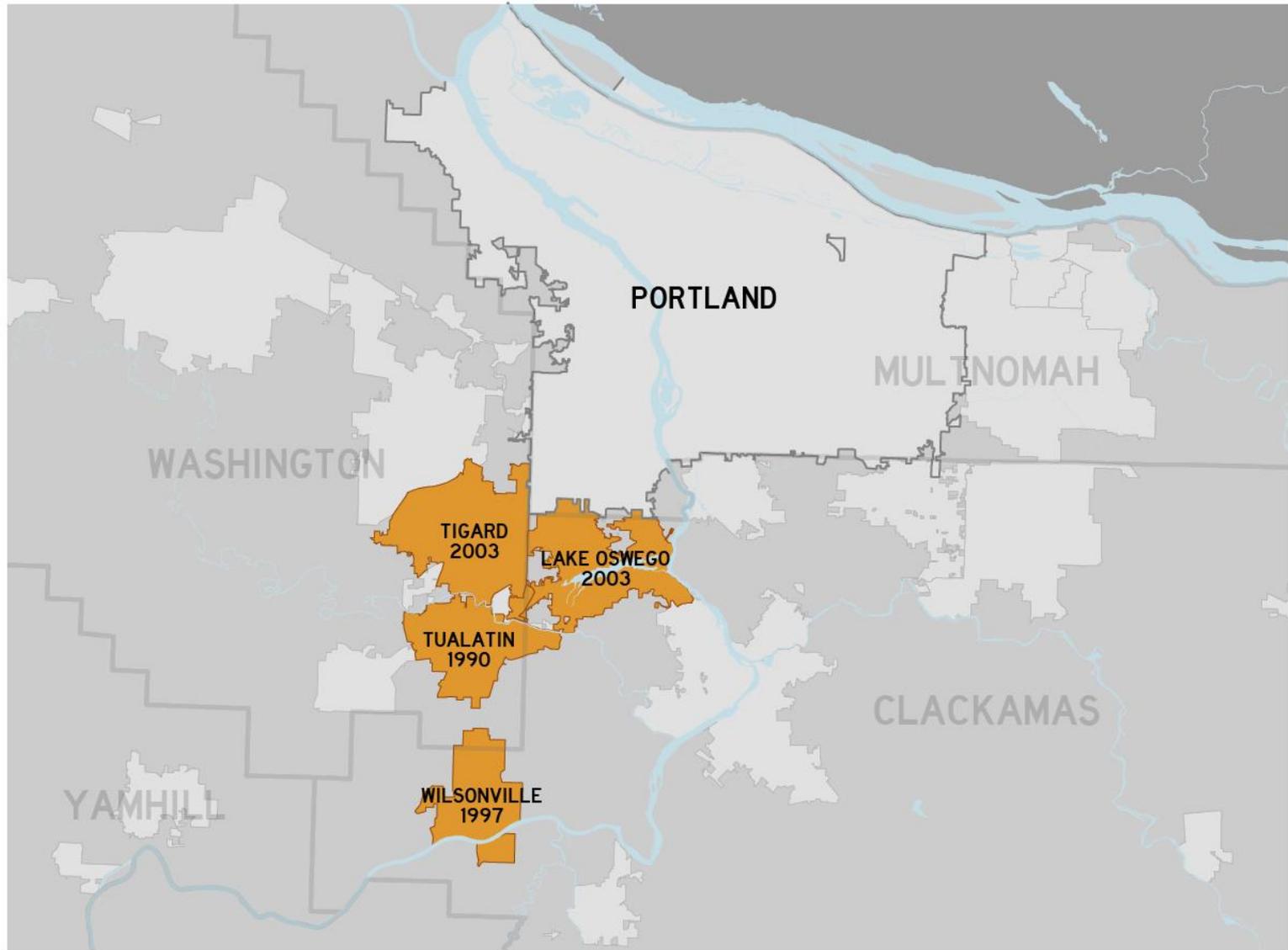
Questions about fee calculator:  
[TUF\\_Administrator@portlandoregon.gov](mailto:TUF_Administrator@portlandoregon.gov)

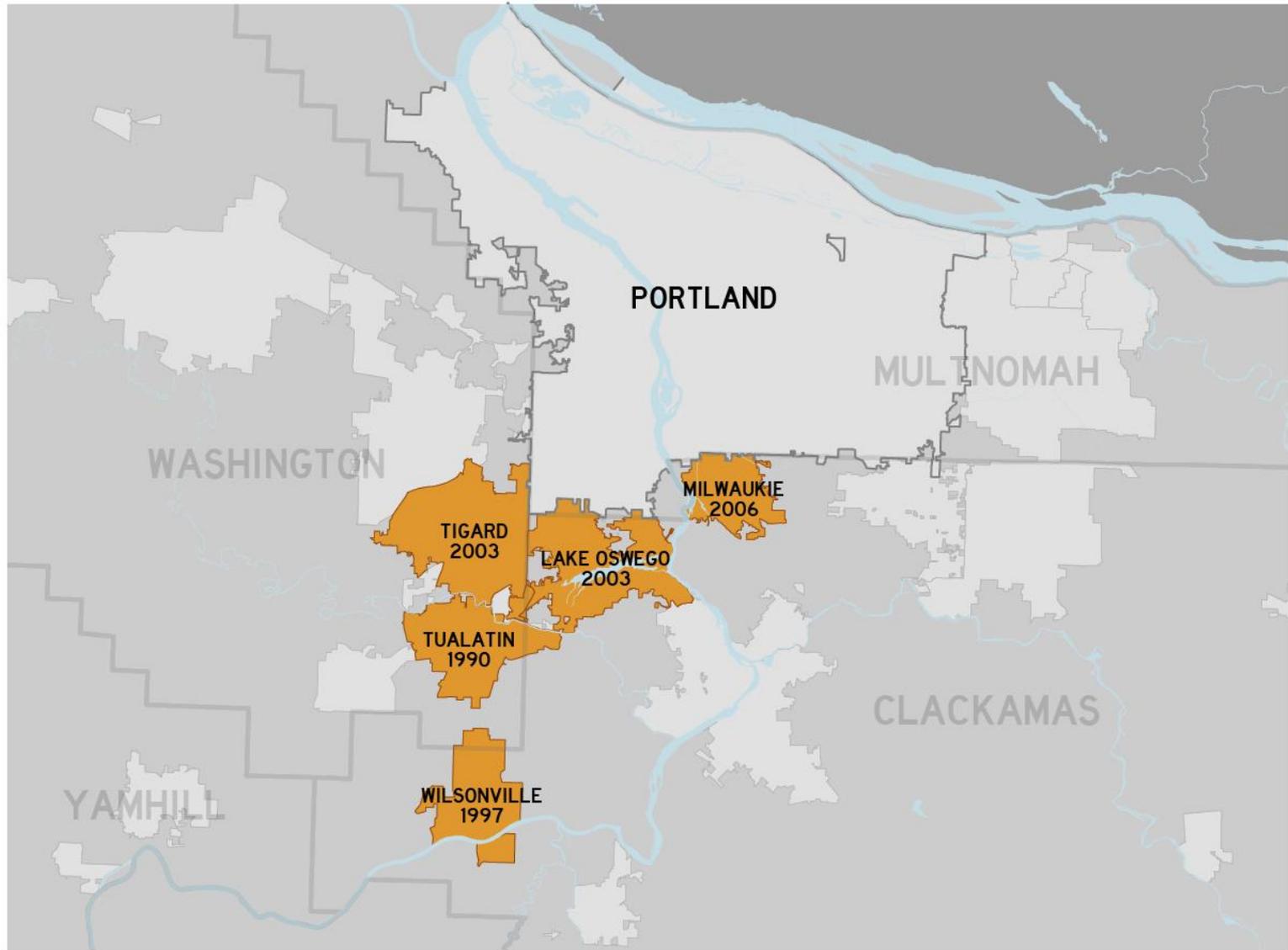
# Metro Area Street Fees

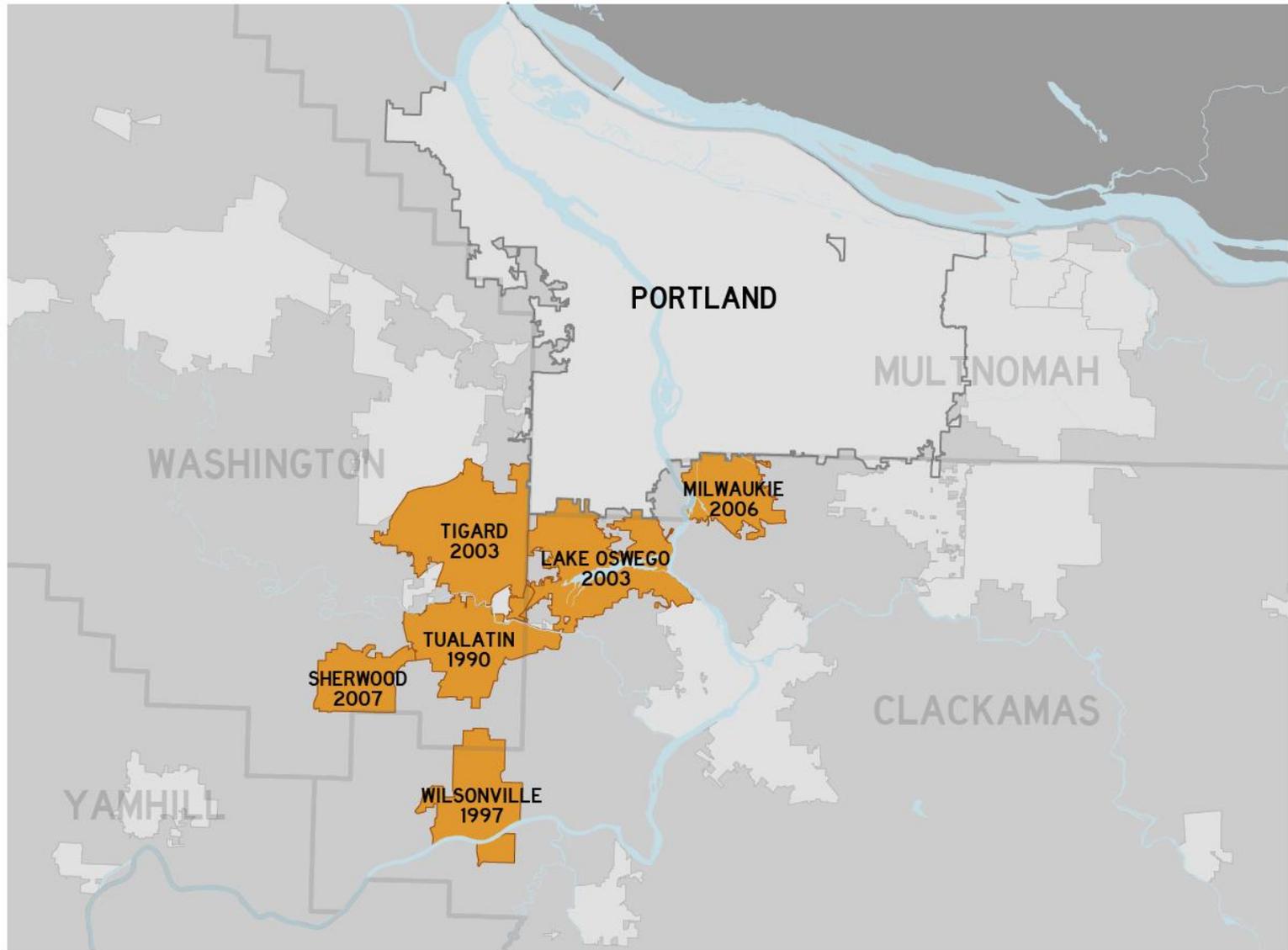


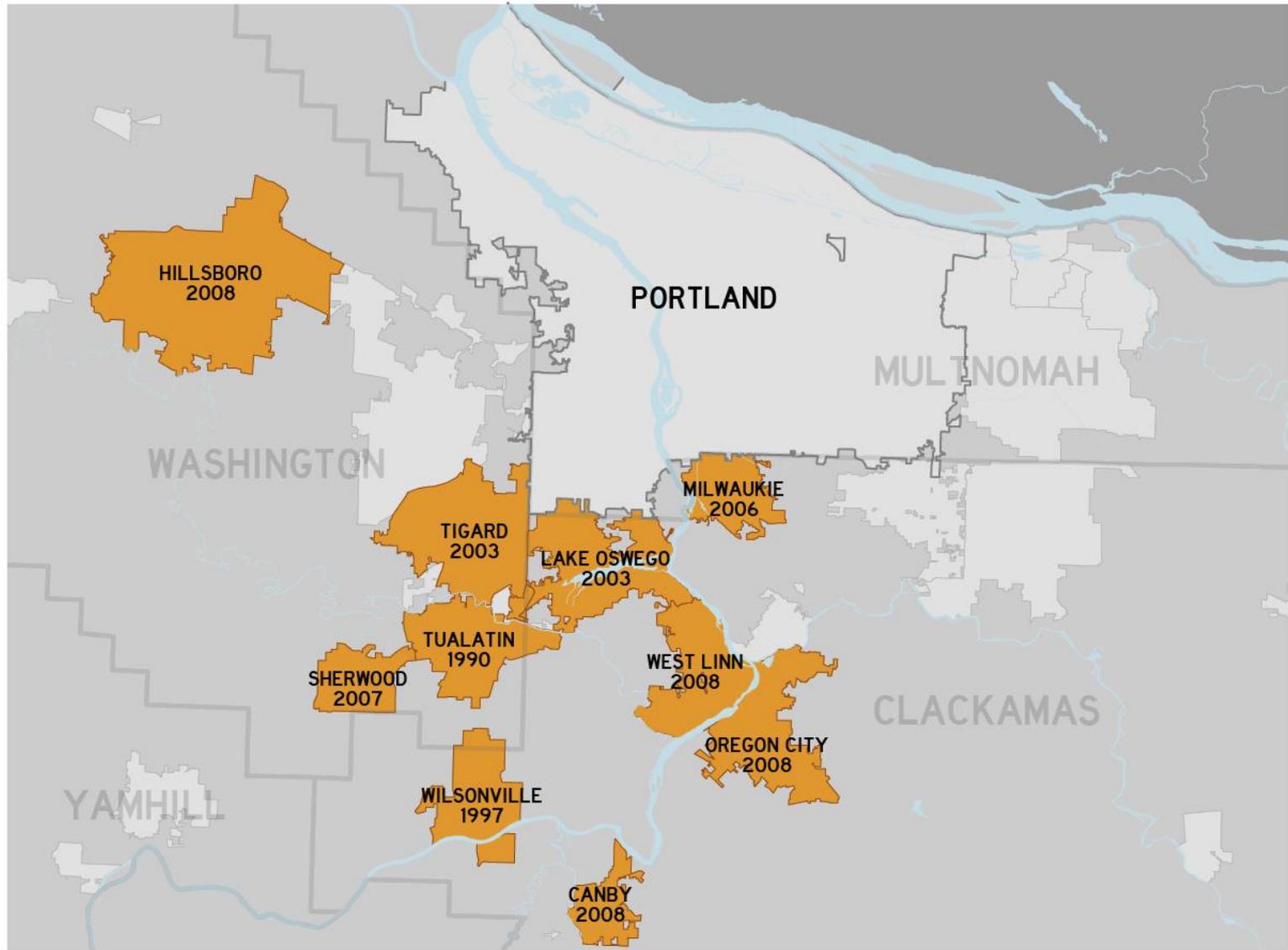


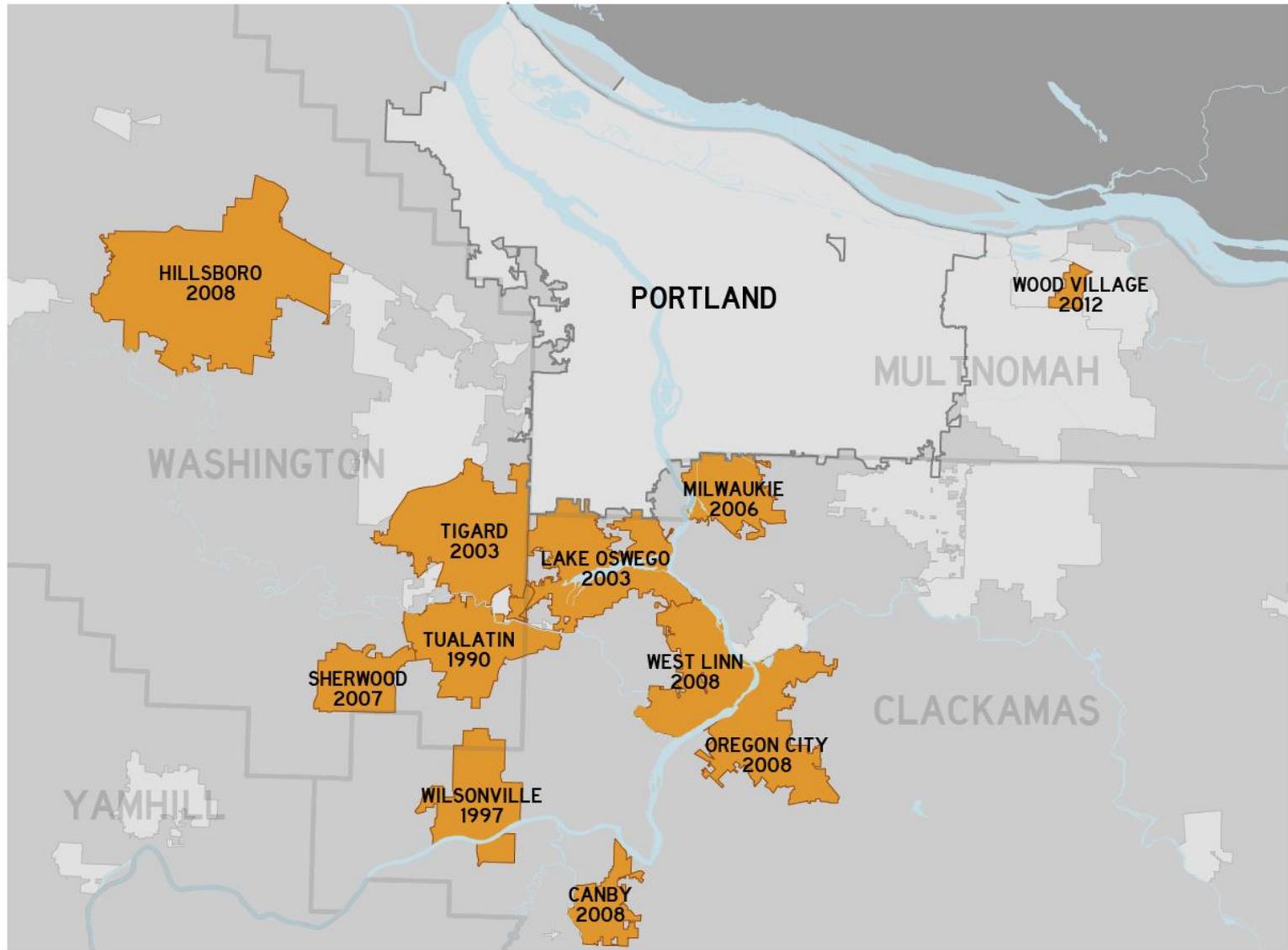




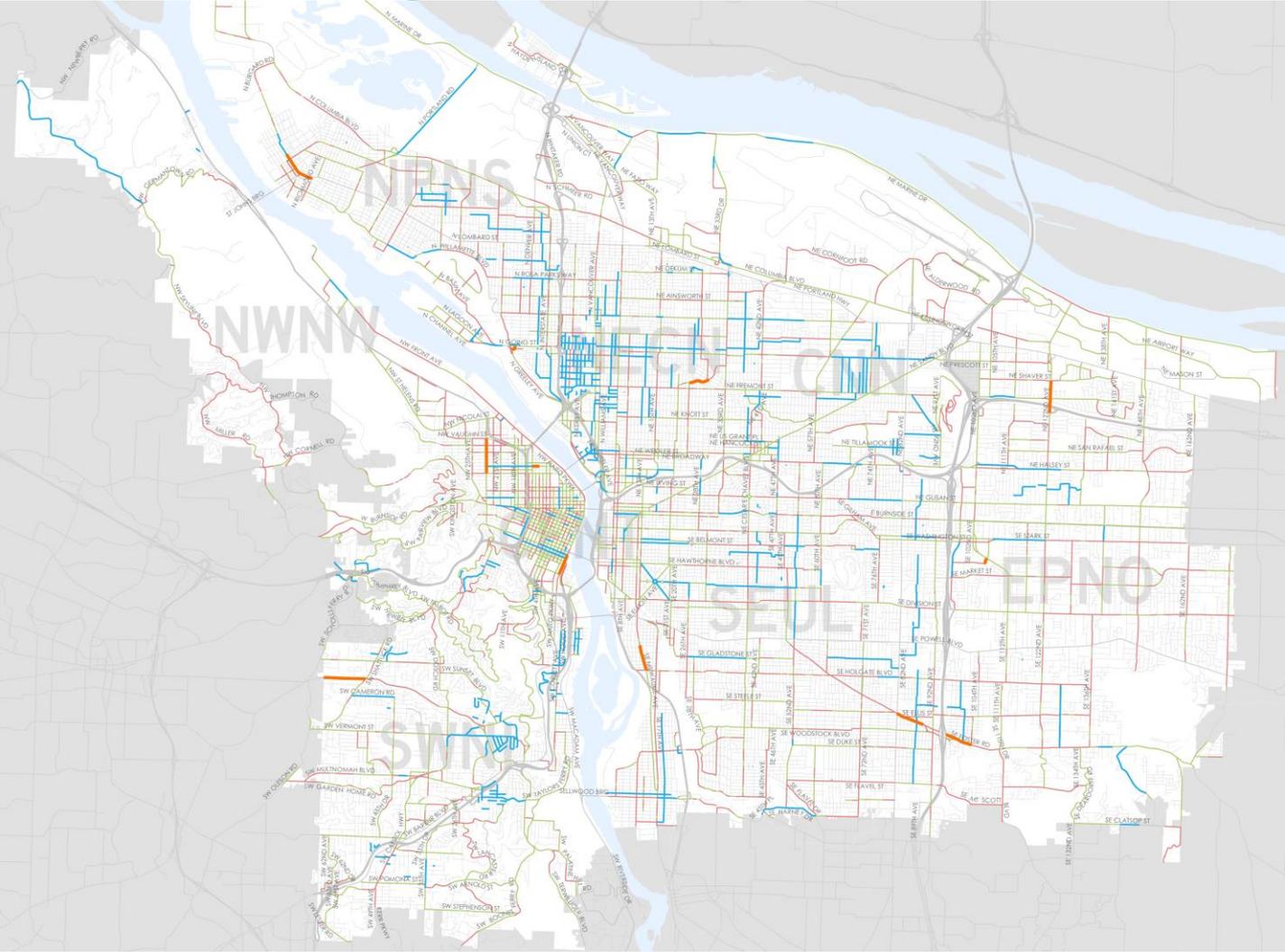








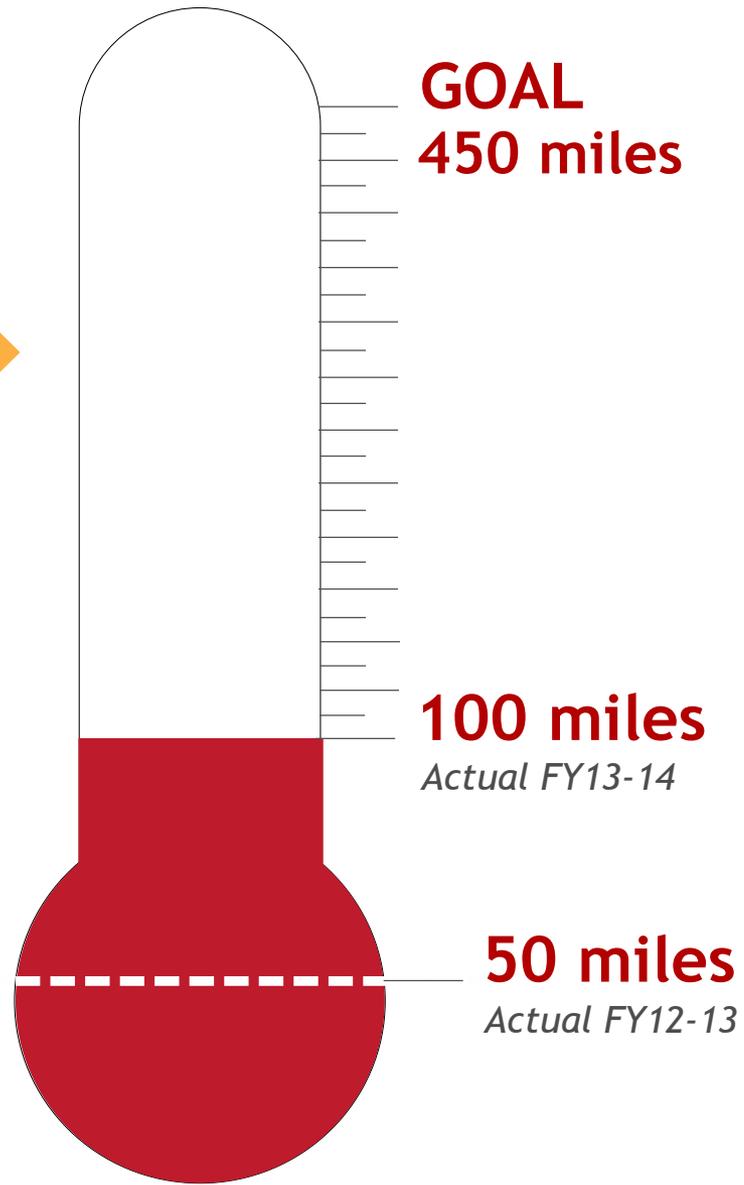
# Pavement Maintenance



## LEGEND

- Possible Paving Rebuilds**
  - Pavement Rebuild  
These are possible pavement rebuilds that would be completed with new Transportation User Fee Revenue.
- Paving Projects (FY 13/14 & Planned FY 14/15)**
  - Pavement Maintenance (Grind & Pave, Crack/Fog Seal)
- Busy Street Pavement Condition**
  - Poor or Very Poor (Potential Reconstruction)
  - Fair or Better (Potential Preservation)

# Annual Pavement Need Continues



**OPPOSE  
STREET FEE**

TRANSPORTATION USER FEE

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

NAME (print)	ADDRESS AND ZIP CODE	Email
David Lester / Jan Effers ECumenical Ministers of OR	0245 SW Bancroft Portland OR	dlester@emoregn.org
✓ PAUL ROMAIN	707 SW WASHINGTON #427 PORTLAND 97205	promain@theromaingroup.com
✓ CRAIG ROGERS	11010 S.E. Yamhill St Port, OR 97216	craig.rogers1@gmail.com
✓ ERIC FRUITS	LAWELHURST N.A. 4318 NE ROTAL CT. 97213	ERIC.FRUITSGMAIL.COM
✓ SALLY JOUGHIN (JOCKIN)	2715 SE 34th Ave 97202	sjoughin@earthlink.net
✓ TERRY PARKER	1527 NE 65th Av	parker2012@gmail.com
✓ ROBERT PARKER	6124 SE Bass St 97206	bonwell@gmail.com
✓ Lynn K. Munson	1335 S. Woodbine Rd. West Linn OR 97068	lynnmunson@comcast.net
✓ Bob Clark	3702 SE Brooklyn Portland 97202	ELUSYBK
<del>Brian Alfano</del>	<del>VERA VC PORTLAND</del>	<del>brianalfano@...com</del>

**OPPOSE  
STREET FEE**

TRANSPORTATION USER FEE

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

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ John Shetterly	932 NE 69 ave 97213	Hootowl47@yahoo.com
✓ Malcolm J. Chaddock	2140 NW Kearney St 97210	malchaddock@gmail.com
✓ <del>Daniel Strougen</del>	1802 SW Foster St 97219	<del>None</del>
<del>Gary Herrerc</del> NEVERC	7123 N Lombard	bigkahunasbbq@live.com
Alan Shaffer	4034 NE 72 <sup>nd</sup> Ave 97213	alan@PDXwings.com
✓ Angie Even	5827 SE 43 <sup>rd</sup> Ave 97206	justmeng@gmail.com
<del>Pennis Ferrin</del>	5428 NE 36 <sup>th</sup> 97211	
<del>James Kust</del>	4620 SE 28 <sup>th</sup> Ave 97202	opie356@gmail.com
<del>BERNARD W PARKS SR</del>	3610 SE 66TH AVE PORTLAND OR	
✓ PER FAGERENG	4108 SE 16 <sup>th</sup> Pld 97202	phantom@hevonet.com

**OPPOSE  
STREET FEE**

TRANSPORTATION USER FEE

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

NAME (print)

ADDRESS AND ZIP CODE

Email

NAME (print)	ADDRESS AND ZIP CODE	Email
<i>STAFF FILE</i> ✓ <i>Jim Mank</i>	3550 SE 130th # 7	
✓ <i>Lori Borsin</i>	<i>Sumner-Murray Alliance</i>	
<del><i>Dan Deanehy</i></del>	<del>4635 SE 47<sup>th</sup> Ave. PDX</del>	
<del><i>MARK JONES</i></del>	1627 N Skamonee PDX 97217	
✓ <i>SHAWN MILLER</i>	2246 NW IRVING St. 97210	
✓ <i>Gary W. Sargent</i>	10207 SE Foster Rd 97266	
<del><i>LINDA SARGENT DER</i></del>	3318 SE 64 <sup>TH</sup> AVE 97206	
✓ <i>RICHARD KIELY</i>	83 <sup>RD</sup> AVENUE of ROSES BUSINESS ASSN	
- <i>Thomas E. Muller</i>	Homeless STATE OF OREGON S. WASHINGTON	
✓ <i>Harry Sampson</i>	5823 SE 82 <sup>ND</sup> AVE 97266	

**OPPOSE  
STREET FEE**

TRANSPORTATION USER FEE

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

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ WILLIAM NEWMAN	4916 SW Fairhaven Ln, 97221	whn@comcast.net
SHEILA M. FULLER	PORTLAND OR 97215 6634 E. Burnside St Apt I	
Michael R. Kocher	4040 N. Overlook Blvd	Kochermc@gmail.com
<del>Jason Johnson</del>	4356 NE Davis St Portland OR 97228	
<del>[scribble]</del>	" "	
Claudette Clark	3318 SE 153rd RDX 97236	
<del>ANDY FRAZIER</del>	<del>3762 NE Millon St Portland, OR 97212</del>	
<del>Bob Widmark</del> David Widmark	135 SW Ash St, PDX 97215	steven.rudman@homeforward.org <del>[scribble]</del>
<del>Tom Brown</del>	3234 SE Crystal Springs Blvd 97202	tomrbrown29@gmail.com
✓ Marion Haynes	200 SW Market. Ptd	mhaynes@portlandalliance.org

**OPPOSE  
STREET FEE**

TRANSPORTATION USER FEE

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

NAME (print)	ADDRESS AND ZIP CODE	Email
<del>George Peterbaugh</del>	LAKE OSWEGO 97034 16693 Phantom Bluffs Ct	
Larry Witt	P.O. Box 40745 PRX 97240	
✓ Logene H. Stall	4101 NE Tillamook Portland OR 97212	
Kristl Bridge	1344 SE Spokane St Portland OR 97202	
<del>KUTE MUNGER</del>	2728 SE 63rd 97206	
<del>Adam Kriss</del>	1500 SW 11th Ave	
<del>Erwin MANDER</del>	1511 SW Park Ave <sup>undecided</sup>	
ADIE <sup>NORFIELD</sup> NORFIELD	800 NW 6 <sup>th</sup> AVE 97209	INFO@ WILKS Restaurant.com
✓ Olya <sup>OLY*</sup> KARLOSHKINA	9307 N Wall Ave	
Jeff Manley	9648 S.E. Ellis ST 97266	

**OPPOSE  
STREET FEE**

TRANSPORTATION USER FEE

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

NAME (print)	ADDRESS AND ZIP CODE	Email
<del>CARIS BOBO</del>	400 SW Broadway PDX 97209	caris.bobo@provenance.com
<del>BARBARA ELLIS</del>	4930 S.E. 30th Ave PDX 97202	barbarajellis@earthlink.net
✓ Eileen Kohn	1230 NW 12th Ave #612, Pdx 97209	
✓ Paul Comery	3338 SE Taylor 97214	pc247@msn.com
Katny Hambleton	6534 N. Omaha 97217	1.
Denise Dowless	1919 SE Belmont 97214	d
David Loftus	1030 SW Jefferson 97201	
Lisa McCauley	26 NE Floral Place 97232	l.mccauley@comcast.net
<del>Sarah J. Young</del>	<del>7129 SE Gladstone St 97206</del>	<del>sutrupa@</del>
✓ Amy Estrin	2306 NE 42 Pdx 97213	

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

NAME (print)	ADDRESS AND ZIP CODE	Email
Chris Anderson	5276 NE 26th Ave 97211	jchris@gmail.com
✓ Brandy Ponce	4723 N. Bothwick 97217	nesspace@lowcost.net
<del>Jill Smith</del>	<del>1358 W. Ash St 97203</del>	<del>jill.smith@lowcost.org</del>
✓ Ann Sanderson	5603 SE 56th Ave Portla 97206	annadogwood@gmail.com
Mary Piercee	3440 SE Francis PDX 97202	
<del>Kathy Bosnyk</del>	<del>3043 SE 20th Ave PDX 97202</del>	<del>Kathleenmbosnyk@gmail.com</del>
Kelly Aiche	3253 NE SANDY BLVD	KellyAiche@BIKEGAUZEY.com
Curtis Merrill	5651 N. LOMBARD	merrimic@hotmail.com
Christopher Lowe	7314 SE Changy Blvd 97202	clowe@igc.org
Ed Blackburn	1341 SE Birch 97214	ed.blackburn@lowcost.org

**OPPOSE  
STREET FEE**

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

NAME (print)	ADDRESS AND ZIP CODE	Email
John Bergstrom	5724 S.W. Barnes Rd. 97221	john@amfibres.com
<del>John Miller</del>	2305 NE 40 <sup>th</sup> Portland OR 97212	John@oregoncn.org
Jeff Cole	4343 SE Madison St 97215	fjeffcole@gmail.com
<del>DEE</del> MURRAY Koopish	1631 NE Broadway #449 97232	<del>DEE</del>
Adele Merchant	3026 SE Taylor St 97214	adelemerchant@yahoo.com
Richard Reuss	8719 SE Ellis St 97226	—
Tom Johnson	P.O. Box 13083, 97213	—
Dave Taylor	5708 NE Fairly 97213	dave.b.taylor@gmail
Sarah Bibb	1005 NW 16 <sup>th</sup> Ave 97209	Sarah@fillypdx.com
DEREK SHAW	<del>7433</del> 8711 N. Lombard St.	SHAW DEREK @ HOTMAIL.COM

**OPPOSE  
STREET FEE**

TRANSPORTATION USER FEE

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

NAME (print)	ADDRESS AND ZIP CODE	Email
Emmitt Granger	11918 SE Division 388 Portland, OR 97266	emmittgranger@yahoo.com
Jason French	3329 SE Division #115 Tertland OR 97202	jason.f.french@gmail.com
Randy Rapaport	2530 SE 26th Av, Pk #205 97202	RMRAPAPORT@yahoo.com
✓ Cheryl Mayes	5832N	

**SUPPORT  
STREET FEE**

TRANSPORTATION USER FEE

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

NAME (print)

ADDRESS AND ZIP CODE

Email

✓ Paul Cone	109 SE 70 <sup>th</sup> Ave.	paulkcone@gmail.com
✓ Robert Feifer	10435 NE Beech St 97220	bobfeifer@msw.com
✓ DAVID W. FERRIDAN	1801 NW UPSHUR BLVD 390	_____
✓ JOE WALSH	7348 Division St	_____
✓ Elaine Friesen-Strang. AARP	4432 NE Wistaria Dr.	strangedk@comcast.net
✓ DAVID Strough	1802 SW Custer St.	NONE
✓ Andy Cotugno	600 NE Grand Ave Portland OR 97232	andy.cotugno@oregonmetro.gov
✓ Rob Sadowsky	1218 SW elisan St Portland OR 97217	rob@oregon.gov
✓ Aaron Brown	4047 N Michigan Ave PDX OR 97217	aaron@oregonwalks.org
✓ Craig Beebe	City Club	<del>_____</del>

**SUPPORT  
STREET FEE**

TRANSPORTATION USER FEE

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

NAME (print)

ADDRESS AND ZIP CODE

Email

✓ Chris Smith <sup>(yes)</sup>	2343 NW Peckys Ave	
Matthew B Micetic	6406 SE Foster Road	matthew@redcastlegames.com
✓ LEE D. LEIGHTON	6113 SE 17 / P 97202	LEPERZK@LIVE.COM
<del>Craig Beebe</del> <sup>on behalf of City Club of Portland</sup>	5908 SE Reedway St. 97206	craigwbcb@gmail.com
✓ IRWIN MANDEL	Undecided	
✓ Lili Mandel	1511 SW Park Ave 97206	
<del>STEPH ROUTH</del>	5031 SE 85th Ave. 97266	steph.routh@gmail.com
✓ Andre BAUGH	3327 NE 59th	andre@groupac.org
<del>Susan Anderson</del>	<del>BS</del>	Susan.Anderson@portland.or.us
✓ Rebecca Hamilton	1632 NW 29th Ave #2 97210	r.hamilton@pdx.edu
<del>Kiel Johnson</del>	1509 NE 10th AVE #301 97232	Kielj@gmail.com

**SUPPORT  
STREET FEE**

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

NAME (print)

ADDRESS AND ZIP CODE

Email

<del>Carmen Merlo</del>	<del>PBEA</del>	<del>carmen.merlo@asthewas.org</del>
✓ Kelli Schaffer	Police Traffic Division	
Kari Schlossman	2920 SE Brooklyn	on file
<del>Willy Myers</del>	<del>3535 SE 86<sup>th</sup></del>	<del>willy@pbetc.com</del>
<del>Robert Buhl</del>	<del>8136 SW 54<sup>th</sup> ave</del>	<del>buhlrobert@yahoo.com</del>
<del>Kiel Johnson</del>	<del>1509 NE 10<sup>th</sup> AVE #301, 97232</del>	<del>Kielj@gmail.com</del>
✓ Mary Vogel	1220 SW 12 <sup>th</sup> Ave	



**Board of Directors  
Officers**

**President**

**Richard Kiely**  
Home Run Graphics  
503-504-2267 F 503-788-6967  
[Richard@homerungraphics.net](mailto:Richard@homerungraphics.net)

**Vice President**

**Gary Sargent**  
Sargent's Motor Sports  
503-969-5228  
[sargiii@sargentsmotorsports.com](mailto:sargiii@sargentsmotorsports.com)

**Secretary/Treasurer**

**Dianne Gill**  
Eastport Plaza  
503-771-3817  
[dgill@eastportplaza.com](mailto:dgill@eastportplaza.com)

**Members at Large**

**Frank Harris**  
Portland Community College  
[fharris@pcc.edu](mailto:fharris@pcc.edu)

**Joel Grayson/Janet Grayson, Alt.**  
Maylie & Grayson, Attorneys at aw  
503-771-7929 F 503- 775-1765  
[maygray@easystreet.com](mailto:maygray@easystreet.com)

**Don Howard**

dhgrafix  
[donhoward@dhgrafix.com](mailto:donhoward@dhgrafix.com)

**Organizational Support**

**TSG Services**  
**Nancy Chapin**  
503-774-2832 F 503-771-3428  
[nchapin@tsgpdx.com](mailto:nchapin@tsgpdx.com)

EID #93-0826921

[www.82ndavenue.org](http://www.82ndavenue.org)



To: Portland City Council

Mayor Charlie Hales

Commissioner Nick Fish

Commissioner Amanda Fritz

Commissioner Steve Novick

Commissioner Dan Saltzman

May 27, 2014

Dear City Council,

The 82<sup>nd</sup> Ave of Roses Business Association Board of Directors voted unanimously to request the City Council defer a vote on the proposed Transportation Fee until it can be properly vetted. A number of concerns were raised about the legislation which we believe deserve further study and input from the constituents most severely affected. An issue of this magnitude that affects all citizens and businesses in the City of Portland should be referred to the voters with proper disclosure.

