
Wednesday, July 19, 2017

7:30 AM – 9:00 AM

Development Service Building

Main Floor Auditorium, Room 115

150 Beaver Creek Road, Oregon City, OR 97045

Agenda

7:30 a.m. Welcome & Introductions

7:35 a.m. MPAC and JPACT Issues

- *Metro 2018 RTP Call for Projects Discussion*
- *Congestion Mitigation & Air Quality (CMAQ) Comment Letter (JPACT Action Item)*

8:40 p.m. Other Issues

- *Takeaways from the State Transportation Funding Package*
- *C4 Metro Subcommittee Agenda Formation Discussion*

9:00 a.m. Adjourn

Attachments:	JPACT/MPAC Work Programs	Page 02
	Memo: Metro 2018 RTP Call for Projects	Page 06
	Metro Comment Letter re CMAQ	Page 08
	HB 2017-10 Executive Summary and Infographic	Page 11
	HB 2017-10 Apportionment Estimates	Page 20



2017 JPACT Work Program

As of 7/12/17

*Items in italics are tentative; **bold** denotes required items*

<p><u>July 20, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) <ul style="list-style-type: none"> ○ Letter to the OTC Requesting Additional Federal Freight Miles for the Metro Region ○ LA Trip Debrief • Resolution No. 17-4819, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Modify and/or Add New Projects as Part of the June 2017 Formal MTIP Amendment (JN17-06-June) Involving a Total of Four Affected Projects for Gresham, Portland, and ODOT – Recommendation (consent) • 2018-2021 Metropolitan Transportation Improvement Program (MTIP) and the Air Quality Determination – Recommendation (consent) • State Transportation Package Debrief – Information/Discussion (Randy Tucker, Metro/Kathryn Williams, Port of Portland/James McCauley, Washington County; 20 min) • 2018 RTP: Regional Freight Plan Update – Information/Discussion (Tim Collins, Metro; 20 min) • 2018 RTP: Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 20 min) • CMAQ Comment Letter to the OTC – Action (Ted Leybold/Tyler Frisbee, Metro; 10 min) 	<p><u>August 17, 2017</u> – cancelled</p>
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2017/2018 MPAC Work Program

As of 7/3/17

*Items in italics are tentative; **bold** denotes required items*

<p><u>Wednesday, July 12, 2017</u></p> <ul style="list-style-type: none"> • Update on Equitable Housing Grant Project Scopes – Information/Discussion (Emily Lieb, Metro; 15 min) • Legislative Update – Information/Discussion (Randy Tucker, Metro; 15 min) • 2030 Regional Waste Plan Phase Values – Information/Discussion (Matt Korot and Marta McGuire, Metro; 30 min) • 2018 RTP: Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 30 min) 	<p><u>Wednesday, July 26, 2017</u></p>
<p><u>Wednesday, August 9, 2017</u></p> <ul style="list-style-type: none"> • Regional Business Food Scraps Policy Update – Information/Discussion (Jennifer Erickson/Pam Peck, Metro; 30 min) • Construction Career Pathways Project – Information/Discussion (Patty Unfred/Stephanie Soden, Metro; 30 min) • <i>HOLD: Continued ADU Discussion – Information/Discussion (Robert Liberty, PSU and Emily Lieb, Metro; 45 min)</i> 	<p><u>Wednesday, August 23, 2017 – cancelled</u></p>
<p><u>Wednesday, September 13, 2017</u></p> <ul style="list-style-type: none"> • 2018 RTP: Digital Mobility (Tyler Frisbee, Metro; 45 min) • <i>HOLD: City of Portland/PCRI Pathway 1000 Initiative Project Update – Information/Discussion (TBD; 45 min)</i> 	<p><u>Wednesday, September 27, 2017</u></p> <ul style="list-style-type: none"> • <i>What’s new in housing development around the region? (1/2) – Information/Discussion (2 city reps TBD; 60 min)</i> • <i>Expectations for Cities Proposing Residential Urban Growth Boundary Expansions – Information/Discussion (Ted Reid, Metro; 30 min)</i>

<p><u>Wednesday, October 11, 2017</u></p> <ul style="list-style-type: none"> • <i>Broker perspectives on residential market dynamics – Information/Discussion (TBD; 45 min)</i> • <i>Expectations for cities proposing residential urban growth boundary expansions – Recommendation (Ted Reid, Metro; 30 min)</i> • <i>2018 RTP: Project Update and Transportation Resiliency – Information/Discussion (Kim Ellis, Metro; 45 min)</i> 	<p><u>Wednesday, October 25, 2017</u></p> <ul style="list-style-type: none"> • <i>What’s new in housing development around the region? (2/2) – Information/Discussion (3 city reps TBD; 45 min)</i> • <i>Regional Funding/Investment Opportunities for Equitable Housing – Information/Discussion (Emily Lieb, Metro; 60 min)</i>
<p><u>Wednesday, November 8, 2017</u></p> <ul style="list-style-type: none"> • Greater Portland Pulse Housing Data Hub (Liza Morehead and Sheila Martin, PSU Institute of Portland Metropolitan Studies; 45 min) 	<p><u>Wednesday, November 22, 2017 – cancelled</u></p>
<p><u>Wednesday, December 13, 2017</u></p> <ul style="list-style-type: none"> • <i>Anti-Displacement Strategies: Panel Discussion (multiple; 90 min)</i> 	<p><u>Wednesday, December 27, 2017 – cancelled</u></p>
<p><u>Wednesday, January 10, 2018</u></p>	<p><u>Wednesday, January 24, 2018</u></p>
<p><u>Wednesday, February 14, 2018</u></p>	<p><u>Wednesday, February 28, 2018</u></p>

Upcoming events:

- February 2018: RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)
- June 5 Equitable Housing Lunch and Learn- Transit-Oriented Development: Challenges and Opportunities for Affordable Housing

Parking Lot:

- Presentation on health & land use featuring local projects from around the region
- Greater Portland, Inc. update
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- System development charges (SDCs)
- City of Portland inclusionary housing
- Economic Value Atlas

MEMORANDUM

TO: C4 Metro Subcommittee
FROM: Stephen Williams, Principal Transportation Planner
DATE: July 17, 2017
SUBJECT: Draft 2018 RTP Project List

For the Metro “Call for Projects”, the county coordinating committees are the venue being used to gather the proposed projects to be considered for inclusion in the 2018 RTP. Metro guidance states specifically that each Coordinating Committee must endorse the project list for their sub-region. All project lists submitted to Metro must be organized in the following three priority groupings:

- 2018-2027 in Constrained priorities project list (highest priority)
- 2028-2040 in Constrained priorities project list (high priority)
- 2028-2040 in Strategic priorities project list (additional priority)

In addition, the total cost estimates of projects on the endorsed project list is required to be no greater than the cost target provided by Metro for each sub-region. The total cost targets provided for the Clackamas County sub-region are:

2018-2027 in Constrained priorities project list:	\$284,000,000
2028-2040 in Constrained priorities project list:	\$415,000,000
2028-2040 in Strategic priorities project list:	\$699,000,000

Attached is the Clackamas County sub-region Draft 2018 Project list. This list meets the Metro requirements that the project list costs meet the sub-region targets for the above three categories. CTAC recommends that the attached list be approved for C4 endorsement.

Process used to develop the Clackamas County Sub-region Draft 2018 RTP Project list

The following provides greater detail on how project cost target were identified for each city, project selection process and the project list categories.

Cost Targets

- Each locality within the Metro portion of Clackamas County has unique funding cost targets that their staff members aimed at in identifying projects.
- The cost targets are the sum of two funding sources specific to each locality: local revenues and state/federal revenues.
- The local revenue targets for each locality were determined by that locality working with Metro and only includes revenue that the locality expects to spend for capital project development, not maintenance or operations.
- The state/federal revenue targets for the Clackamas County sub-region were calculated by Metro using the county’s share of the region’s population. Since Clackamas County has about 17.5% of the region’s population, it received a target of 17.5% of the anticipated state and federal revenue. Staff created state and federal targets for each locality within the Metro area of the county by dividing it in the same fashion, by percentage of population.

- As described at previous meetings the targets for many of the localities were much smaller than in the 2014 RTP.

Project Selection

- Each locality was responsible for selecting the projects to include in each of the three projects lists using a method of their own choice. The only requirements are that the localities not exceed their cost target for that project list, and that each project that is included cost at least \$1 million.
- In several cases, two local governments have worked together to ensure that an important project is on the list.
- In a few cases, a local government has exceeded its cost target on one of the project lists to get a high priority project into the list. In those cases, CTAC reviewed and agreed to those priorities and staff from the local governments worked together to ensure that the group remained below the overall cost targets.

Attached Project Lists

- The first page of the attached project list is a summary that shows each the total cost of projects from all localities compared with the total target for that project list. The lists are totaled for all three project lists and then overall to show that Clackamas County is not exceeding any of the targets.
- Following the summary sheet there are sheets showing the proposed projects for each locality on each list. For each project the following is identified:
 - RTP ID – Metro’s ID numbers for projects that have been in part RTPs.
 - Nominating Agency – The locality that asked that the project be included in the project list.
 - Lead Agency - The agency that will be responsible for building and maintaining the improvement in the future.
 - Name – The name of the project.
 - Start Location – Project beginning point.
 - End Location – Project end point.
 - Purpose – a generic description of the issue the project addresses.
 - Description – more specific project description.
 - Estimated Cost 2016\$ - The estimated 2016 cost of the project.
- Staff members from the localities must complete submittal of their project lists to Metro by COB July 21.

If members of C4 Metro have specific project questions, the staff members from the localities who are present could respond. We are expecting staff from Metro to be in attendance to respond to process questions. CTAC has recommended the project list to C4 for endorsement. That endorsement has been scheduled for the C4 retreat on August 12.

From: Tyler Frisbee [<mailto:Tyler.Frisbee@oregonmetro.gov>]
Sent: Monday, July 17, 2017 12:56 PM
To: Tyler Frisbee <Tyler.Frisbee@oregonmetro.gov>; Ted Leybold <Ted.Leybold@oregonmetro.gov>
Subject: JPACT Action Thursday-- CMAQ Letter

Hello TPAC members and staff to JPACT reps,

As was discussed at last month's JPACT meeting, we have a VERY tight turnaround for providing comment to the OTC regarding their proposed CMAQ allocation formula. Their materials were released on Friday the 14th in advance of their meeting on the 20th (which begins immediately after JPACT ends). Because of that, we had told members that we wouldn't be able to provide a draft letter in the JPACT packet, but would instead send it out as a supplemental after Metro Council took action on Tuesday the 18th.

After much work by both TriMet and Metro, who served on the Policy Advisory Committee, the proposal put out by ODOT staff is better than we had feared (but obviously not as good as we had hoped). It results in the region going from around \$14 million a cycle to somewhere between \$12.2-\$12.6 million a cycle. The remaining issues that need to be figured out include whether or not we receive an off-the-top funding allocation for our ClimateSmart Communities mandate and how the "bridge funding" to help Rogue Valley transition to a significant reduction is composed. You'll see those points echoed in this letter.

In the interests of giving everyone a bit more time for review, I'm attached a DRAFT version of the letter for your review. This letter has not been approved by Metro Council and has not even gone through the whole Metro process, so it is still very open to edits or modifications. We would really appreciate it if you can provide any feedback/edits/suggestions you might have by Wednesday COB, because the letter needs to be approved by JPACT Thursday morning in order to go to the OTC. I am happy to answer any questions you might have or help in any other way, but I am relying on you to do the work with your JPACT reps to (hopefully) ensure that they feel comfortable with the letter.

I'll send out the version that is approved by Metro Council Tuesday afternoon, but wanted to get this draft to you now.

And before anyone asks, since we don't know exactly what our funding will look like, we don't know what this means for the 2019-2021 RFFA cycle yet. We will work with all of you and TPAC to put forth a recommendation to JPACT later in the year once this process is finalized and we actually know what we're dealing with.

Thanks,

Tyler Emilie Frisbee
Policy Innovation Manager
Metro

DRAFT

July 20, 2017

Dear Chair Baney,

For the past thirty years, the Portland region has been called upon to make regional investments in order to support statewide goals, first those related to economic growth and development and now also those related to greenhouse gas emissions reduction. In the 1990s, we committed to investing significant amounts of our own regional funding into the transportation system in order to minimize the restrictions that our poor air quality would have placed on any industrial growth. This was done to support statewide and regional economic development goals and to allow for continual economic growth to place while the most significant burden of reducing air pollution be placed on our transportation system, rather than business and industry. By taking on stricter transportation emissions reduction strategies, the region's transportation sector made room for new industries to locate and expand without having to implement the most costly emissions controls. While this tradeoff has paid off, allowing major companies such as Intel, NW Natural, Vigor Industrial, and others to increase their footprint in the Portland region, it has meant that the region has had to invest more in transportation. We invested our own resources and developed strategies to leverage to bring additional money to the state, but those strategies leaned heavily on our regional CMAQ funds. Eventually stricter air quality targets and higher spending commitments were incorporated into our federal air quality management plan in order to formalize our long-term commitments to the intersection of air quality and economic growth.

In 2009, we were asked to continue the trend of focusing our regional investments to meet statewide goals. The 2009 Jobs and Transportation Act instructed only the Portland region to develop and implement a plan to reduce greenhouse gas emissions from our transportation sector by 20%. The state relies on those reductions in order to meet its own climate goals. In response, we developed the Climate Smart Communities Strategy, a strategy that will cost an estimated \$38 billion to implement over twenty years. We have not identified all the necessary funding to finance this plan but one of the strategies we have relied on heavily is coordinating our CMAQ investments in order to ensure that they produce traditional air quality benefits as well as greenhouse gas reduction benefits.

We as a region are happy to play our part in contributing to state goals. However, it is a challenge for us when we are expected to take on an oversized burden in meeting those goals in comparison to our partners around the state, while our funding to do so is being reduced. The current CMAQ formula does not acknowledge either of these commitments. We recognize that both we and the Rogue Valley will face reduced funding due to Eugene and Salem's eligibility, but we believe that our commitments to statewide economic growth and greenhouse gas emissions should be reflected in the CMAQ allocation formula. For the economic growth portion, this can be done by simply incorporating our industrial growth allowance commitment into the complexity factor part of the formula; the same should be done for Rogue Valley who has a similar commitment. For the greenhouse gas emissions commitment, we believe that the Oregon Transportation Commission (OTC) should direct a small percentage of the

CMAQ funds overall and direct it to regions that have a mandated greenhouse gas emissions reduction target that is incorporated into statewide greenhouse gas emission reduction goals; that currently impacts only our region. If not recognized in the CMAQ formula, the OTC should direct ODOT to recognize this commitment with other state funding support.

Additionally, in the interest of acknowledging the individual challenges that regions must face, we do support providing transition funding for the Rogue Valley area as they adjust to a lower funding level; as another region that is examining what programs and projects will receive reduced funding after this formula takes effect, we recognize the challenge this new formula creates for those of us who have been receiving CMAQ funds. However, we believe that the three donor regions should provide an equal amount of funding to Rogue Valley as we all should pitch in as equals to support our partners. That is particularly important since this new formula represents a significant cut in funding to our region, but is essentially new money to Salem and Eugene, making a temporary reduction easier to incorporate into existing budgets.

Finally, we want to end by complimenting ODOT staff on a thoughtful process and approach to this discussion, and thanking the OTC for direction a strategic approach in the first place. While we have concerns about the aspects of the formula we discussed above, we appreciate the focus on distributing CMAQ funds strategically. We have also submitted comments on a technical level responding to the proposed narrowed list of eligible activities, and look forward to working with ODOT staff on implementation of those comments as that list is finalized.

Thank you for your consideration.

Sincerely,

Metro Council

JPACT

HB 2017-10

- a brief overview -

Transportation Investments



Safety, Preservation, Maintenance & Seismic

Raises funds to improve state's bridges, highways and culverts, and make safety and seismic investments.

Provides historic levels of investment to cities and counties for maintenance of local infrastructure.



Multimodal Transportation

Provides funding in the first biennium to Connect Oregon program and directs funds for both the Treasure Valley Transmodal Facility and the MidWillamette Valley Transmodal Facility. Creates a funding mechanism that makes Connect Oregon a permanent program.



Public Transit

Makes new substantial statewide investment in public transit to improve the connectivity and frequency of bus service in rural and urban communities.



Bicycle & Pedestrian

Creates dedicated investments for bicycle and pedestrian commuter paths in Connect Oregon.

Provides \$10 million per year for Safe Routes to Schools increasing to \$15 million in 2023. Plus 1 percent of state highway fund revenue for bike and pedestrian projects on the highway system.



Marine Investment

Provides funding for marine dredging and derelict vessel removal.