Among our concerns are:

There is no time limit on this fee. At what point does City Hall see the fee being removed?

There is no limit on the amount of funds that constituents will be required to pay.

Currently public works is operating at max capacity within budget paving up to 100 miles a year. If the road fee is truly to be used to repair roads, what is the plan to increase their capacity?

The City has already made substantial financial demands on the business community, including extremely high water and sewer rates, system development charges, stormwater management requirements, and recently adding the Sick Leave Ordinance to the payroll burden.

Portland has developed a reputation as being unfriendly to business, and we are seeing established businesses leave for what they consider better conditions. A recent example of this is the departure of Banfield Pet Hospital Corporate Headquarters to Vancouver and the loss of nearly 600 jobs on the 82<sup>nd</sup> Ave. of Roses business corridor. Also, Portland was rejected by the Nike expansion and has not benefited from any of the recent massive Intel expansion.

Proponents of the Transportation fee were not forthcoming about the true cost of this measure. It was sold to the public as either an \$8 or \$12 a month fee per residence. Only in the last few days have the true costs to the business community been disclosed. The public may not realize that they will eventually be responsible for paying higher prices on everything as a result, similar to a hidden sales tax.

The rates proposed in the PBOT Street Fee Rate Calculator seem biased against small businesses and restaurants. It is confusing and difficult to determine the categories for different businesses. A small 2,000 SF restaurant may pay between \$200 and \$700 per month depending on how it is categorized. More time is needed for many small businesses to adjust their budgets to accommodate this increased cost. Many may not be able to survive this increase.

As representatives of 82<sup>nd</sup> Ave businesses we are acutely aware of the lack of services that have been provided to the outer SE neighborhoods. We are also caught in the middle of a tug of war between the ODOT and the City regarding overdue maintenance and improvement to the 82<sup>nd</sup> Ave. We travel daily on a state highway burdened with potholes, inadequate crosswalks, and many deficiencies. It is an affront to the taxpayers of the area, who have received so many promises from our elected officials. The irony of this Transportation Fee is that none of the money will be spent improving this decrepit roadway.

This is just one of the several needs that City Council is considering passing on to the taxpayers. Other financial requests are coming to revamp the City's emergency response system and parks maintenance. What other projects does City Council have in mind to add to the burden of Portland's business community.

We respectfully request City Council delay implementation of the new user fee until some of the many issues surrounding it can be clarified.

Sincerely,

*Richard Kiely*

Richard Kiely, President

82<sup>nd</sup> Avenue of Roses Board of Directors

## Home Forward Testimony on Proposed Transportation User Fee

May 29, 2014

Mayor Hales, Commissioners, thank you for the opportunity to offer comment today. My name is David Widmark, former Gresham City Commissioner and current Chair of the Home Forward Board of Commissioners.

We appreciate how hard it is to allocate scarce resources to accomplish a sometimes overwhelming need. We also deeply appreciate the partnership of the City of Portland in helping us meet that mission: to house the most vulnerable in our community. We are here today because we are very concerned that the proposed fee unintentionally collides with that mission in ways you may not have anticipated.

In short, our initial analysis of the impact to Home Forward – the agency and the people we serve – ranges from approximately \$700,000 to over \$1 million per year.

Home Forward is part of the Oregon Opportunity Network, whom you have heard from as well. Our presence here together today reflects the great concern that in total, the

community's ability to collectively achieve its mission to house our most vulnerable citizens will take a big step backward. I am speaking only about the impact to those who are fortunate enough to receive subsidized housing assistance. For those who don't and are living on the edge of financial crisis, their hold on housing will become even more precarious.

With me today is Jill Smith, the director of our rent assistance programs. Before I hand it over to Jill, I want to reiterate our appreciation for the fiscal challenge you face here and the need for improvements to our community's roads. The staff of the Bureau of Transportation made time to meet with us and expressed willingness to find solutions. As noted in the letter from the Oregon Opportunity Network, Home Forward and all of our nonprofit colleagues stand ready to work with you to address the problem with our streets while protecting vulnerable citizens. Thank you again for your time.

Mayor Hales, Commissioners, my name is Jill Smith, director of rent assistance for Home Forward.

The Housing Choice Voucher, or Section 8 program, allows low-income families to rent anywhere in the open market. Oregon just passed landmark legislation – to become effective July 1<sup>st</sup> - recognizing this subsidy as a protected source of income, meaning that landlords can't deny taking a rental application from someone just because they have a Housing Choice Voucher.

The City of Portland has worked mightily in recent years to protect this group of renters and to increase access to housing options throughout the community. Two critical things to know about the proposed fee's impact to this group:

- Over 4,300 of these very low-income families are renting apartments in the Portland city limits in buildings not eligible for the discounted rate. There is currently no mechanism proposed for them to receive the discount. As an aside, the discount for a household with little or no income is still a really big hit to their budget. As Chair Widmark pointed out, people may be faced with foregoing critical needs,

such as food or copays for critical medications, over just a few dollars.

- The entire community has rallied to house vulnerable veterans with special housing vouchers specifically for this population. It has taken tremendous collaboration between the City, Home Forward, the VA and the landlord community. Of 360 of these veterans with special vouchers, 137 of them are renting in city limits in market rentals where no discount applies. We can't afford to destabilize those we've worked so hard to protect.

Again, we appreciate the willingness of the PBOT staff to work with us on solutions for this. In order to protect our low-income seniors, people with disabilities, families and veterans – including those who have no housing assistance support at all – we urge you to slow the process down and work in partnership with us toward more equitable solutions.

I will be glad to follow up with more in-depth information and analysis as the Council needs it, and I'm happy to answer any questions. Thank you all again for your time.

## TESTIMONY: FUNDING STREET MAINTENANCE & SAFETY 5/29/14

I was one of the people who participated in the phone survey about street maintenance & safety and how to fund it. I also attended and spoke at one of the community town halls on this topic last month.

Street maintenance & safety are very important, and I strongly approve of the plan to take care of them. But I was amazed to learn that the funding gap for this essential work is \$800 million! I understand that a decline in gasoline sales, and therefore in the generation of gas taxes, created this gap; but didn't anyone notice? Why were road conditions and street safety allowed to develop into an emergency? Everyone knows that when you don't take care of infrastructure maintenance, it will cost you more down the road. Fortunately Commissioner Novick is now determined to fix the problem.

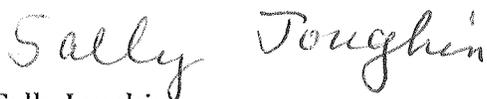
Essential services like Street Maintenance and Safety should get adequate funding from the **regular city budget**, like Fire and Police. In light of the decline in gas taxes, 2% of the general fund was not enough for transportation. If the City does not have enough general funds for such essentials, then revenue should be raised. It should be raised from businesses and individuals who are most able to pay.

However, since we seem to be in such an emergency situation now, it might be necessary to institute a special fee --for a limited time only-- to reverse the neglect. **But it should not be a flat fee based on single family/multiple family households.** Even if poorer Portlanders pay less, a flat fee is not a fair solution. Why should people in a single-family house just managing to make ends meet pay the same amount as the wealthiest individuals living in Portland? And how about all the individuals who work in Portland but don't live here, who regularly drive or take buses on our streets? Why would you model our fee system on Oregon City, which is about one-twentieth the size of Portland? And why would you make a fee structure with these weird amounts of some number of cents instead of round numbers?

I was shocked to hear that other Portlanders who were polled preferred a flat fee to other progressive funding mechanisms, and I wonder if they really understood that flat fees are regressive and unfair. Everyone uses the streets and everyone needs safety, but if we must create a fee system for this essential service, **it should be linked to people's financial situation** (as reflected in their property tax, or state or federal income tax, or their assets).

And by the way, if we are going to run our city by charging special fees for essentials, we should certainly institute one to end homelessness.

I'm sure City Council wants to solve all kinds of problems Portland faces. And you must acquire the funds to do it. But please **don't do it by instituting special fees that are not based on ability to pay.** If City Council is not sure how to raise revenue in the age of inequality, you should consider forming a revenue advisory group; local economics professors have offered to work on this. Take them up on it!



Sally Joughin  
2715 SE 34<sup>th</sup> Ave, Portland 97202  
503-477-5573, sjoughin@earthlink.net

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

**Subject: Testimony to the Portland City Council on the proposed street maintenance fee,  
May 29, 2014.**

The City that Works is no longer working. Housing is becoming less affordable and Portland is fast becoming the City that discriminates - especially as it applies to regressive taxation applied to motorists, seniors and households of one.

Transparency has been slanted, incomplete and is cloudy at best. Just preaching the sermon about the gas tax not keeping up is short-sided. The full picture requires total disclosure of how the gas tax is being raided and siphoned off to pay for social engineering, including for alternative infrastructure where the users don't pay their fair share

Motor vehicle owners pay an extra \$19.00 a year for the new Sellwood (bicycle) Bridge whether they use the crossing or not. Yet bicyclists who cross the bridge daily pay nothing and are freeloaders when it comes to paying user fees for the specialized infrastructure they continually clamor for. Public transit is subsidized at 65 cents per passenger mile with fares covering only a mere 25% of the operating costs.

The hidden agenda for this maintenance fee appears to be to pay for more specialized bicycle and transit infrastructure. Equity requires that before any street fee goes forward, sustainable user fees need to be assessed on these alternative modes. They are not entitlement programs! Until bicyclists clearly demonstrate they are following all traffic laws, any spending that encourages more mayhem bicycling needs to be placed on a strict diet.

Secondly, the fee as structured is a socially engineered regressive attack on lower income middle class people and discriminatory towards single family home ownership. Be it a dorm room, micro-apartment, apartment, condo or single family home, the fee needs to be reflective of the number of people in the household - not the type of dwelling. Likewise, the proposal for annual increases is both an attack on and discriminatory towards seniors and other people on fixed incomes.

Given that a street fee will also pay for sidewalks in areas that do not have them, equity must be applied with PBOT taking over the financial responsibility for all maintenance and repair of existing sidewalks.

Finally, truly representative government requires that transportation advisory committees be accurately proportioned to a cross section of the mode split, not a McCarthyism vetted one-sided stacked deck of the usual-anti-car acceptance subjects. The structure of this street fee is a tax that must be equitably modified, then go before voters and be debated in the court of public opinion.

Respectively submitted,

Terry Parker  
Northeast Portland

My name is Elaine Friesen Strang and I am a Portlander.

I am here today as an Executive Council member for AARP Oregon and I'm speaking on behalf of over 65,000 AARP members in the City of Portland.

- Safe and walkable streets are critical for all ages, especially children, older people and people with disabilities. We applaud and support the council's commitment to creating a livable city and ensuring safety and mobility options for all.
- We also recognize that funding is a critical element in making this happen.
- However, based on what is currently outlined for the proposed Transportation User Fee, AARP Oregon has grave concerns. Unless key issues are adequately addressed, we cannot not support this fee and believe it could prove inequitable and burdensome to the most vulnerable Portlanders
- AARP Oregon calls on this Council to prioritize equity, transparency and accountability in its deliberation regarding the fee.
- Related to our equity concerns:
  - User fee needs to minimize burden on individuals, families, older adults, and people with disabilities living on a limited-incomes.
  - In addition to the sliding scale fee structure, it needs to include provision for fee waiver for the lowest income households *regardless* of housing type; and
  - The fee collection needs to be accessible and equitable for all.
- AARP Oregon has submitted a letter to Mayor Hales and Commissioners which details more fully our concerns.
- We urge you to do the right thing and stand up for equity, transparency and accountability and not rush into a solution that burdens the most vulnerable. Thank you for the opportunity to express our views on this critical matter.



**AARP Oregon** T 1-866-554-5360  
9200 SE Sunnybrook Blvd. F 503-652-9933  
Suite 410 www.aarp.org/or  
Clackamas, OR 97015

May, 28, 2014

Mayor Hales and Portland City Council  
1221 SW 4th Ave., Suite 210  
Portland, OR 97204

Re: *Transportation User Fee*

Dear Mayor Hales and Portland City Council:

On behalf of over 65,000 AARP members in the City of Portland, AARP is submitting this letter in response to the proposed Transportation User Fee (TUF) currently under consideration by the City Council. As we indicated in our April 21st letter to the council, AARP Oregon applauds the council's commitment to creating a livable and age-friendly city and its work to ensure the safety and mobility options of Portlanders of all ages and abilities. We recognize that funding is a critical element in making this happen.

However, under what is currently outlined for the proposed Transportation User Fee and without opportunity for closer study and deliberation, AARP Oregon has grave concerns. Unless key issues are adequately addressed, we are not able to support the fee and believe it could prove wholly inequitable and burdensome to the most vulnerable Portlanders – low income individuals and families, older adults, and people with disabilities living on a limited income.

AARP Oregon calls on the Council to prioritize equity, transparency and accountability in its deliberation regarding the fee. Specifically, we request your consideration of the following key concerns:

#### **Equity**

- Minimize burden on low-income individuals, families and older adults living on a limited-income (and small businesses that are the cornerstone of neighborhood livability).
- In addition to the proposed sliding scale fee structure, include provision for fee waiver for the low-income families and older adults living on a limited income *regardless* of housing type.
- Implement a fee collection method that is accessible and equitable for all.

#### **Transparency**

- Commit to upholding an open process and more time for deliberation and discussion regarding the proposed TUF.

Robert G. Romasco, President  
Addison Barry Rand, Chief Executive Officer

- Appoint an oversight committee that is inclusive of ALL Portlanders including socio-economic, ages, race and ethnic diversity.
- Create clear criteria for projects and ensure equitable benefits for the most marginalized and vulnerable communities.

### **Accountability**

- Institute a five-year expiration clause for the fee, to include evaluation and possibility for adjustments or renewal as appropriate.
- Ensure that the TUF revenue is dedicated to street safety and maintenance and also that it is supplementing and NOT supplanting any other current sources of funding.
- Provide ample opportunity for public comment on proposed projects and priorities to further ensure equity.

AARP appreciates the opportunity to express our views on this critical matter. AARP Oregon is committed to livable and age-friendly communities for **ALL**. We urge the council to do the same. Thank you for your consideration. Please don't hesitate to contact Bandana Shrestha in the AARP Oregon office at 503-513-7368 or at [bshrestha@aarp.org](mailto:bshrestha@aarp.org) with any questions.

Sincerely,



Gerald J Cohen JD, MPA  
State Director

### **About AARP and Our Policies**

AARP is a nonprofit nonpartisan membership organization of persons 50 and older dedicated to addressing our members' needs and interests. We have 500,000 members throughout Oregon and 65,000 live in the City of Portland. Our mission includes advocacy for safe streets, mobility options and age-friendly communities that support aging in place. Safe, walkable streets are critical to ensuring the independence and quality of life for residents as they age.

According to the 2014 [Dangerous by Design](#) report released last week, the majority of pedestrian deaths occur on roadways that are dangerous by design —engineered and operated for speeding traffic with little to no provision for the safety of people walking, biking or using public transit. Older persons, along with children and minorities, are the most vulnerable users. Older adults account for one in every five pedestrian fatalities and have the greatest fatality rate of any population group.

Accordingly, AARP urges the adoption of complete streets policies that serve to provide safe, connected streets and ensure mobility options for all throughout their lifespan, but especially older adults and people with disabilities who may no longer be able to drive.

User fees should not unfairly burden low-income people or unduly limit access to public services. States [and local government] should rely on user fees only when they bear a direct relationship to the services received. Charges should take into account the limited ability of low-income people to afford necessary services.



# City Club of Portland

Good citizens are the riches of a city

## Officers

John Horvick  
President

Karen Kervin  
President-Elect

Bill Holmer  
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Communications Director

Greg Wallinger  
Research & Policy Director

Jennifer Thompson  
Director of Finance  
& Membership

Jennifer Li  
Membership Assistant

Established 1916  
Tax ID: 93-0140220

May 29, 2014

Portland City Council  
1221 SW 4<sup>th</sup> Ave.  
Portland, OR 97204

*RE: City Club Comments on Transportation User Fee Proposal*

Dear Mayor Hales and Commissioners Fish, Fritz, Novick, and Saltzman:

Last year, City Club of Portland overwhelmingly approved “No Turning Back,” a research report that clearly endorses the integral role of bicycles in the city’s transportation system. The report also noted that bicycling is a sound investment for the city’s transportation dollars. Even limited city spending provides a major return on investment for roadway capacity, health and safety, economic development, and quality of life.

As chairman of the advocacy committee for that report, I am pleased to share these comments on the transportation user fee proposal now before you as it relates to City Club’s report on active transportation.

- City Club takes no position on the transportation user fee itself because a full analysis of it was beyond the scope of City Club’s adopted report, and City Club has not had adequate time to study, debate, or vote on the current proposal.
- However, City Club’s adopted report did state that should such a fee be adopted, an adequate allocation be spent on bicycle projects. The proposed spending allocation for bicycle safety and infrastructure advances the city’s goals for bicycle ridership, though final allocations remain nebulous.
- The city has conducted an open public process so far, which must continue if the transportation user fee is adopted. Strong oversight will be crucial.
- The spending plan represents the sort of strategic thinking necessary to improve Portland’s transportation systems for all modes and uses.

City Club recognizes that a funding shortfall is a key barrier to realizing the bicycle network envisioned in adopted plans and the quality of bicycle infrastructure Portland needs. The report found many challenges including Oregon constitutional restrictions on how gas taxes and motor vehicle fees can be used, and stiff competition for public resources.



## City Club of Portland

Good citizens are the riches of a city

Bicycle riders know as well as anyone the poor state of our streets. Just ask the hundreds of daily cyclists who come west over the Hawthorne Bridge into downtown, let alone the thousands who ride on many miles of potholed pavement and scores of unsafe crossings — even on designated bike routes — all over the city.

City Club neither endorses nor opposes the proposed transportation user fee because that option was not fully analyzed in the report adopted last year, and the Club has not had time to study, debate, and vote on the current proposal. We note, however, that three key recommendations from the bicycle report particularly pertain to the fee and its implementation.

First, recognizing the need for funding and the sound investment that bicycling represents, City Club's report stated that should such a fee be adopted, bicycle infrastructure should be given "a specific allocation...commensurate with the city's stated goals for bicycle ridership."

The transportation user fee before you contains a 44 percent allocation for safety projects, including bicycle projects. City staff estimate this could result in 20-25 miles of neighborhood greenways and 7-10 miles of separated bike lanes on major streets over the next five years. This is an exciting prospect. The fee does not currently include a specific minimum percentage for bicycle projects, however, and we are interested to know the estimated amount that will be dedicated to each mode of transportation, including bicycles, over the next five years. If the plan moves forward, we will watch closely to ensure that bicycling safety is indeed given a fair share of revenue — in keeping with the City's big goals for increased ridership and safety.

Second, City Club's report called for the Portland Bureau of Transportation to improve stakeholder outreach. PBOT has undertaken outreach in developing the proposal before you. As members of the advisory committee, we took note of modifications PBOT made in response to comments made by committee members and the public at town hall meetings held around the City. As a result, the proposal has a more significant dedication to safety as well as crucial oversight components.

However, City Club shares concerns expressed by some other groups that this specific proposal is being hurried through without adequate time for deliberation. Some crucial elements such as how the fee will be collected remain unspecified. We have fresh memories of the problems this can create. For instance, when City Club supported the 2012 arts tax, it cautioned that several agreements had not been finalized. The rough rollout of that tax and continued problems with collections suggest that unanswered questions now can easily lead to headaches later.

Finally, City Club's report clearly calls for the City to be more strategic and less opportunistic in planning bicycle projects and designating funds to build them. The Club also calls for better neighborhood-to-neighborhood connections, as well as better infrastructure in poorly-served parts of the City.

We are hopeful that these objectives can be achieved in the implementation of this fee, but strong oversight is crucial. The oversight committee should be given the ability to set its own agenda and



## City Club of Portland

Good citizens are the riches of a city

criteria for project spending, and should have considerable independence from PBOT administration and City Council. The committee must have real power and the freedom to change course if the fee's implementation is not meeting the expectations now presented by PBOT.

A failure to wisely spend the public's investments will almost certainly come back to haunt the City, not only because of a loss of public confidence, but in a direct risk of personal injury and damage to the city's quality of life and fiscal health. City Club will be a close observer of the fee's implementation and we will be certain to come to you if we have concerns about how it is moving forward.

I once again emphasize that City Club is not currently endorsing or rejecting a transportation user fee. The current proposal does align with City Club's recommendations on several points, including support for bicycling, oversight and strategic transportation planning. We would, however, like to see greater specificity about funding allocations, implementation and oversight.

Thank you for the opportunity to comment on this important proposal.

Respectfully submitted,

Craig Beebe  
Chair, Bicycle Transportation Advocacy Committee  
City Club of Portland

Mayor Hales, Members of City Council, thank you for the opportunity to speak with you today. I'm Rob Sadowsky, Executive Director of the Bicycle Transportation Alliance and I'm here to testify in regards to the transportation utility fee proposal. The BTA supports raising new revenue to fund basic maintenance and safety of our transportation system.

We think it's appropriate for everyone to make contributions towards the maintenance and safety of the streets we need to get around. Portlanders are following the national trend of relying on our cars less, but we still rely on a declining source of revenue that only captures value from automobile trips with the gas tax. We agree that treating transportation funding like we treat other city utilities makes more sense in the long term. The street fee is also a layered solution that compliments the existing gas tax.

I'd like to share some resolvable concerns with the current proposal and would like to see changes before we arrive at our final position on the issue. It is imperative that the City works to reduce the burden on our lowest income Portlanders with a steep discount for low-income households to ensure that they do not bear a disproportionate impact from the costs. The BTA strongly believes that no family should have to choose between paying for safe streets and paying to feed their family. We trust that our friends in the affordable housing sector can work with the City to help resolve these concerns.

Additionally, we would like to see the fee used in a way that encourages motor vehicle trip reductions. I'd like to share two personal examples.

When I ride by Beach School every morning I see scores of parents bringing their kids to school by foot and on bikes. And whenever I stop by Hopworks in the evening, the steps they've taken to encourage their customers to arrive by bike impress me. The BTA would encourage the City to grant discounts or a waiver of the fee to groups who make an active investment in reducing their and their customers' maintenance burden on our roads.

Safe and well maintained streets are worth paying for. We applaud City Councilors, and especially Mayor Hales and Commissioner Novick, for

taking on this tough issue. As everyone in the United States, from the Federal Government to the State of Oregon to our local communities, grapple with declining transportation revenue and increasing maintenance costs, it is refreshing to see the City of Portland step up with a proactive solution. We look forward to supporting a proposal that is equitable, fair, and supports the vibrant culture & neighborhoods that make us love our City.

Testimony to the Portland City Council  
on the proposed  
Transportation User Fee  
by  
Andrew Cotugno  
Metro Senior Policy Advisor

Good afternoon Mayor Hales and members of the Portland City Council. I am here to testify on behalf of the Metro Council in support of the proposed ordinance to establish a Portland Transportation User Fee. This hearing conflicts with the regularly scheduled time for Metro Council meetings and, as a result, the Councilors are tied up. While I am here to express support, I will also share a concern that the Metro Council asked be to express.

Your proposed action is exactly in line with the policy direction of the Greater Portland region's adopted Transportation Plan. It recognizes the priority importance of adequately operating, maintaining and preserving the significant asset of the public road system in a safe and reliable manner. This is an asset that has required an enormous public investment to put in place. Our roads are vital to the economic, social and environmental well-being of the community and are much more expensive to replace if not adequately maintained. The financial framework for the Regional Transportation Plan is founded on the conclusion that the Oregon Legislature and the US Congress are not going to come to your rescue and adequately fund road maintenance.

I would particularly like to endorse and support the good work that went into defining this proposal. As drafted, it provides a sound approach to prioritizing the needs for which the increased revenues will be targeted. Further, it establishes a fair and equitable method for assessing fees on different properties based upon the level of benefit they receive and therefore their share of the responsibility for its maintenance. It is sufficiently inclusive to ensure everyone pays because everyone benefits while building in some features to minimize the burden on low income households. It is crafted as a multi-modal proposal both in the spending plan and in the fee schedule being based upon person trips rather than vehicle trips. To ensure accountability and transparency, it includes an appropriate level of oversight with the establishment of a Transportation User Fee Advisory Committee to ensure the program fulfills its promises.

I would like to emphasize that four members of the Metro Council have successfully enacted a similar street user fee in their prior capacity as City Councilors and the Council as a whole emphasized their interest in supporting you with that experience in the hopes that you will be successful. Given their past experience, this is where our note of caution comes into play. In the words of Council President Tom Hughes "Please take the time to do this successfully." Our Council members are fearful that the schedule you are currently on is too rushed. If you fail, it is a large hole in the region's effort to address operations and maintenance locally.

I would like to emphasize that Portland has good company in taking this direction. We all know the gas tax is shrinking because it doesn't keep pace with inflation and is losing ground to an ever more fuel efficient fleet. As a result, fourteen other jurisdictions in the Metro region have enacted a transportation user fee or some other form of local funding to adequately address maintenance.

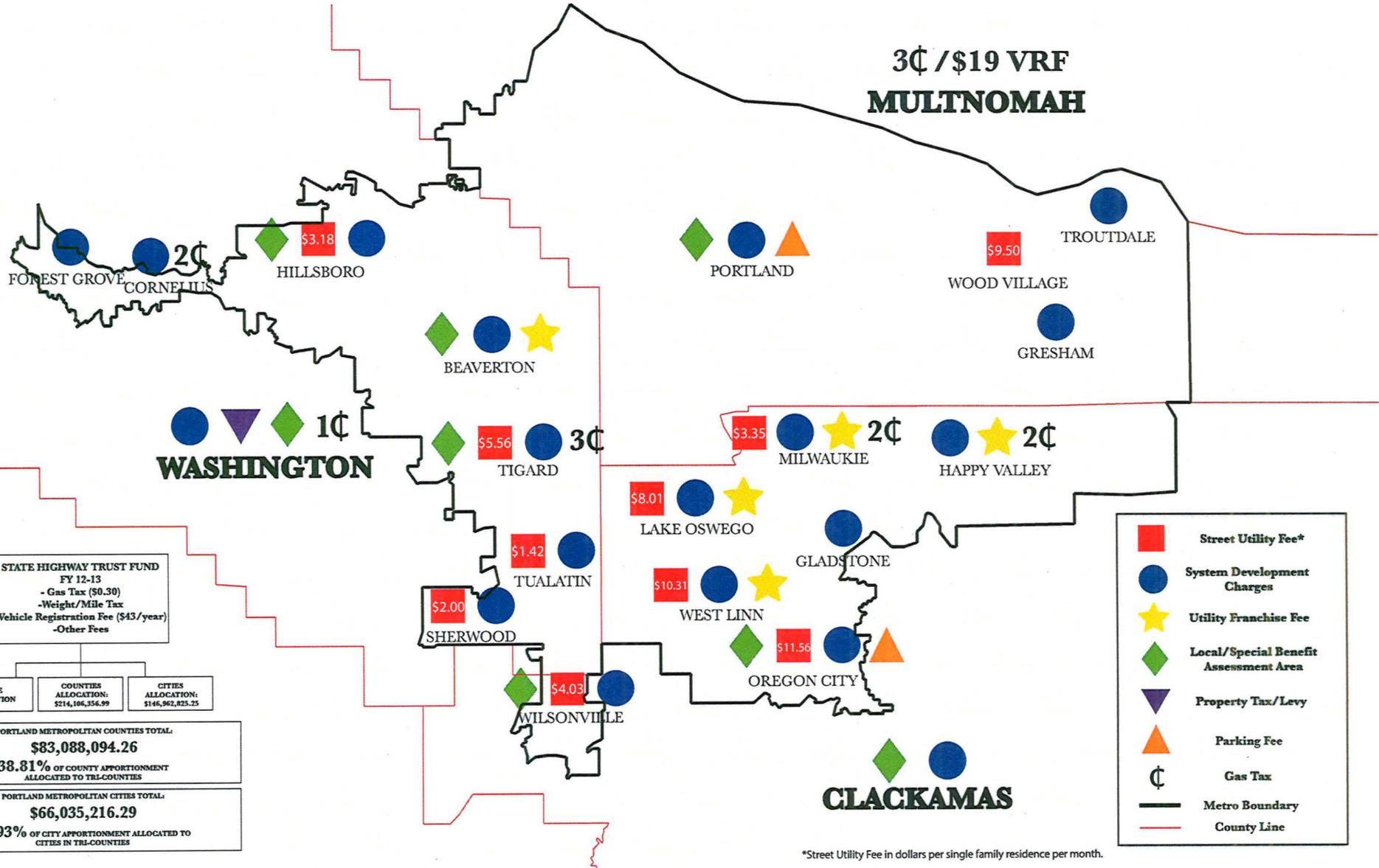
I would like to point out that Metro is an owner and operator of a number of regionally significant facilities and we understand we will have to pay this fee as well. We have reviewed the preliminary estimates for our facilities developed by your staff and our venue directors don't have a clear picture of how the rate for their facility is calculated. In fact, it is likely that part of the public reaction you are hearing is due to the lack of understanding for any non-residential use regarding how the calculation applies to their unique situation. It has been the experience of those on the Metro Council that support by the community is reached when there is an understanding of the need and the approach to meeting the need. We trust there is time to ensure the community understands the proposal and that individual rate calculations can be sharpened for accuracy prior to the July 2015 implementation date.

Further, just like all of the other property owners that will be getting this bill, we have not planned for this expense in our budget and it won't be easy to figure out how to pay for it. Because of this challenge, we respectfully recommend you phase in this new fee much like you phased in over four years a new stormwater fee charged to drainage districts (by Ordinance #185610 adopted September 12, 2012). Finally, it is understood by our venue directors that fees need to cover the cost of services but they are already trying to budget for other City of Portland fee increases and it would be helpful if they could have a more complete picture of future City of Portland fee additions and increases.



# Metro

## STATE AND LOCAL TRANSPORTATION REVENUE FUNDING SOURCES IN PORTLAND, OREGON METROPOLITAN REGION (2013)



STATE HIGHWAY TRUST FUND  
FY 12-13  
- Gas Tax (\$0.30)  
- Weight/Mile Tax  
- Vehicle Registration Fee (\$43/year)  
- Other Fees

STATE ALLOCATION	COUNTIES ALLOCATION: \$214,166,356.99	CITIES ALLOCATION: \$146,962,825.25
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PORTLAND METROPOLITAN COUNTIES TOTAL:  
**\$83,088,094.26**  
38.81% OF COUNTY APPORTIONMENT  
ALLOCATED TO TRL-COUNTIES

PORTLAND METROPOLITAN CITIES TOTAL:  
**\$66,035,216.29**  
44.93% OF CITY APPORTIONMENT ALLOCATED TO  
CITIES IN TRL-COUNTIES

\*Street Utility Fee in dollars per single family residence per month.

05/29/14

①

LEE LEIGHTON & CHRISTINE LANGER, 6113 SE 17 AVE.  
OWNERS OF HERE WE GO AGAIN, INC.

(TWO PORTLAND RETAIL LOCATIONS)

- SUPPORT EFFORT TO ADDRESS THE PROBLEM;  
IT TAKES COURAGE & TENACITY
- ALSO SUPPORT REPRESENTATIVE DEMOCRACY & WANT  
IT TO WORK - REQUIRES PERCEPTION OF LEGITIMACY  
- RECALLS & REFERENDA ARE NOT GOOD  
WAYS TO HAVE TO SPEND POLITICAL  
CAPITAL; I HOPE WE CAN AVOID THAT  
SCENARIO
- CG / HWGA - 2 CORNER STOREFRONT BOUTIQUES  
IN NEW BIZ DISTRICTS W/ NO OFF-STREET PKG
- ② ~~CG~~ NON-RESIDENTIAL FEE PROPOSAL:
  - RELIANCE ON ITE MANUAL DATA
    - MURPHY'S LAW COUNTERPART: "THE DATA  
WE HAVE FOR ADDRESSING THE PRESENT  
PROBLEM WAS COLLECTED ~~TO~~ TO DEAL  
WITH THE PREVIOUS PROBLEM."
  - PORTLAND HAS MANY PEDESTRIAN-ORIENTED  
BUSINESS DISTRICTS AND WE CELEBRATE  
THEIR SUCCESS.
  - THEIR TRIP GEN. CHARACTERISTICS ARE  
SIGNIFICANTLY DIFFERENT FROM THE  
STAND-ALONE LAND USES THAT TYPIFY  
THE LEGACY ITE DATA.
  - NEED TIME & EFFORT TO STUDY

SEE PORTLAND  
BUSINESS  
ALLIANCE  
COMMENTS

LEIGHTON / GAUGER

05/29/14 (2)

THE CURRENT PROPOSAL IS REGRESSIVE IN THE FOLLOWING WAYS, PUTTING SMALL LOCAL BUSINESSES AT A DISADVANTAGE:

SEE  
PBA  
TESTIMONY

- 1 - FOR LARGE TRIP GENERATORS, THE MARGINAL TRIP RATE GOES DOWN AS VOLUME INCREASES - WHY?
- 2 - TREATS A NEIGHBORHOOD RETAILER AS EQUIVALENT TO STAND-ALONE RETAILERS ON AN ARTERIAL OR COLLECTOR WITH DOZENS OF PARKING SPACES & POOR PEDESTRIAN ACCESS - THIS RUNS COUNTER TO EXPLICIT LAND USE, ~~TRANSPORTATION~~ TRANSPORTATION & QUALITY OF LIFE GOALS IN OUR PLANS
- 3 - ADJUSTMENTS TO RATES ARE POSSIBLE BUT ONLY THROUGH AN APPEALS PROCESS, WHICH IS A TECHNICAL AND COSTLY EFFORT TO PREPARE EVIDENCE AND EXPERT ANALYSIS, PUTTING NEIGHBORHOOD-SUPPORTIVE BUSINESSES ON THE DEFENSIVE, WITH BURDENSOME COSTS.

A THREE-YEAR REDUCTION (ASSUMING SUCCESSFUL APPEAL) PROBABLY IS WORTH LESS THAN THE COST OF APPEALING.

WE HOPE THERE WILL BE OPPORTUNITIES TO ENGAGE IN THE PROCESS OF SETTING RATES FOR NON-RESIDENTIAL USES BEFORE THAT COMPONENT IS IMPLEMENTED.

05/29/14 (3)

PROT STAFF SAID (REGARDING RATE STRUCTURE):  
"EVERYBODY PAYS AND EVERYBODY BENEFITS"

... BUT NOT EVERYBODY CAUSES  
WEAR & TEAR & REPAIR COSTS EQUALLY

- ▷ IT'S NOT PRACTICAL AT THE INDIVIDUAL OR HOUSEHOLD LEVEL TO TRY TO ADJUST FEES BASED ON TRAVEL MODE UTILIZATION.
- ▷ COMM'R NOVICK'S CLAIM THAT ALLOCATION OF SAFETY FUNDS TO LOW-INCOME AREAS' PRIORITIES <sup>WILL BE PROGRESSIVE IN EFFECT</sup> IS PERSUASIVE - BUT -
- ▷ THE LOCATIONS AND FORMS OF THE NON-RESIDENTIAL USES PEOPLE VISIT HAS A POWERFUL EFFECT ON INDUCING OR REWARDING DIFFERENT TYPES OF TRAVEL BEHAVIOR (ALTERNATIVE MODE SHARES) - THIS SHOULD BE REFLECTED IN THE FEE STRUCTURE
- ▷ 20 PEDESTRIAN VISITORS TO A SITE HAVE A MUCH LOWER IMPACT ON ROAD CONDITIONS THAN 20 MOTORISTS.
- ▷ AVAILABILITY OF PARKING INCENTIVIZES AUTO USE & ALTERS TRAVEL BEHAVIOR, AND THIS FACTOR DESERVES CONSIDERATION.

I'm not going to talk about how we got here, but rather where we're going. I'd like to talk about how this will burden families, close small business doors and cripple our economy and growth. There is no time for that and as a concerned member of Portland's Community I am being forced to make a case of why the Street Fee process is hurting our City.

---

First, Both residents and businesses are in the dark about the details of these Fees.

While you have said that we are modeling Oregon City's plan in emails and in the media, One phone call to the Oregon City Office of Public Works shows you're deceiving Portland in your claims. Under Oregon City's 70/30 plan, Yes 70/30 not 50/50 and they collect revenue for curb to curb street projects. No frills maintenance. Be honest and tell the people that the Portland Street Fee is a fancy version of Oregon City's Plan.

Here are a few shocking fee contrasts. OC Safeway pays \$275 a month while Safeways in Portland will pay \$1,800. The McDonalds in OR City pays \$67. a month, while every Portland McDonalds will pay \$1,500. a month. Portland residents will pay over and over as these fees are passed down through businesses.

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Next, The Director of Portland's Audit Services, Drummond Kahn confirms in an email that both gas and parking revenues are up and spending on maintenance is down while you continue to claim that the decline in these revenues are the reason why we need a Street Fee.

Mr. Kahn states, "In the audit, we reported that transportation revenues are up, and that the City expects them to continue to go up through the forecast (through fiscal year 2016-17). This includes both gas tax revenues and parking revenues going up. "

He also states, "In the report, we found that spending on maintenance is down, even though revenues are up. " Portland deserves an explanation.

---

The proposed fee identifies properties and attaches a fee. If you are taxing addresses, isn't this another Property tax? What happens to properties with renters? Is the City mandating that Landlords become Fee Collectors and what if the renter can't or won't pay? Will Landlords become punitive and serve eviction notices based on default in payment? Is the city of Portland ready to deal with the fall-out from punitive Landlords?

---

So today, in the last hour, it seems you've divided the Street Fee discussion to push through one half of the fee so that Portland has an adopted fee on the books. What better way to split the focus and put residents against businesses. Is that leadership?

Today Portland deserves a whole plan, not a piece meal plan with too many unanswered questions. My question to you is, have you told the residents or businesses if you are able to just add the business half without a new vote?

---

You say you want to Divide and Conquer? Mayor Hales and Commissioners, I think that is exactly what you have strategized to do. Divide the City and conquer the citizens by diverting the focus and changing the subject to avoid a public vote.

We are one Portland. We all deserve to vote on one complete and equitable plan. Portland deserves 100% transparency of 100% of the Street Fee with 100% right to mark their ballot. Thank you.



Thanks for your note.

Here's a link to our audit report on transportation funding, "Transportation Funding: Revenues up, spending on maintenance down," issued in January 2013. The link takes you to a full PDF of the audit report, and the information below refers to page numbers in the report:

<http://www.portlandonline.com/auditor/index.cfm?c=60923&a=431819>

In the audit, we reported that transportation revenues are up, and that the City expects them to continue to go up through the forecast (through fiscal year 2016-17). This includes both gas tax revenues and parking revenues going up.

We reported that "However, in its financial forecast, PBOT estimates that both gas taxes and parking revenues will continue to rise through the end of the forecast period in FY 2016-17. PBOT bases the estimate of the City's gas tax / State Highway Fund revenues on the Oregon Department of Transportation Gas Tax Forecast, which is conservatively discounted by 7 percent." (see report, p. 6)

In the report, we found that spending on maintenance is down, even though revenues are up. PBOT spent less of its revenue for maintenance, and more for other items (see p. 7 text and Figure 3 on p. 7 for the basic picture). The other items, like streetcar operations, capital improvement, and debt service, are described on p. 8 of the report.

Please let us know if you have any other questions. Best wishes,

Drummond Kahn  
Director of Audit Services  
Office of the City Auditor, City of Portland  
1221 SW Fourth Avenue, Room 310  
Portland, Oregon 97204  
[\(503\) 823-3536](tel:5038233536)

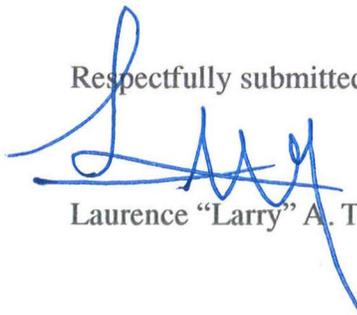
**Statement of Laurence Tuttle**  
**Before the Council of the City of Portland**  
**In the Matter of a Proposed Transportation Utility Fee (TUF)**  
**May 29, 2014**

*"We've been talking about this problem for 14 years," Hales said at a May 22 press conference where he and Novick unveiled the proposal. "This is one of those times we need to step up and do a difficult thing." - Portland Tribune, May 27, 2014.*

I agree, but securing public support and trust for solutions to a problem 14 years in the making begs a deliberate and deliberative approach thus far absent. To that end, please consider the following plan:

- 1) On or before September 10, 2014, develop a detailed five-year expenditure plan allocating TUF proceeds.
  
- 2) Disclose in detail the mechanism for collecting and the estimated cost to collect the TUF.<sup>1</sup>
  
- 3) Refer a TUF measure with a three-year sunset provision.
  
- 4) Refer a simultaneous Charter Amendment binding future Councils to the detailed TUF expenditure plan and sunset clause.

Respectfully submitted,



Laurence "Larry" A. Tuttle

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<sup>1</sup> If failure to pay the TUF can result in a real property lien, the accurate legal description of the TUF is a transportation utility assessment.



PACIFIC NORTHWEST

May 29, 2014

Mayor Hales and Portland City Council  
1221 SW Fourth Avenue, Suite 210  
Portland, Oregon 97204

*Re: Transportation User Fee*

Dear Mayor Hales and Commissioners Fish, Fritz, Novick, and Saltzman,

Thank you for the opportunity to provide input and comment on the city's proposed Transportation User Fee. Funding to ensure and maintain safety on our roadways is critical to regional prosperity as well as livability for all Portlanders. Portland has an exemplary program of education and encouragement programs that promote Safe Routes to Schools, but many of Portland's schools sit on or near busy and unsafe streets, and that puts our children — many of whom want or need to walk or bike to school — at risk of both traffic accidents as well as health problems that arise from not getting enough physical activity.

The connection between transportation and public health is indisputable; the ability to design and build safe streets is both possible and necessary. One key way to improve the health and the safety of Portlanders — especially our young, minority, and ageing populations, who are most likely to be injured or killed in the simple act of walking to their destination — is through building and maintaining safe, comprehensive, active transportation routes and networks. Choice in our transportation system not only allows us the opportunity to be active and healthy in our daily travel, it also provides all members of the community equitable opportunities to safe and healthy transportation options.

Our kids are healthier when they get the exercise they need. And most of them don't. Far too many of Portland's schools are without safe routes to school — simply put, the list of safety-improvement needs around schools is long; safe crossings and sidewalks that allow children to walk to school do not exist around many of our schools, especially schools in East Portland, where many of our children also literally have no other choice but to walk because their family can not afford the cost of a private vehicle. One of the most reliable and effective ways to provide for our students to get enough exercise is by providing safe walking and bicycling routes within a mile radius around schools, and I am pleased to see that safety improvements on local streets around elementary, middle and high schools have been called out in this fee. Thank you.

We share concerns expressed by others in the community that this specific proposal is being hurried without adequate time for deliberation. We call on Council to take another look at and prioritize equity, transparency, and accountability in your deliberation on this fee, and will be unable to support this fee without these considerations.

Equity: As it stands now, across the city too many of our neighborhoods and community members do not have options and opportunities to be safe, active and healthy when walking out the door — to school or a friend's house, the bus-stop, or even the corner market. Too many communities still are unsafe when it comes to a healthy and

active transportation network — one that allows our community members to choose to walk, bike or access transit to get to their destinations. Too many parts of our city have been inequitably served when it comes to a complete transportation network that includes simple things such as frequent crosswalks, sidewalks on both sides of a street, and safe routes in the streets around schools.

Transparency: We have concerns about the equity of this fee, and also want to ensure Council takes another look at both how it is collected and distributed. Far too many of the schools in Portland are Title I schools, where at least 40% of the students are from low-income families. When families cannot even afford to pay for their child's lunch, a fee such as this is more than just regressive; it may be the breaking point. We cannot support this fee without consideration for low-income mitigation that would explicitly ensure a waiver for the lowest income households. We cannot support this fee without knowing that the oversight committee will be able to set its own selection criteria, independent from PBOT and Council, and ensure the money collected from this fee is distributed to those parts of the city that need it the most.

Accountability: How we get to where we live, work, play, and learn matters to our health. And the funding to ensure and maintain safety on our roadways is critical to regional prosperity as well as livability for all Portlanders. No one disputes the critical need for transportation funding, yet no one claims that the proposed fee is the best or fairest option; it's simply the necessary one for the moment. Acknowledging this limitation will ensure the opportunity to evaluate its effectiveness and need in 5-10 years. Ensuring Portland's streets are maintained and safe is necessary for regional prosperity, not only for Portland residents, but also for a majority of Metro-area residents. Without a sunset clause there will be little to no impetus to modify our approach in the future, or to work collaboratively with our regional government to make these kinds of safety and health improvements around the region, as well; and Portland runs the risk of becoming increasingly out-of-reach for families of modest means.

On behalf of our children who wish to walk and bike to school; their families; first time bicycle commuters; those who urgently need safe access to transit stops; our grandparents who want to age in place — we urgently need to make the transportation safety improvements that this fee will allow. And as the Portland City Council, I ask you to ensure it is implemented, distributed, and accounted for in a way that is fair, equitable, and beneficial to all Portlanders.

Thank you for your efforts, your leadership, and your consideration of these concerns.

Sincerely,



Kari Schlosshauer  
Pacific Northwest Regional Policy Manager  
Safe Routes to School National Partnership

I wanted to testify but  
I have to go pick up  
my kids!

Nectar Frozen Yogurt Lounge  
1631 SE Bybee Blvd  
Portland, OR 97219

May 29, 2014

Mayor Charlie Hales  
Commissioner Steve Novick

Via Email:

Dear Mayor Hales and Commissioner Novick:

I am writing to urge the Council to “put the brakes” on the proposed “Our Streets Transportation Funding.” It seems the Cities insatiable appetite for new fees, taxes, and other burdens on the residents and businesses of this great City has reached new heights! First, you brought a new “Arts Tax,” Sidewalk Permits, then mandatory paid sick time. Where (and when) will it end?

Before elaborating on our specific concerns of the subject fee, we must first ask what happened to the \$77 Million a year the Bureau of Transportation has already received from established sources? A quick review of the information online shows the City estimates receiving an average of \$40 Million in additional yearly revenue from the proposed fee? More than a 50% increase?!?! We believe the City needs to take one *giant* step backwards and explain to the Cities residents and businesses **where the existing funds have gone, what efforts have been made to reduce costs, and why it so suddenly needs such an incredible increase in funding.** Then, such an incredible new “tax” should be subject to a public vote!

Regarding the subject fee, we offer a few points of consideration:

- Why is the City “inventing” new fees? What is insufficient about the current system of revenue generation for streets?
- As a small business owner, our quick calculations estimate the proposed fee would add a burden of nearly \$12,000 per year for our two locations! If our revenue was in the Millions, I doubt we’d “feel it.” But it’s not, that’s “real money!” Which brings me to my next point:
  - The Residential component of the fee seems to have a “means test” whereby low-income households are provided a significantly discounted fee. The commercial fee, however, is based solely on square footage of the business. A low-revenue business with a large building would be impacted disproportionately to a high-revenue business with a small footprint.

Mayor Charlie Hales  
Commissioner Steve Novick  
May 29, 2014  
Page 2

- Collecting the fee via the Sewer Bill seems “sneaky” to me. **This fee is effectively a tax and should be treated as such!** Sneaking it into the existing water bills won’t allow the fee to be clearly identified and scrutinized by the payor. I bet if you sent every business and resident a bill for their “street fee” every month, City Council meetings would overflow into the hallway and USPS would be profitable again after delivering the thousands of letters from angry citizens! If, despite the outcry, the Council moves forward with this fee, I challenge you to at least have the courage to bill the Citizens and Businesses directly!
  - On this point, for those lessees in multi-tenant facilities (like us), assessing the fee through the water bill will not allow us to directly scrutinize the fee. Our landlord passes the water bill directly to tenants; I doubt they will be motivated to spend the time or effort to apportion the fee correctly amongst the proper business types.

Thank you for your time and attention to our concerns. We look forward to a continued dialogue with all those involved.

Sincerely,

Varasay “Joe” Sysavath  
Trevor Arnold

Owners  
Nectar Frozen Yogurt Lounge

C: Commissioner Nick Fish

Commissioner Amanda Fritz

Commissioner Dan Saltzman

Sellwood-Westmoreland Business Alliance

Multnomah Business Alliance



Tom Brown &lt;info@sellwoodwestmoreland.com&gt;

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## Proposed Portland Street Fee

1 message

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**Laura Johnson** <inneroff@comcast.net>

Wed, May 28, 2014 at 5:15 PM

To: info@sellwoodwestmoreland.com

Hello – I am the owner of a small business here in the Moreland area and also the Accountant for many small businesses in the Portland area. Most of the people that I serve have been able to stay open even through the recession years. This year, they have had the city council impose a sick pay ordinance on them, without a vote. This has cost a lot of money through payroll and payroll taxes that they do not have any payback for. Now, the city council, without a vote, wants them to pay a street tax. These businesses run on very tight funds – most are paying their vendors weekly, just to make sure they can keep going. These small business people are the very backbone that Portland praises so highly in their marketing brochures to bring tourists to the city.

If the city keeps imposing taxes on these businesses, these people will have no choice but to close their doors. Is this what the council wants? Bunches on empty buildings around town, with no one being able to afford to rent them? This city already taxes these businesses with licenses, Multnomah county tax, City of Portland tax, personal property taxes, Tri-Met taxes... If it is a restaurant, there are health code licenses, liquor licenses, etc...

No, this tax is not right! What happened to the democracy in this city? BE FAIR! Why does the council think they have the right to continually impose ordinances, taxes, and decisions without input from the people???? And then, the council also decides who is exempt from paying them (the arts tax and people on PERS.....)

This is one Accountant that is adamantly against more taxes! Oregon is quickly becoming a very expensive state to live in!

Inner Office

Laura M. Johnson

P.O. Box 82041

Portland, OR 97282-0041

Tele: 503-232-9137 Fax: 503-232-8458



Tom Brown &lt;info@sellwoodwestmoreland.com&gt;

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## Portland Street Fee Letter

1 message

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**TODD FREEMAN** <mikesdrivein@msn.com>

Wed, May 28, 2014 at 4:25 PM

To: "info@sellwoodwestmoreland.com" <info@sellwoodwestmoreland.com>

Here is my letter to Portland City council and Mayor – please include my letter with the other business alliance letter.

Thank You,  
Todd Freeman

May 28, 2014

Portland City Council and Mayor:

RE: Street Fee Ordinance

My name is Todd Freeman and I own Mike's Drive-In located at 1707 SE Tenino St in Portland. I have been a business owner for 30+ years, the past 28 years I have been a property/business owner in Multnomah County. I operate 2 more locations in Clackamas County (Milwaukie & Oregon City). Every municipality I operate in maintains their own rules and ordinances. I strive to operate all my restaurants with uniform rules and policies and each new ordinance requires me to evaluate and change policies when needed.

Portland specifically has the highest business taxes. Last year the city council's passage of the "sick pay" policy wasn't just a 2% hit to my bottom line as it was touted. Since the majority of my employees are part-time, and by the time taxes are matched it is much closer to 3.5%. This not only hit our Portland location, we felt we had no choice but to offer it to all our locations. Still reeling from that hit, now I'm being faced with this purposed street fee.

One of the topics that bother me most is the business classifications that are being established. Based the fee calculator my business options are "fast food restaurant" or "quality restaurant." There is a huge discrepancy in the fees for these styles of restaurants. I believe I fall between these categories – we do not have drive-thru's, but we do not provide table service; I've always called our service short order. At roughly \$550 per month for a street fee based on a fast food classification could simply push me and many other small businesses out of business. This fee of \$550 is equals one part-time employee, to balance this expense we either need to cut an employee, or raise prices. Raising prices would then double the tax on all my Portland resident customers; since they will be taxed at their residence as well when they visit our establishment.

A couple of years ago the city of Milwaukie adopted a similar policy and although I was not pleased with it either, now it seems much more reasonable at approximately \$37 per month.

I understand that nobody likes taxes (this will be deemed a tax by my business), but there has to be other

options. Please slow this process down and look at the "cost" to your businesses and residents; allow a public vote on this matter.

Thank You,

Todd Freeman

503-786-0595



Tom Brown &lt;info@sellwoodwestmoreland.com&gt;

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## Proposed Portland Street Feesfor Businesses

1 message

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**Nancy Lisac** <nancy.cypresswellness@gmail.com>

Wed, May 28, 2014 at 3:00 PM

To: Tom Brown <info@sellwoodwestmoreland.com>

To: Mayor Charles Hales and the Portland City Councilors

We have owned Cypress Beauty & Wellness for 3 1/2 years in the Sellwood Westmoreland neighborhood. Besides our own businesses offering Chinese medicine and esthetics, we also sub lease space in our wellness center to independent professionals offering chiropractic, massage, counseling and nutritional therapy.

Business has been good, and we are just now starting to see "the light at the end of the tunnel" in anticipation of actually starting to make a profit. The proposed street fee for businesses will force us to increase our prices to our clients as well as make a serious negative impact to our overhead.

Staying positive and committed to being business owners can be tenuous; the added burden of this increased overhead will create a cascading effect on our ability to continue. Additionally, the other practitioners who rent space from us here will be similarly impacted.

We urge you to slow down on this process and not make decisions that will affect our livelihoods and ability to offer the services that we are passionate and committed to offering our patients and clients.

Sincerely,  
Nancy Lisac and Elie Cole  
Co-Owners of Cypress Beauty & Wellness  
1616 SE Bybee Blvd  
Portland Oregon 97202

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Nancy Lisac  
co-owner Cypress Beauty & Wellness  
[www.cypresswellbeing.com](http://www.cypresswellbeing.com)

[www.cypresswellnessspa.fullslate.com](http://www.cypresswellnessspa.fullslate.com)



Tom Brown &lt;info@sellwoodwestmoreland.com&gt;

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## Response to the City Transportation Fee proposal

1 message

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**White Phoenix Acupuncture** <info@whitephoenix.org>

Wed, May 28, 2014 at 8:43 AM

To: info@sellwoodwestmoreland.com

Dear Tom,

Thank you so much for alerting us to this. I was caught completely unaware. (Well, we've had some crazy issues this past week too so my head was deep in how to muddle through, not what our city council was doing.)

Please take my letter to the City Council on Thursday if you would be so kind. It is as follows:

To the Portland City Council,

I am the owner of a high volume, low cost acupuncture clinic and I have just found out about the proposed Transportation Fee proposal. While it surely seemed like a great idea to someone, upon reading the plan I find that it is neither simple nor fair. It looks like you are trying to quantify actual traffic usage and then charge households & businesses upon that usage. However, this plan is rife with problems.

1. How can a family in a multi-family dwelling be responsible for fewer 'trips' than the same family residing in a single family dwelling? Do you really think that apartment dwellers really leave their apartments less often than folks leave their single family homes?
2. You are billing each family for their 'trips' but also billing them again via each business that they travel to by changing the business as well. Indeed, you penalize high volume businesses for being 'high volume' by charging them more. How does this figure? I have not made more trips from my home by counting leaving my house and arriving at a business! And if I see 10 businesses along the street on my way to a doctors' appointment, that does not mean that I have created 11 separate instances of traffic. My farthest destination from my home would still have been made despite stopping at other places along the way. Yet under your plan, each business is charged for the crime of attracting customers. In addition, often, high volume businesses are offering goods or services on a razor thin margin, thus depending on high volume traffic in order to offer goods and services at a more affordable rate. Take my business for example. I offer acupuncture treatments on a sliding scale so that uninsured or underinsured patients can afford to get health care. If I was charged additional funds for the 'high volume traffic' my clinic 'generates', I would have to pass that on to my patients who already struggle to afford \$20/treatment. Or, stop offering affordable care, charge \$90/treatment, and suddenly I am only generating 5 patients /day (those who can afford those rates), instead of assisting 25 ailing Portlanders. Is this what you really want?

With rents for housing & business space rental skyrocketing, it is already becoming untenable to offer affordable services in Portland. It may well be what pushes my business 'over the edge' and consider going elsewhere.

Although, I have to consider that perhaps Portland is striving to become another San Francisco, New York, or other similar city, where there is no affordable housing at all, no affordable services inside the city limits, and all workers who earn under 40K/year must live outside the city and commute via car to come to work in Portland, creating gridlock and stress for all. Is this the kind of city we want?

3. Each family & business is charged the same despite some people driving cars multiple times / day, some bikes, some walking. yet, each activity has a drastically different impact on city services. Shouldn't you be charging less to those who walk or bicycle to set a goal of better health and less impact/wear & tear on city streets & services? What about folks who just stay at home all day and telecommute, who decide to only leave their homes (agoraphobic perhaps), once a week to get groceries? They are charged the same amount as

someone who goes in and out of the house all the day long. At least a gas tax and public transit fees are tied to ACTUAL TRIPS made or miles travelled.

I sincerely believe that this proposal will have a lot of very serious, untended consequences. More discussion and citizen input should be done before even considering this proposal.

Sincerely,

Allyndreth Stead, L.Ac.  
White Phoenix Acupuncture  
8235 SE 13th Ave Ste 11  
Portland OR 97202

503-235-7653

info@whitephoenix.org  
www.whitephoenix.org



Tom Brown &lt;info@sellwoodwestmoreland.com&gt;

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**Proposed street tax...**

1 message

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**Cynthia Brown** <cynthia.brown@comcast.net>

Tue, May 27, 2014 at 9:52 PM

To: info@sellwoodwestmoreland.com

Portland City Commissioners;

I, Cynthia Brown am the owner of Kim's Taekwon-do located in Sellwood on the corner of 13<sup>th</sup> & Tacoma. I echo the sentiments raised by Debbie, at Tilde. Like Tilde we opened in 2006 and struggle to keep our prices in line with what the community can afford. As a hobby turned into a successful business, we cannot afford employees. My husband and I also work other full time jobs to keep the doors at the studio open. We are also the property owners and have tenants who in some cases have subtenants. Many of these are small sole proprietor businesses, of mixed use, that would not be able to afford an increase in rents necessary to cover these additional taxes. Keeping this building full would become difficult to say the least. Furthermore, it is unfair to base the taxes on building square footage and tenancy type. With diverse tenant mix, who decides which classification will be assigned the building? As property owner we would have to pass this fee on to each tenant. Ultimately, this new tax would be very difficult to pass through to all parties utilizing the property based on the city's calculator. This is an unfair position that you are passing on to property owners and small businesses, and will make it difficult for new businesses to start up and existing businesses to thrive.

Over the past several years we have watched this community struggle to become vibrant, while dealing with the city sewer upgrades and the new bridge. We believe these upgrades will ultimately be good for the community, but make it extremely difficult to remain profitable or even break even as these projects hinder customer access to our businesses.

Sincerely,

Cynthia Brown

*Please bring my letter to the hearing on the 29th. Thank you!*

Dear Mayor Hales and Portland City Councillors:

I own a small toy store in Sellwood that is not quite two years old. My business would be considered successful in that I can pay the bills and it's growing slowly. But, as Debbe Hamada of Tilde said, margins are tight in retail after we pay the rent, the cost of goods, marketing, utilities and other daily operating costs. My business also participates financially in dozens of school and children-related fundraisers. After all of these costs of doing business, I simply could not afford a substantial tax such as is being discussed to levy on small businesses.

I don't have the luxury of cash flow to afford employees but one day a week. **This tax would not allow me to have an employee at all and would force me to work every day I'm open for business. I know many other small retailers who are in the same situation.**

Certainly, Portlanders are proud of the color and energy local small businesses bring to our neighborhoods and try to support them whenever possible. I think they would be quite disappointed in their city's government if they realized that the mayor and city councillors are trying to implement a tax that would put many of us small retailers in challenging financial straits--especially without it even being put to a vote of the people. Please consider the importance of small businesses in Portland's culture and value system and REconsider whether this poorly planned tax is how you think Portlanders would like to pay for road improvements.

**Carolyn Miye**

**Oodles 4 Kids**

7727 SE 13th Avenue

Portland, OR 97202

cell: **503-810-1443**

store: **503-719-7670**

[Quoted text hidden]



Tom Brown &lt;info@sellwoodwestmoreland.com&gt;

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## Road fee

1 message

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**caravatta@aol.com** <caravatta@aol.com>

Tue, May 27, 2014 at 2:38 PM

To: info@sellwoodwestmoreland.com

"I am the owner of a small retail business in the Sellwood area, I also am the property owner of my building on Milwaukee Avenue. I feel my business plays a strong role in this neighborhood. I believe strong neighborhoods build an even stronger greater Portland.

Though Tolman Dairy Queen would be categorized as a thriving Portland business, just like many – I operate on a very tight budget. I can not afford the proposed new street fees being discussed by City Council in the next week. I feel that basing the assessed fees only on square footage and business type discounts the revenue those businesses bring in. We are finally in the process of growing our business again, but have not recovered to before 2008's net income.

First is arts tax, then paid sick leave, and now this fee. If this fee is imposed by the City Council – it would force my business to make some serious choices. Question: Has anyone on the city council ever ran a small business and realize the impacts all these fees are having. I cannot raise my prices higher and continue to be competitive– the only way to re-coop dollars of this amount would be to lower wages or employee hours. Or make a choice about whether it is sustainable to continue to operate within Portland.

I understand the reasoning of making every Portlander pay the Fee - once. But by charging it to our residence's and then to every business we patronize - the same people will be paying that fee over and over again.

Additionally – the plan to add this fee onto our water bill really 'stinks'. There is already a problem with water bills as it relates to small businesses - please don't make this issue more muddy by using an unrelated bureau to collect this fee.

To be fair, why not allow us, as citizens, to vote on such a large City tax, it is not a fee. Slow down the implementation process. Be fair.

## Moore-Love, Karla

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**From:** Cari Pierce <cari@rhaoregon.org>  
**Sent:** Friday, October 10, 2014 1:17 PM  
**To:** Cari Pierce  
**Cc:** Hales, Mayor; Commissioner Fish; Commissioner Fritz; Novick, Steve; Commissioner Saltzman; Moore-Love, Karla  
**Subject:** Rental Housing Alliance Oregon RE: Transportation User Fees  
**Attachments:** Proposed Transportation User Fee Letter.docx

Letter from the President of Rental Housing Alliance Oregon, Elizabeth Carpenter. Please see attached.

If you have any questions, please feel free to contact Elizabeth at 503/314-6498.

Thank you!

Cari Pierce  
Office Manager  
Rental Housing Alliance Oregon  
10520 NE Weidler  
Portland, OR. 97220  
Phone: (503) 254-4723  
Fax: (503) 254-4821  
[www.rhaoregon.org](http://www.rhaoregon.org)

Since 1927 the Rental Housing Alliance Oregon has set the standard for community participation by landlords providing affordable and quality housing.



FW  
to  
Council  
10-15

AUDITOR 10/15/14 AM10:30

TO: Mayor Hales & Portland City Council  
FROM: Liz Carpenter  
President, Rental Housing Alliance Oregon  
RE: **Proposed Transportation User Fee**  
DATE: October 2014

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The 1,800+ members making up the Rental Housing Alliance of Oregon have analyzed and discussed the transportation funding schematics under consideration including the pros, cons and outcomes that could benefit all. Based on our basic values system and founding principles, we have no option but to oppose your proposed Transportation User Fee.

Since 1927, quality affordable housing options for Oregonians has been our organization's primary goal. The proposed fee undermines those efforts. We believe that the City's stated goals for affordable housing are also in conflict with the fee.

To be totally forthright, the transportation user fee has the potential to have a doubly negative impact on rental housing tenants. For the same structure, landlords will pay the business assessment and our tenants will pay the residential assessment. Some would say that in the end renters will end up paying significantly more of the transportation fee than homeowners because they pay the City directly and the reality is that the landlord's cost of doing business is always reflected in rent rates.

In the third year, the user fee rate directly assessed on the renter by the City via the utility bill would be at the very least just under \$5 (approved multi-family low-income) and up to \$12 per month. Does it not seem like much? Take a look at [fiverr.com](http://fiverr.com) and the [\\$5challenge.com](http://$5challenge.com) to see just what that amount can mean for a family living on the edges of homelessness.

According to the City of Portland website, *"We believe that rather than shuffling homeless people from service to service and back to the street, the aim of our efforts must be to first get homeless people into permanent housing."* Furthermore, your Housing Bureau states: *"Our goal is to increase housing options for low-income people, and we work to address the largest gaps in affordable housing"*...the transportation user fee actually makes that gap larger. Additionally, Portland's affordable housing plan makes available multiple types of tax exemptions to encourage affordable housing efforts, yet this fee simply takes the dollars out of another pocket in the housing system (likely from the less-able person).

Not only do we agree with Portland's stated vision and the need to end homelessness – we embody it. RHA Oregon recently raised enough money to provide for JOIN, to move a homeless family off the streets and into a home.

Clearly, the City of Portland's proposed Transportation User Fee conflicts with both the City and RHA Oregon's affordable housing goals. We ask that you reconsider your support.

## Moore-Love, Karla

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**From:** Reyes, Cindy  
**Sent:** Friday, July 11, 2014 11:07 AM  
**To:** Moore-Love, Karla  
**Subject:** FW: June 24-25 hearing testimony: Street Fee improvement

FYI

Cindy Reyes  
Constituent Services Specialist  
Office of Mayor Charlie Hales | City of Portland  
1221 SW 4th Ave., Suite 340 | Portland, OR 97204  
E: cindy.reyes@portlandoregon.gov  
P: 503-823-4142

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

**From:** Kannon McAfee [mailto:kannonmcafee@gmail.com]  
**Sent:** Monday, June 16, 2014 5:59 PM  
**To:** Commissioner Novick; Hales, Mayor  
**Subject:** June 24-25 hearing testimony: Street Fee improvement

Commissioner Novick & Mayor Hales:

I may not be able to attend either one of the hearings next week, so here is my input. Below is a letter to the editor of the Portland Tribune by Michael Mlinaro. It proposes vehicle registration fees that would total \$33 million/year, not including what could be gained from commercial vehicles which could bring the total to around \$50 million or more.

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Beginning of letter  
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"When we moved to Portland from the Chicago metropolitan area in 2012, I asked my landscape guy, "Where is the city sticker on your truck?"

His response was that they are not required (Council to vote on residential street fee, web story, May 29).

"I was shocked. It just reinforced one of my reasons for moving here -- lower overall taxation. But I also realized that Portland has the potential to raise taxes, and I'd still be better off than in Illinois. So, I'm not surprised by the need for a street fee, just how it has been proposed.

"There are approximately 390,000 personal automobiles in Portland (2010 is the only data that I could find) and countless commercial vehicles. A Chicago vehicle sticker costs \$86 per year for a car and \$136 for an SUV. Fair, right? SUVs cause more wear and tear on the streets. If you don't have a sticker, a ticket costs \$200, plus the cost of the sticker.

"So, let's apply some of that to Portland: 390,000 multiplied by \$85 is \$33 million a year, plus whatever fees commercial vehicles would generate. Sounds a lot like the monies the street "fee" would realize, and it would only be charged to the folks who own a car or commercial vehicle.

"But the issue also is one of administration and enforcement. It's clear the city can't collect the full value of the arts tax, and that's one that we voted on and approved. Administering a vehicle sticker of some kind would be

near impossible for them -- printing, issuing, collecting, enforcing, etc. That's why a universal street fee attached to our water bill is so appealing to the city.

"Soon, I predict, there will be a line item for the \$400 million in parks backlog, the \$100 million for the Portland building repairs, the gigantic bill for the levee repairs, and whatever the other commissioners can ask for.

Get ready, Portland, as we can no longer "expect a first-class ticket on a steerage budget."

Michael Molinaro

Southeast Portland

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End of letter  
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Kannon McAfee  
St. Johns 503.206.4922

## Moore-Love, Karla

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**From:** Schwab Mary Ann <e33maschwab@gmail.com>  
**Sent:** Thursday, June 26, 2014 8:11 AM  
**To:** SunnysideNeighborhood@yahoogroups.com Hotline  
**Cc:** Howell Jim; Haynes, Dana; Moore-Love, Karla  
**Subject:** Home Owners Criticize Portlands proposed street maintenance, public meeting, June 26

Here is my take away from attending the last 20-minutes, and brief conversations with other neighborhood advocates.

THIS FROM JIM HOWELL. Association of Oregon Rail and Transit Advocates Director, Strategic Planner  
TRIPLE-NICKEL ROAD FEES

1. Five-cent per gallon City Gas Tax (1.25% cost increase)
2. Five-cent per space per day road Impact fee on non-residential parking lots.
3. Five-cent per pound of a vehicle weight road impact fee paid every 2-years at registration.

I asked him about adding a fee for those using studded tires... . His response? Someone had suggested it. Now when voters approved the Arts in the Schools could start collecting the \$35.00 fee retroactively -- why not go after the studded tire owners?

My comments:

Regarding billing, going back to first \$15.00 street sweeping fee was increased to \$30.00 now called Leaf Pick-Up Fee,  
I did not want that to repeat with the street maintenance fee. I questioned the poorly written Arts in the Schools tax and  
\$35.00 fee without a sunset -- questioned how fund were spent one art teacher per 500 K-5 students -- serving in two schools;  
no funds to visual arts teachers in middle and high schools.

I also supported Commissioner Amanda Fritz questioning how the 80% on street maintenance -- where will remaining 20% be spent.  
From what I read, street maintenance from curb-to-curb with curb cuts for safe routes to schools and a lamp post. My reading the newspapers  
that definition has been modified.

I asked the Mayor and Commissioner pay closer attention to Commissioner Fritz suggestion, that they start out with a \$6.00 fee -- and increase it over time.

Driving home, I tend to agree with Dana Hayes, Mayor's Communication Director, "...the proposed street maintenance fee needs a little tweaking."

mas  
6/25/2014

\*\*\*

Not a good nights sleep thinking how to balance my household budget. My fear?

In our frustration over the proposed fast-tracked \$11.56 monthly Street Maintenance Fee -- Dear Friends -- let's be careful we don't toss out the baby with the bath water.

Parks hopes to renew their current maintenance bond at \$13.00 a year -- no tax increase. Kick-off, June 30th, Cleveland High School.

I'm disappointed it was not a bit higher to include the Washington Recreational Center -- 30-years in queue - - to serve six inner-southeast neighborhoods. And funds to purchase 1.66 acres from PPS at market rate when funds become available. Stay tuned.

<http://www.katu.com/politics/Home-owners-criticize-Portlands-proposed-street-maintenance-fee-264694031.html>

PORTLAND, Ore. -- "Is it going to get to the point where I have to decide food versus medication?" said Portland home owner Rodney Marshall.