Electric Vehicles

Provides \$12 million per year for rebates for electric and other zero emission vehicles to promote their use in Oregon.



Roadside Rest Areas

Adds six rest areas and three state parks to the portfolio of rest areas managed by the Travel Information Council and provides funds to upgrade facilities.



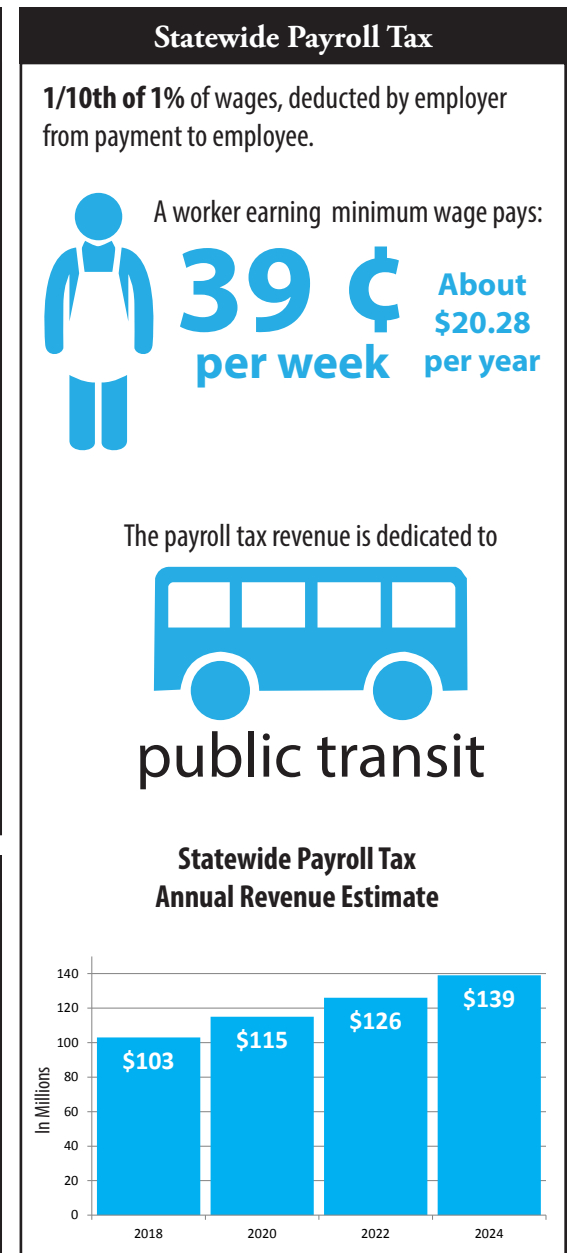
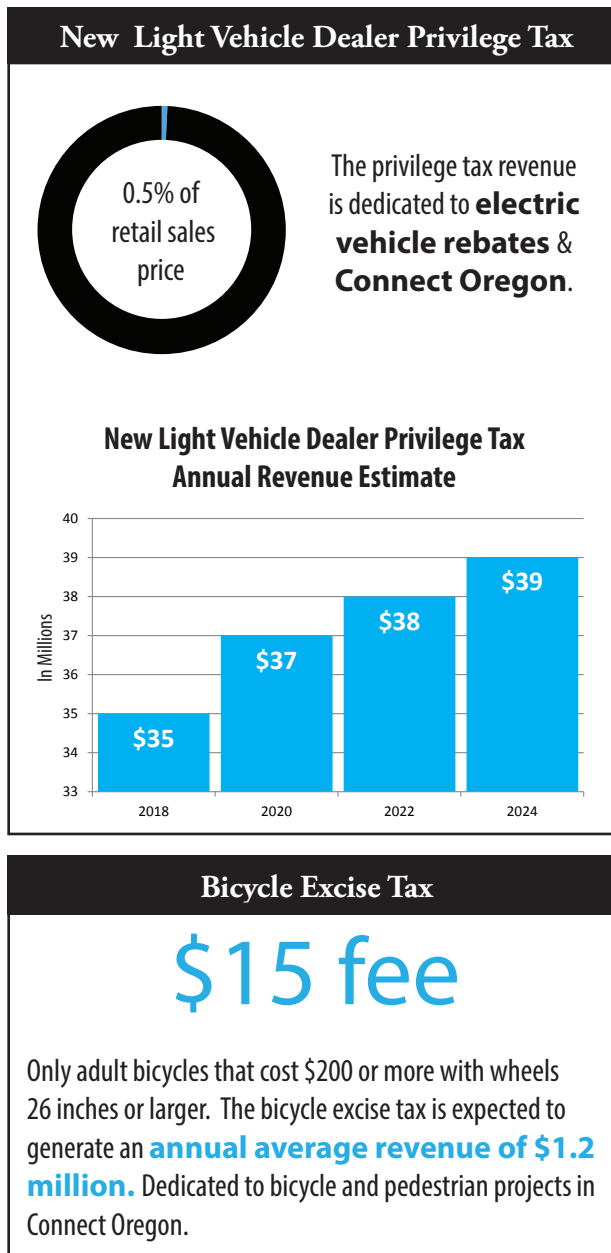
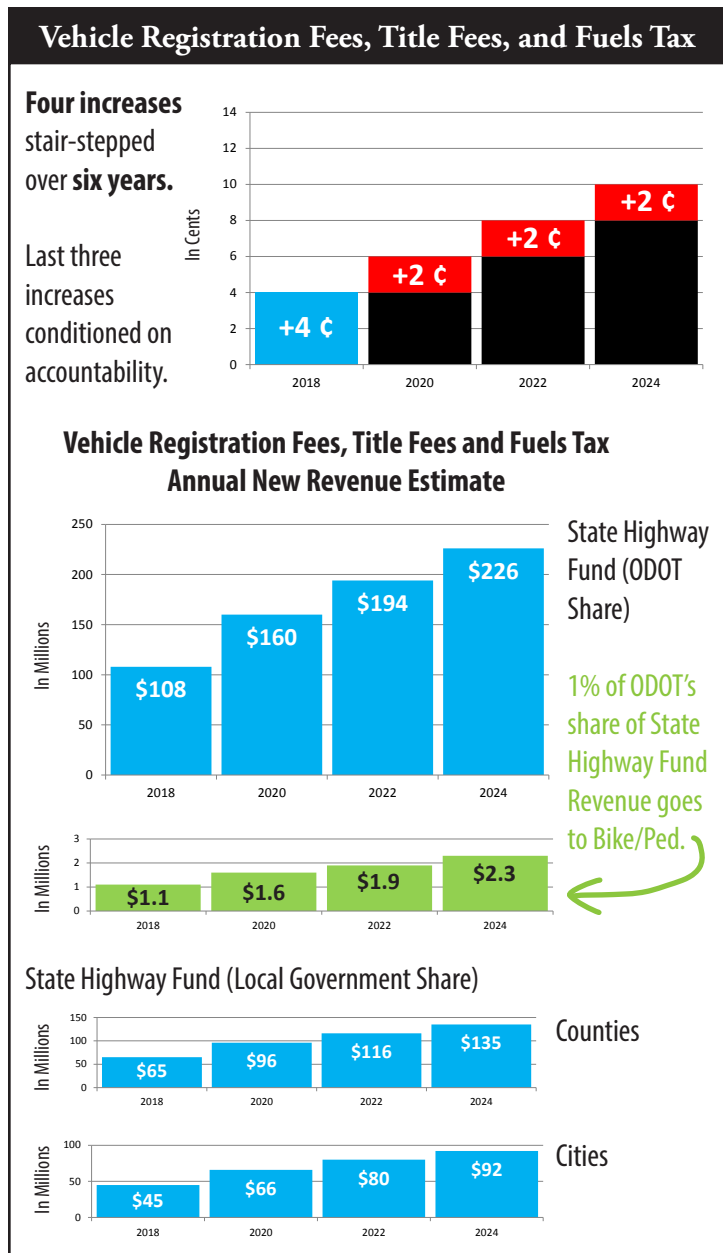
Congestion Relief & Freight Mobility

OR 217: Makes full investment in bottleneck relief.

I-205: Widens northbound I-205 from Powell Boulevard to I-84. Uses technology to ease congestion. Requires planning to widen the freeway from Stafford Road to the Abernethy Bridge.

I-5 Rose Quarter: Invests in new lanes to improve reliability and plan for connectivity improvements across the freeway.

Funding Investments



Policy

Accountability

Directs the commission to create a Continuous Improvement Advisory Committee for ODOT, measure and report on transportation system condition for all jurisdictions, create a transparency website, conduct benefit cost analysis for capacity building projects and create a stronger connection between the commission and the internal auditor of ODOT.

Value Pricing

Creates a pathway for use of value pricing to relieve Portland Metro area congestion.

Clean Fuels

Guarantees certainty with cost containment measures in statute for consumer protection.

Use of Salt

Requires a statewide winter maintenance strategy that includes the use of salt.

Jurisdictional Transfers

Transfers Outer Powell Boulevard in Portland, Pacific Highway West in Eugene, Springfield Highway in Springfield, Territorial Highway and Springfield-Creswell Highway in Lane County to local governments. Transfers Cornelius Pass Road in Multnomah and Washington Counties to ODOT.

House Bill 2017: -10 amendment Summary

Oregon last enacted a transportation funding package in 2009 with the passage of House Bill 2001, the Jobs and Transportation Act. Since that time, Oregon, like many other states, has experienced the effects of a growing gap between the cost of maintaining and improving the state's transportation infrastructure and the revenue streams that are used to fund maintenance and improvements. Lack of federal leadership on transportation funding has placed increased pressure on states to independently address the issue. Oregon continues to struggle with identifying ways to provide stable, reliable funding for non-roadway infrastructure, multimodal transportation infrastructure, and public transportation operations.

At the end of the 2016 Session, the Legislative Assembly created the Joint Committee on Transportation Preservation and Modernization (JTPM) to develop a transportation policy and funding package for introduction during the 2017 session. The JTPM committee spent five months holding hearings across the state to take testimony from the public and local elected officials and to tour transportation facilities in preparation for assembling the legislation. Once the 2017 session began, the committee created five work groups to develop recommendations for highway preservation, traffic congestion, public transit, public safety, multimodal transportation, and accountability. Those concepts have been assembled into the -10 amendment to House Bill 2017.

Accountability

House Bill 2017-10 restructures the Oregon Transportation Commission (OTC, the commission) to strengthen oversight of the Oregon Department of Transportation (ODOT) and to improve accountability and transparency.

The director of ODOT is appointed by the commission, in cooperation with the Governor, and serves at the pleasure of the commission. The commission may appoint subordinate officers and employees that it needs to carry out its duties.

The OTC is responsible for developing and maintaining state transportation policies related to the management, construction, and maintenance of highways, aviation, ports, rail, and other transportation systems. In accordance with these policies, the commission will also develop and maintain a comprehensive 20-year long-range plan of projects that can be accomplished using resources reasonably expected to be available.

The commission shall review and approve proposed transportation projects described in the Statewide Transportation Improvement Program (STIP). The commission's web site will include all STIP projects with their descriptions, benefits, costs, estimated completion dates, and periodic updates on project status. The web site will also have project close-out information, such as whether a project was under or over the proposed budget and completed on its estimated completion date.