That's why Marshall came to Portland's street fee proposal meeting for homeowners. Marshall is on a fixed income and disabled. Fighting the proposed street fee is a matter of survival.

"Work needs to be done," Marshall said. "There's no doubt about it. Our infrastructure's falling apart. But they need to be accountable for the way they spend their money."

That's at the core for most of the more than 100 homeowners who came to the fee meeting Wednesday night. They aren't sure the city is watching other spending closely.

"Why don't you tell the people here about your 40-million dollar hotel that you want to build?" said one speaker.

"The street fee is in actuality a tax. Therefore, by all means, it should go before the voters," said another speaker.

Despite the anger, Portland Mayor Charlie Hales says doing nothing is not an option.

"People are frustrated and unhappy about the idea of a new tax," said Hales. "I understand that completely. I'm frustrated and unhappy that we're in this situation too. But the only thing I like less than a new tax is passing on our streets to our kids in worse condition than we got them."

That's one thing the mayor and Rodney Marshall agree on.

The question of how to pay for work everyone agrees needs to be done still remains.

"I just hope to be heard. Either way, I can't complain. I've made my thoughts known. That's what's nice about this society. It's a great country we live in. I just don't want to see it go down the toilet," said Marshall.

## Parsons, Susan

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**From:** steven vickers <steveandchrisv@comcast.net>  
**Sent:** Sunday, June 29, 2014 6:17 PM  
**To:** Parsons, Susan  
**Subject:** Council Agenda

### Street repair fees

Charlie hale says if we can find waste and other misappropriation of funds that he would address it. I am tired of every weekend without fail we have police blocking streets or providing security for street fairs and other neighborhood events. When my household tightens our Budget we stop the entertainment first! You all misappropriated transportation funds in the past,now it's time to suck it up and tell the public we will not have police overtime for your neighborhood event and they need to curtail them until further notice!!!!!!

## Jennings, Gayla

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**From:** Lisa Gorlin <lianagan@hotmail.com>  
**Sent:** Thursday, May 29, 2014 3:06 PM  
**To:** Parsons, Susan  
**Cc:** Jennings, Gayla  
**Subject:** For The Record - Please Vote No on the Street Maintenance Fee - It's a bad idea for our city

**Importance:** High

Dear Susan,

Please add my testimony (below) to the official record for this item: Street Maintenance Fee.

Thank you.

Sincerely,

Lisa Gorlin

-----  
Lisa C. Gorlin  
6336 NE Pacific Street  
Portland, OR 97213

Commissioner Amanda Fritz  
City Hall  
1221 SW 4th Avenue, Room 220  
Portland, OR 97204

May 29, 2014

Dear Commissioner Fritz,

Please vote no on the Street Maintenance Fee. It will hurt our city.

The Mayor's proposed street fee tax would really hurt low income people who often have to choose between paying their bills and putting food on the table. The bills always win out. Have you ever had to ration food? I do it every day and with ever rising costs it is impossible to make food stamps last an entire month.

With this fee rents would go up as property owners recoup their costs and we will see an increase in homelessness swelling the ranks of the thousands already on the street. For those with comfortable incomes it may not be easy to grasp, but for the poor it only takes a little bit of extra straw to break the camel's back. This inequitable tax will push even more poor people east to Gresham and accelerate the gentrification of Portland

which is moving towards being a really white "clean" city where only government employees and their contractors, real estate developers and the wealthy will be able to afford to live. And do we really want to be another San Francisco where the cheapest housing is \$1000 a month for a tiny, filthy apartment?

This proposed fee would also be unfair to car-free households, often the same as the poor, who are not responsible for the crumbling streets. How about charging people a fee based on their mileage instead? Or charging people to drive downtown? As it is people who don't drive are already subsidizing motorists with their taxes. Have you checked out the 205 bike path lately? It was constructed in the 1980's. How about the Springwater Corridor path? I ride these paths, they are very busy, and they are still smooth and without potholes. Why is that? It is because bikes and running shoes don't wear out pavement, cars and trucks do. So why would car-free households have to pay an extra tax to subsidize motorists even more that they already do to fix the streets? If everyone biked there would be no need to fix the streets.

I am certain that we can put our heads together and find a much better solution within the existing budget. How about re-budgeting big projects and using that money to fix the streets? I'm sure a better budget can be used other than spending \$9,000 per office chair for the new BES building. I am fortunate if I make that much to live on in an entire year. People are getting squeezed dry and we can't give any more. Please give us the chance to find a better solution before we all have to move away to survive.

Thank you.

Sincerely,

Lisa Gorlin

## Parsons, Susan

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**From:** Christopher Sanderson <builderbybike@gmail.com>  
**Sent:** Thursday, May 29, 2014 8:39 AM  
**To:** Moore-Love, Karla  
**Subject:** No to Street Fee

I am writing to ask that Portland not administer a street fee, but instead consider a gas use tax. I run a general contracting business by bicycle, and I am concerned that my business will get taxed unfairly based on the "trip generation for business." Using a bicycle for my work, means that I have zero impact on the roads, unlike another contractor, who might use a large vehicle, which causes greater impact to the roads. A gas tax is more fair, and targets users who impact the roads more. Thanks for listening.

Peace,

Chris Sanderson  
Builder By Bike LLC  
971-313-2806

## Parsons, Susan

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**From:** Melanie St John <stjohnmelanie@gmail.com>  
**Sent:** Thursday, May 29, 2014 10:16 AM  
**To:** Moore-Love, Karla  
**Subject:** Street Tax/Fee testimony

I am a small business owner and homeowner in Portland, and have seen the many consequences of the many new revenue streams placed upon business and homeowners in Portland, and have to say

**STOP THE MADNESS!**

We are being taxed out of being able to run a profitable business in Portland. Due to the new Sick Leave policy that was imposed on businesses in Portland in January, I had to lay off one part time employee, or face having to pay out over \$3000 in wages on an already very slim margin of profitability. Now, you are talking about generating hundreds of more dollars per month in new taxes from my business, and from myself personally as a homeowner, for the Street Tax and I have to say **STOP NOW!**

Do you want to see more and more businesses leave the Portland area, as you City Council members/mayor continue to impose more and more "fees" and taxes on us and make it virtually impossible to run a revenue-generating business? Not only do I get charged for having a sidewalk sign (which I pay the permit fee every year), we have the continued increases in other fees (restaurant licenses, fire marshall inspections, higher garbage fees for commercial recycling/composting). The list is endless. Now you want to impose a Street Tax on us, without giving homeowners and residents an opportunity to provide input.

I want to continue to run a business here in Portland that can provide jobs to local people and services to our residents. Portland City Council is making it harder and harder every year for us to remain even slightly profitable. I am 2 years away from signing another 10-year lease for my business and have to say that the actions of the Portland City Council are impacting my ability to re-sign that lease, and continue to provide jobs in Portland. I might have to seriously look at relocating my business to a community that actually wants our business there and understands the implications that actions of the City Council determine who will want to, and who can continue to stay in business in their communities.

You must learn to run the City as a business. You cannot continue to tax the crap out of the residents and businesses in your jurisdiction, or you will soon learn, that like a business, you will have fewer and fewer customers as you continue to raise your fees. You were elected to serve as a representative of the people of this City, and with this new street tax, you are not listening to what the people have to say, nor even giving the residents and businesses in Portland an opportunity to vote on a new tax. Please do not support the Street Tax ---it is not what the people of Portland want.

Melanie St John  
1923 SE Pine St.  
Portland, OR 97214



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

## Parsons, Susan

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**From:** ROBERT PFEIFER <badbikerbob@msn.com>  
**Sent:** Thursday, May 29, 2014 8:44 AM  
**To:** Parsons, Susan  
**Subject:** Street paving tax

I sent a statement a few days ago that I would like to add to. 1st, people that are employed in Portland that live outside of the area should also have to pay. 2. All money (every single penny) should be for paving only!!! 3. After a road is paved, there should be no digging allowed for at least 3 years except in an emergency. (broken water main etc.) It seem like as soon as a road is repaved there is a utility digging up the road for something. 3 With all of the pathways going in for bicycles, how about motorcycle only lanes in congested areas for us to be able to navigate around the traffic? Air cooled engines hate being stuck in traffic on a hot day. 4 Take care of the worst roads first. There was a section of road done from 105th and Fremont to 112th and Fremont that wasn't that bad! While NE 122ne from Stanton to Shaver is falling apart! Like I said in my first statement, I ride a motorcycle as my main transportation. I am 64 years old and will be at the meeting this afternoon. I am a mechanic for a major airline. Thanks Bob Pfeifer 503-887-4720

## Parsons, Susan

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**From:** Schwab Mary Ann <e33maschwab@gmail.com>  
**Sent:** Thursday, May 29, 2014 8:44 AM  
**To:** Commissioner Novick; Hales Charlie; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman  
**Subject:** TDOT Street Maintenance Budget was compromised 14-years... by whom the former Commissioner-in-charge or the Bureau Executive?

What I find troublesome? No one is talking about where those TDOT street maintenance funds were spent the last 14-years; creating this crisis facing Commissioner Novick and Mayor Hales. I understand the City owns seven (7) street sweepers, with funding three crews. As for highest priority? Downtown -- As for neighborhoods, they see the street sweepers when trees drop leaves, and then property owners are charged \$15.00 for the service.

No where in today's plan did I read where that \$15.00 street sweeper fee would be dropped.  
mas

Begin forwarded message:

**From:** Schwab Mary Ann <e33maschwab@gmail.com>  
**Date:** May 29, 2014 8:28:58 AM PDT  
**To:** Baugh Andre' <andre@groupagb.com>  
**Subject:** Fwd: mas response to Re: \$8.00 to \$12.00 based solely on "trips"?

FYI  
mas

Begin forwarded message:

**From:** Schwab Mary Ann <e33maschwab@gmail.com>  
**Date:** May 29, 2014 6:52:06 AM PDT  
**To:** Tony Jordan <twjordan@gmail.com>  
**Subject:** mas response to Re: \$8.00 to \$12.00 based solely on "trips"?

Good Morning Tony,

What I find troublesome is that for 14-years the PDOT budget was shifted to pet projects -- often at a cost of cutting street cleaner crews. Today, three sweepers are in service wiht four parked. When sweeping yuk into dumpsters, it saves sewer department processing costs purchasing chemicals to clean street yuk.

Yes, singe family dwellings may be over 90%, with exception to Sunnyside most have homeowners have a driveway/garage.

As for my referencing the 72.4% -- with the 113 units currently under construction along Peacock Lane's back yard fence,

I fail to mention the number of trades vehicles parked two blocks into Sunnyside.

On this we agree 100%.

I have been pretty vocal against the business calculations, I think they can do a lot better.

I trust you are able to attend the City Council Hearing today.

mas

On May 29, 2014, at 12:05 AM, Tony Jordan wrote:

Thanks for sending this on to me, too.

I am pretty OK with the residential fee. I think it's not unreasonable. Consider, also, that the rate of car ownership in single family dwellings is probably over 90%, so a supposed apartment dweller rate of 72% is a pretty big deduction in usage. PBOT also told me that they calculate that apartments save trips on deliveries, garbage pickup, mail, etc.

I have been pretty vocal against the business calculations, I think they can do a lot better.

Tony

On Wed, May 28, 2014 at 11:44 PM, Schwab Mary Ann <[e33maschwab@gmail.com](mailto:e33maschwab@gmail.com)> wrote:

Good Morning Mayor Hales and Commissioners:

I remember when former Commissioner Leonard laughed on camera, telling the public: "You only have to count to three to get anything done in the City."

Please remind the two newcomers to City Council, that communications have changed thanks to the City of Portland Public Involvement Principals, adopted by City Council, August 4, 2010. They can not walk into Council Chambers with their minds set prior to listening to the public. Furthermore, when scheduling Street Fee Hearing Hearings during the work day is not respectful of Portland's work force, business owners and the spirit of the process held within the Office of Office of Equity and Human Rights.

I am begging you to push back by standing up for EQUITY! Not just for the families living on fixed incomes but also for the small businesses.

I know a young couple who each own a small business, one with four employees, the other with one employee, Listening to the Mayor Hales and

Commissioner Novick's press conference May 22nd, one point was not clear to me. *Would this married couple -- living at the same address -- will be billed four times?*

*\$6.79 a month for households in multifamily buildings, which generate less traffic than singlefamily households*

Reducing the street maintenance fee for apartment dwellers? Hello? Having served on the City Wide Land Use Group No Apartment Parking Task Force, I learned tenants living in newly constructed apartments along public transit routes (SE Division, Hawthorne, Belmont Streets) 72.4 own a car -- many two vehicles, currently parking on residential streets. A much larger betrayal to property owners, when their street fee is higher.

Still not clear to me why the Street Fee was not added to vehicle registrations? Also, TDOT's plan to bill the cash strapped school districts and day care centers needs further discussion.

I remember how long it took the Southeast Multicultural Service Center's non-profits: Senior Advisory Council, Elder's in Action, Impact Northwest, OregonWalks, and Sunnyside Neighborhood Association pressuring former Mayor Adams to install a cross walk at Southeast 46th and Belmont? Well over 14-years, including two pedestrians with serious injuries and one death. Honestly, had it not been for TriMet's financial support covering the construction costs surely that senior services cross-walk on Belmont would be still in queue today -- pending TDOT resources.

*I am asking you to DEDICATE THESE STREET FEES to curb-to-curb street maintenance, lamp post, ADA corners and "blinking" pedestrian cross-walks/Safe Routes to Schools -- [ starting with East 16th and Burnside : > ) ].*

*More importantly -- sunset it five years out. Unlike the Arts in the Schools billing process, please be wiser this time around - - insert the street fee line item on our water/sewer statement. Surely, Commissioner Fish, knows every time voters approve a School Bond, Children's Levy it is posted to his Multnomah County property tax statement and mine. Saves administrative costs, paper and postage.*

Mary Ann Schwab  
Inner Southeast Sunnyside Neighborhood Resident

...Residential rates, low-income discounts  
Residential rates in the proposal include:

- \$11.56 a month for single-family households

- \$8.09 a month for low-income households
- \$6.79 a month for households in multifamily buildings, which generate less traffic than singlefamily households
- \$4.75 a month for low-income households in multifamily buildings.

Business rates, small business credit

As with water, sewer and electricity bills, the transportation fee would apply to businesses, colleges and other non-residential institutions that generate demand for transportation. About half the annual revenue would come from these non-residential ratepayers.

...Small Businesses

As for the opposition from the Portland Business Alliance, their concerns will be addressed tomorrow.

Hales, Novick to preparing to rework street fee for businesses...

## Parsons, Susan

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**From:** Karma McDowell <kmcdowell@schn.com>  
**Sent:** Thursday, May 29, 2014 11:31 AM  
**To:** Moore-Love, Karla; Hales, Mayor; Commissioner Fritz; Commissioner Fish; Novick, Steve; Commissioner Saltzman; City Auditor Griffin-Valade  
**Cc:** Tom Zelenka; Jennifer Hudson  
**Subject:** Today's 2:00pm Item 536 - Transportation User Fee  
**Attachments:** Transp User Fee Letter.pdf

Please find the attached testimony from Tom Zelenka, Vice President of Schnitzer Steel Industries, Inc. for today's 2:00 PM time certain, item #536.

Thank you,  
Karma McDowell  
Schnitzer Steel Industries, Inc.  
503-323-2810



May 29, 2014

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

Dear Mayor Hales and Commissioners:

Schnitzer Steel Industries, Inc. recognizes the need to address the serious backlog facing City roadway maintenance and overall transportation safety. We believe that the efficient and cost effective movement of people, goods and services is essential for a healthy and growing economy and the quality of life our citizens expect and deserve. We applaud the City's recognition of the significant "pot hole" and transportation deficiencies problem the community faces and your efforts to identify sustainable funding to address the maintenance backlog.

We are, however, quite concerned with the speed of your decision-making effort and would urge the City to take some additional time to "get it right". Specifically, the City's proposal seems to have changed day to day throughout the month of May, becoming quite the moving target for the public to understand. Whether you agree that additional time is needed for deliberation and discussion, we would strongly encourage your consideration and acceptance of several suggestions for Council to review before final action on the ordinance.

As you know, historically, there has been significant public and private investment in transportation infrastructure in the region, including the City of Portland's investment in transportation infrastructure in the 20<sup>th</sup> century; and this system continues to serve as the backbone on which residents and businesses rely. It is certainly true that the level of City-funded roadway maintenance has declined and a huge backlog of work now exists. The transportation maintenance hole we now find ourselves in cannot be blamed entirely on a lack of available resources. As you have acknowledged, in the past fees that were originally designated for road improvements have been diverted to other uses, leaving transportation maintenance underfunded. Therefore, this issue must be viewed within the broader context of all of the various sources of transportation funds the City has available to it, including gas tax proceeds, Right of Way revenues, and regional, state and federal transportation grants. Such an evaluation should also include how the City has applied for the various Connect Oregon grants. Within such a context, we urge you to consider adding the following safeguards to the transportation user fee ordinance before adoption:

- Amend the City Charter to ensure that 100 percent of the fee's revenue is dedicated to transportation, prioritizing maintenance.
- Consider phasing in the fee over a period of years. This is an entirely new revenue stream—and for all taxpayers, whether residential or commercial/industrial, this represents totally new and unbudgeted expense.

- Include a more specific cap on administrative costs. It is unclear why existing administrative structure would not be able to administer the funding generated by the fee, since the contemplated maintenance projects should have been performed in the past but for the diversion of resources. We all have to learn to do more with less, but in this case the workload should be able to be addressed without adding overhead. The ordinance lumps administrative into an allocation limit that is not to exceed 20%, which is not specific enough and does not inspire confidence. A cap similar to that of the Children's Levy at 4 percent or less would appear to be appropriate.
- There should be hard assurances that this new, additional revenue will be treated as additive. PBOT's existing funding levels should not be diverted to other programs under the rationale that street fee is "replacement" or new money. The street fee must allow PBOT to do more, not maintain the status quo.
- The new fee ordinance should be enacted with a firm five-year sunset date. We would encourage development and use of strong performance metrics to measure the implementation and benefits derived from the new fee program. Within the five-year sunset, the Council can examine the success of this program and whether its stated goals were accomplished through this fee. That process should inform the decision of whether or not to renew and extend the street fee beyond the sunset date.
- As part of this new fee, the Council should agree to implement a moratorium on other transportation-related fees during this five year period.

Schnitzer believes the oversight committee and trip review appeal process are important features that will be necessary to the successful and fair administration of the transportation user fee ordinance. We also appreciate the City's balanced approach to this fee, applying it to residential, business, government and public interests. There should be no exemptions for any interests or organization—if everyone within the community contributes then we all will be vigilant and good stewards of the funds generated. We also strongly oppose splitting the fee and treating the residential and non-residential transportation fee users differently.

In summary, we are willing to pay our fair share for transportation maintenance improvements, but we want assurances that the money will be spent efficiently, directly and solely on transportation projects. Furthermore, spending of this new revenue stream should occur through a deliberate and transparent process that allows for reasonable input from all interested parties.

Thank you for your consideration. Should the City see the wisdom in our recommendations and slow down this process, we would welcome the opportunity to discuss further details and participate in the negotiation process.

Sincerely,



Tom Zelenka  
Vice President

## Parsons, Susan

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**From:** Kim Montagriff <kmontagriff@necommunitycenter.org>  
**Sent:** Thursday, May 29, 2014 12:25 PM  
**To:** Moore-Love, Karla  
**Cc:** Commissioner Fritz; Commissioner Fish; Commissioner Saltzman; steve@portlandoregon.gov; City Auditor Griffin-Valade  
**Subject:** NECC Input on Proposed Transportation User Fee - Delay Requested

Dear Portland City Council Members,

I am writing to provide written testimony on the Proposed Transportation User Fee, and to urge the Council to delay consideration of this Proposed Fee to allow time for additional study on its effects and for public input.

I am the Director of the Northeast Community Center, a non-profit recreational, fitness & wellness facility that serves the Hollywood and surrounding neighborhoods. Based on our property use designation (Health/Fitness Club) and square footage, and according to the Transportation User Fee Calculator, the NECC's User Fee would be approximately \$6000/year. This will prove a weighty financial burden on our organization, divert critical funds from community outreach programs, decrease our ability to hire quality employees and offer a fair wage, and significantly impact our ability to serve the community.

This financial burden is nearly twice that of a similarly sized office building, and 2.5 times that of a similarly sized church or corporate headquarters building. This disparity appears inequitable, and particularly impacts our non-profit organization. Additional information is needed on the effects of this Proposed Transportation User Fee on non-profit organizations, particularly examining whether this fee will jeopardize their long-term financial stability and inadvertently reduce important services and amenities from our local communities.

Please delay your consideration of this Proposed Fee and allow time for additional study and for public input.

Sincerely,

**Kim Montagriff**  
**Executive Director**  
**Northeast Community Center**  
**1630 NE 38th Avenue**  
**Portland Oregon 97232**  
**503-284-9252**

## Parsons, Susan

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**From:** Schwab Mary Ann <e33maschwab@gmail.com>  
**Sent:** Wednesday, May 28, 2014 11:45 PM  
**To:** Moore-Love, Karla  
**Cc:** Griffin-Valade Lavonne; Lear, Mark  
**Subject:** Fwd: \$8.00 to \$12.00 based solely on "trips"?

Good Morning Mayor Hales and Commissioners:

I remember when former Commissioner Leonard laughed on camera, telling the public: "You only have to count to three to get anything done in the City."

Please remind the two newcomers to City Council, that communications have changed thanks to the City of Portland Public Involvement Principals, adopted by City Council, August 4, 2010. They can not walk into Council Chambers with their minds set prior to listening to the public. Furthermore, when scheduling Street Fee Hearing Hearings during the work day is not respectful of Portland's work force, business owners and the spirit of the process held within the Office of Office of Equity and Human Rights.

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Inner Southeast Sunnyside Neighborhood Resident

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...Small Businesses

As for the opposition from the Portland Business Alliance, their concerns will be addressed tomorrow. Hales, Novick to preparing to rework street fee for businesses... .

**Parsons, Susan**

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**From:** Tony Jordan <twjordan@gmail.com>  
**Sent:** Wednesday, May 28, 2014 10:56 PM  
**To:** Moore-Love, Karla  
**Cc:** Commissioner Novick; Hales, Mayor; Commissioner Fritz; Commissioner Saltzman; Commissioner Fish  
**Subject:** Comments on Transportation User Fee  
**Attachments:** TransportationUserFeeLetterTonyJordan.pdf

Please accept my attached comments regarding the Transportation User Fee.

Thank you,  
Tony Jordan  
4540 SE Yamhill St.  
Portland, OR 97215

Re: Transportation User Fee

5/28/2014

Mayor Hales and Commissioners,

I am wholeheartedly in support of a permanent and robust funding source which is dedicated to multi-modal and safe transportation for all of Portland's citizens.

To that end, I urge council to proceed with the current proposal for a residential street fee. While this fee is not perfect, it is a crucial step in the right direction.

Unfortunately, the business end of the fee is deeply flawed and deserves a fresh and creative approach.

Primarily, the methodology used to determine base trip generation (ITE Trip Generation) is very inappropriate for use in much of the covered area. The Institute of Traffic Engineers (ITE) itself states in its handbook: "if the site is located in a downtown setting, served by significant public transportation, or is the site of an extensive transportation demand management program, the site is not consistent with the ITE data and the analyst should collect local data and establish a local rate." Many, many businesses which would be impacted by the street fee are located in such areas and, as a result, would be charged a fee based on incorrect assumptions.

Even more problematic is the dependence on the idea that a larger developed area of business equates to more automobile generated trips! A business located in a more affordable part of town may enjoy a space several times that of a similar business operating in the city center, yet the business in the city center quite possibly will generate more trips than the outlying business.

In addition, the scheme concocted to determine monthly fees is skewed to favor major traffic generators over smaller, more sustainable, businesses and local businesses that aim to serve their immediate locality. By charging less per anticipated trip at step intervals, the scheme provides no incentive for businesses to adopt policies which would reduce the number of automobile trips they generate.

Finally, the city is neglecting to take advantage of a golden, and very critical, opportunity to advance its own goals in regards to carbon emission reductions and transportation mode share. While it is crucial to insulate the transportation funding source from a proportional reduction as automobile mode share declines, it is equally important to encourage and anticipate further declines in that mode.

It seemed, as I write this, that Mayor Hales and Commissioner Novick are likely to table the business portion of this fee and take it under further consideration. I think this is a wise choice and I applaud the willingness to take a step back and re-evaluate. To that end I have a few ideas for you to consider:

- Institute a simple structure for a mostly flat business street fee. This should be similar to the residential fee, but might take into account number of employees, amount of freight delivery, and presence of proven trip generating features like fuel pumps or drive-throughs.
- Provide fee reductions for businesses that can show they have employed a majority proportion of alternative freight delivery options. Large trucks are a major source of damage to roadways and utilization of human-powered delivery would greatly reduce that damage.
- Commit to collecting the balance of the expected revenue through actual user fees.
  - An inflation indexed increase in the gas tax would be very appropriate.
  - Traffic congestion charges would be very wise; after all, if it's good enough for London, it's good enough for Portland.
  - Parking fees should be a central piece in this strategy, both commercially and residentially. Fast tracking meters in commercial corridors as a trade-off for reducing the proposed business fees is essential. Local improvement districts funded by residential permits are warranted in many neighborhoods. Implement a fee structure for commercial parking lots (both free and pay-to-park) as well.

Using user fees to collect a substantial, if minority, portion of transportation funds is simply smart. Instead of using the auguries of ITE Trip Generation which will unfairly affect local businesses (and have an added effect of charging low-car households twice due to pass through fees), base charges on actual trips via parking and gas. Parking fees, in particular, are beneficial as they capture revenue from visitors to Portland and they promote smart public planning and space utilization.

Thank you for working on this difficult and unpopular issue. Please, help those of us who agree with the need for this fee by providing us with a plan we can support with a clear conscience.

Sincerely,  
Tony Jordan  
4540 SE Yamhill St.  
Portland OR, 97215  
971.207.1348  
twjordan@gmail.com

## Parsons, Susan

---

**From:** dawn bonnevie <djbonnevie@earthlink.net>  
**Sent:** Wednesday, May 28, 2014 8:35 PM  
**To:** Moore-Love, Karla  
**Subject:** Street fees

My fellow Portlandians,

I am writing to express my deep frustration at the street fee proposal. I am a Democrat, originally from Massachusetts and would be accused by some as being one of those "never met a tax she doesn't like" types. I believe you get what you pay for and you can't have a quality standard of living for free. This proposal, however, is unfair and short sighted. Any effort to raise funds for infrastructure maintenance needs to be focused on the primary users of that infrastructure. VEHICLES, not homes and businesses. It is irresponsible to ask the overall citizenry to fund this. The cost should be borne by those that cause the most wear and tear to the roads and bridges. It is short sighted at best to fail to consider the harm that this will do to the economy. The burden to families and small business owners is too much. Sure, if you raise gas taxes or taxes on trucking, costs get passed on and that effects a lot of people but in a less direct way than asking them to pay a set fee every month. A request, I might add, they cannot say no to. They can say no to higher gas prices by walking, biking, ride sharing, taking the bus; they can say no to higher costs of goods and services by shopping more carefully, clipping coupons, etc. They can't say no to your tax, though, even if they already walk to work, bike to the market and generally cause very little wear and tear on the roadways. It is unconscionable to ask them to pay \$11/month in street fees. And what it will do to small businesses!! Don't get me started!!

I wish I could come to speak personally at the public hearing tomorrow but I'm a nurse and I need to be at work. All I can say to whoever came up with this idea is shame on you!! And to think: I voted for Charlie Hales! This is not bravely finding funding for what is necessary for the city. This is balancing the books on the backs of the wrong people! (And is dangerously short sighted as well.) Respectfully, Dawn Bonnevie

9015 N. Oswego Ave  
Portland

## Parsons, Susan

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**From:** christa herzog-keener <keenerzog@gmail.com>  
**Sent:** Wednesday, May 28, 2014 11:38 AM  
**To:** Moore-Love, Karla  
**Subject:** RE: Street Fee / Transportation User Fee

I am outraged about this and people in this city are not okay to bring in a fee without letting the citizens vote; the government is going over out heads to cash in.

This should be the people's decision by vote!

I am not an American citizen but I live and work in this city; my family lives and works in this city - I feel that I also have the right to voice my opinion.

Asking small businesses and even schools to pay for this - they do NOT have a budget as it is.  
We all pay taxes and to keep roads in good conditions the government is taxing Portland's citizens for every gallon of gas bought.

We do not agree to have this idea pass without letting the citizens of Portland vote on this.

Regards,

Christa Herzog-Keener

## Parsons, Susan

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**From:** dgoodyke@gmail.com  
**Sent:** Wednesday, May 28, 2014 1:40 PM  
**To:** Moore-Love, Karla  
**Subject:** Comments for Street Fee Public Hearing

I will not be able to attend the public hearing, please distribute my comments and have them read publicly:

There are many reasons not to support his idea, and many better alternatives to increase safety on our street and raise revenue. Please consider these points as go discuss and decide whether or not to implement this fee:

1. The Street Fee is a REGRESSIVE tax: it adds a disproportionate burden on poorer citizens and low-car households.
2. This will be net loss for PBOT's budget and open the door to ever-increasing street fees. In a couple of years, the City's general fund will simply give less to PBOT since they now have their own funding stream. The fee being touted as a supplemental increase for safety, will become the entire budget, safety needs will remain unmet, and we will be back to square one.
3. The Street Fee encourages sprawl by not actually being a user fee (suburban subsidy!)
4. Money should be raised by increased parking fees (on surface lots, meters, expanded meters, increased permit fees, expanded permit areas, etc) gas tax, registration/DEQ fees raised proportionately by vehicle weight, fees on studded tires. All of these funding mechanisms directly collect money from driving and damaging roads, and have the added benefit of incentivizing alternative transportation like walking, transit, carpooling or biking. Instead, the most shocking thing about this proposal is that the only exemptions proposed are railroads and PARKING LOTS! I would love to know how one justifies taxing schools and not parking lots! The street fee is counter-productive; this tax is punitive to mass transit, schools, parks and bicycling.
5. Safety improvement should come from traffic enforcement!!! Lower speed limits, increase fines. Work with judges to stop reducing fines. Work to get speed/red light cameras. Raise fees and increase enforcement for distracted/drunk driving, Get rid of right on red. Get rid of "beg buttons" for pedestrians so every signal allows pedestrians to cross. We do not need the street fee to create safer roads.

Thanks for considering these points, I look forward to hearing your thoughts on this issue,

--  
David Goodyke

## Parsons, Susan

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**From:** Mark Wheeler <mark@rootsrealty.com>  
**Sent:** Wednesday, May 28, 2014 4:31 PM  
**To:** Moore-Love, Karla  
**Subject:** No street fee, raise gas tax instead please

No street fee, raise gas tax instead please. Thank you.

Constituent & voter,  
Mark Wheeler

## Parsons, Susan

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**From:** Lonergan, Richard <[rick@lonerganandlonergan.com](mailto:rick@lonerganandlonergan.com)>  
**Sent:** Wednesday, May 28, 2014 4:58 PM  
**To:** Moore-Love, Karla  
**Subject:** Written Testimony - Transportation User Fee Agenda Items 536 and 537 Thursday 2:00 PM May 29, 2014  
**Attachments:** Testimony City of Portland.pdf

Please submit the attached written testimony for the Transportation User Fee Agenda Items 536 and 537 scheduled Thursday 2:00 PM May 29, 2014. If there is a problem viewing or printing the attached document please let me know.

Richard L. Lonergan  
Lonergan & Lonergan LLP  
Attorneys at Law  
Suite 606, 620 SW 5th Avenue  
Portland, OR 97204  
503-223-9206

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LONERGAN & LONERGAN LLP  
ATTORNEYS AT LAW  
SUITE 606  
620 SW FIFTH AVENUE  
PORTLAND, OREGON 97204

HOWARD R. LONERGAN  
(1915-1985)  
CLINT A. LONERGAN  
RICHARD L. LONERGAN

(503) 223-9206

May 28, 2014

City of Portland

Re: Transportation User Fee  
Agenda Items 536 and 537  
Thursday, 2:00 PM, May 29, 2014

Dear Mayor and Commissioners:

I represent City Liquidator's, Inc. and Walt and Pam Pellet.

This letter is in comment to the proposed tax referred to as the Transportation User Fee agenda items 536 and 537 set on Thursday May 29, 2014 at 2:00 PM.

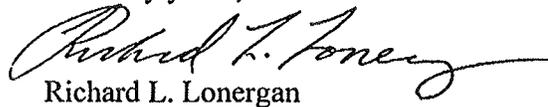
My Clients object to the Transportation User Fee. This tax will disproportionately affect their business.

City Liquidator's is a locally owned business residing at 823 S.E. Third Avenue, Portland, Oregon in the warehouse district on the east side of the Willamette River. City Liquidator's has a large number of items that it sells for low prices. The business model requires my Clients' to provide a large warehouse type space where they can purchase a large amount of closed out items and then display all of those items. By having a large space they can purchase rail car loads of products from all over the world. This allows Portland residents to be able to purchase items at a reasonable price. There are very few small businesses that can operate in this manner. For example, most furniture stores do not require the space required by this business model. The big box stores can not sell products at the prices that match City Liquidator's.

Basing a tax on the square footage of property disproportionately affects this business model, making it more difficult to make the business to work in the City of Portland.

My client's urge you to vote against the Transportation User Fee. It would seem that there are more appropriate methods of raising revenue. At the very least a proposal such as this should be referred to the voters.

Sincerely yours,

  
Richard L. Lonergan

## Parsons, Susan

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**From:** Alan Lehto <alehto@aracnet.com>  
**Sent:** Wednesday, May 28, 2014 12:55 PM  
**To:** Parsons, Susan  
**Subject:** I support the Transportation Utility Fee

I support the fee because it will pay for maintenance, make it safer for kids like mine to get to and from school and help people all over the city get where they need to go.

Thanks

Alan Lehto  
3115 NE Oregon St  
Portland  
503-807-8399

## Parsons, Susan

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**From:** Jane Waddell <jtw@paws.com>  
**Sent:** Wednesday, May 28, 2014 7:26 AM  
**To:** Moore-Love, Karla  
**Cc:** Ed Menze  
**Subject:** RICAP 6 - Accessory Short Term Rentals

Members of the Portland City Council,

We are homeowners, residents of the Sunnyside neighborhood in SE Portland. Ed is a software engineer who frequently telecommutes and Jane is a PhD candidate in Urban Studies at Portland State University who generally works at home. So we spend a lot of time in our home and in our neighborhood. We are writing to express our concerns over the provisions proposed in RICAP 6 that pertain to accessory short term rentals. While we appreciate the enthusiasm behind this new form of accommodation, we fear that these provisions are a bit naive with respect to the impacts such changes could have throughout the city. Our concerns stem both from the threat we perceive to the character of our neighborhood as well the way the proposed changes fit into larger economic forces already at play here.

As residents, we are concerned that these provisions as written could result in significant impacts on neighborhood life. Specifically, they allow non-resident property owners to install an "operator" who lives on site and manages the short term rentals. Because the operator resides on the property, the rental activity is still considered accessory to the household living use. We don't share this perspective. Someone living on site for business purposes does not constitute a primarily householding function. It seems to us that if the operator is choosing to live there because it's their job, they are less likely to be a good neighbor.

We are further concerned about the impact this could have on the Portland long-term rental market. As you are no doubt aware, the Portland Metro Area has one of the tightest vacancy rates in the country. Affordable housing is a serious concern here as well. The regulatory changes made in RICAP 6 could exacerbate both of these issues. A recent Oregonian article discussed the increase in the number of house sales that were all cash transactions, an indication that houses are being bought for investment purposes rather than as homes. Allowing investors to turn such homes into short-term rentals could very well increase this sort of activity.

These are not esoteric concerns or reactionary NIMBYism. They are rooted in the circumstances we see in our immediate neighborhood. We have a nice mix of long-term renters and homeowners, about equal parts each. It's a quiet, walkable neighborhood with easy access to dining, shops, and parks. But just as home prices have risen precipitously in our neighborhood over the last 20 years, we hear from our neighbors who rent that their rents are also quite high. We live next door to a home with an ADU. Our previous neighbor lived in the ADU and rented out the house to a series of long-term renters. After she passed, this property was sold to an investor from out of state, and our understanding is that her plan is to offer it as a short term rental. She has no plans to live there, so presumably under the provisions set forth in RICAP 6, she would be installing an operator and renting out 2 of the bedrooms. This is a concrete example of how the RICAP 6 changes enable the conversion of long-term rental housing into short-term rentals.

This is a drastic change in policy from having this sort of activity generally prohibited in residential areas to having it be quite easy. We don't really know how this could impact neighborhood life and vulnerable populations in particular. Not everybody wants a "vibrant" neighborhood. Some people prefer a quieter atmosphere and to not see lots of strangers around (parents, older folks come to mind). There are other aspects of these provisions that seem poorly considered as well. For example, it doesn't make sense to us why it would cost just a few hundred dollars to rent out 2 bedrooms of your home under a Type A permit, but cost on the order of four thousand dollars to do this with 3 bedrooms via a Type B permit. This seems unfair to existing Bed and Breakfast facilities. We would prefer to see this proposal made more moderate in its allowance of this type of activity (for example, restricting short-term rentals to owner-occupied

dwellings) or even to remove these provisions entirely from RICAP 6 in order to make a more careful evaluation of the various risks and opportunities.

Apparently there are approximately 1500 households doing this type of rental in Portland now. But just because there are 1500 folks doing this now doesn't mean that once the process is regulated the number will be about the same. Current hosts are the early adopters. The establishment of regulations could make this type of activity much more appealing to people. Please take some measures to moderate or reconsider the RICAP 6 provisions and help protect the interests of Portlanders.

Ed Menze and Jane Waddell

## Parsons, Susan

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**From:** Chad Balthazor <chad.balthazor@gmail.com>  
**Sent:** Tuesday, May 27, 2014 8:16 PM  
**To:** Moore-Love, Karla  
**Subject:** NO Street Fee

Hello Council/Mayor,

I am unable to attend the public hearing on this proposal as I am at work- a middle wage job repairing heavy equipment here in Portland. City council needs to find another route for funding any street maintenance or improvements. The passage of this fee will hurt middle class workers like myself and my girlfriend, as well as the businesses we work for. The street fee stands to help start pricing middle class people out of the city, as it will increase faster than our wages have. On top of this, the added cost of the fee will directly translate to businesses raising prices, which again translates to a more expensive place to live. And try to explain that to an employer who is already on tight margins... We have had to pinch pennies and manage our funding through and now after the recession, please manage the public's money wisely before coming to us without asking for more.

Also, this tax creates the need for a separate mechanism to provide funding, where the city could just increase the gas tax, tax studded tire use, and raise street parking. I agree the studded tire tax would be another hard tax to implement, but would again hit those who make the choice to use studded tires. An increased tax on parking and fuel would also target users, as well as tourists/people from out of town, which helps share the load; as well as hitting those who most use street parking or more gasoline.

On top of that, we commute via Trimet and Bicycle and Moped and Walking- using our car for mostly short errands or trips. How is this tax fair to us, when others drive around large trucks or drive everyday- and most of those people are from out of state or Portland? It simply is not. Citizens of Portland, are, for the most part, evolving to use public transit or driving less. Don't penalize us for it. Up street parking in the urban core. Up gas tax. Make a fee for studded tires. There are better ways than creating a fee that will hurt residents within this City, especially when it unfairly makes those who are doing a job being low impact users pay.

In short, please don't rush into placing this unfair and regressive tax onto residents and businesses in Portland. Please find a better solution, that will fairly help Portland maintain it's roads.

Thanks, Chad Balthazor

## Parsons, Susan

---

**From:** Greg Peters <peters.g@comcast.net>  
**Sent:** Tuesday, May 27, 2014 6:47 PM  
**To:** Moore-Love, Karla  
**Subject:** transportation tax

Karla,

I have corresponded with Mr. Novick's office about the funding proposal for roads. Erika Nebel suggested I send my views to you, so I am copying the emails I sent. Thank you for giving them consideration.

**From:** Greg Peters [mailto:peters.g@comcast.net]  
**Sent:** Tuesday, April 22, 2014 12:45 PM  
**To:** Commissioner Novick  
**Subject:** transportation tax

Dear Mr. Novick,

I recently read in the Oregonian that you were leaning towards supporting a transportation tax of either \$8 or \$12 per month per household, despite the regressive nature of the tax. One strategy for implementing this tax would be to tack it onto the sewer bill. This would be the same approach we heard Sam Adams' spokesman advocate at a Cully Neighborhood meeting in 2008. One of our neighbors stood up and asked if this could be delayed until after the "big pipe" is done because sewer bills are already too high. Of course they've gone up since then and are forecast to go up even more so in the future. Supposedly there is public support for this approach and an income based tax is not doable. Who is standing up for the citizens who are not thriving in today's economy? And why should east county residents, whose streets often are neglected, pay for a streetcar system they would infrequently use also be taxed disproportionately for road maintenance? This article (from liberal Ezra Klein's website) raises some questions about streetcar investments:

<http://www.vox.com/cards/us-streetcar-trend-public-transportation/arent-streetcars-way-more-expensive-than-comparable-forms-of-transit>

If the Portland government's #1 goal is to be atop the nation's "livability" list, does it not need to keep in mind those whose household income does not exceed \$50k? Or are we headed the direction of San Francisco and other cities where expenses are such that folks need multiple roommates to afford to live?

Greg Peters  
6720 NE Roselawn St.  
Portland 97218

**From:** Greg Peters [mailto:peters.g@comcast.net]  
**Sent:** Thursday, May 22, 2014 2:03 PM  
**To:** Nebel, Erika

Subject: [User Approved] Re: transportation tax

Erika,

Thank you for responding to my email. The transportation funding issue has been on our radar ever since Sam Adams' spokesman told our Cully Neighborhood Association that they wanted to tack a fee on our sewer bill. We understand the need to address road maintenance. The area where we live has some particularly bad roads. Ironically, the new fee would likely result in little improvement of our side streets. We will be contributing, however, to the \$10.3 M for streetcar operations. It is not clear where the expense of purchasing the streetcars is in the budget, but I can guarantee you that few in our neighborhood will be riding them. Reading about the problems associated with that project adds to the perception that City Hall spends our tax dollars with little regard for their value. I will not be able to attend a public hearing but would like to add my voice to the many who object to this regressive tax. I have read statements that this household tax polls better than other options. The Oregonian reported that its support is less than 50% and strong opposition doubles strong support. I would support a small gas tax. Then the folks who are using the roads the most pay for it. Your proposal hits a lot of folks who can least afford it. Mr. Novick says if we don't like it we can elect someone new in 2016. I guess that's what it comes down to.

Greg Peters

## Parsons, Susan

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**From:** Carey N Smith <careynsmith@comcast.net>  
**Sent:** Tuesday, May 27, 2014 6:36 PM  
**To:** Moore-Love, Karla  
**Subject:** Street Fee

My wife and I are opposed to a street fee as it will add yet another burden to seniors like ourselves living on fixed incomes . We would be less upset if a major portion of said fee was paid by those who destroy the road surface the most ...those who sell and install STUDED TIRES and those who use them. I don't use them and used to live in Pennsylvania where they're now outlawed . Carey Smith

Sent from my iPad

## Parsons, Susan

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**From:** Nebel, Erika  
**Sent:** Tuesday, May 27, 2014 5:42 PM  
**To:** Mark Douglas  
**Cc:** Moore-Love, Karla; Commissioner Novick; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman; Griffin-Valade, LaVonne  
**Subject:** RE: [User Approved] Re: Idiotic new "road" tax idea

Thank you for the additional comments, Mark.

Erika Namioka Nebel  
Office of Commissioner Steve Novick  
1221 SW 4th Ave., Suite 210  
Portland, Oregon 97204  
503-823-4682  
erika.nebel@portlandoregon.gov  
www.portlandoregon.gov/novick

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

**From:** Mark Douglas [mailto:mark@madouglas.com]  
**Sent:** Thursday, May 22, 2014 4:16 PM  
**To:** Moore-Love, Karla  
**Cc:** Commissioner Novick; Nebel, Erika  
**Subject:** [User Approved] Re: Idiotic new "road" tax idea

Here is my "testimony", are you just plain stupid, or maybe just too lazy to do your jobs? 20% to Admin/other? Why should there be any admin with work that should be part of a current departments workload?

You all continue to avoid the elephant in the room, we have several ways these funds are currently supposed to be raised and doing a one-off (yet again) will only insure that we spend more and more of the tax money on "Admin". Stop this before you all find yourselves looking for new jobs! Increase the gas taxes for some of this, increase fees for builders and developers to pay for the infrastructure impacts they are responsible for and simply "man-up" and raise the revenues from already existing taxes that should be where this money comes from anyway.

How lazy are you to not fight for the right place for this tax to come from? You wonder why so few people respect or trust politicians anymore? It is DUMB ideas like this. You think you can make us think that just because we have failed to properly raise other more appropriate tax rates to maintain infrastructure over the past decades, that it is OK to say, hey, let's just create whole new tax just for this issue? How much of the other taxes are you currently collect will actually be moved over to this fund? Let's at least be honest that this is just a bad idea and opens up future tax decisions to more and more fragmentation, and therefore, more and more likelihood that those will be seen as "duplicated" tax revenues.

Please simplify things, don't make them more complex. I read about how you plan to allocate funds and just wonder have you have a clue of what will really need fixing two years from now when you suddenly realize you don't have enough money? Don't get me wrong, I think that taxes need to be raised for this, but this is not the right tax and can only end up being a short term solution to a long-term problem.

Yes, I am pissed! I now know why a couple friends have been moving to unincorporated parts of the area so they can avoid this crazy stuff—they take advantage of our roads and other infrastructure and don't have to pay for it. Let's just admit we have underfunding infrastructure for decades and catching up in not cheap. But, please don't try to solve this issue with single, fragmented tax solutions!!!!!! You are all sounding just a little nuts to me and I voted for each of you

(Novick and Hales)... don't worry, I won't make that mistake again—you have convinced me that voting for a conservative next time (a first for me) can be no worse.

---

Mark A. Douglas  
2715 NW Pettygrove  
Portland, OR 97210

Cell: (510) 220-1129  
Email: mark@madouglas.com

On May 22, 2014, at 3:32 PM, Nebel, Erika <Erika.Nebel@portlandoregon.gov> wrote:

> Dear Mark,

>

> Thank you for taking this opportunity to contact the office of Commissioner Steve Novick regarding the proposed Transportation User Fee. Mayor Charlie Hales, Commissioner Steve Novick and Transportation Director Leah Treat released the Transportation User Fee proposal today, which is intended to help address longstanding street maintenance and safety needs in the City of Portland. For more information, please take this opportunity to review the press release: <http://www.portlandoregon.gov/novick/article/491457>. The Portland City Council will hold a public hearing on the proposal on Thursday, May 29 at 2 PM. We encourage you to attend if you have the time. If you cannot attend, we still encourage you to email [karla.moore-love@portlandoregon.gov](mailto:karla.moore-love@portlandoregon.gov) with your testimony, as she will distribute them to all the council offices. A vote is expected on Wednesday, June 4.

>

> As many people in our community have expressed interest in this transportation funding proposal, Commissioner Novick thought it was prudent to write a blog post to address some of these questions. You can find his blog post on our website: <http://www.portlandoregon.gov/novick/article/489266>, or you can read his response below.

>

> Thank you again for your feedback.

>

> Best,

>

> Erika Namioka Nebel  
> Office of Commissioner Steve Novick  
> 1221 SW 4th Ave., Suite 210  
> Portland, Oregon 97204  
> 503-823-4682  
> [erika.nebel@portlandoregon.gov](mailto:erika.nebel@portlandoregon.gov)  
> [www.portlandoregon.gov/novick](http://www.portlandoregon.gov/novick)

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> "Frequently asked questions about street fees"

> Commissioner Steve Novick

>

> Throughout my ongoing conversations at community forms or when hearing from community stakeholders about a possible transportation funding street fee, a few questions come up over and over: "Isn't a street fee regressive?" "Weren't you the guy that called the Arts Tax 'incredibly regressive?'" Why explore another regressive funding

mechanism?" "Can't you just ban studded tires?" "What about registration fees?" "What about basing fees on the weight of vehicles?" "What are my property taxes paying for, anyway? Or my state income taxes?"

>

> All of these questions deserve answers.

>

> Yes. A flat street fee is thoroughly regressive. That's why I insisted we poll numerous other funding option, including income-based options. None were as popular as a flat street fee.

>

> Maybe people are use to funding transportation through user fees that everyone pays equally, so they think differently about fairness in this context.

>

> Only Oregon counties are allowed to levy registration fees (and Multnomah did one for the Sellwood Bridge recently). As to fees by weight of a vehicle, there isn't really a dramatic difference between the wear and tear an SUV imposes versus a sedan-and much of the ear and tear just comes from weather. "Water is the enemy of pavement," experts tell me. Even if we all rode nothing but bicycles on our streets, there would be weather-related wear and tear.

>

> Freight trucks are a different story; they impose lots of wear and tear. Because of that, the State has a freight weight-mile tax. Eugene considered a local one some years back, but concluded it was just administratively impractical to track how many miles a truck drives within the city limits of Eugene. In Portland, City staff have concluded that not only we would have similar administrative problems, cities are also legally preempted from applying a local weight-mile tax because of the existing State assessment.

>

> Some people at our forums have asked why we don't ban studded tires, which damage the roads. I agree, and that's why the City Council asked the Legislature to ban studded tires in the last legislative session. The legislature did not act. We'll try again.

>

> As to where your property taxes go: The vast majority of city property taxes go to police, fire and parks; hardly any go to transportation. The vast majority of your state income tax dollars go to education, health care and prisons; hardly any go to transportation.

>

> Your state and federal gas taxes do go to transportation... but only a fraction comes back to the City for use on our local roads. The Federal money can't legally be used for basic maintenance.

>

> The bottom line is that I am just plain desperate. Our streets are crumbling, and every year that goes by they get worse ... and it gets more expensive to repair them. Roads are like teeth; if you don't do regular brushing, flossing and cleaning, you start needing root canals and extractions. Meanwhile, there are neighborhoods that have been waiting for years for sidewalks along busy streets where children need to walk to school, or seniors need to walk to transit. I don't want them to keep on waiting. That's why I'm prepared to accept an ugly solution to an even uglier problem.

>

> -----

>

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> -----Original Message-----

> From: Mark Douglas [mailto:mark@madouglas.com]

> Sent: Tuesday, April 29, 2014 6:26 PM

> To: Commissioner Novick

> Cc: Hales, Mayor; Commissioner Fish; Commissioner Fritz; Commissioner Saltzman; City Auditor Griffin-Valade

> Subject: Idiotic new "road" tax idea

>

> Commissioner Novick,

>  
> I voted for you, and now completely regret it. Why do you keep harping on adding a new tax for city roads, signs, sidewalks, etc. This is a stupid as the Arts Tax was. You are playing into the hands of those who want to continually underfund city/county maintenance work. You start to fragment (even more) the taxes that go to the same items like this and you enable a wedge to show "we are being taxed multiple times for the same thing".

>  
> As far as I can tell, we already have three different ways to raise money for streets, lighting, and walkways: property taxes, gas taxes (and motor vehicle registrations fees), and revenues from parking meters throughout the city. You propose yet another, forth, tax stream to do the same thing. I know it is never popular to raise gas tax (or the other two), but you need to keep the pools of money together or people like me will start voting against any increases in those other three.

>  
> Let's be clear, I fully support raising the money to rebuild our woefully unde-rmaintained roads, etc (as well as the Arts), but these one off additional taxes that fragment the focus of which taxes does what, are simply idiotic. Have a backbone and make the proper case to raise gas taxes first, parking taxes second, and if need be property taxes, but don't stupidly think adding a new one to cover the same costs will fly, even with folks who originally supported you.

>  
> Please stop this crazy, and quite frankly LAZY, attempt to invent new, unnecessary tax like the one you keep chiming on about! If you do, rest assured, you will never get my vote again!

>  
> Regards,

>  
> Mark

>  
> P.S. I hope all the city council can pull their heads out and raise the funds through existing tax structure and not create another one-off, inefficient tax like you did with the Arts Tax which will only weaken solid funding options for the City of Portland.

>  
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> \_\_\_\_\_  
>  
> Mark A. Douglas  
> 2715 NW Pettygrove  
> Portland, OR 97210  
>  
> Cell: (510) 220-1129  
> Email: mark@madouglas.com  
>  
>  
>

**Parsons, Susan**

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**From:** Jnoecker <jnoecker@inet.com>  
**Sent:** Tuesday, May 27, 2014 4:57 PM  
**To:** Moore-Love, Karla  
**Subject:** Streets Fee

I was asked by Commissioner Novick's office to forward my testimony to you as I will not be able to attend the public testimony tomorrow, 05/28. It is below

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*Joseph Noecker, BMC (USCG ret),  
Amateur Radio Operator, K7FGN  
Navy MARS, NNN0FGN*

I want encourage the City of Portland Counsel, in the strongest possible way, to do the right thing around this so call streets fee. I have lived in Portland my entire life (66 years so far) and my family came here in 1865. So I have very strong ties to, and deep-seated feelings regarding, this community.

While I agree that there are many streets in need of repair as well as many that were never improved from the beginning, the task needs to be approached in a lawful manner.

You can not play fast and loose with the dictionary. As it is proposed this streets assessment (I will call it) is NOT a fee. By definition a fee is a charge for a specific benefit to the payer of that fee. Examples include renewing my driver's license; my vehicle registration; I want to put an addition onto my house and need a permit. If my neighbor does not drive he or she does not pay the related fees. In every case of a "fee" that I pay there is a direct benefit to me.

A tax on the other hand, is an assessment to an entire category of people for the furtherance of government administration, program(s), or project(s). Clearly the streets assessment is a tax. You can not call it a fee when many who will be assessed may not receive any benefit, some don't even drive. Some supporters of the "fee" idea may try the weaker than well water argument that everybody benefits from repaired streets, they are in good shape should you want to go down the street. That's like saying I need to contribute every month to my neighborhood movie theater because it is there should I want to go see a movie. If I decide to go they will charge me a fee.

I am also strongly opposed to any increase in my water and sewer bill that does not relate directly to providing water and sewer services. The same goes for any fee or tax designated for a particular purpose. For too long now the City has mismanaged money. It needs to stop!

Some of you were not in office at the times money was mismanaged. It is too bad that you inherited those messes, but it has to be cleaned up. Please, do the right thing. Take a first step

toward renewing our faith in you as our public servants (keep those three words in mind) Put this streets assessment to a vote of the people.

## Parsons, Susan

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**From:** tuffchick\_1 <tuffchick\_1@hotmail.com>  
**Sent:** Tuesday, May 27, 2014 4:50 PM  
**To:** Moore-Love, Karla  
**Subject:** TUG

My name is Andrea Jarzombek-Holt and I am a Portland resident. I would like to take this opportunity to share my opinions and concerns regarding the TUF.

My partner and I just started our own business and are still in that "critical" stage where we are greatly restricted in our spending because we have to be if we want to survive. I know many, many Portlanders are in the same boat as small business makes up a vital part of Portland culture and economy. Not only would we have to pay our share of this TUF, but we will have to pay it for schools, churches, and other businesses as well as they will be raising their prices in an attempt to offset their share of the TUF.

I run and bike and walk most of the time, rarely driving unless absolutely necessary. How is it fair that I pay the same rate in TUF as someone who drives all the time no matter how short the distance? And what about those who do not even own a car?

And what about those who needlessly drive around with studded tires 5 or so months out of the year? Studs tear streets up so badly that several states and countries have banned them. Why do those of us who do NOT use studded tires have to pay for damage studded tire users have caused? Not to mention those drivers from Washington state! Last week, just off the Broadway bridge, I saw a WA state car with their studded tires still on their car! Why don't you just impose a tax on the sale of studded tires to raise the money you say you so badly need?

Every week I clean my curb, the street along my property and the street drain on the corner. If a TUF is imposed on me without democratic process, shall I start sending a bill to the Bureau of Transportation or the City of Portland for my time/labor and tool wear n tear?

Most Portlanders are financially strapped. We have no more corners to cut. Maybe your offices should try a more efficient means of budgeting and corner-cutting or put an end to frivolous spending.

Also, I do not appreciate the sneakiness and the lack of Democratic process. You want to dive into our pockets yet again? At least have the integrity and decency to ask us first.

Concerned in NoPo,  
Andrea Jarzombek-Holt

Sent via the Samsung Galaxy S® III mini, an AT&T 4G LTE smartphone

## Parsons, Susan

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**From:** Brian Hanson <bhanson108@gmail.com>  
**Sent:** Tuesday, May 27, 2014 4:35 PM  
**To:** Moore-Love, Karla  
**Subject:** No Street Fee!!!

Hello,

I am writing to register my opposition to the street fee. I'm unable to attend the meeting on Thurs 5/29 as I will be working, but I'd still appreciate the opportunity to voice my opinion.

I am strongly in favor of maintaining our roads, even if it means a tax increase. I am strongly opposed, however, to this street fee! It is a terrible precedent to create new taxes whenever essential services are insufficiently funded. This situation was caused by the mismanagement of funds - light rail was extended to neighborhoods that don't need it, the air tram serving OHSU was built at tax-payer expense, certain developers routinely get projects subsidized, and our essential government services are left unfunded.

Creating a new REGRESSIVE tax to remedy this problem is unfair to the people of Portland. The tax should be put before the voters. The only reason that isn't being done is that it clearly would not pass! I would vote for an income tax increase, but only if there was accountability for how the money was spent. While Steve Novick may think otherwise, political leadership does not mean going against the will of the voters to impose bigger burdens on taxpayers without their consent! It means listening to the will of the people and devising creative solutions to solve problems in a manner that improves people's lives.

Portland voters are already aggrieved at the lack of accountability as to how their tax moneys are spent. To add a new street fee without a democratic process only makes a bad situation worse, and it won't solve our long-term funding problems in a sustainable manner. It doesn't even cover half of the expected cost of road maintenance. This is only a recipe for more tax increases in the future, all in the name of basic services, while more and more pet projects of the commissioners get funded with the money we already pay.

Thank you for your time,

Brian Hanson  
Teacher, Portland Voter

## Parsons, Susan

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**From:** Laura Jackson <kekbeke@hotmail.com>  
**Sent:** Tuesday, May 27, 2014 1:23 PM  
**To:** Commissioner Fritz; Moore-Love, Karla  
**Cc:** Commissioner Novick; Hales, Mayor; Commissioner Saltzman; Commissioner Fish  
**Subject:** transportation fee  
**Attachments:** transportationfee.docx

I have attached my comments on the proposed fee for your consideration.

Thank you.

Laura Jackson  
4323 SE Taggart St

May 27, 2014

Commissioner Amanda Fritz  
Via Email

Re: Transportation Fee

Dear Commissioner Fritz:

Please reject the transportation fee as proposed. I do not disagree with the concept of such a fee, but I disagree with the fee as proposed. I strongly encourage the City to look at Washington County's MSTIP program. It's been in place since 1986, beginning as a serial levy. Voters gained so much from the program, and gained trust in the process, that it became a part of the fixed tax base after 3 cycles. It is equitable (property value based) and tied to a fixed list of projects...two things missing from Portland's "fee."

The current proposal is flawed for the following five reasons:

1. Bait and switch – It was initially about finding more money for catching up on maintenance. The phone survey focused on maintenance and included a higher-priced option with a cut for Tri-Met. As proposed, barely half goes to maintenance and none to Tri-Met. Many of the items outside of maintenance have other sources for funding. For this fee to succeed, voters need to trust where the money is going, and that what is spoken about is where it goes. This fee should be about maintenance and completion of basic service needs (sidewalks, paving unpaved roads) only.
2. Where does the money go – When we get school or library bond issues, there is a clear capital or operating budget behind the dollar request. I have yet to see a 6-year capital program that shows where these fees would be spent. Not generic categories, but actual site-specific projects. Fee-payers need to see that certain deprived areas (east Portland) are getting at least their fair share. Again...look at Washington County's nearly 30-year old program and its vast success with voters and facility improvement.
3. As proposed, the fee calculation is unclear and unfair –As stated in the Press Conference, the value for residences is not based on any realistic project-based calculation, but a value from a neighboring city. In other words, it was pulled out of thin air. Baloney! Show us the basis for the fee. As I understand it, it appears that trips are being double counted. As a resident, I would pay a fee based on statistics for trips generated from and to my home, while businesses and services I use also pay for trips to and from their sites (and pass the cost on to me). That means each trip made within the City is technically being double counted. That is unfair. Especially for smaller businesses and those who have significant walk/bike-up business like neighborhood coffee shops, cafes and pet stores. Since PDX Airport will be assessed a fee, I can see an additional surcharge on tickets in my future. Again, double-charging local in-Portland trips. Show us a defensible, valid and fair fee.
4. Give the public a voice – We got to vote on the \$35/year arts tax; we should get a vote on this. While I agree that transportation, and especially maintenance backlog, is a big issue, the issue is not

so critical that we can't slow the process down and give the PBA, City Club, neighborhood associations, and the citizenry as a whole the time to fully review and assess the issues and work with City Hall to craft a workable solution. There needs to be a full public discussion. Three short-notice, poorly advertised neighborhood meetings is not a public process.

5. Tell Nick Fish to eat it – Water/BES has an in-place, well-working billing system. For PBOT to not take advantage of it is criminal. Making PBOT duplicate that effort is precisely the type of issue that led to the Water initiative.

Sincerely,

Laura Jackson  
4323 SE Taggart St  
PDX 97206

Copied to : Commissioners Fish, Saltzman, Novick, Mayor Hales

## Parsons, Susan

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**From:** Ryder Greene <rydercgreene@gmail.com>  
**Sent:** Tuesday, May 27, 2014 1:41 PM  
**To:** Moore-Love, Karla  
**Subject:** proposed transportation road fee

Dear city council members, mayor and all persons involved in this proposed fee/tax,

In regards to this proposed fee: I feel Portland residents already pay more than enough \$ in taxes. Yes we can agree that roads may need repair but that \$ should come from the already high taxes we all ALREADY pay, not from new fees that we did not vote for or want.

Please use the tax money you already receive or instead take it from not wanted not useful projects like the "bio-swail" drainage ditches all over town that are themselves a hazard.

Or take it from the arts tax, another not wanted not useful tax I have to pay.

As a last resort put this to a vote so the people can decide if they want this fee or not.

I'm pretty sure it will be voted down incredibly quickly and those supporting this not wanted not needed fee/tax will have to answer to the voters as well.

I appreciate your time

Ryder Greene

Southeast Portland Oregon

## Parsons, Susan

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**From:** heathertweed@yahoo.com  
**Sent:** Tuesday, May 27, 2014 2:00 PM  
**To:** Moore-Love, Karia  
**Subject:** Fwd: Street TAX

Please submit this as my public testimony for the Portland Street fee meeting as I will be at work on Thursday and unable to attend.

Additionally, I would like the mayor and commissioners to know that I would be willing to share in some other form of street maintenance funding plan, if the city is given a chance to vote on it and I find it financially sound and not a massive hardship like the current proposal.

Thank you.  
Heather Galvez  
Lifelong Portland resident

“May your trails be crooked, winding, lonesome, dangerous, leading to the most amazing view. May your mountains rise into and above the clouds.”  
-Edward Abbey

Begin forwarded message:

**From:** [heathertweed@yahoo.com](mailto:heathertweed@yahoo.com)  
**Date:** May 22, 2014 at 10:49:08 AM PDT  
**To:** "[mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)" <[mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)>  
**Cc:** "[Amanda@portlandoregon.gov](mailto:Amanda@portlandoregon.gov)" <[Amanda@portlandoregon.gov](mailto:Amanda@portlandoregon.gov)>, "[novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)" <[novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)>  
**Subject:** Street TAX

Mayor and commissioners,

I am a native Portlander who helped vote you into office. I love my city. I have moved mountains to continue to live in Portland while barely being able to afford owning a home here, but my husband and I do it because we love our city, neighborhood and our children's way of life. If you impose another TAX in the form of this street fee, we may not be able to afford to stay in our beloved city. I believe many many more families are in similar situations. Please DO NOT impose your street fee on my hard working family or you will force us to start considering a move out of our beloved town. Even with our two moderate incomes, the city is becoming unaffordable. At minimum, let Portland vote on it!

That is all.  
Heather, Daniel, Celeste, Camille and Diego Galvez

“May your trails be crooked, winding, lonesome, dangerous, leading to the most amazing view. May your mountains rise into and above the clouds.”  
-Edward Abbey

## Parsons, Susan

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**From:** peterandmarianne@comcast.net  
**Sent:** Tuesday, May 27, 2014 2:55 PM  
**To:** Moore-Love, Karla  
**Subject:** Transportation tax

I am flabbergasted by this attempt to tax Businesses and Residents of Portland for a " Road Repair" tax without putting it before a vote of the people. I believe in fair taxes and will abide by the outcome of a PUBLIC vote. Multnomah County residents are already replacing a Bridge that is used primarily by residents of another county( who are paying nothing). I am outraged about this will do everything in my power to make sure that those Politicians deciding on this are not re-elected.

## Parsons, Susan

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**From:** DONALD B WINN Owner <winndm@q.com>  
**Sent:** Tuesday, May 27, 2014 3:33 PM  
**To:** Moore-Love, Karla  
**Subject:** potential new street fee

If there is any way that this fee could be assessed through a city gasoline/diesel tax instead of a single large yearly fee, attached-to or added-along-with an already huge property tax? Thanks very much for considering this option. Donald Winn, Portland, OR.

## Parsons, Susan

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**From:** K Gray <grayke@yahoo.com>  
**Sent:** Sunday, May 25, 2014 12:11 PM  
**To:** Moore-Love, Karla  
**Cc:** Brian Hoop; Darise Weller; Doug Polk; edward jones; IVAN MCLEAN; Jan Shaw; Jimmy Stahly; JOHN KUECHLER; KEN COWDERY; Ky; Pat Wagner; ROSS FOLBERG  
**Subject:** Testimony re Street Tax  
**Attachments:** May 25 letter to City Council.docx

Please distribute the attached to City Council prior to the Street Tax decision.

Thank you.

Kerrgan and Kyrian Gray  
Linnton, Oregon

May 25, 2014

Portland City Council Members:

RE: proposed street tax

We live in Linnton, Oregon, on a pot-hole filled dirt road.

Many times inquiries to the Portland Transportation Department about performing some minimal maintenance, like dumping a load of gravel, has elicited a response which amounted to "you won't live long enough to see any maintenance because NW Elva is not considered "a street".

Over the past years the few home owners up here have paid to have some gravel spread, but for the past years have declined to do it again.

"We already pay a lot of taxes for little service" is the response.

And now, in addition to the Water/Sewer mismanagement scandal, City Council wants to take from our thread-worn pockets more tax funds, to spend elsewhere.

Not to mention the large tax load it will put on our small local businesses, such as St. Johns' Coffee Roasters. A small one-owner business who will be facing about \$12,000 a year in a "street tax".

After making the business pay for the sidewalk repair in front of his door.

The street tax on his business will probably cause him to let go the one employee.

That is how Portland supports our small businesses? Tax them out of business?

We used to be avid supporters of many of you council members.

These policies, such as this unfair street tax, and the mismanagement of water and sewer funds, coupled with the "bottomless well" of the Educational system, which produces graduates who cannot make change when the computer cash register won't work, are disheartening.

Your recent policies have brought us to the point of now voting against ALL and ANY more new taxes or bonds regardless of their stated purpose, and STRONGLY considering getting on the "VOTE THEM ALL OUT OF OFFICE" bandwagon.

There should be more to the quality of life in Portland than more bike lanes and bio-swales.

Please consider the negative impact on we "little people" in formulating your final decision.

Kerrigan and Kyrian Gray  
Glenn Harbor Neighborhood  
Linnton, Oregon

## Parsons, Susan

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**From:** webb8600@comcast.net  
**Sent:** Saturday, May 24, 2014 4:05 PM  
**To:** Moore-Love, Karla  
**Cc:** Commissioner Fritz  
**Subject:** Street Fee

I would like to submit my comments on the Street Fee discussion.

Charlie Hale and Steve Novick have come up with an ill conceived plan to create new tax revenue for street repairs. If tax payers money had not been wasted on "pet projects", and if those "pet project funds" had been used where really needed (as in road repairs), then the cry for more tax revenue would not be the new Hale & Novick mantra.

I am small business owner in Portland and I imagine you know that we small biz enterprises get to talk to each to other. I'm *not* hearing any kind words about your plan. The reason is quite simple. Many, if not most of us small business owners work hard to barely scratch out a modest income. I can guarantee that mine is probably well below the average City of Portland pay check and even less that Mr Hale's & Novick's expense accounts. And yet we contribute to Portland's economy by paying high taxes, employing people and buying from vendors who employ people. The new tax numbers that I'm hearing for businesses are terrifying and clearly outside the envelop of what I can afford to pay. Also it seems to be based on the square feet of the building. That makes absolutely no sense at all. If such a tax should be imposed on small businesses it should only apply to linear feet frontage to a roadway.

In the meantime, I see our Portland Leaders(?) wooing (once again) a big name corporation such as Google. After you're done with us with your tax, tax tax form of government, I doubt that any of us could afford to use the service that our tax dollars have paid for the flirtation.

Cliff Webb  
Portland U-Brew

## Parsons, Susan

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**From:** Kenton Antiques <kentonantiques@gmail.com>  
**Sent:** Friday, May 23, 2014 11:28 PM  
**To:** Moore-Love, Karla; Hales, Mayor; Commissioner Fritz; Commissioner Novick; Commissioner Fish; Commissioner Saltzman  
**Subject:** Portland Street Fee Will Hurt Small Businesses in Kenton  
**Attachments:** City (1).pdf

Mayor Hales & City Commissioners,

I am writing on behalf of the Kenton Business Association, and as a Small Business Owner & private citizen of Portland, Or. Please consider alternatives to this proposed Street Use Fee, which will severely impact the small businesses that are working incredibly hard to make this the great city that it is. I have attached a formal letter regarding the proposed fee & sincerely hope that you will take the time to read & consider our concerns.

Thank you for allowing the opportunity to have our voice heard. I speak on behalf of not just myself, but on behalf of the 30+ Businesses that I am proud to represent in Kenton.

Bests,  
Maureen

--

Warmest Regards,

Maureen Bachmann, Owner  
Kenton Antiques  
8112 N. Denver Ave  
Portland Or. 97217

web: <http://kentonantiquespdx.com>  
facebook: <http://facebook.com/kentoncollectibles>  
instagram: <http://instagram.com/kentonantiques>  
etsy: <http://etsy.com/kentoncollectibles>

(503)490-8855 cell

**Parsons, Susan**

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**From:** Carmen Ripley Wilson <carmenripley@comcast.net>  
**Sent:** Friday, May 23, 2014 8:28 PM  
**To:** Moore-Love, Karla; Hales, Mayor; Commissioner Fritz; Commissioner Novick  
**Subject:** please consider us before voting for street fee

Dear Mayor Charlie and et al.,

As a small business owner I operate my business on a tight margin and could not afford to bear the burden of portland street fee tax at such large proportions. I would be willing to pay a regular customery fee like 12/month. However being a small business in a neighborhood most folks walk to our shop and I myself and am a bike commuter. So this hardly seems fair. I think this needs a lot more time in the workshop to think about the how, who and what a bit longer. Seems the question to ask first who is operating vehicles that are contributing the most to street wear.

1. any big trucks; fed ex, ups, dump trucks, garbage trucks, city buses, fire trucks, emergency vehicles
2. people that drive
3. do all people drive equally = NO (seems unfair to tax all vehicle owners)
4. taxing those that drive a LOT and those that drive big rigs.
5. those that own businesses that require more driving or folks are driving out to them aka: walmart, home depot, target, regal, nordstrom, macys, jc penny, sears, whole foods, new seasons, ikea, starbucks, macdonalds, all fast food chains, metro garbage, city buses, DMV license sign up charge or report milage and pay per milage..... tax the huge corporation businesses that can afford 10k a year. DO NOT TAX small businesses, our locally owned coffee shop, book store, kids shop, florist etc We work by the 100s and 1 thousands we don't operate in the millions. Those businesses that operate in the millions can afford thousands in taxes. The thousands pay our employees salary and our rent. If we are to endure a street tax fee it needs to be in the tens.
6. out of state folks driving cars. maybe a visitor tax at rental car companies or crossing into state lines
7. I can brainstorm all night I'll never run out of ideas.. **If you'd like another person to help workshop a way to generate revenue happy to help!**

Portland is a city with creativity and innovation! Surely Mayor Charlie and his cohorts can take the time to workshop/brainstorm and come up with reasonable ideas that the voters can decide on. This sort of tax would put me and many of my fellow business owners out of business.

I vote "NO THANK YOU" to this idea!!

Please consider the impact this will have on our businesses and our community. The very thing as small businesses owners that we literally do for our city which is keep jobs local

and enjoyable for our community. DO NOT TAX US OUT OF OUR GOOD WORK and our communities!

Sincerely,  
Carmen Ripley Wilson

owner of Beanstalk children's quality resale right in your neighborhood



**BEANSTALK**  
3527 NE 15th Ave  
Portland, OR 97212

Tel: 503-477-7776

**Located right next to WHOLE FOODS on Fremont St.**

email: [info@beanstalkpdx.com](mailto:info@beanstalkpdx.com)

web: <http://beanstalkpdx.com/>

twitter: <https://twitter.com/beanstalkpdx>

facebook: <https://www.facebook.com/beanstalkpdx>

## Parsons, Susan

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**From:** Lynn Armstrong <lynnjarmstrong@gmail.com>  
**Sent:** Friday, May 23, 2014 1:51 PM  
**To:** Moore-Love, Karla  
**Subject:** Fee

It is very difficult to feel any sympathy for the Mayor. During his previous life on the Council he spearheaded development of the trolley car. That has not turned out very well and is symbolic of what is wrong with the budget. Instead of focusing on basics like street maintenance it is just too much fun to have trendy projects like trolleys, loos etc. It is also extremely offensive to call this tax increase a fee so a public vote can be avoided.