House Bill 2017: -10 amendment Summary

The OTC will coordinate with cities and counties to develop standards to consistently describe and report the condition of the transportation infrastructure across Oregon. The commission shall study the transportation needs of the state.

The department must perform cost benefit analyses on highway modernization or capacity-building projects that exceed \$15 million. Each analysis must state the scope of the project, period of analysis, discount rate used, estimated costs, future costs to preserve and maintain the projects, and other social economic, or environmental benefits of the project.

In order to maximize the efficiency of the department and develop key performance measures, the commission shall appoint a Continuous Improvement Advisory Committee.

The measure gives the commission a direct role with the department's Internal Auditor who conducts financial, performance, and external audits. The Internal Auditor reports directly to both the commission and the director.

In addition, the measure strengthens legislative oversight on transportation matters by creating a Joint Committee on Transportation (JCT) staffed by the Legislative Policy and Research Office. The committee is responsible for general oversight of the department, reviews transportation-related policy and spending, and makes budget recommendations to the Legislative Fiscal Office related to transportation. The JCT must study the adequacy of funding to meet the transportation infrastructure requirements of the state and deliver the study results to the Legislative Assembly by adjournment of the 82nd Legislative Assembly.

The JCT will also receive reports from the commission on the cost to complete the I-205 Abernathy Bridge and I-205 lane widening project (February 1, 2018) and on the cost to complete the I-5 Rose Quarter project (February 1, 2020).

Highway Maintenance, Preservation, and Seismic Funding

The maintenance, preservation, and seismic upgrades program will be financed through a gradual increase in the motor fuels tax and motor vehicles registration and titling fees. Registration fees will be increased \$13 in 2018; title fees, \$16 in 2018. Registration and title fees will be tiered, starting in 2020, to acknowledge that vehicles with different mile-per-gallon (MPG) ratings pay differing levels of motor fuels tax. The tiers in the registration fees are 0-19 MPG (\$18), 20-39 MPG (\$23), 40+ MPG (\$33), and electric vehicles (\$110). Owners of electric vehicles will have the option of joining the OReGO program in lieu of paying the higher registration fee. Likewise, this methodology will apply to titling fees.

The motor fuels tax will be increased as follows:

- January 2018 – four cents per gallon
- January 2020 – two cents per gallon

House Bill 2017: -10 amendment Summary

- January 2022 – two cents per gallon
- January 2024 – two cents per gallon

The increases 2020, 2022 and 2024 are conditional. They will go into effect only if the OTC certifies in a report to the JCT that the commission and the department have met certain milestones that justify the increase. The commission must also report the status of various projects under construction and anticipated construction in the near future

The weight/mile tax and other heavy vehicle fees are increased separately based on the cost responsibility model to ensure that those vehicles are paying a proportionate share of highway costs.

The measure first uses the money that will be raised from increases road-related taxes and fees to increase funding for Safe Routes to Schools (SRTS) program (\$10 per year and \$15 million after 2022), to finance construction of the I-5 Rose Quarter project (\$30 million per year after 2021 for bond debt service). The balance will be distributed as follows: 50% to ODOT, 30% to counties, and 20% to cities. (-10)

Money distributed for the state highway system will be used for highway safety (\$10 million), for specific projects, for bridges, seismic improvements related to highways and bridges, to replace and maintain highway pavement and culverts, and for state highway maintenance, preservation, and safety improvements. The measure lists priority projects that ODOT must complete.

(Safe Routes to Schools)

Safe Routes to Schools match-grants are for projects located within one mile of a school that serves students in pre-kindergarten, kindergarten through eighth grade, or a school serving kindergarten through grade 12. The grants may be used to improve sidewalks, crosswalks, bike lane and traffic signals. Communities must provide cash match of at least 40 percent except that the match requirement is reduced to 20 percent for schools that are located in a city with a population of less than 5,000 or within a safety corridor or that are Title schools.

(Small Cities and Small Counties)

A portion of money going to ODOT and to cities will be used to increase the resources available to small cities (population less than 5,000) to \$5.0 million per year. In addition, \$5 million of county money distributed to counties with fewer than 200,000 registered vehicles based on a ratio of registered vehicles to road miles maintained by each county.

Multimodal Transportation

Connect Oregon and Rebates for Zero-Emission Vehicles

The measure establishes a privilege tax on the business of selling motor vehicles. The privilege tax on motor vehicles is 0.5% on new vehicles with a gross vehicle weight

House Bill 2017: -10 amendment Summary

rating of 26,000 pounds or less. It also establishes a corresponding use tax of 0.5% that applies to new vehicles purchased out-of-state for use within the state.

- \$12 million of privilege tax revenue will go into the Zero-Emission Incentive Fund to provide rebates to purchasers of new motor vehicles that are light-duty zero-emission vehicles or plug-in hybrid electric vehicles.
- The balance of the money will be deposited in the Connect Oregon Fund.

All proceeds from the use tax will be deposited in the State Highway Fund for state highways, roads and streets.

The measure also imposes a \$15 excise tax on new adult bicycles (over 26 inch wheel diameter and \$200 retail price). The revenue raised by the bike excise tax will go to the Connect Oregon Fund for commuter bicycle and pedestrian paths.

(Connect Oregon)

Connect Oregon has been modified and divided into Connect Oregon Part One and Connect Oregon Part Two. Connect Oregon Part One consists of transportation projects that involve, air, marine, rail, and bicycle and pedestrian projects. Connect Oregon Part Two consists of projects of statewide significance that enhance or maintain air, marine, Class I, Class II or Class III railroads. For the purposes of Connect Oregon, public bodies and private entities, except for Class I railroads, will be required to provide a 30% match; Class I railroads will be required to provide a 50% match for funds provided by the program.

How the Connect Oregon Program is implemented depends on how much is available during each biennium. If there is more than \$75.0 million available, both Connect Oregon Part One and Part Two will be implemented. The Connect Oregon Part One program will use 47% of the funds for aviation, marine, or rail projects. Seven percent will be dedicated to bicycle and pedestrian transportation projects, provided that the projects that expand or improve commuter routes for nonmotorized vehicles and pedestrians. Forty-five percent of the available funds will be used for Connect Oregon Part Two. One percent will be appropriated to ODOT for administrative costs in support of the program. If there is less than \$75.0 million available, only Connect Oregon Part One will be implemented. 92 percent will be allocated to the Part One program, seven percent for bicycle and pedestrian projects and one percent to ODOT for administrative costs.

ODOT may request up to \$2.0 million per year from State Parks and Recreation Department for bicycle and pedestrian projects in addition to the 7% of the Connect Oregon Part One program dedicated for this purpose. This amount will be further supplemented by the revenue raised by the \$15 excise tax on bicycles.

**House Bill 2017: -10 amendment
Summary**

(Dredging)

The measure funds operation of the state-owned portable dredge by setting aside the revenue from 2¢ per gallon on fuel used in power boats that would normally be transferred to the Oregon State Marine Board. The money will be transferred to the Marine Navigation Improvement Fund within the Oregon Business Development Department to fund the cost of maintenance dredging projects in publicly-owned ports and marinas. The amount transferred to the Marine Navigation Improvement Fund is anticipated to be approximately \$275,000 per year.

Traffic Congestion Relief Program

The commission will establish a congestion relief program to implement value pricing and tolling on the following locations:

- I-205 beginning at the Washington state line and extending to the intersection with I-5; and
- I-5 beginning at the Washington state line and extending to the intersection with I-205.

The commission may authorize pre-construction tolling, if required to receive federal matching funds, for the widening of I-205 from Stafford Road to Oregon City and for the replacement of the Abernathy Bridge.

(Task Force on Mega Transportation Projects)

The Mega Projects Task Force will study how the State of Oregon selects and approves projects over \$360 million in estimated cost.

Public Transportation

The measure provides statewide funding for public transportation service. It establishes a payroll tax of one-tenth of one percent on wages paid to employees. Proceeds from the payroll tax will be deposited in the Statewide Transportation Improvement Fund. Ninety percent the Fund will be distributed to counties without a mass transit district or transportation district, mass transit districts, transportation districts, and federally recognized tribes. Five percent will support a competitive grant program established by the commission, four percent to improve public transportation services between two or more communities, and one percent to support a technical resource center at ODOT for rural areas. To be eligible to receive distributions under this program, entities must submit a public transportation improvement plan to the commission. Distributions from the fund are to be used to: increase the frequency of bus service to communities with a high percentage of low-income households, purchase buses powered by natural gas or electricity, reduce fares in communities with a high percentage of low-income households, and expand bus routes and services to reach communities with a high percentage of low-income households. The funds may not be used for light rail.

**House Bill 2017: -10 amendment
Summary**

Transportation Generally

(Roadside Rest Areas)

The measure transfers responsibilities for roadside rest areas from ODOT and from State Parks to the Oregon Travel Information Council:

- Suncrest, I-5, near MP 22;
- Deadman Pass, I-84, near MP 229;
- The Maples, State Highway 22, near MP 35;
- Sunset, US Highway 26, near MP 29;
- Cow Canyon, US Highway 97, near MP 69;
- Beaver Marsh, US Highway 97, near MP 207;
- Midland, US Highway 97, near MP 282.
- Van Duzer Corridor State Park, State Highway 18, near MP 10;
- Ellmaker Wayside State Park, US Highway 20, near MP 32;
- Peter Skene Ogden State Park, US Highway 97, near MP 113.

The Council will plan the transition and provide a report to the Joint Committee on Transportation. The measure also allocates \$19.4 million to the Council for capital improvements over an eight-year period starting in 2018.

Jurisdiction Transfers

The measure transfers Outer SE Powell Boulevard after it is improved from ODOT to the City of Portland, parts of OR 99 in Eugene from ODOT to the City of Eugene, Pioneer Parkway from ODOT to the City of Springfield, Territorial Highway and part of the Springfield-Creswell Highway from ODOT to Lane County, Delta Highway from Lane County to ODOT, and Cornelius Pass Road from Multnomah and Washington County to ODOT.

The measure directs the OTC to develop a winter maintenance strategy that includes the use of road salt.

Zero-Emission and Electric Vehicles Rebates

The measure provides \$12 million per year to fund rebates for the purchase of electric and other zero-emission vehicles. The Zero-Emission Incentive and Charge Ahead Oregon programs will be managed by the Department of Environmental Quality or a third-party nonprofit contractor. Rebates are limited as follows:

- up to \$2,500 for new light-duty zero-emission vehicles and plug-in hybrids with electrochemical energy storage capacity of 10 kilowatt hours or more;

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- up to \$1,500 for new light-duty zero-emissions vehicles and plug-in hybrids with electrochemical energy storage capacity of less than 10 kilowatt hours;
- up to \$750 for new neighborhood electric vehicles and zero-emission motorcycles (after 2018).

To remain eligible for the rebate, a vehicle must be registered for use in Oregon for at least 24 months.

Charge Ahead Oregon Program Charge Ahead Oregon rebates are available to low and moderate income households that are scraping high-emission vehicles and replacing them with new or used zero-emission vehicles. The rebate thresholds are lower.

Both the Zero-Emission Incentive and the Charge Ahead Oregon programs sunset January 2, 2024.