## Parsons, Susan

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**From:** Randy Classen <rclassen51@gmail.com>  
**Sent:** Friday, May 23, 2014 12:07 PM  
**To:** Moore-Love, Karia  
**Subject:** road tax

Am I understanding this correctly that Portland wants to charge my business a road tax based on the size of my warehouse? We only get aprox. 8 vehicles a day including deliveries, customers & 2 employees. Would like to know how this is a fair tax? A small barber shop & liquor store would create many more vehicle miles than my business.

Randy Classen

## Parsons, Susan

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**From:** Novick, Steve  
**Sent:** Friday, May 23, 2014 11:54 AM  
**To:** 'Cassandra Poe'; Commissioner Fish; Commissioner Saltzman; Hales, Mayor; Moore-Love, Karla  
**Subject:** RE: TRIM: Fwd: Please, no street tax!

Ms. Poe – I understand this will be a burden on people. But we have been holding town halls on this issue since February. The Mayor has been talking about the need for new revenue for transportation for three years. We do spend the gas tax revenue we get from the State and Federal governments on maintenance and safety, but like other cities that have adopted a street fee (like Oregon City and Medford), we find that as people drive less and in more fuel-efficient cars, the gas tax is not enough. The City gets property tax money, but that is spent on police, fire and parks – hardly any for transportation.

**From:** Cassandra Poe [mailto:cassandrapoe@gmail.com]  
**Sent:** Friday, May 23, 2014 9:39 AM  
**To:** Commissioner Fish; Commissioner Saltzman; Novick, Steve; Hales, Mayor; Moore-Love, Karla  
**Subject:** TRIM: Fwd: Please, no street tax!

We are already hard-put on enough to make ends meet in Portland without another \$120-\$140 yearly obligatory burden from the city. We are still in the middle of an economic disaster! It is also unimaginably undemocratic to railroad this motion through council without allowing much more time for public comment and a proper vote by ballot. This is an unfair new tax and a terrible idea. Use the money you are already getting from other sources and budget your resources properly instead of coming to us with a new fee every time you decide you need another hot fix. Thank you.

Cassandra Poe  
503-232-0355  
(please do not spam me with campaign materials or add me to any mailing lists)

## Parsons, Susan

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**From:** Anita Magar <magaranita@hotmail.com>  
**Sent:** Friday, May 23, 2014 11:29 AM  
**To:** Moore-Love, Karla  
**Subject:** Street fee (tax)

Greetings-

I am writing to express my extreme dislike for the this newly proposed street fee (tax) that is to be levied against homeowners and businesses.

We, the working people of Multnomah county, are buckling under all the taxes, fees, and hiked up utility bills. Once we are forced to move out of the county, who will pay ?

Think long and hard before you enact this fee (tax), because at some point(perhaps now) the people will have had enough of this mismanaged and disingenuous City Hall.

Hopeful Regards,  
Anita Magar

**Parsons, Susan**

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**From:** Colin Rowles <crowles0814@msn.com>  
**Sent:** Friday, May 23, 2014 10:11 AM  
**To:** Moore-Love, Karla  
**Subject:** Portland Street Fee

Portland City Council,

I am writing to convey my message of outrage over the proposed street "fee" that is being proposed. I grew up living in Washington County my entire life and moved into NW Portland near the Industrial zone about 1 year ago. I am 26 years old and had been living at home due to the high cost of my student loan debt. I carefully budgeted out my spending and concluded that I could just barely afford to move out of my parents house into a place of my own.

Over the past year I have been able to scrape by without paying for TV or Internet and looking into the future, my residency in Portland does not seem feasible. If you combine the mandatory Portland art tax, the coming 7% increase in water bills, and now this additional "fee" which is really a loophole way around putting this new tax to the voters, I am finding it more and more unaffordable to live in Portland and am looking to move out of the city.

There have been many debacles in Oregon regarding failed projects that have left Oregon taxpayers on the hook and we are tired of our money being mismanaged. You are public servants and expect you to serve us and not dictate to us that we are now required to pay an additional "fee."

The taxpayers deserve a vote on this issue or we will follow Steve Novick's advise and vote every single one of you out of office.

Colin Rowles  
2046 NW 29th Ave  
Portland, OR 97210

## Parsons, Susan

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**From:** Cassandra Poe <cassandrapoe@gmail.com>  
**Sent:** Friday, May 23, 2014 9:39 AM  
**To:** Commissioner Fish; Commissioner Saltzman; Novick, Steve; Hales, Mayor; Moore-Love, Karla  
**Subject:** Fwd: Please, no street tax!

We are already hard-put on enough to make ends meet in Portland without another \$120-\$140 yearly obligatory burden from the city. We are still in the middle of an economic disaster! It is also unimaginably undemocratic to railroad this motion through council without allowing much more time for public comment and a proper vote by ballot. This is an unfair new tax and a terrible idea. Use the money you are already getting from other sources and budget your resources properly instead of coming to us with a new fee every time you decide you need another hot fix. Thank you.

Cassandra Poe  
503-232-0355  
(please do not spam me with campaign materials or add me to any mailing lists)

## Parsons, Susan

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**From:** Gayle <GaylePDX@aol.com>  
**Sent:** Friday, May 23, 2014 9:35 AM  
**To:** Moore-Love, Karla  
**Subject:** Street Fee

This, like the Arts Tax, should be an issue put to the voters.

As a retired, single homeowner (I've owned a home in Portland since 1984), I strongly resent the city "fathers" imposing yet another "tax" on me. Already my water/sewer costs exceed those of a family of six in many other jurisdictions (some in California where they have NO water).

The burden this "fee" places on small businesses and the schools is unfair and could just be the "straw" that puts small businesses already running on fumes out of business entirely.

Where the heck has all the money for street repair been going anyway? My streets were "slurried" about 10 years ago and that's the last time I saw any maintenance.

I have considered leaving Portland because of the increasing costs of living here – property taxes, school levies, library levies, water/sewer rates, ad infinitum. Already the property taxes in Multnomah County are some of the highest in the nation. Where the heck is all my money going?

Just put this to a vote BY THE PEOPLE – that's what a democracy is about!

Thank you.

Gayle Adcock  
6912 SE 115<sup>th</sup> Ave  
Portland OR 97266

## Parsons, Susan

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**From:** terrysjunk@comcast.net  
**Sent:** Friday, May 23, 2014 8:26 AM  
**To:** Moore-Love, Karla  
**Cc:** Commissioner Fritz; Commissioner Fish; Commissioner Saltzman; stevenovick@portlandoregon.gov; Hales, Mayor  
**Subject:** Road Usage Fee OUTRAGE

Dear Madams and Sirs:

I have never written a politician before. Now I find myself writing 5 of them to protest the outrageous and insulting treatment of Portland citizens, due to your plan to impose an onerous tax (but if you call it a fee you won't have to ask) to subsidize Portland Government's unbelievable incompetence at managing the budget they have been given by the citizens.

You flush money down ratholes all over the city – from “water houses” to the former restaurant in Waterfront Park. You continue to expand projects like protected bike lanes to allow a minority of Portlanders the illusion of safety. You refuse to consider adding fees, such as an studded tire fee or tax, that would actually place the responsibility for repair on those who cause the greatest acceleration in deterioration, you continue to extend tax abatements for wealthy neighborhood enclaves stacked with your contributors, and then you have the gall to try to ram through a city-wide tax to cover the gap left by your incompetence.

Portland has spoken quite loudly. We don't want this tax/fee. And I will join my fellow Portlanders in protest, by trying to shout it down, repeal it by ballot if necessary, and by solemnly vowing to never cast another vote for any council member who votes for this travesty, and instead working and contributing to the campaigns of any who choose to oppose you in future elections.

I guess you strongly, strongly believe that this forced tax is the only solution possible in Portland, since it is an action that will presumably end each of your political careers.

I sign this as a 65 year citizen of Portland.  
(Because I don't want any of your electioneering spam)

## Parsons, Susan

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**From:** cathystermer@yahoo.com  
**Sent:** Friday, May 23, 2014 2:26 AM  
**To:** Moore-Love, Karla  
**Subject:** Street Fee proposal

No. Use the 10.5 million dollars you just "found" to pave streets. Please stop using arbitrary fees to make it harder to live and do business in Portland.

## Parsons, Susan

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**From:** Robert Fineberg <fineberg.robert@gmail.com>  
**Sent:** Friday, May 23, 2014 7:21 AM  
**To:** Moore-Love, Karla  
**Subject:** Street paving fee

The City just keeps tacking it on.

It's becoming difficult to be retired on a fixed income and live in a city where money flows like water [no pun intended since the water/sewer issue is still a sore point].

I define politics the Portland way as "do your own thing and let someone else pay for it."

When you folks start charging for the air we breathe, then maybe the citizens will wake up to your wasteful handling of these bureaus.

Have a great day, Mr. Novick's already ruined some of mine.

## Moore-Love, Karla

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**From:** Novick, Steve  
**Sent:** Friday, May 23, 2014 11:54 AM  
**To:** 'Cassandra Poe'; Commissioner Fish; Commissioner Saltzman; Hales, Mayor; Moore-Love, Karla  
**Subject:** RE: TRIM: Fwd: Please, no street tax!

Ms. Poe – I understand this will be a burden on people. But we have been holding town halls on this issue since February. The Mayor has been talking about the need for new revenue for transportation for three years. We do spend the gas tax revenue we get from the State and Federal governments on maintenance and safety, but like other cities that have adopted a street fee (like Oregon City and Medford), we find that as people drive less and in more fuel-efficient cars, the gas tax is not enough. The City gets property tax money, but that is spent on police, fire and parks – hardly any for transportation.

**From:** Cassandra Poe [mailto:cassandrapoe@gmail.com]  
**Sent:** Friday, May 23, 2014 9:39 AM  
**To:** Commissioner Fish; Commissioner Saltzman; Novick, Steve; Hales, Mayor; Moore-Love, Karla  
**Subject:** TRIM: Fwd: Please, no street tax!

We are already hard-put on enough to make ends meet in Portland without another \$120-\$140 yearly obligatory burden from the city. We are still in the middle of an economic disaster! It is also unimaginably undemocratic to railroad this motion through council without allowing much more time for public comment and a proper vote by ballot. This is an unfair new tax and a terrible idea. Use the money you are already getting from other sources and budget your resources properly instead of coming to us with a new fee every time you decide you need another hot fix. Thank you.

Cassandra Poe  
503-232-0355  
(please do not spam me with campaign materials or add me to any mailing lists)

## Parsons, Susan

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**From:** gale parsons <silverdogs48@gmail.com>  
**Sent:** Tuesday, June 03, 2014 6:06 PM  
**To:** Parsons, Susan  
**Subject:** Council Agenda

Hope I am in the right spot....with the street fees..if the city did not mismanage the hard earned tax pymts they get from us we would not be dealing with this. Sadly, the people that will pay will pay double because each and every buSiness will pass this along to the customers...what's wrong with you people...keep your hands out if our pockets

Sent from my iPad

## Moore-Love, Karla

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**From:** Blake Goud <blake.goud@gmail.com>  
**Sent:** Tuesday, June 03, 2014 11:03 AM  
**To:** Moore-Love, Karla  
**Cc:** Nebel, Erika  
**Subject:** Fwd: Transportation User Fee

Hello Ms. Moore-Love,

It was suggested to me by Erika Nebel in Commissioner Novick's office that I send comments (below) to you as my testimony to the public hearing which I was unable to attend.

Thank you.

Sincerely,  
Blake Goud  
North Portland Resident

----- Forwarded message -----

**From:** **Blake Goud** <blake.goud@gmail.com>  
**Date:** Wed, May 28, 2014 at 1:23 PM  
**Subject:** Transportation User Fee  
**To:** [novick@portlandoregon.gov](mailto:novick@portlandoregon.gov), [mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)

Commissioner Novick:

I would like to add a brief request to the deluge of input, feedback and criticism you are surely receiving of the Transportation User Fee. I am mindful of the need for more money for transportation infrastructure (particularly safety improvements) and maintenance, and I am willing to pay more to support transportation improvements including road maintenance. However, the Arts Tax and the Transportation User Fee create perception of future fees and taxes in the future, and is an inefficient mechanism to collect revenues, particularly if people do not pay the tax voluntarily.

I would ask that the necessary increases in revenue for transportation projects be:

- 1) Paid for by a progressive income tax of sufficient size to also eliminate the Arts Tax and eliminate the possibility of additional single-item taxes or fees; Or,
- 2) Raise revenue in a way that influences changes to user's transportation preferences and is charged based on actual, rather than estimated or imputed, use (e.g. a tax on gasoline or mileage).

I hope you will take this into consideration in deciding future city policy and will seek to replace the existing proposal for the Transportation User Fee with a better revenue raising alternative.

Sincerely,  
Blake Goud  
North Portland resident

CC: Charlie Hales, Mayor of Portland

## Parsons, Susan

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**From:** ROBERT PFEIFER <[badbikerbob@msn.com](mailto:badbikerbob@msn.com)>  
**Sent:** Friday, May 30, 2014 8:31 AM  
**To:** Parsons, Susan  
**Subject:** Street Repair

I went to the Town Hall meeting yesterday and had a conversation with Mr. Novic about the possibility of instituting a payroll tax that would effectively include all area user, even those from other areas that work here. By doing this, there will be no impact on those on fixed incomes. As far as the low income earners, use a percentage. I think that by doing it this way everyone will have a smaller bill and yes, I understand that this is a TAX that can be used as a write off. I've talked to a few of my friends about it and they liked it. I bet that this method would get a yes vote. I think that this would be the most fair way of raising the much needed funds for the road repair. DO THE ROADS FIRST WITH THIS MONEY, use the monies you are using now for the crosswalks and sidewalk improvements. Yes, I want MOTORCYCLE ONLY lane on the freeways and other high congestion areas!!! I would like to know if this is a reasonable approach in City Council's opinion. Bob Pfeifer [Badbikerbob@msn.com](mailto:Badbikerbob@msn.com) LETS DO THIS RIGHT!!!

## Parsons, Susan

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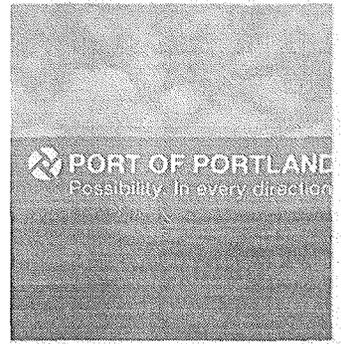
**From:** Glancy, Lise <Lise.Glancy@portofportland.com>  
**Sent:** Thursday, May 29, 2014 2:17 PM  
**To:** Moore-Love, Karla; Hales, Charlie; Fritz, Amanda; Saltzman, Dan; Commissioner Fish; Novick, Steve  
**Cc:** Treat, Leah; Warner, Chris; Alpert, Josh; Finn, Brendan; Kuhn, Hannah; Bizeau, Tom; Shibley, Gail  
**Subject:** Port of Portland Letter on City of Portland Transportation User Fee  
**Attachments:** 5-29-14 Port letter on transportation user fee.pdf

Mayor Hales and Council Members

Attached is the Port of Portland's letter on the proposed transportation user fee before City Council today. We appreciate the City's consideration of our comments as the City refines the ordinance for this program.

*Lise B. Glancy*  
*Regional Government Relations Manager*  
Port of Portland  
503/415-6519 work  
503/961-5123 cell  
lise.glancy@portofportland.com

Mission: To enhance the region's economy and quality of life by providing efficient cargo and air passenger access to national and global markets.



May 29, 2014

Mayor Charlie Hales and City Council  
Portland City Hall  
1221 SW 4th Avenue, Room 340  
Portland, OR 97204

Dear Mayor Hales and Council Members:

As a regional agency that depends upon an interconnected and well functioning transportation system to support our public mission, the Port of Portland is keenly interested in the ability of our local and state governments to address basic road maintenance, safety and capital needs on the road system that serves our marine, aviation and industrial tenants. Since 1993, there have not been measurable increases to the basic funding sources that provide the foundation for maintaining and improving our transportation system. The sources are not indexed for inflation and, as a result, have not kept pace with rising costs and increasing system demands. The City of Portland's substantial road maintenance backlog will result in increased safety issues, diminished capacity for the City's growing transportation needs, and inadequate maintenance of the infrastructure that the City relies on for economic activity and basic community access.

We appreciate Commissioner Novick and your leadership in developing a transportation user fee proposal to provide funding for the maintenance of the City street system and ensure the reliability and safety of this system. We also commend your collective efforts to address stakeholder concerns with the proposed ordinance before City Council today. The latest posted ordinance reflects much of this work and outreach. We specifically appreciate: the establishment of an independent oversight committee to monitor and provide guidance on the expenditure of funds generated from the transportation user fee; a mechanism to use traffic counts as a basis for trip calculations; the annual indexing of increases to the fee; mitigation of impacts to low-income residents and small businesses; and the creation of a separate fund for transportation user fee revenues.

We recommend that the City's transportation user fee ordinance focus on the most pressing safety and maintenance issues on the local street system, including the City's arterial street system and routes important for moving freight locally. In addition, we recommend the ordinance address the following items along with the items referenced above:

- Assurance that the fees generated will not be diverted to other uses;
- A cap on administrative costs;
- A defined list of projects that ensures the benefits and costs of the program are universally enjoyed; and
- Review of this project list by the oversight committee with annual reporting to the committee on progress.

Thank you for your attention on this important initiative.

Sincerely,

A handwritten signature in dark ink, appearing to read "Bill Wyatt".

Bill Wyatt  
Executive Director

c: Leah Treat, City of Portland, Portland Bureau of Transportation

7200 NE Airport Way, Portland OR 97218  
Box 3529 Portland OR 97208  
503.415.6000

Printed on 100% recycled stock

## Parsons, Susan

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**From:** Kim Hill <kim@childswork.org>  
**Sent:** Thursday, May 29, 2014 12:50 PM  
**To:** Moore-Love, Karla  
**Subject:** Transportation User Fee Comment

I would like to express my concern to the Portland City Council regarding the proposed Transportation User Fee and the impact this would have on our organization. We are a non-profit preschool with 280 students/250 families. Our families are primarily middle income, working families who value the importance of Early Childhood Education and work hard to find ways to finance this important part of their child's development. As a non-profit, we do not have excess funds to cover the cost of the Transportation User Fee. We would have to pass this fee directly to our families, forcing them to make their already tight budgets go even further. For some families, an increase in tuition could force them to withdraw from school, which would impact that child, their family and our community.

In your discussions regarding the Transportation User Fee, please consider the negative impact this would have on organizations like ours, and the hundreds of families that rely on our services.

Thank you,

Kim Hill

--

*Kim Hill*  
*Executive Director*  
*Childswork Learning Center*  
*503-234-3611 x23*  
*[kim@childswork.org](mailto:kim@childswork.org)*  
*[www.childswork.org](http://www.childswork.org)*



*A place of joy, wonder and discovery.*

**Parsons, Susan**

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**From:** GARY MCHARGUE <kobie\_dog@msn.com>  
**Sent:** Thursday, May 29, 2014 4:07 PM  
**To:** Moore-Love, Karla  
**Subject:** Tax

All the people on my block think that the city is not doing what they were elected to do, they are doing what they want to do. If their is to be a tax on paying for our streets, let their be a vote of the people of Portland.

Sent from Windows Mail

## Parsons, Susan

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**From:** Elizabeth Ruddell <elizabeth.ruddell@yahoo.com>  
**Sent:** Wednesday, May 28, 2014 6:42 PM  
**To:** Moore-Love, Karla  
**Subject:** Street fee

I own a business in St John's this fee needs to be put to a. It's. This will kill small business. What's wrong with Portland's government? Remember for the people and by the people!

The Rock N Roo

Sent from my iPad

**Parsons, Susan**

---

**From:** mikey105@juno.com  
**Sent:** Thursday, May 29, 2014 7:07 PM  
**To:** Moore-Love, Karla  
**Subject:** Street Tax

Dear Karla,

Is there going to be any opportunity for folks to give input to this discussion by email?

Mike Salvo

**Parsons, Susan**

---

**From:** Ellen M Wax <ellen.m.wax@comcast.net>  
**Sent:** Thursday, May 29, 2014 1:23 PM  
**To:** Parsons, Susan  
**Subject:** WWC testimony submittal  
**Attachments:** WWC TUF response ltr.pdf; ATT00001.htm

Dear Sue,

Please submit/distribute to City Council the attached letter from the Working Waterfront Coalition (WWC) regarding the Transportation User Fee (TUF) Ordinance. This letter is the WWC's testimony submittal for today's 2:00pm Council hearing on TUF Ordinance.

Would you please respond to this email to indicate receipt. Thank you!

Ellen Wax

Ellen M. Wax  
Executive Director  
Working Waterfront Coalition  
[ellen.m.wax@comcast.net](mailto:ellen.m.wax@comcast.net)  
[503.702.2525](tel:503.702.2525)

# Working Waterfront



## C O A L I T I O N

Portland City Council  
Portland, OR

May 28, 2014

**Subject: Proposed Transportation User Fee**

Dear Commissioners:

The Working Waterfront Coalition (WWC) recognizes the need to invest in the maintenance and safety of Portland's city streets. Portland's economic prosperity relies on a transportation system that can not only meet current demands, but also responds to the growing transportation needs of Portland's citizens to reach their jobs safely and businesses and industry to provide their services efficiently. Currently, many Portland streets are in poor condition and there is a funding shortage. The WWC supports identification of revenue to address the need for street improvements; however, we have concerns about the program as it is presently defined and urge you to seriously consider the following recommendations:

- Provide assurances that Council will not divert the collected fees to uses other than transportation maintenance and safety.
- Clarify the relationship of the transportation user fee to the existing storm water fees and better define how operation and maintenance of the street is distinct from the operation and maintenance of the storm water system in the streets. Project development and project delivery from the two fees should be aligned to save costs and a project list of both should be made public annually.
- Ensure that the independent oversight committee is comprised of business and residential representatives. One committee member should represent the large industrial businesses.
- Institute a cap on administrative costs - not to exceed four percent of annual fees after initial implementation costs.
- Establish an alternative trip calculation mechanism for those businesses whose actual trips generated do not match up with the ITE formula. Our experience indicates that ITE is not particularly accurate when applied to certain types of industrial businesses.
- Publicize and make readily available the oversight committee's Annual Report to Council regarding funds collected and allocated to street maintenance and safety projects.
- Include a sunset provision of five years.

We appreciate your attention to our recommendations. As businesses concerned about the economic health of our city we endorse programs that work to ensure continued economic viability of Portland. We believe our recommendations get to the heart of some of the major concerns raised by our members and look forward to working with you to address them.

Sincerely,

Jennifer Hudson  
President

*Established in 2005, the Working Waterfront Coalition, with its extensive knowledge of harbor industry needs and active industry participation, is dedicated to working with its partners to ensure an appropriate balance between environmental concerns and the needs of river-related, river-dependent employers. Portland's Harbor is a vital employment area: home to thousands of valuable high-wage, high-benefit jobs. In addition, WWC members are conscientious stewards of the environment, making significant investments in the harbor consistent with state and federal laws and regulations to reduce the impacts of human activity on the harbor's ecological resources.*

***"BEYOND REGRESSIVE!"***

**UNFAIR**

**STREET TAX**

## Moore-Love, Karla

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**From:** Mark Douglas <mark@madouglas.com>  
**Sent:** Thursday, May 22, 2014 4:16 PM  
**To:** Moore-Love, Karla  
**Cc:** Commissioner Novick; Nebel, Erika  
**Subject:** [User Approved] Re: Idiotic new "road" tax idea

Here is my "testimony", are you just plain stupid, or maybe just too lazy to do your jobs? 20% to Admin/other? Why should there be any admin with work that should be part of a current departments workload?

You all continue to avoid the elephant in the room, we have several ways these funds are currently supposed to be raised and doing a one-off (yet again) will only insure that we spend more and more of the tax money on "Admin". Stop this before you all find yourselves looking for new jobs! Increase the gas taxes for some of this, increase fees for builders and developers to pay for the infrastructure impacts they are responsible for and simply "man-up" and raise the revenues from already existing taxes that should be where this money comes from anyway.

How lazy are you to not fight for the right place for this tax to come from? You wonder why so few people respect or trust politicians anymore? It is DUMB ideas like this. You think you can make us think that just because we have failed to properly raise other more appropriate tax rates to maintain infrastructure over the past decades, that it is OK to say, hey, let's just create whole new tax just for this issue? How much of the other taxes are you currently collect will actually be moved over to this fund? Let's at least be honest that this is just a bad idea and opens up future tax decisions to more and more fragmentation, and therefore, more and more likelihood that those will be seen as "duplicated" tax revenues.

Please simplify things, don't make them more complex. I read about how you plan to allocate funds and just wonder have you have a clue of what will really need fixing two years from now when you suddenly realize you don't have enough money? Don't get me wrong, I think that taxes need to be raised for this, but this is not the right tax and can only end up being a short term solution to a long-term problem.

Yes, I am pissed! I now know why a couple friends have been moving to unincorporated parts of the area so they can avoid this crazy stuff—they take advantage of our roads and other infrastructure and don't have to pay for it. Let's just admit we have underfunding infrastructure for decades and catching up in not cheap. But, please don't try to solve this issue with single, fragmented tax solutions!!!!!! You are all sounding just a little nuts to me and I voted for each of you (Novick and Hales)... don't worry, I won't make that mistake again—you have convinced me that voting for a conservative next time (a first for me) can be no worse.

---

Mark A. Douglas  
2715 NW Pettygrove  
Portland, OR 97210

Cell: (510) 220-1129  
Email: mark@madouglas.com

On May 22, 2014, at 3:32 PM, Nebel, Erika <Erika.Nebel@portlandoregon.gov> wrote:

> Dear Mark,

>

> Thank you for taking this opportunity to contact the office of Commissioner Steve Novick regarding the proposed Transportation User Fee. Mayor Charlie Hales, Commissioner Steve Novick and Transportation Director Leah Treat released the Transportation User Fee proposal today, which is intended to help address longstanding street maintenance and safety needs in the City of Portland. For more information, please take this opportunity to review the press release: <http://www.portlandoregon.gov/novick/article/491457>. The Portland City Council will hold a public hearing on the proposal on Thursday, May 29 at 2 PM. We encourage you to attend if you have the time. If you cannot attend, we still encourage you to email [karla.moore-love@portlandoregon.gov](mailto:karla.moore-love@portlandoregon.gov) with your testimony, as she will distribute them to all the council offices. A vote is expected on Wednesday, June 4.

>

> As many people in our community have expressed interest in this transportation funding proposal, Commissioner Novick thought it was prudent to write a blog post to address some of these questions. You can find his blog post on our website: <http://www.portlandoregon.gov/novick/article/489266>, or you can read his response below.

>

> Thank you again for your feedback.

>

> Best,

>

> Erika Namioka Nebel

> Office of Commissioner Steve Novick

> 1221 SW 4th Ave., Suite 210

> Portland, Oregon 97204

> 503-823-4682

> [erika.nebel@portlandoregon.gov](mailto:erika.nebel@portlandoregon.gov)

> [www.portlandoregon.gov/novick](http://www.portlandoregon.gov/novick)

>

> -----

> "Frequently asked questions about street fees"

> Commissioner Steve Novick

>

> Throughout my ongoing conversations at community forms or when hearing from community stakeholders about a possible transportation funding street fee, a few questions come up over and over: "Isn't a street fee regressive?" "Weren't you the guy that called the Arts Tax 'incredibly regressive?' Why explore another regressive funding mechanism?" "Can't you just ban studded tires?" "What about registration fees?" "What about basing fees on the weight of vehicles?" "What are my property taxes paying for, anyway? Or my state income taxes?"

>

> All of these questions deserve answers.

>

> Yes. A flat street fee is thoroughly regressive. That's why I insisted we poll numerous other funding option, including income-based options. None were as popular as a flat street fee.

>

> Maybe people are use to funding transportation through user fees that everyone pays equally, so they think differently about fairness in this context.

>

> Only Oregon counties are allowed to levy registration fees (and Multnomah did one for the Sellwood Bridge recently). As to fees by weight of a vehicle, there isn't really a dramatic difference between the wear and tear an SUV imposes versus a sedan-and much of the ear and tear just comes from weather. "Water is the enemy

of pavement," experts tell me. Even if we all rode nothing but bicycles on our streets, there would be weather-related wear and tear.

>

> Freight trucks are a different story; they impose lots of wear and tear. Because of that, the State has a freight weight-mile tax. Eugene considered a local one some years back, but concluded it was just administratively impractical to track how many miles a truck drives within the city limits of Eugene. In Portland, City staff have concluded that not only we would have similar administrative problems, cities are also legally preempted from applying a local weight-mile tax because of the existing State assessment.

>

> Some people at our forums have asked why we don't ban studded tires, which damage the roads. I agree, and that's why the City Council asked the Legislature to ban studded tires in the last legislative session. The legislature did not act. We'll try again.

>

> As to where your property taxes go: The vast majority of city property taxes go to police, fire and parks; hardly any go to transportation. The vast majority of your state income tax dollars go to education, health care and prisons; hardly any go to transportation.

>

> Your state and federal gas taxes do go to transportation... but only a fraction comes back to the City for use on our local roads. The Federal money can't legally be used for basic maintenance.

>

> The bottom line is that I am just plain desperate. Our streets are crumbling, and every year that goes by they get worse ... and it gets more expensive to repair them. Roads are like teeth; if you don't do regular brushing, flossing and cleaning, you start needing root canals and extractions. Meanwhile, there are neighborhoods that have been waiting for years for sidewalks along busy streets where children need to walk to school, or seniors need to walk to transit. I don't want them to keep on waiting. That's why I'm prepared to accept an ugly solution to an even uglier problem.

>

> -----

>

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>

>

> -----Original Message-----

> From: Mark Douglas [mailto:mark@madouglas.com]

> Sent: Tuesday, April 29, 2014 6:26 PM

> To: Commissioner Novick

> Cc: Hales, Mayor; Commissioner Fish; Commissioner Fritz; Commissioner Saltzman; City Auditor Griffin-Valade

> Subject: Idiotic new "road" tax idea

>

> Commissioner Novick,

>

> I voted for you, and now completely regret it. Why do you keep harping on adding a new tax for city roads, signs, sidewalks, etc. This is as stupid as the Arts Tax was. You are playing into the hands of those who want to continually underfund city/county maintenance work. You start to fragment (even more) the taxes that go to the same items like this and you enable a wedge to show "we are being taxed multiple times for the same thing".

>

> As far as I can tell, we already have three different ways to raise money for streets, lighting, and walkways: property taxes, gas taxes (and motor vehicle registrations fees), and revenues from parking meters throughout the city. You propose yet another, fourth, tax stream to do the same thing. I know it is never popular to raise gas tax (or the other two), but you need to keep the pools of money together or people like me will start voting against any increases in those other three.

>  
> Let's be clear, I fully support raising the money to rebuild our woefully unde-rmaintained roads, etc (as well as the Arts), but these one off additional taxes that fragment the focus of which taxes does what, are simply idiotic. Have a backbone and make the proper case to raise gas taxes first, parking taxes second, and if need be property taxes, but don't stupidly think adding a new one to cover the same costs will fly, even with folks who originally supported you.  
>  
> Please stop this crazy, and quite frankly LAZY, attempt to invent new, unnecessary tax like the one you keep chiming on about! If you do, rest assured, you will never get my vote again!  
>  
> Regards,  
>  
> Mark  
>  
> P.S. I hope all the city council can pull their heads out and raise the funds through existing tax structure and not create another one-off, inefficient tax like you did with the Arts Tax which will only weaken solid funding options for the City of Portland.  
>  
>  
> \_\_\_\_\_  
>  
> Mark A. Douglas  
> 2715 NW Pettygrove  
> Portland, OR 97210  
>  
> Cell: (510) 220-1129  
> Email: mark@madouglas.com  
>  
>  
>

## Moore-Love, Karla

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**From:** Roger W. Louton <rwleleven@gmail.com>  
**Sent:** Wednesday, May 28, 2014 10:52 PM  
**To:** Moore-Love, Karla; Nebel, Erika; Novick, Steve; Commissioner Saltzman; Commissioner Fish; Commissioner Fritz; Hales, Mayor  
**Subject:** Re: Street Fee Tax? WHAT?

Dear Elected Officials:

Meanwhile, please read the following article from the Detroit News. These LAST paragraphs states how we, the citizens, feel about increasing TAXES again:

**"Why in the world are we supposed to believe this?**

**Even if we assume that the new tax and plate revenue would be generated in the amounts forecast, we've been burned so many times that we have no reason to trust that the state will direct those funds where they're supposed to. More importantly, even if the money goes where they promise it will, we *really* have no reason to trust that it'll be spent wisely.**

**If we could be somehow guaranteed that this plan would work, it would be worth doing. As it is, Michigan's (And Oregon's!) own track record is enough to cast serious doubt on the idea that squeezing more blood from the taxpayer stone will have the desired effect."**

<http://blogs.detroitnews.com/politics/2014/05/27/michigan-embark-another-round-gasoline-tax-fail/#comments>

Roger W. Louton  
503-702-4590

**From:** Roger W. Louton  
**Sent:** Wednesday, May 28, 2014 10:36 PM  
**To:** [karla.moore-love@portlandoregon.gov](mailto:karla.moore-love@portlandoregon.gov) ; [Erika Nebel](mailto:Erika.Nebel) ; [Steve Novick](mailto:Steve.Novick) ; [Commissioner Saltzman](mailto:Commissioner.Saltzman) ; [Commissioner Fish](mailto:Commissioner.Fish) ; [Commissioner Fritz](mailto:Commissioner.Fritz) ; [mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)  
**Subject:** Fw: Street Fee Tax? WHAT?

Karla,

As requested and suggested by Erika Nebel, please forward my input and thoughts about the Street Fee (Tax) to the other Commissioner and Mayor offices.

My thoughts on the matter are listed below.

Thanks You!

Roger W. Louton  
015 SW Richardson St.  
Portland, OR 97239  
503-702-4590

**From:** Nebel, Erika  
**Sent:** Wednesday, May 28, 2014 10:07 PM  
**To:** Roger W. Louton  
**Cc:** Commissioner Novick  
**Subject:** RE: Street Fee Tax? WHAT?

Roger: Your honest feedback is truly appreciated. I'm sorry you won't be able to attend. I still encourage you to send an email to [karla.moore-love@portlandoregon.gov](mailto:karla.moore-love@portlandoregon.gov) so the council clerks can disperse your input to the other offices.

Erika Namioka Nebel  
Office of Commissioner Steve Novick  
1221 SW 4th Ave., Suite 210  
Portland, OR 97204  
503-823-4682  
[erika.nebel@portlandoregon.gov](mailto:erika.nebel@portlandoregon.gov)  
[www.portlandoregon.gov/novick](http://www.portlandoregon.gov/novick)

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**From:** Roger W. Louton <[rwleleven@gmail.com](mailto:rwleleven@gmail.com)>  
**Sent:** Tuesday, May 27, 2014 7:18 PM  
**To:** Nebel, Erika  
**Cc:** Commissioner Novick  
**Subject:** Re: Street Fee Tax? WHAT?

Erika and Steve:

What part of I CAN'T AFFORD IT do you not understand? My property taxes went up \$800 last year, and now you want to add on even more? I have no idea how much it will be going UP again BEFORE this TAX may be added, so I am sorry, but my wallet is already being drained too much. If the taxes already increase a few hundred dollars more, my Property Taxes will have increased 25% in TWO YEARS.

I am \$50,000 under water on my house, so I can't sell it, so what do you I propose I do? DEMAND a raise?

Sorry, it does not work like that in the REAL WORLD. People are struggling to make it, don't you understand?

AND, what happened to the money the businesses ALREADY paid in the form of the Transportation Infrastructure Fees they already paid? And now you want MORE, AFTER raising the PBOT budget 11.5%?

Steve, I am SO SORRY I voted for you. I don't care who runs against you, I'm voting for "other".

Roger W. Louton  
503-702-4590

**From:** Nebel, Erika  
**Sent:** Tuesday, May 27, 2014 1:36 PM  
**To:** [rwleleven@gmail.com](mailto:rwleleven@gmail.com)  
**Cc:** Commissioner Novick  
**Subject:** RE: TRIM: Re: Street Fee Tax? WHAT?

Hi Roger,

Our apologies for our delayed response. Mayor Charlie Hales, Commissioner Steve Novick and Transportation Director Leah Treat released the Transportation User Fee proposal last week, which is intended to help address longstanding street maintenance and safety needs in the City of Portland. For more information, please take this opportunity to review the press release: <http://www.portlandoregon.gov/novick/article/491457>.

Under the proposal, the funds will be dedicated to transportation. The Mayor announced that the Charter amendment will be referred 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 the funds used for transportation maintenance and transportation safety improvements. The current revenue generating mechanisms for transportation funding are falling short, and local jurisdictions have to find solutions for their funding issues as Federal and State revenue declines. Following 28 other jurisdictions in the State of Oregon, Portland is proposing to adopt a Transportation User Fee to fund the needs of our transportation infrastructure. Portland's transportation infrastructure is largely funded by federal and state gas taxes and vehicle fees, which have not been adjusted for inflation. This means that the revenue from gas taxes doesn't have the same buying power as it did years ago. The average Portland household currently pays \$25.19 in state and local gas tax each month, with 11%, or \$2.82 allocated to the City of Portland. The City's General Fund, backed by property taxes, primarily pays for police, fire and parks. Only 2% of the General Fund contributes to transportation.

The Portland City Council will hold a public hearing on the proposal on Thursday, May 29 at 2 PM. We encourage you to attend if you have the time. If you cannot attend, we still encourage you to email [karla.moore-love@portlandoregon.gov](mailto:karla.moore-love@portlandoregon.gov) with your testimony, as she will distribute them to all the council offices. A vote is expected on Wednesday, June 4.

As many people in our community have expressed interest in this transportation funding proposal, Commissioner Novick thought it was prudent to write a blog post to address some of these questions. You can find his blog post on our website: <http://www.portlandoregon.gov/novick/article/489266>, or you can read his response below.

Thank you again for your feedback.

Best,

Erika Namioka Nebel  
Office of Commissioner Steve Novick  
1221 SW 4th Ave., Suite 210  
Portland, Oregon 97204  
503-823-4682  
[erika.nebel@portlandoregon.gov](mailto:erika.nebel@portlandoregon.gov)  
[www.portlandoregon.gov/novick](http://www.portlandoregon.gov/novick)

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"Frequently asked questions about street fees"  
Commissioner Steve Novick

Throughout my ongoing conversations at community forms or when hearing from community stakeholders about a possible transportation funding street fee, a few questions come up over and over: "Isn't a street fee regressive?" "Weren't you the guy that called the Arts Tax 'incredibly regressive?' Why explore another regressive funding mechanism?" "Can't you just ban studded tires?" "What about registration fees?" "What about basing fees on the weight of vehicles?" "What are my property taxes paying for, anyway? Or my state income taxes?"

All of these questions deserve answers.

Yes. A flat street fee is thoroughly regressive. That's why I insisted we poll numerous other funding option, including income-based options. None were as popular as a flat street fee.

Maybe people are use to funding transportation through user fees that everyone pays equally, so they think differently about fairness in this context.

Only Oregon counties are allowed to levy registration fees (and Multnomah did one for the Sellwood Bridge recently). As to fees by weight of a vehicle, there isn't really a dramatic difference between the wear and tear an SUV imposes versus a sedan—and much of the ear and tear just comes from weather. "Water is the enemy of pavement," experts tell me. Even if we all rode nothing but bicycles on our streets, there would be weather-related wear and tear.

Freight trucks are a different story; they impose lots of wear and tear. Because of that, the State has a freight weight-mile tax. Eugene considered a local one some years back, but concluded it was just administratively impractical to track how many miles a truck drives within the city limits of Eugene. In Portland, City staff have concluded that not only we would have similar administrative problems, cities are also legally preempted from applying a local weight-mile tax because of the existing State assessment.

Some people at our forums have asked why we don't ban studded tires, which damage the roads. I agree, and that's why the City Council asked the Legislature to ban studded tires in the last legislative session. The legislature did not act. We'll try again.

As to where your property taxes go: The vast majority of city property taxes go to police, fire and parks; hardly any go to transportation. The vast majority of your state income tax dollars go to education, health care and prisons; hardly any go to transportation.

Your state and federal gas taxes do go to transportation... but only a fraction comes back to the City for use on our local roads. The Federal money can't legally be used for basic maintenance.

The bottom line is that I am just plain desperate. Our streets are crumbling, and every year that goes by they get worse ... and it gets more expensive to repair them. Roads are like teeth; if you don't do regular brushing, flossing and cleaning, you start needing root canals and extractions. Meanwhile, there are neighborhoods that have been waiting for years for sidewalks along busy streets where children need to walk to school, or seniors need to walk to transit. I don't want them to keep on waiting. That's why I'm prepared to accept an ugly solution to an even uglier problem.

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**From:** Novick, Steve  
**Sent:** Thursday, May 22, 2014 10:40 AM  
**To:** Nebel, Erika  
**Subject:** FW: TRIM: Re: Street Fee Tax? WHAT?

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**From:** Roger W. Louton [<mailto:rwleleven@gmail.com>]  
**Sent:** Thursday, May 22, 2014 7:29 AM  
**To:** Novick, Steve; Commissioner Fish; Commissioner Fritz; Commissioner Saltzman; Hales, Mayor  
**Cc:** Nebel, Erika  
**Subject:** TRIM: Re: Street Fee Tax? WHAT?

Here's what I wrote to the Oregonian reporter this morning:

"@Andrew Theen | [atheen@oregonian.com](mailto:atheen@oregonian.com) .These pesky job creating businesses already pay a Transportation System Development Charge when opening a business, or building a new structure. So now the City wants to sock them with even more 'fees'? Where has THAT money been spent?

Andrew, why only report the part about the \$8 to \$12 TAX on the citizens? What about the BUSINESSES? When the businesses get charged, they will simply raise their PRICES, which means WE, the citizens, will pay their portion.

And why no mention that the Budget for PBOT is 11% larger than the last one? No increased budget, no need to raise this TAX."

And to add to that, you are NOT going to allow us to vote on it, whether it even is charged to us? What kind of representatives are you? You tried this with the Fluoride fiasco, and look what happened. AND just yesterday we found out there is a \$10 million

extra in the City budget to spend? My wallet is already being squeezed from every direction. There is NOTHING EXTRA LEFT, STEVE.

[http://www.oregonlive.com/portland/index.ssf/2014/05/portland\\_street\\_fee\\_citizens\\_c.html#comments](http://www.oregonlive.com/portland/index.ssf/2014/05/portland_street_fee_citizens_c.html#comments)

Roger W. Louton  
015 SW Richardson St  
503-702-4590

**From:** Novick, Steve  
**Sent:** Friday, April 25, 2014 4:21 PM  
**To:** Roger W. Louton  
**Cc:** Nebel, Erika  
**Subject:** RE: TRIM: Street Fee Tax? WHAT?

Mr. Louton – I apologize for not responding to this email earlier. I just saw a second email from you that mysteriously disappeared as I was reading it. Would you mind re-sending the second email and I will then respond to both?

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**From:** Roger W. Louton [<mailto:rwleleven@gmail.com>]  
**Sent:** Thursday, April 03, 2014 11:58 AM  
**To:** Novick, Steve; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman; Hales, Mayor  
**Subject:** TRIM: Street Fee Tax? WHAT?

From Today's Oregonian article about the proposed Street Fee TAX:

Does this sound familiar?: "In Portland, it's likely that city officials will pursue the same approach and approve street fees through a City Council – not public – vote.

Rivera said the city has already begun talking to business groups, including the Portland Business Alliance, and a public process will be developed.

So far, the city has been meeting behind closed doors to explore options in meetings that are not open to the public."

**You tried it with the Fluoride fiasco, and we the citizens banded together, got the petitions signed, and voted it down.**

**Now you are trying the same tactic! NO PUBLIC INPUT other than a poll to a select number of citizens. By the time you elected officials are done raiding our wallets, there will be nothing left for us!**

My Property Tax went UP over \$800 last year, and will go up again this year. And now you want even more for this Street Tax?

FIRST prove to us the current money is being spent wisely. It is not, I will give you a perfect example:

NW 23rd was recently repaved between Burnside and Northrup, but not the rest of the way to Thurman. Why not? Those last few blocks are now worse than any side street I have seen in Detroit, MI. BUT now you are tearing up NW Everett from NW 23rd to NW 16th, but have done nothing to finish NW 23rd? That northern portion of NW 23rd is WAY worse than NW Everett ever was.

P.S. I am unemployed, and just had to cash my latest benefits check, which I then turned over 15% of to pay my Arts Tax. Arts Tax or food?

What a lousy decision I have to make. Thanks for nothing. Now I find out the RACC budget now has increased from \$5.6 million to over \$11 million in TAX donations from the City. WHAT?

Roger W. Louton  
015 SW Richardson St.  
Portland, OR 97239  
503-702-4590

## Parsons, Susan

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**From:** mvogelpnw@gmail.com on behalf of Mary Vogel <mary@plangreen.net>  
**Sent:** Thursday, May 29, 2014 6:48 PM  
**To:** Hales, Mayor; Fritz, Amanda; Saltzman, Dan; Commissioner Fish; Novick, Steve  
**Cc:** Schmanski, Sonia; Trieu, Amy; Plummer, Barbara; Finn, Brendan; Warner, Chris; Perry, Dora; Kuhn, Hannah; Blackwood, Jim; Gardipee, Kathleen; Frost, Liam; Matthew Grumm; Callahan, Shannon; Crail, Tim; Bizeau, Tom; Katie Shriver; Moore-Love, Karla; Sue Parsons  
**Subject:** Re: Testimony re: Road Fee 5-29-14  
**Attachments:** Mary Vogel Testimony Road Fee .docx

Attached and below is my revised testimony

### Testimony of Mary Vogel re: Road Fee 5-29-14

I'm Mary Vogel, a member of the Portland Downtown Neighborhood Association Land Use & Transportation Committee, but I'm testifying only for myself. Even though I live w/out a car on a poverty income, I would not necessarily oppose a monthly fee to get better sidewalks with more street trees and better bike lanes and fewer streets with potholes IF you FIRST:

1. PREVENT MORE UNNECESSARY ROAD DAMAGE - Charge the people who drive into the city with studded tires their fair share of the road and health damage that they cause [ (see my blog: <http://plangreen.net/ban-studded-tires-in-portlands-legislative-agenda-2013/>) ]
  - a. ODOT estimates that studded tires cause \$40 million in damage to our roads each year.
  - b. During its lifespan, the average studded tire chews up ½ to ¾ ton of asphalt
  - c. That results in a fine dust that gets in the air, on the land and, eventually, is washed into our rivers.
  - d. Some of that dust also lodges in our lungs where it has an inflammatory and toxic effect
  - e. A Swedish study found that the toxic dust created by studded tires is 60 to 100% greater than the amount from regular tires
  - f. The extra damage from studded tires greatly increases our consumption of petroleum products and hence our carbon footprint—so they should pay a greater CARBON tax too
2. Charge the speculators who own parking lots and other vacant lots in downtown to add street trees around their properties. Nearly all are devoid of such trees right now. This is one thing that my downtown neighborhood most needs for livability. And it should be one less thing on the City's list to pay for.
3. Increase the property taxes for the speculators who own downtown surface parking lots to give them an incentive to develop their property or sell it to someone else who will. By taxing land at or near its *development potential*, owners of land being used at less than maximum productivity would be paying extra tax in order to keep it that

way. This will give you more residents to tax [(see my attached testimony to the West Quad Plan Strategic Advisory Committee)]

I realize that #1 and #3 above will take state enabling legislation, but Portland pulls a lot of weight in the legislature when it puts its mind to it, so I suggest we get busy. Consider these and other tax fairness measures FIRST before instituting the proposed street fee.

**Mary Vogel, CNU-A  
PlanGreen**

Bringing services nature provides for free to community design & planning

A Woman Business Enterprise/Emerging Small Business in Oregon

503-245-7858

[mary@plangreen.net](mailto:mary@plangreen.net)

<http://plangreen.net>

*Blog: Mushrooms Can Help Save the World—and the Willamette River!*

On Thu, May 29, 2014 at 2:16 PM, Mary Vogel <[mary@plangreen.net](mailto:mary@plangreen.net)> wrote:

Testimony re: Road Fee 5-29-14

Even though I live without a car on a poverty income, I would be happy to pay a monthly fee to get better sidewalks with more street trees (and perhaps a few NATIVE plants) IF you FIRST:

- PREVENT MORE ROAD DAMAGE FIRST - Charge the people who drive in the city with studded tires their fare share of the road and health damage that they cause (see my blog: <http://plangreen.net/ban-studded-tires-in-portlands-legislative-agenda-2013/>).
- Charge the speculators who own parking lots and other vacant lots in downtown to add street trees around their properties. This would do more than anything else to make downtown more walkable, bikeable--and yes, even driveable! It would bring more people in to the central city to pay for our infrastructure.
- Substantially increase the property taxes for owners of central city parking lots to give them an incentive to develop their property or sell it to someone else who will—this will give you more residents to tax (see my attached testimony to the West Quad Plan Strategic Advisory Committee). I know this is another legislative agenda item, but you need to get started!

Thanks for your attention. I'd love to come and say this in person, but I'm at the Oregon APA conference!

Mary Vogel

**Mary Vogel, CNU-A**  
**PlanGreen**

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A Woman Business Enterprise/Emerging Small Business in Oregon

503-245-7858

mary@plangreen.net

http://plangreen.net

*Blog: Mushrooms Can Help Save the World—and the Willamette River!*

## Parsons, Susan

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**From:** Lisa Gorlin <lianagan@hotmail.com>  
**Sent:** Thursday, May 29, 2014 2:51 PM  
**To:** Moore-Love, Karla  
**Subject:** For The Record-City Council Agenda Item 536

Dear Ms. Moore-Love,

Please add my testimony (below) to the official record for this agenda item regarding the proposed Transportation User Fee tax. I have sent copies to the Commissioners.

Thank you.

Sincerely,

Lisa Gorlin

---

Lisa C. Gorlin  
6336 NE Pacific Street  
Portland, OR 97213

Commissioner Amanda Fritz  
City Hall  
1221 SW 4th Avenue, Room 220  
Portland, OR 97204

May 29, 2014

Dear Commissioner Fritz,

Please vote no on the Transportation User Fee. It will hurt our city.

The Mayor's proposed street fee tax would really hurt low income people who often have to choose between paying their bills and putting food on the table. The bills always win out. Have you ever had to ration food? I do it every day and with ever rising costs it is impossible to make food stamps last an entire month.

With this fee rents would go up as property owners recoup their costs and we will see an increase in homelessness swelling the ranks of the thousands already on the street. For those with comfortable incomes it may not be easy to grasp, but for the poor it only takes a little bit of extra straw to break the camel's back. This inequitable tax will push even more poor people east to Gresham and accelerate the gentrification of Portland

which is moving towards being a really white "clean" city where only government employees and their contractors, real estate developers and the wealthy will be able to afford to live. And do we really want to be another San Francisco where the cheapest housing is \$1000 a month for a tiny, filthy apartment?

This proposed fee would also be unfair to car-free households, often the same as the poor, who are not responsible for the crumbling streets. How about charging people a fee based on their mileage instead? Or charging people to drive downtown? As it is people who don't drive are already subsidizing motorists with their taxes. Have you checked out the 205 bike path lately? It was constructed in the 1980's. How about the Springwater Corridor path? I ride these paths, they are very busy, and they are still smooth and without potholes. Why is that? It is because bikes and running shoes don't wear out pavement, cars and trucks do. So why would car-free households have to pay an extra tax to subsidize motorists even more that they already do to fix the streets? If everyone biked there would be no need to fix the streets.

I am certain that we can put our heads together and find a much better solution within the existing budget. How about re-budgeting big projects and using that money to fix the streets? I'm sure a better budget can be used other than spending \$9,000 per office chair for the new BES building. I am fortunate if I make that much to live on in an entire year. People are getting squeezed dry and we can't give any more. Please give us the chance to find a better solution before we all have to move away to survive.

Thank you.

Sincerely,

Lisa Gorlin

## Moore-Love, Karla

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**From:** danielle moore <danielle.moore@yahoo.com>  
**Sent:** Thursday, May 29, 2014 10:32 AM  
**To:** Moore-Love, Karla  
**Subject:** Fw: Portland Street Fee

Greetings,

Unfortunately, I am unable to attend today's public hearing. I would like to voice my concern for this proposed Street Fee. I believe it should be put to a vote and not sneakily & hastily passed without public opinion.

I believe the mayor and Mr. Novick don't believe the public would approve it and that is way they are taking the route they have chosen.

I hope they realize this will likely seal their fates in the next election. They've already shown their incompetence with the cities finances

and this would be another prime example.

Thank you,

Danielle Moore

----- Forwarded Message -----

**From:** "Nebel, Erika" <Erika.Nebel@portlandoregon.gov>  
**To:** danielle moore <danielle.moore@yahoo.com>  
**Cc:** Commissioner Novick <novick@portlandoregon.gov>  
**Sent:** Tuesday, May 27, 2014 12:01 PM  
**Subject:** RE: Portland Street Fee

Dear Danielle,

Thank you for taking this opportunity to contact the office of Commissioner Steve Novick regarding the proposed Transportation User Fee. Mayor Charlie Hales, Commissioner Steve Novick and Transportation Director Leah Treat released the Transportation User Fee proposal last week, which is intended to help address longstanding street maintenance and safety needs in the City of Portland. For more information, please take this opportunity to review the press release (<http://www.portlandoregon.gov/novick/article/491457>) and the website (<https://www.portlandoregon.gov/transportation/64188>) for more information.

The Portland City Council will hold a public hearing on the proposal on Thursday, May 29 at 2 PM. We encourage you to attend if you have the time. If you cannot attend, we still encourage you to email [karla.moore-love@portlandoregon.gov](mailto:karla.moore-love@portlandoregon.gov) with your testimony, as she will distribute them to all the council offices. A vote is expected on Wednesday, June 4.

As many people in our community have expressed interest in this transportation funding proposal, Commissioner Novick thought it was prudent to write a blog post to address some of these questions. You can find his blog post on our website: <http://www.portlandoregon.gov/novick/article/489266>, or you can read his response below.

Thank you again for your feedback.

Best,

Erika Namioka Nebel  
Office of Commissioner Steve Novick

1221 SW 4th Ave., Suite 210  
Portland, Oregon 97204  
503-823-4682  
[erika.nebel@portlandoregon.gov](mailto:erika.nebel@portlandoregon.gov)  
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"Frequently asked questions about street fees"  
Commissioner Steve Novick

Throughout my ongoing conversations at community forms or when hearing from community stakeholders about a possible transportation funding street fee, a few questions come up over and over: "Isn't a street fee regressive?" "Weren't you the guy that called the Arts Tax 'incredibly regressive?' Why explore another regressive funding mechanism?" "Can't you just ban studded tires?" "What about registration fees?" "What about basing fees on the weight of vehicles?" "What are my property taxes paying for, anyway? Or my state income taxes?"

All of these questions deserve answers.

Yes. A flat street fee is thoroughly regressive. That's why I insisted we poll numerous other funding option, including income-based options. None were as popular as a flat street fee.

Maybe people are use to funding transportation through user fees that everyone pays equally, so they think differently about fairness in this context.

Only Oregon counties are allowed to levy registration fees (and Multnomah did one for the Sellwood Bridge recently). As to fees by weight of a vehicle, there isn't really a dramatic difference between the wear and tear an SUV imposes versus a sedan—and much of the ear and tear just comes from weather. "Water is the enemy of pavement," experts tell me. Even if we all rode nothing but bicycles on our streets, there would be weather-related wear and tear.

Freight trucks are a different story; they impose lots of wear and tear. Because of that, the State has a freight weight-mile tax. Eugene considered a local one some years back, but concluded it was just administratively impractical to track how many miles a truck drives within the city limits of Eugene. In Portland, City staff have concluded that not only we would have similar administrative problems, cities are also legally preempted from applying a local weight-mile tax because of the existing State assessment.

Some people at our forums have asked why we don't ban studded tires, which damage the roads. I agree, and that's why the City Council asked the Legislature to ban studded tires in the last legislative session. The legislature did not act. We'll try again.

As to where your property taxes go: The vast majority of city property taxes go to police, fire and parks; hardly any go to transportation. The vast majority of your state income tax dollars go to education, health care and prisons; hardly any go to transportation.

Your state and federal gas taxes do go to transportation... but only a fraction comes back to the City for use on our local roads. The Federal money can't legally be used for basic maintenance.

The bottom line is that I am just plain desperate. Our streets are crumbling, and every year that goes by they get worse ... and it gets more expensive to repair them. Roads are like teeth; if you don't do

regular brushing, flossing and cleaning, you start needing root canals and extractions. Meanwhile, there are neighborhoods that have been waiting for years for sidewalks along busy streets where children need to walk to school, or seniors need to walk to transit. I don't want them to keep on waiting. That's why I'm prepared to accept an ugly solution to an even uglier problem.

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**From:** danielle moore [mailto:danielle.moore@yahoo.com]  
**Sent:** Wednesday, May 21, 2014 3:38 PM  
**To:** Commissioner Novick  
**Subject:** Portland Street Fee

Greetings!

I am against your proposed Street Fee. This should not be imposed without a public vote. Now is the time to do the right thing and the street fee is not it.

Thanks!

~ Danielle Moore  
9627 N. Van Houten Ave  
Portland, OR 97203

**Moore-Love, Karla**

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**From:** Carol Peterson <58cjpeterson@comcast.net>  
**Sent:** Thursday, May 22, 2014 5:56 PM  
**To:** Moore-Love, Karla  
**Subject:** OPPOSE Road Maintenance Fee

Dear Ms. Moore-Love.

Would you please submit my message to the appropriate Portland commissioners, city council members, and the mayor...

## **I OPPOSE a Road Maintenance Fee/Tax.**

There are thousands of people using Portland's streets that live in other counties (i.e., Washington, Marion), states (Washington), and countries (Canada). Why only charge Portland residents?? Hell, charge toll fees for every user (just kidding! Really!).

I live in the Portland city limits.

I pay over \$7,300 annually for my property taxes (assessed home value \$425,000).

I drive a gas-taxed-powered 1998 Honda Accord.

I pay employment taxes.

I am paying tax for the Sellwood Bridge replacement, though I may, just may, use it once a year.

I am paying tax for the Oregon Historical Society (my ancestors arrived in Oregon in the early 1800s).

I helped fund a defunct \$250 million dollar website -- Cover Oregon -- that I couldn't use anyway.

My taxes have paid for bike lanes and boxes that I don't use.

I am a native Oregonian.

I am a survivor of the financial crisis-caused recession of 2008/2009 (unemployed for 4 years; now only part-time employee).

I am so against more taxes and fees.

Businesses are leaving this city already because of taxes. This fee will catapult more businesses out of Portland city limits. Isn't that a bad-thing? In my opinion, it is and will be.

Be fair -- let the residents decide by putting this fee to the voters.

Thank you for your time.

Carol Peterson

## Moore-Love, Karla

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**From:** Simon Harding <sharding@schulte-law.com>  
**Sent:** Thursday, May 22, 2014 1:41 PM  
**To:** Moore-Love, Karla  
**Subject:** [User Approved] Street fee

<https://www.facebook.com/Stoppxstreetfee>

## Moore-Love, Karla

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**From:** Richie Vidin <rvidin@gmail.com>  
**Sent:** Thursday, May 22, 2014 3:35 PM  
**To:** Moore-Love, Karla  
**Subject:** Street Fee

There

are way too many reasons not to support this idea, and many better alternatives to increase safety on our street and raise revenue. Please consider these points:

1. The Street Fee is a REGRESSIVE tax: it adds a disproportionate burden on poorer citizens and low-car households.
2. This will be net loss for PBOT's budget and open the door to ever-increasing street fees. In a couple of years, the City's general fund will simply give less to PBOT since they now have their own funding stream. The fee being touted as a supplemental increase for safety, will become the entire budget, safety needs will remain unmet, and we will be back to square one.
3. The Street Fee encourages sprawl by not actually being a user fee (suburban subsidy!)
4. Money should be raised by increased parking fees (on surface lots, meters, expanded meters, increased permit fees, expanded permit areas, etc) gas tax, registration/DEQ fees raised proportionately by vehicle weight, fees on studded tires. All of these funding mechanisms directly collect money from driving and damaging roads, and have the added benefit of incentivizing alternative transportation like walking, transit, carpooling or biking.

Thank you for your time.

Rich Vidin

## Moore-Love, Karla

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**From:** kimvshaw <shaw.kimv@gmail.com>  
**Sent:** Thursday, May 22, 2014 3:28 PM  
**To:** Hales, Mayor; Commissioner Novick; Commissioner Fish; Commissioner Saltzman; Commissioner Fritz; City Auditor Griffin-Valade  
**Cc:** Moore-Love, Karla  
**Subject:** street fees

Commissioners,

sneaking the street fees by without a vote from the very people who elected you all into office is nothing short of slimy. When I met Mayor Hales at the businesses meet and greet before the St Johns Parade he claimed that he couldn't bring it to a vote because no one would vote for it and as I told him and would like to tell you all, that is just not true. We have voted time and time again to increase taxes for a vast array of projects, including the ill thought out implementation of the Art Tax. Have you not yet figured out that a plan should be in place prior to putting it through? You don't even have a real plan in place for this street fee tax and as both a homeowner and small business owner here I am not even clear on what I am going to have to pay or how your are figuring it, this information has changed numerous times already. It is astounding how you are able to function and if I ran my business in even remotely the same manner as you run this city I would never have been able to open my doors in the first place. I opened my business in St Johns, an area that has struggled and it has been an uphill fight to keep my doors open. We just celebrated our 3rd year anniversary and had hoped by our 5th year that we would be in a position to hire employees and have been looking for an additional space to grow our business and house the on-line portion when we get that up and running this next year. With the new paid sick leave, transit tax and now street fees, our plan to hire employees is pushed aside and we are now unable to look to Portland as a place to expand. This is a very unfriendly climate for small businesses. It seems that the City Council has only the large corporate interests in mind when you all come up with this stuff. Call me crazy but I would think that you would have an interest in having more people employed and would welcome the additional tax revenue a successful business would provide.

The roads have been a mess here for a long long time and instead of allocating money to fix them, you all come up with one sexy new project after another to funnel our tax dollars into. Slapping some lipstick on a pig doesn't change the fact that it is still a pig and this seems to be all you're capable of. There is no emergency here, that is a lie. There are many areas you can trim the fat from to pay for the roads that you should already have a budget in place to pay for. PDC and BPS come to mind first and foremost as areas that could use significant cut backs or even completely getting rid of as they really suck up a lot of resources, have no oversight and benefit only a few. If I have a product in my shop that is taking up valuable retail space and is not a profitable product no matter how pretty it is or how much I may personally like it and wish it could stay, I have to get rid of it. It doesn't make good fiscal sense to keep it. How do you all run your home finances? I imagine if you ran them in the same manner that you run the city you would be homeless.

And Mr Novick's assertion that if we don't like it we can just vote him out is not only appalling, but a welcome challenge to his constituents and at this point we are pretty confident that his wish will come true.

If you choose not to do the right thing by the people of Portland, do not be surprised if in turn the people of Portland do not do right by you.

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Kim Shaw  
The Olive & Vine  
8711 N Lombard St

## Moore-Love, Karla

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**From:** Laura Patterson <laurapatterson78@gmail.com>  
**Sent:** Thursday, May 22, 2014 2:56 PM  
**To:** Moore-Love, Karla  
**Subject:** Street Fee Opposition (to be shared at City Council Meeting)

Dear Mayor Hales and Commissioners,

As a property owner, tax payer and resident of Portland, I would like to voice my opposition to the proposed street fee. I don't believe you have fully investigated other avenues for this revenue, such as current waste and mismanagement of city funds. For example, you have slated millions of dollars to build an unnecessary reservoir (Powell Butte), which is defective, and you have agreed to funnel even more funds into this bottomless pit of waste. The current reservoirs have worked perfectly for over 100 years, there is no need to replace them. I'm sure this is the tip of the iceberg for mishandling of tax payer dollars.

Also I suggest, instead of pushing this through and further alienating Portland businesses and taxpayers, you put it to public vote.

Thank you for your time.

Sincerely,

Laura Patterson

## Moore-Love, Karla

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**From:** Rebecca Percy <rebecca@queenbee-creations.com>  
**Sent:** Thursday, May 22, 2014 1:13 PM  
**To:** Moore-Love, Karla; Commissioner Fritz; Hales, Mayor; Commissioner Novick  
**Subject:** street fee comments

Hello -

I'm writing to express my strong concern about the proposed street maintenance fee. I own a small business in Portland and can speak for myself, and assume the same is true for many (or all) small businesses that the rates I am reading about are crazy for small businesses to pay. I'm also a home-owner in Portland and am wondering if mode of transportation will be taken into consideration? My family bikes way more frequently than driving - will this be taken into consideration? A bicycle's impact on our streets is far lower than a car's.

On the business side - if a business is located on a bus line, or a bike-way, will this be taken into account? Mostly I'm really worried about the rates that I'm reading about so far - if you support small businesses staying sustainable and viable in the city limits, please do not pass this fee. If you want our amazing small business community to succeed and be rewarded for contributing to a vibrant economy in our city, please do not move forward with this.

Thank you and sincerely,

Rebecca Percy  
owner, Queen Bee on N Williams Ave  
home-owner in SE Portland

## Parsons, Susan

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**From:** ROBERT PFEIFER <badbikerbob@msn.com>  
**Sent:** Wednesday, May 21, 2014 10:46 AM  
**To:** Parsons, Susan  
**Subject:** Street Paving Tax

I understand that the streets of Portland are in very bad shape as I ride a motorcycle year round and know lots of the potholes personally! The way that City Council is planning to shove a tax down the throat of the people of Multnomah County is appalling to say the least. We already got stuck with the Sellwood bridge tax even though the people of Clackamas Co. use it too, why should we bare the cost of road repair for streets that are used by all of the surrounding counties also!!! I know the roads need to be repaved!!! Make it fair for everyone including the businesses. Beside, the City can't afford to fight a class action suit. Just think of all the roads that could be paved with that money! I don't mind paying for road repair as long as it's fairly taxed and can be used as a tax write off. Thank You Bob Pfeifer

## Moore-Love, Karla

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**From:** Simon Harding <sharding@schulte-law.com>  
**Sent:** Thursday, May 22, 2014 1:36 PM  
**To:** Moore-Love, Karla  
**Subject:** Street Fee

I read the press release and the blog post and was not impressed. At all.

More money, more money. The city is like a little kid who spent his allowance but wants a popsicle. So you go to dad and mom (the taxpayers) and ask for more money. I love how you guys dress up a proposed tax or fee as “needed” or whatever, forgetting that for decades the city got along on tax dollars without an arts tax and without street fees. Jesus what’s next? An air fee? Sidewalk fee? An art fee? No wait, never mind on that last one.

Dressing the street fee up in “safety” clothing is a cynical effort to sell it to the gullible. Similar to the “arts Tax” being “for the kids.” Really, what this is all about is a money grab.

The other thing I really love about this is how the city gives us “stakeholders” (I just love political garbage doublespeak) the “opportunity” to be “heard” when in reality you guys are just going to do what you are going to do after giving lip service to the notion of actually listening to the taxpayers and people who work for a living in the private sector. I love how the menu of options at all these “forums” doesn’t include a no fee and get by on what you have option!

There is no safety crisis. The print media(I believe it was the WW) gave the lie to that BS a few weeks back. So please, give that a rest, eh?

Commissioner Novick: if you are desperate, well, gee, I am sorry. But so are we tax payers. And regressive taxes (fee? BS, it is a tax) are not the way to go when we are already paying taxes for a BASIC city service. Just because Sam decided to direct city money to sexy big projects during his tenure does not mean that we the tax payers should then have to pay the piper. Instead, the city should belt tighten (I know! Perish The Thought, right???) and spend money on what needs to be done and stop wasting money on what does not need to be done.

Stop spending money on the unnecessary and fire staff that are dead weight. God knows government has plenty of dead weight. Do you all still have a \$50,000 a year staffer studying “peak oil”? I remember seeing that a few years back and it really made me laugh. Stop doing what would be nice (bike improvements on the Hawthorne viaduct, bioswales everywhere) and start doing the necessary – paving unpaved streets in felony flats (I know right? It isn’t the Pearl and the people who love there are poor, and decidedly not the same beautiful people living in the pearlbut shouldn’t they at least have paved streets? It really cracks me up when you say gee we are only doing what we need to do and we can’t afford to do all this. BS. There’s loads to cut and loads you all should stop wasting money on. So do that. Come up with a responsible plan for paving. And then get it done. Stop whining and actually do some hard work. Instead of asking for more money.

So, Mayor Hales and my dear Commissioners, here’s the deal: taxpayers work hard. We are tired of being nickled and dimed and are tired of seeing the city waste money on a lot of things and then come after us for more money with not so cleverly disguised taxes/fees sold to us with cynical appeals like “safety.” Sure it is a relatively small sum. But it adds up with all the other taxes, fees and line items on my property tax bill.

I own a small business. I provide jobs. I live here. And you guys and this stupidity make me think of closing up shop. 10-15 jobs gone. And then moving away. Is this an overstatement? Maybe. But you all need to stop this stuff. It is absurd. Try making do with what you have. What a refreshing notion. That’s how those of us in the private sector do it.

I am against this. Everyone I know is against it. We will vote against you. This and the water bureau thing – I tell you. It makes a guy worry. Did you get the message? I knew the water bureau thing would fail but was one of the 28% who voted for it. Ya know why? Because I want you all to get the message that a large number of us do not trust you guys to manage. We do not trust you to be responsible with our money. We have no faith in you at all. Mayor Hales' and Commissioner Novick's pronouncements on all this do NOT instill confidence. You guys are just more of the same. So figure it out on your own and stay out of my wallet.

So I invite you to prove us wrong. I invite you to be public and vocal about fiscal responsibility and planning and making do and cutting back and not burdening already overburdened tax payers. Please. Take me up on this and do the right thing.

I dare you.

Simon Harding

## Moore-Love, Karla

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**From:** info@pearlfiberarts.com  
**Sent:** Thursday, May 22, 2014 5:00 PM  
**To:** Moore-Love, Karla  
**Subject:** Proposed Street "Fee"

Good afternoon.

I'm writing to express my dismay over the proposed street "fee" Mayor Hales and Commissioner Novick are pushing. I understand that you are the conduit to reach the entire City Council.

While I am not a Portland resident, I do own a business here. And as a small business owner who runs the place by herself six days a week, I am vehemently opposed to this "fee."

The proposed "fee" is being pushed through quickly and as quietly as possible because the Mayor and Commissioner Novick know full well that the people of Portland will not support it. They know that even from their own survey of 800 households, which hardly represents the entire city, because over 50% of respondents were opposed to it no matter how the question was framed. Yet they are still pushing it through.

And what is the Mayor's answer when asked what he thought about people who opposed the plan? Vote him (and Commissioner Novick) out in 2016. Really? This is how you talk to your constituents? Sounds more like an impatient father saying, "If you don't like my rules, you don't have to live here!" But I guess that's how Mayor Hales and Commissioner Novick see themselves in relation to the rest of the city -- as father figures who know best while the rest of us are mere adolescents who need to be kept in line.

Look, I get it. Money goes out faster than it comes in. I own a small (micro, even) business and believe me, I'm familiar with this phenomenon. But this is NOT the way to go about fixing the situation. It's regressive -- they've even admitted that -- and it penalizes business. Further, it's penalizing Portland residents multiple times. First, they must pay the "fee," then they'll end up paying higher prices as businesses build their larger fees into their pricing structure. Finally, they'll be asked to fund more bond measures so that Portland Public Schools and other public agencies can fund the "fees" being levied upon them.

And all this will be done at the hands of two people -- Mayor Hales and Commissioner Novick -- without the citizens ever getting a vote.

Let me put it very succinctly so you'll understand -- NO!

I've been in business almost four years now. For all of that time, I've worked my shop six days a week on my own. Friends help out occasionally, but I have not yet been able to afford any regular employees. Things have been going well and I'm looking towards adding an employee this year. Adding a new monthly expense to my already tight budget will likely mean that doesn't happen.

I located my shop in the Pearl District, in a prime section of town, on purpose. Rent here is more expensive than most parts of town, but I wanted a location where people visiting Portland would find me and my inventory of locally-produced goods. I pay my taxes, fees, and bills. I also work another part-time job from home to make ends meet. Now you're going to tell me to pay MORE taxes (disguised as this fee) because you haven't been able to budget properly and maintain our roads, instead funneling money to bike lanes, bike boxes, investigating light rail possibilities to Tigard/Tualatin, the Columbia River Crossing (now completely failed), homeless camps, and more. Your City Bureaus communicate with each other so poorly that one bureau paints fresh lines

on a street while another comes in a week or so later and tears up that street to do maintenance. You make a budget that doesn't include money for street improvements because you publicly stated that if you put a budget item in, no one would believe you need this new "fee."

And with all this mismanagement of funds, and more (should we talk about the corruption that's happened in the PBOT?), you expect us to give you MORE money? There is no trust here. There is no fiscal responsibility. There's a growing list of mistakes and mismanagement and abuse and downright fraud

Cindy Abernethy  
Pearl Fiber Arts  
428 NW 11th Ave.  
Portland, OR 97209  
503-227-SPIN (7746)  
<http://pearlfiberarts.com>  
<http://facebook.com/pearlfiberarts>

**Moore-Love, Karla**

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**From:** Crystal Glanz-Kreutz <cglanzkreutz@gmail.com>  
**Sent:** Thursday, May 22, 2014 4:22 PM  
**To:** Moore-Love, Karla  
**Subject:** Fwd: Street Fee Feedback

Per the office of Steve Novick, I'm forwarding my comments to you.

Thanks,  
Crystal Glanz-Kreutz

----- Forwarded message -----

**From:** **Crystal Glanz-Kreutz** <cglanzkreutz@gmail.com>  
**Date:** Thu, May 22, 2014 at 3:10 PM  
**Subject:** Street Fee Feedback  
**To:** [mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov), [Amanda@portlandoregon.gov](mailto:Amanda@portlandoregon.gov), [novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)

Crystal Glanz-Kreutz  
7112 N Richmond Ave, #4 Portland, OR 97203

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Mayor Charlie Hales  
1221 SW 4th Avenue,  
Room 340,  
Portland, OR 97204

May 21, 2014

Dear Mr. Hales,

Recently, you and Commissioner Steve Novick have begun a plan to initiate street fees to the people of Portland. I have read many articles on the matter, including meeting minutes, and I think it's a terrible idea in every way. It's bad for small business, it's bad for homeowners. When you have news reports that state, "The city of Portland says, after years of cuts, it's has \$10.5 million in extra cash." Why on earth are you asking the citizens to pay an additional tax, or as you've taken to calling it, a "fee"?

Your own people have said that weather, trucks and city buses are the top causes of road deterioration... which isn't the everyday folks like myself or the small businesses that I frequent (by walking). Like many Portlanders, I am a huge supporter of small business, as it is a driving force of our local economy and carries a much smaller negative impact than the alternative, big box or chain stores. It would benefit you to also be a supporter of small business and to not try to weaken their already difficult odds of being successful.

As a family of four that only owns one vehicle and uses it sparingly (we went over a year completely car free), it is absurd for us to be upwards of \$144 per year to make road improvements when the City is already sitting on a pile of money, wondering what to do with it. We are barely making ends meet due to the challenges in our

local economy and the limited job prospects, and unfortunately, I know we are not alone. This additional expense may prove to be absolutely devastating to the budgets of some of us.

If you truly feel that this is an important and just idea, then take it to a public vote. Allow the people to decide what they are comfortable with, because I can assure you that if the information is well known to many that there will be an uprising against this proposal.

Sincerely,

Crystal Glanz-Kreutz

CC: Amanda Fritz and Steve Novick

**Substitute Exhibit A: Proposed City Code**  
**Chapter 17.21 Transportation User Fee**

**17.21.010 Definitions.**

As used in this Chapter, the following terms mean:

- A. “City Transportation System.” The public roads and rights-of-way, including related facilities, within the City under the jurisdiction or control of the City.
- B. “Customer Group.” Residential uses that have been grouped together for purposes of calculating billing rates.
- C. “Customer.” The person or entity responsible for paying the water and sewer bill for a Developed Use.
- D. “Day.” A calendar day, unless indicated otherwise.
- E. “Developed Square Footage.” The calculation of the area, based on the information in the Multnomah County Assessor and Taxation Database, of all Developed Uses located on a site, measured along the exterior walls of such improvements.
- F. “Developed Use.” The improvements and associated use of those improvements on real property. Improvements include, but are not limited to, buildings and outside storage.
- G. “Dwelling Unit.” One or more habitable rooms which are occupied by or designed or intended to be occupied by one person, or by a family or group of housemates living together as a single housekeeping unit.
- H. “Household.” Occupants of a Dwelling Unit
- I. “ITE Manual.” *Trip Generation*, published by the Institute of Transportation Engineers (ITE) 9<sup>th</sup> Edition, or subsequently published edition adopted by the TUF Administrator.
- J. “Low Income Customer.” Residential Customer who qualifies for City water or sewer low income rate adjustment.
- K. “Low Income Single-Family Residential Use.” Residential Utility Customers in a single-family dwelling that receive a low income rate adjustment on their City Utility Bill.
- L. “Low Income Multi-Family Residential Use.” Residential Utility Customers in a multi-family Dwelling Unit that receive a low income rate adjustment on their City Utility Bill, or who qualify for affordable housing status for households earning at or below 60 percent of median family income as designated by the Portland Housing Bureau.

**Substitute Exhibit A: Proposed City Code**  
**Chapter 17.21 Transportation User Fee**

- M.** “Mixed Use.” A single parcel or property with more than one distinct use, which if located on separate parcels without shared amenities, such as walkways, driveways or parking areas, would be assigned to separate Developed Uses. Mixed Use may consist of retail shopping centers with more than one tenant in either shared or separate leasable spaces and shared or common areas such as walkways and on-site traffic areas. Mixed Use may also include a combination of residential and non-residential uses.
- N.** “Multi-Family Residential Use.” Residential Use consisting of two or more separate Dwelling Units on a single property that share, a single water meter and sewer utility service.
- O.** “Non-Residential Use.” A use of property which is primarily not for personal, domestic accommodation, including but not limited to industrial and commercial uses.
- P.** “Occupant.” The person(s) or entity occupying the Developed Use for Residential or Non-Residential Use.
- Q.** “Revenue Bureau.” The City Bureau responsible for administering and collecting the TUF.
- R.** “Partially Vacant.” A property is considered partially vacant if it receives only one Utility Bill and at least 20 percent of its leasable space (Dwelling Units) is continuously unoccupied for at least 60 days.
- S.** “Plan.” The expenditure plan for the TUF funds that allocates TUF resources based on system needs and uses.
- T.** “Predominant Developed Use.” Where multiple Developed Uses occur on a property with a common water and sewer bill, the type of use occupying the most developed space on that property.
- U.** “Residential Use.” Use of property primarily for personal, domestic accommodation, including single family residential, multi-family residential and group homes, but not including hotels and motels.
- V.** “Single Family Residential Use.” Residential use consisting of a single family Dwelling Unit.
- W.** “Single Use.” A parcel or property with only one distinct use.
- X.** “Transportation Maintenance.” Activities and programs that preserve, maintain, and prevent deterioration of the existing transportation system. Examples of maintenance include improvements to pavement, bridges, street signals, street lights, signs and crosswalks, curbs and sidewalks.

**Substitute Exhibit A: Proposed City Code**  
**Chapter 17.21 Transportation User Fee**

- Y.** “Transportation Safety.” 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 red light cameras, and pedestrian, bicyclist and driver education.
- Z.** “Trip Generation.” The average number of vehicle trip ends per Day, as determined by reference to the ITE Manual.
- AA.** “TUF.” Transportation User Fee.
- BB.** “TUF Administrator.” The person or persons designated by the Director of the Portland Bureau of Transportation to administer this Chapter.
- CC.** “Utility Bill.” The bill received by a Utility Customer for water, sewer or stormwater services provided by the City.
- DD.** “Utility Customer.” The person (or entity) who is in the City’s Utility Billing system and receives water, sewer or stormwater services from the City.

**17.21.020 Transportation User Fee.**

- A.** A Transportation User Fee (“TUF”) is hereby imposed upon all Utility Customers of Residential Uses within the City for the purpose of maintaining, operating, managing and improving the City Transportation System. The fee is based on both the direct and indirect use of the City Transportation System by the Occupants of property as measured by Trip Generation.
- B.** The Utility Customer is responsible for paying the TUF.

**17.21.030 Duties of the TUF Administrator.**

- A.** The TUF Administrator is responsible for administering this Chapter, including but not limited to: developing administrative procedures, adopting policies, administering fees and determining Customer Groups, overseeing the appeals process, authorizing expenditures, convening the Oversight Committee, and preparing reports on performance and outcomes.
- B.** The TUF Administrator is responsible for developing and maintaining the Plan for the operations, maintenance, management and improvement of the City Transportation System and, subject to City Council approval, allocating and expending budget resources for the Plan in accordance with this Chapter.

**Substitute Exhibit A: Proposed City Code  
Chapter 17.21 Transportation User Fee**

**17.21.040 Implementing Regulations.**

City Council delegates authority to the Director of the Bureau of Transportation to adopt administrative rules, policies and procedures necessary to implement provisions of this Chapter. All rules relating to this delegated authority shall be filed with the City Auditor and be available for public inspection.

**17.21.050 TUF Allocated to Transportation Operating Fund.**

All funds collected pursuant to this Chapter are allocated to the “Transportation User Fee Subfund” (the “Subfund”) within the City's Transportation Operating Fund. The Subfund must be expended as provided in the Plan to operate and administer the City's Transportation System. The fees paid must be reasonably related to the cost of providing street operations, management, maintenance, safety and improvements and must follow the City’s Comprehensive Financial Management Policy FIN-2.06. No particular piece of real property is entitled to any specific portion of the fees collected. Such fees cannot be used for purposes other than those described above.

**17.21.060 TUF Allocation of Funds.**

No less than 80 percent of the funds collected through the Transportation User Fee shall be dedicated to maintenance and safety improvements. Up to, but not exceeding 20 percent of the funds may be spent on other transportation services, which may include improving unimproved streets, improving accessibility for persons with disabilities (to the extent such actions are not considered part of maintenance or safety), improving public transit service, and associated administrative costs.

**17.21.070 Determination of TUF.**

- A.** The TUF is based on the following factors:
1. The Developed Use;
  2. The Customer Group; and
  3. The number of Dwelling Units.
- B.** The Customer Groups are:
1. Single Family Residential Use;
  2. Low Income Single Family Residential Use;
  3. Multi-Family Residential Use; and
  4. Low-Income Multi-Family Residential Use.

**Substitute Exhibit A: Proposed City Code**  
**Chapter 17.21 Transportation User Fee**

- C.** The TUF Administrator shall determine from the A & T Database, the City Utility Billing System, and the ITE Manual the Developed Use and Customer Group that shall apply to each Residential Use property within the City. When the A & T Database, the City Utility Billing System, and the ITE Manual are insufficient to establish the Developed Use or Customer Group, the TUF Administrator shall determine the appropriate Customer Group by interpreting the ITE Manual and assigning the Developed Use and Customer Group that most accurately reflects the traffic generated by the particular property. The monthly fees for each Customer Group shall be established by the TUF Administrator subject to the parameters established by Exhibit C and paragraph E below.
- D.** The TUF Administrator shall annually adjust the monthly fees and qualifying discount thresholds by a minimum of zero percent to a maximum of five percent using the National Highway Construction Cost Index (NHCCI) to account for the effect of inflation. The TUF Administrator shall publish new fees annually at least thirty days prior to their effective date. An inflation factor shall only be applied for fees due after July 1, 2018.

**17.21.080 Fee Billing and Collection.**

- A.** The TUF is billed to and collected from the Customer by the Revenue Bureau.
- B.** The Revenue Bureau is responsible for the administration and collection of the TUF, including but not limited to: receive all fees, penalties and interest assessed and maintain an accurate record of revenues deposited to the Transportation User Fee Subfund; accept any and all gifts and donations to the Transportation User Fee Subfund; and if necessary, contract with public or private agencies to fulfill any of its duties.
- C.** The City Council delegates authority to the Director of the Revenue Bureau to adopt administrative rules, policies, procedures and notices necessary to implement billing, collection and administration of the TUF. All rules relating to this delegated authority shall be filed with the City Auditor and be available for public inspection.

**17.21.090 Administrative Policies.**

Administrative policies are intended to provide guidance to Utility Customers regarding the meaning or operation of this Chapter, consistent with policies expressed herein. Policies adopted by the TUF Administrator shall apply uniformly throughout the City with full force and effect. The following policies apply to this Chapter:

- A.** Areas encompassing railroad and public right-of-way are not subject to the TUF.
- B.** Residential Uses that do not generate any trips are not subject to the TUF.

**Substitute Exhibit A: Proposed City Code**  
**Chapter 17.21 Transportation User Fee**

- C. The TUF applies to all Developed Uses, including local, state, and federal governments as well as Occupants of property that may be entitled to exemption from or deferral of ad valorem property taxation.
- D. The fees imposed under this Chapter are due and payable from and after the date when the occupancy of the property begins. Occupancy is conclusively presumed to have begun on the date the Developed Use receives a Utility Bill.
- E. A change in use does not relieve the Occupant from responsibility for the TUF. The TUF Administrator shall determine and assign the appropriate Customer Group or Developed Use when a change in use occurs.
- F. Nothing in this Chapter should be construed as a waiver of the City's right and responsibility to charge and collect the TUF in accordance with correct information concerning the Developed Use.
- G. If a Multi-Family Residential Use property is no less than 20 percent vacant as measured by the number of the property's Dwelling Units, the Utility Customer responsible for that property is eligible, upon written petition to the TUF Administrator, for a fee adjustment based on reduced Trip Generation above the 20 percent vacancy.

**17.21.100 Inspection of Premises.**

The TUF Administrator is authorized to request entry upon private property for purposes of conducting any studies or collecting information bearing upon the determination of the appropriate Customer Group or Developed Use in accordance with this Chapter. If entry is denied, the TUF Administrator shall estimate the Developed Use and assign the highest monthly fee rate in the schedule for that Developed Use.

**17.21.110 Penalties.**

**A. Penalties for providing false information.**

Any person or Utility Customer that shall fully and knowingly provide false information pursuant to obtaining a rate adjustment under Sections 17.21.050 or 17.21.090 may be subject to civil penalties up to \$2,500 per occurrence. The Director of the Portland Bureau of Transportation shall establish penalties by administrative rule. The TUF Administrator is responsible for determining if false information was provided. The TUF Administrator may waive or reduce such penalties for good cause or consistent with written policies.

**B. Late penalties and interest.**

The Director of the Revenue Bureau is authorized to establish penalties and interest for late payment of fees by administrative rule. The Revenue Bureau is authorized to assess such penalties and interest to Customers when applicable. The Revenue Bureau may waive or reduce any late penalty for good cause

**Substitute Exhibit A: Proposed City Code**  
**Chapter 17.21 Transportation User Fee**

or consistent with written policies. The Revenue Bureau may not waive properly assessed interest, unless specifically provided for by written policy.

**17.21.120 Adjustment of TUF Charges.**

- A. When a Utility Customer has been overbilled or under billed, the Revenue Bureau shall adjust the TUF charges on current and prior TUF billings as necessary.
- B. For overbillings, the charges may only be adjusted for a period not to exceed one year. Utility Customers who receive a back billing or a billing delay may be offered the opportunity to pay the balance due over a period not to exceed 24 months with no interest.
- C. For underbilling, the charges may be adjusted for a period not to exceed one year.
- D. Adjustments shall be in the form of credits or additional charges assessed or credited on the next Utility Customer's TUF billing. If the Utility Customer no longer has a City TUF billing account, the Revenue Bureau must make a reasonable effort to contact the Customer to provide a refund or an additional assessment.
- E. Upon written request, the Revenue Bureau must provide the Customer with a written explanation detailing the circumstances of the error and the calculation of the adjustment.

**17.21.130 Administrative Interpretation of TUF Charges; Application for Review.**

- A. The TUF Administrator shall interpret all terms, provisions and requirements of this Chapter and determine the appropriate charges hereunder.
- B. Any Utility Customer desiring a review of the charges or penalties assessed under this Chapter may submit a written application (the "Application") to the TUF Administrator. The Application must contain sufficient detail to enable the TUF Administrator to review the TUF charges or penalties for errors. The TUF Administrator may require that additional information be submitted by the Utility Customer, including an engineering study prepared by a licensed professional engineer in conformance with the methodology outlined in the ITE.
- C. The TUF Administrator may delegate to the Revenue Bureau the authority to make corrections or adjustments to Customer accounts of a clerical nature.
- D. For the purpose of determining the appropriate Trip Generation Rate, the TUF Administrator may consider the results of a trip study provided by the Utility Customer. Traffic studies must be conducted in conformance with the methodology outlined in the ITE Manual. The TUF Administrator may assign a Trip Generation Rate on an interim basis, provided that it is not less than the lowest Trip Generation Rate among available residential or nonresidential uses. Trip

**Substitute Exhibit A: Proposed City Code**  
**Chapter 17.21 Transportation User Fee**

Studies must be updated at least every three years. The TUF Administrator may waive some or all requirements for a new trip study if the Administrator certifies that:

1. The property use classification has not changed and the property has not been further developed in a way that would affect Trip Generation; or
  2. The ITE Manual has not been updated, or if updated does not provide Trip Generation Rates that differ from the previous edition of the Manual.
- E.** Within 90 days of the receipt of all required submitted materials, the TUF Administrator shall issue a written Final Determination on the Application for review. The Final Determination shall be based upon applicable criteria, and a copy shall be mailed to the Utility Customer. The TUF Administrator shall maintain a collection of such Determinations.

**17.21.140 Appeals.**

- A.** Any Utility Customer aggrieved by a Final Determination of the TUF Administrator may appeal that Determination to the Transportation Director (the "Director"). The appeal must be in writing and must be filed within 10 days of the TUF Administrator's Final Determination.
- B.** The Director shall send a written decision to the Utility Customer no more than 30 days from the date the Director received the written appeal.
- C.** Any Utility Customer aggrieved by a decision of the Director may appeal that decision to the Code Hearings Officer as provided in Chapter 22.10 of this Code. Any such appeal must be in writing, must be filed no more than 10 days after the date of the Director's written decision, and must contain:
1. A copy of the decision appealed from;
  2. A statement of the grounds upon which it is contended that the decision is invalid, unauthorized, or otherwise improper;
  3. Such other information as the Code Hearings Officer may by rule require.

**17.21.150 Severability.**

In the event any section, subsection, paragraph, sentence or phrase of this Chapter or any administrative policy is determined by a court of competent jurisdiction to be invalid or unenforceable, the validity of the remainder of the Chapter or policy shall continue to be effective. If a court of competent jurisdiction determines that this Chapter imposes a fee and charge that is therefore unlawful as to certain but not all affected Utility Customers, then as to those certain Utility Customers, an exception or exceptions from the imposition of the TUF shall thereby be created and the remainder of the Chapter

**Substitute Exhibit A: Proposed City Code**  
**Chapter 17.21 Transportation User Fee**

and the fees and charges imposed hereunder shall continue to apply to the remaining Utility Customers without interruption. Nothing contained herein should be construed as limiting the City's authority to levy special assessments in connection with public improvements or any other fees and charge imposed pursuant to applicable law. The fees and charges herein are not intended to be taxes.

**17.21.160 Effective Date.**

This Chapter shall be effective as provided by law. The fees and charges imposed under this Chapter shall begin on July 1, 2015.

**17.21.170 Transportation Oversight Committee.**

**A. Purpose.** The Transportation Oversight Committee (“Committee”) is hereby created. The Committee’s purpose is to monitor and provide guidance to the TUF Administrator, the Transportation Director, and Council regarding the effective and efficient administration of the Transportation User Fee program.

**B. Duties.** The Committee shall perform the following functions:

1. Annual report to Council. Annually, the Committee shall review and issue a report to Council regarding the performance of the TUF program; the report shall include, but not be limited to the following subjects regarding TUF-funded projects:
  - a. Distribution of allocated TUF funds;
  - b. Administrative costs;
  - c. Implementation status of all active projects;
  - d. Whether all relevant reporting requirements were met;
  - e. Whether State, Federal, and SDC funds were leveraged;
  - f. Whether ORS 279 public contracting requirements were met;
  - g. Coordination with the Transportation System Plan and the Portland Plan;
  - h. Equity in the geographical distribution of projects;
  - i. Minimization of the negative impacts of projects to businesses due to construction;
  - j. Progress in facilitating businesses’ and neighborhood associations’ joint efforts to identify neighborhood traffic safety priorities;



**Substitute Exhibit A: Proposed City Code**  
**Chapter 17.21 Transportation User Fee**

2. Additional meetings may be scheduled as determined by the Committee Chair.
3. Proper notice and documentation of meetings shall be given in accordance with the Oregon Public Meetings law.
4. The Committee shall adopt rules of procedure (bylaws) as necessary for the governance of its proceedings.

**17.21.180 Expiration Provision.**

If the City Council does not pass an ordinance for a Transportation User Fee for Non-Residential Use by November 14, 2014 then City Code chapter 17.21 will automatically expire and cease to have any effect of law.

## **Exhibit B: Transportation Projects Implemented in the First Year**

The following list of projects will be implemented in the first year of the Transportation User Fee.

### **Crossings/High Crash Corridors**

- Rapid flash beacon crossing improvements for NE Sandy Boulevard to improve pedestrian safety
- Rumble strips on Marine Drive to prevent inattentive drivers from crossing into the other lane or crashing into the river
- Construct two new pedestrian crossings improvements on SW Beaverton-Hillsdale Highway

### **Safe Routes to School**

- Complete the missing sidewalk network around David Douglas High School on SE 135th and SE 130th, from Stark to Division
- Safety improvements for Lent Elementary on SE 97th and Steele; traffic calming around the school boundary
- Pedestrian access to SW Portland's Bridlemile Elementary; traffic calming along SW Hamilton from Scholl's Ferry to Dosch

**Substitute Exhibit C: Transportation User Fee Rate Schedule**

- A. The Transportation User Fee (TUF) shall be calculated on a monthly basis but may be billed to Customers on a bi-monthly, quarterly, or other basis.
- B. If the TUF is billed on a time period other than monthly, the bill shall be pro-rated to reflect the length of the billing period.
- C. Except as where specifically otherwise indicated in this code, fees shall be related to Trip Generation as defined by the most recent edition of the ITE Trip Generation Manual.
- D. The determination of Developed Use and Customer Group are not land use decisions as that term is defined in ORS 197.015.
- E. The monthly fee for Residential Customer Groups from July 1, 2015 through June 30, 2016 is as follows:
  - 1. Single Family Residential Use, ~~\$8.00~~ \$6.00 per Dwelling Unit;
  - 2. Low Income Single-Family Residential Use, ~~\$5.60~~ \$4.20 per Dwelling Unit;
  - 3. Multi-Family Residential Use, ~~\$4.70~~ \$3.52 per Dwelling Unit; and
  - 4. Low Income Multi-Family Residential Use, ~~\$3.29~~ \$2.47 per Dwelling Unit.
- F. The monthly fee for Residential Customer Groups from July 1, 2016 through June 30, 2017 is as follows:
  - 1. Single Family Residential Use, ~~\$10.00~~ \$9.00 per Dwelling Unit;
  - 2. Low Income Single-Family Residential Use, ~~\$7.00~~ \$6.30 per Dwelling Unit;
  - 3. Multi-Family Residential Use, ~~\$5.87~~ \$5.29 per Dwelling Unit; and
  - 4. Low Income Multi-Family Residential Use, ~~\$4.11~~ \$3.70 per Dwelling Unit.
- G. The monthly fee for Residential Customer Groups from July 1, 2017 through June 30, 2018 is as follows:
  - 1. Single Family Residential Use, \$12.00 per Dwelling Unit;
  - 2. Low Income Single-Family Residential Use, \$8.40 per Dwelling Unit;
  - 3. Multi-Family Residential Use, \$7.05 per Dwelling Unit; and
  - 4. Low Income Multi-Family Residential Use, \$4.93 per Dwelling Unit.

- H.** Beginning July 1, 2018, the monthly fees shall be adjusted pursuant to section 17.21.070 D.
- I.** For determination of the appropriate Customer Group for Mixed Uses and apportionment of TUF bills, the following applies:
- 1.** Mixed Uses within a single building that receive one Utility Bill will receive only one TUF bill, regardless of the number of tenants or types of Developed Uses found within the building; and
  - 2.** When determining the appropriate Developed Use for a Mixed Use property, the TUF Administrator will consider:
    - a.** The predominant Developed Use on the site;
    - b.** The mix of various Developed Uses on the site;
    - c.** The assigned Developed Use for other sites with a similar mix of Developed Uses and generating comparable amounts of traffic;
    - d.** Any and all factors considered in Paragraph D of this Rule, relevant to making a determination of a property's Developed Use; and
    - e.** Other relevant factors that indicate vehicle Trip Generation rates.

**Exhibit D: Proposed City Administrative Rule**  
**TRN-14.01 Transportation Oversight Committee**

- A.** Purpose. The Transportation (TUF) Oversight Committee (“Committee”) is hereby created. The Committee’s purpose is to monitor and provide guidance to the TUF Administrator, the Transportation Director, and Council regarding the effective and efficient administration of the Transportation User Fee program.
- B.** Duties. The Committee shall perform the following functions:
- 1.** Annual report to Council. By December 30 of each calendar year, the Committee shall review and issue a report to Council regarding the performance of the TUF program; the report shall include, but not be limited to the following subjects regarding TUF-funded projects:
    - a.** Distribution of allocated TUF funds;
    - b.** Administrative costs;
    - c.** Implementation status of all active projects;
    - d.** Whether all relevant reporting requirements were met;
    - e.** Whether State, Federal, and SDC funds were leveraged;
    - f.** Whether ORS 279 public contracting requirements were met;
    - g.** Coordination with the Transportation System Plan and the Portland Plan;
    - h.** Equity in the geographical distribution of projects;
    - i.** Minimization of the negative impacts of projects to businesses due to construction;
    - j.** Progress in facilitating businesses’ and neighborhood associations’ joint efforts to identify neighborhood traffic safety priorities;
    - k.** Utilization of minority-owned, women-owned, and emerging small businesses on project contracts;
    - l.** A listing of briefings and reports received from staff, outside experts, and other informed parties; and
    - m.** A summary of Committee recommendations to Council and the bureau, and any actions Council or the bureau have taken on the recommendations.

**Exhibit D: Proposed City Administrative Rule**  
**TRN-14.01 Transportation Oversight Committee**

2. Upon the completion of each annual report, the Committee shall participate in a work session with the Council. The purpose of this work session is to present the Annual Report and to create a work plan for the upcoming year.
3. Oversight of the TUF fund's financial planning and fee collection. The Committee shall review the TUF Administrator's proposed financial plans and revisions and submit the Committee's findings and recommendations to Council as part of the City's annual budget process. The Committee shall also periodically provide recommendations to Council on proposed changes to the TUF rate structure, discounts, and appeals process.

**C. Membership.**

1. The Committee shall have 18 members, nominated by the Commissioner in Charge and appointed by Council. Eight members shall constitute a quorum of the Committee.
2. All Committee members must either reside or work predominantly within the City of Portland and have a demonstrated interest in transportation, such as: system development and maintenance; service delivery; finance; accessibility; economic development; conservation; or environmental concerns.
3. The Commissioner in Charge shall appoint a Chair and a Co-Chair for the Committee; both shall serve as officers for no more than two years.
4. Committee members shall serve, without compensation, for a term of four years from the date of Council appointment of the member, or such other date as the Council may establish.
5. To ensure continuity of membership, six of the initially appointed Committee members shall serve a two-year term.
6. No Committee member may serve on the Oversight Committee for more than two consecutive terms.
7. Council may replace any member of the Commission for due cause, including but not limited to malfeasance, incapacity, conflict of interest or neglect of duties.

**D. Staffing.** The Portland Bureau of Transportation shall provide staffing for the Committee.

**E. Meeting Schedule, Bylaws.**

**Exhibit D: Proposed City Administrative Rule**  
**TRN-14.01 Transportation Oversight Committee**

1. The Committee shall meet at least quarterly in an open meeting at a venue accessible to the public.
  2. Additional meetings may be scheduled as determined by the Committee Chair.
  3. Proper notice and documentation of meetings shall be given in accordance with the Oregon Public Meetings law.
  4. The Committee shall adopt rules of procedure (bylaws) as necessary for the governance of its proceedings.
- F. Recruitment; Selection; Nominations.**
1. The recruitment and selection process for Committee members shall utilize principles, best practices, and tools of public involvement as described by the Public Involvement Advisory Council and the Office of Neighborhood Involvement.
    - a. Committee positions and vacancies and application materials and processes shall be posted on the City website, as well as through local media, print and electronic, with the goal of widespread reach.
    - b. This information shall also be sent to the city’s Neighborhood Associations, District Coalitions, Business Associations, Coalition of Communities of Color, and transportation advocacy groups.
    - c. The City’s standard Committees and Commissions application form will be submitted to the Bureau for review by the selection committee.
  2. A selection panel composed of two representatives from each Commissioner (one member of the public and one City representative and the TUF administrator) shall review all applications and present its nomination recommendations to the Commissioner in Charge based on the composition categories below.
  3. In making nominations for Council appointment, the Commissioner in Charge shall attempt to have a range of professional and academic expertise and volunteer experience represented on the Committee.
    - a. Disciplines such as finance, civil engineering, transportation safety, environmental sciences, health sciences, public administration, or urban planning are especially desired.

**Exhibit D: Proposed City Administrative Rule  
TRN-14.01 Transportation Oversight Committee**

- b.** In making Committee nominations, the Commissioner in Charge shall strive to ensure that the Committee reflects the diversity of the Portland community.

**G. Committee Composition.**

- 1.** Council appointments shall reflect the following Committee Composition; and an individual Committee member may reflect more than one of the following categories:
  - a.** Businesses: Four Committee members shall represent Portland businesses, one from each category of 1 – 5 employees, 6 – 50 employees, and 51+ employees; non-governmental organization
  - b.** Residential Geographic Representation: Five Committee members, individuals from City neighborhoods or from Neighborhood Associations and District Coalitions, each shall represent the five geographic areas within the City:
    - i.** Southwest Portland – the area west of the Willamette River outside of the Central City and south of Burnside;
    - ii.** Northwest Portland – the area outside of the Central City and north of Burnside;
    - iii.** Central Portland – the area within the downtown core, Lloyd District and Central Eastside Industrial District;
    - iv.** Inner East Portland – the area outside Central Portland east of the Willamette River and west of Interstate 205; and
    - v.** Outer East Portland – the area east of Interstate 205.
  - c.** Modal Area Experts: Six members shall be modal experts, one from each of the following categories: individuals and from organizations working to improve services for pedestrians; transit users; persons with disabilities; bicyclists; and individuals from motor vehicle and freight organizations.
  - d.** Construction, Finance, and Paving Experts: Three members shall be representatives from construction, paving, and finance industries or disciplines.

**Exhibit D: Proposed City Administrative Rule  
TRN-14.01 Transportation Oversight Committee**

**H.** Standing Committees.

1. The Committee Chair and Co-Chair shall facilitate ongoing communication between the Committee, the City Council, the TUF Administrator, and the Bureaus.
2. The Committee may, at any time, establish committees of at least three (3) individuals to address specific issues related to the Committee's purpose.
3. The Committee may designate additional roles and responsibilities for the Executive Committee and any other committee. Such roles may be set forth in the Committee bylaws.

## ORDINANCE No.

## REFERRED TO COMMISSIONER OF PUBLIC SAFETY

Amend City Code to create a Transportation User Fee to fund Portland's transportation needs, primarily transportation maintenance and safety (Ordinance; add Code Chapter 17.21)

The City of Portland ordains:

Section 1. The Council Finds:

1. 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, the most expensive categories to repair. The Portland Bureau of Transportation (PBOT) 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.
2. Maintenance and proper operation of the streets is required in order to protect the public health, safety and welfare.
3. The needs of the transportation system have significantly outpaced resource growth.
4. The majority of PBOT's revenue comes from Federal, State, and regional grants, parking revenue, interagency revenues from City bureaus, cost recovery revenues (service charges, licenses, and permits) and the Gas Tax. For the FY 13-14 Adopted Budget, PBOT received two percent of the City of Portland General Fund, of which 63 percent pays for the electricity for street lights.
5. PBOT's Financial Task Force and Budget Advisory Committee have outlined concerns about the future of transportation funding. The State and County gas tax falls short of the revenue needed to address maintenance and safety needs. There is widespread recognition that local governments must solve their funding needs.
6. The average Portland household pays \$25.19 in State and local gas taxes each month. Only 11 percent, or \$2.82, comes directly to PBOT for discretionary spending.
7. To learn more about the needs outlined above and identify a solution, PBOT sought extensive public input on the status of the transportation system. Two citywide scientific polls were conducted asking Portlanders what the top transportation needs are and what the best mechanism is to fund those needs. In addition to the polls, seven Town Halls, including a business town hall, were held to solicit input from the community.

8. 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.
9. The Transportation Needs and Funding Advisory Committee (Advisory Committee) was formed with the purpose of guiding the process to help solve Portland's transportation problems. The Advisory Committee included business people, neighborhood representatives and members of transportation interest groups.
10. The Advisory Committee determined that a new funding mechanism was needed and recommended a Transportation User Fee.
11. It is appropriate for those using the transportation system to pay the costs required to maintain the assets and improve the safety of the system. The Transportation User Fee is based upon the premise that all users of the system (transit, bicycle, pedestrians, and motor vehicles) contribute to the maintenance and safety costs.
12. Twenty-eight local jurisdictions in the State of Oregon have implemented a Transportation User Fee to address transportation needs.
13. An Oversight Committee shall be formed to oversee the implementation of the TUF and ensure that the implementation principles and objectives of the project are adhered to and that all expenditures are consistent with the Plan detailed in this ordinance. This committee shall be appointed by City Council and include 18 members representing various perspectives in Portland.
14. Funds received under this ordinance shall be placed in the "Transportation User Fee Subfund" within in the City's Transportation Operating Fund, hereinafter referred to as the "Transportation User Fee Subfund." Funds will be dedicated and used exclusively for the transportation projects and activities approved by Council.
15. As a result of the Transportation User Fee (TUF) methodology, collections and expenditures are tied to the costs derived from direct and indirect use of the City Transportation System, based upon the number of trips generated and size and type of facility. This creates an equitable and efficient means for paying for transportation services.
16. Low income rates for the TUF shall be applied for qualifying ratepayers, following the criteria used for reduced water and sewer rates.
17. A low income discount will be applied to multi-family affordable housing units that are designated as 0 - 60 percent of median family income.

18. The Council finds the following source documents to be generally accepted and reliable for use in implementing the terms of this ordinance:

- (a) *Trip Generation*, 9<sup>th</sup> Edition, published by the Institute of Transportation Engineers, hereinafter referred to as ITE Manual;
- (b) Multnomah County Assessment and Taxation Database, hereinafter referred to as A&T Database;
- (c) City of Portland Utility Billing System;
- (e) Portland Housing Bureau inventory of low income multi-family unit designations.

NOW, THEREFORE, the Council directs:

- a. The City Code is amended to add Chapter 17.21 Transportation User Fee as shown in Exhibit A.
- b. The transportation projects, as shown in Exhibit B, shall be implemented within the first year of Transportation User Fee collection.
- c. The Transportation User Fee shall be based upon the TUF rate calculation methodology as shown in Exhibit C.
- d. The Administrative Rule TRN-14.01, Transportation Oversight Committee, as shown in Exhibit D, is added to the Portland Policy Documents.

Passed by the Council,

Commissioner Steve Novick  
Prepared by: Jamie Waltz  
Date Prepared: May 28, 2014

**LaVonne Griffin-Valade**  
Auditor of the City of Portland  
By

Deputy

S ~~536~~ ~~546~~ 1212

Agenda No.  
**ORDINANCE NO.**  
 Title

Amends City Code to create a Transportation User Fee paid to fund Portland's transportation needs, primarily transportation maintenance and safety (Ordinance; add Code Chapter 17.21)

<p><b>INTRODUCED BY</b>          Commissioner/Auditor:  <b>COMMISSIONER STEVE NOVICK</b></p> <p><b>COMMISSIONER APPROVAL</b></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 <i>ON</i></p> <p><b>BUREAU APPROVAL</b>          Bureau: Bureau of Transportation          Bureau Head: LEAH TREAT, Director</p> <p>Prepared by: <i>Steve Novick</i>          Date Prepared: 5/28/14</p> <p>Financial Impact &amp; Public Involvement Statement          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>Council Meeting Date  <b>May 29, 2014</b></p> <p><b>City Auditor Office Approval:</b>          required for Code Ordinances</p> <p><b>City Attorney Approval:</b>          required for contract, code, easement, franchise, comp plan, charter</p>	<p>CLERK USE: DATE FILED <u>5-29-2014</u></p> <p style="text-align: right;">LaVonne Griffin-Valade          Auditor of the City of Portland</p> <p>By: <u><i>Susan Parsons</i></u>          Deputy</p> <p><b>ACTION TAKEN:</b>  <b>MAY 29 2014</b> <b>SUBSTITUTE PASSED TO SECOND READING</b> <b>As Amended</b>  <b>JUN 04 2014</b> 11:00 AM  <i>Time Certain</i></p> <p style="text-align: right;"><i>NOV 20</i>  <b>JUN 04 2014</b> <b>CONTINUED TO NOV 12 2014</b> <b>2 P.M.</b></p> <p><b>NOV 20 2014</b> <b>REFERRED TO COMMISSIONER OF PUBLIC SAFETY</b></p>
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**AGENDA**

**TIME CERTAIN**   
 Start time: 2 p.m.

Total amount of time needed: \_\_\_\_\_  
 (for presentation, testimony and discussion)

**CONSENT**

**REGULAR**   
 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		