2017 Clean Fuels Program Changes

This amendment further institutionalizes the program, providing consumer and cost containment protections. Below is a description of key elements found in the bill:

- ***Annual forecast and forecast deferral*** – The DAS Office of Economic Analysis in coordination with DEQ will conduct an annual forecast of fuel availability. The forecast will consider the volumes and carbon intensities of lower carbon fuels that are likely to be available in the next year in Oregon that are needed to meet the program's standards. The forecast provides assurance that the program will remain feasible as its carbon intensity reduction requirements intensify. If a fuel or credit shortage is identified, actions are provided in the bill to address the situation.
- ***Monitoring for Abnormal Market Behavior*** – The bill protects against excessive credit price swings or other abnormal market behavior by requiring that the DEQ analyze the reason for such volatility and then recommend or implement actions to stabilize the market.
- ***Emergency deferral*** – The bill requires that the DEQ issue an emergency deferral if there is a shortage of fuel. Shortage is defined. If such a situation occurs, DEQ is required to select and implement one or more of the remedies in the bill appropriate to the situation created by the shortage.
- ***Credit Clearance Market/price cap*** - The bill provides that when necessary, the DEQ will hold an end-of-the year Credit Clearance Market which requires regulated parties holding deficits to buy pro-rata shares of credits pledged to the market if needed to comply with the standards. The maximum price for credits available through the Credit Clearance Market is set at \$200 per credit in 2018

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and will be adjusted for inflation in future years. The \$200 operates to protect the consumer by capping the cost of compliance.

- ***Program and market transparency*** – Every month, DEQ will post the average price of clean fuel credits sold the previous month. On an annual basis, DEQ will post the average cost, and cost savings, per gallon of gasoline and per gallon of diesel, resulting from the program, and the corresponding amount of greenhouse gases reduced. By February 2022, DEQ will conduct a program review that compiles on the results of the program to date and determines what, if any, changes are needed to achieve the overall goals of the program.

Metro-Area Clackamas County Jurisdictions Road-Funding Estimated Revenue from 2017 Transportation Investment Package, HB 2017

Estimates derived from Legislative Revenue Office, HB 2017 Biennial Distribution Report, 7/1/2017

Produced by Wilsonville Mayor Tim Knapp, Clackamas Cities Rep to Metro JPACT

JURISDICTION	2017-19	2019-21	2021-23	2023-25	2025-27	10-Year TOTAL
Metro-Area County						
Clackamas County Direct	\$ 9,090,900	\$17,350,600	\$21,593,800	\$ 25,747,600	\$ 27,222,300	\$ 101,005,200
Damascus allocation	\$ 231,700	\$ 437,700	\$ 543,500	\$ 647,100	\$ 683,900	\$ 2,543,800
Clackamas County TOTAL	\$ 9,322,600	\$17,788,300	\$22,137,300	\$ 26,394,700	\$ 27,906,200	\$ 103,549,000
Multnomah County	\$15,277,600	\$29,158,200	\$36,289,100	\$ 43,269,700	\$ 45,747,900	\$ 169,742,500
Washington County	\$10,972,500	\$20,941,800	\$26,063,200	\$ 31,076,800	\$ 32,856,600	\$ 121,910,900
Metro-Area Counties TOTAL	\$35,572,700	\$67,888,300	\$84,489,600	\$ 100,741,200	\$ 106,510,700	\$ 395,202,400
Clackamas Metro City						
Gladstone	\$ 254,300	\$ 480,300	\$ 596,400	\$ 710,100	\$ 750,500	\$ 2,791,600
Happy Valley	\$ 407,400	\$ 769,500	\$ 955,500	\$ 1,137,600	\$ 1,202,300	\$ 4,472,400
Johnson City	\$ 12,300	\$ 23,300	\$ 28,900	\$ 34,400	\$ 36,400	\$ 135,300
Lake Oswego	\$ 816,200	\$ 1,541,700	\$ 1,914,400	\$ 2,279,200	\$ 2,408,800	\$ 8,960,300
Milwaukie	\$ 447,300	\$ 844,900	\$ 1,049,100	\$ 1,249,100	\$ 1,320,100	\$ 4,910,500
Oregon City	\$ 746,700	\$ 1,410,500	\$ 1,751,500	\$ 2,085,300	\$ 2,203,800	\$ 8,197,700
West Linn	\$ 558,600	\$ 1,055,200	\$ 1,310,300	\$ 1,560,000	\$ 1,648,600	\$ 6,132,700
Wilsonville	\$ 517,800	\$ 978,000	\$ 1,214,400	\$ 1,445,800	\$ 1,528,000	\$ 5,683,800
Clackamas Metro Cities TOTAL	\$ 3,760,600	\$ 7,103,400	\$ 8,820,500	\$ 10,501,500	\$ 11,098,500	\$ 41,284,400
Other C4 Metro City						
Portland	\$13,683,000	\$25,845,100	\$32,093,000	\$ 38,209,300	\$ 40,380,700	\$150,211,100
Tualatin	\$ 585,400	\$ 1,105,700	\$ 1,372,900	\$ 1,634,600	\$ 1,727,500	\$ 6,426,000

REVENUE REPORT
Corrected

Transit Distribution 90% of Total	\$95,125,253	\$215,706,974	\$237,786,272	\$262,189,485	\$290,270,100	\$1,101,078,083
STF Agency Name	2017-19 Biennium	2019-21 Biennium	2021-23 Biennium	2023-25 Biennium	2025-27 Biennium	Revenue Total Start to full implementation
Baker County	\$197,356	\$448,287	\$494,707	\$545,995	\$605,011	\$2,291,355
Basin Transit Service District (Klamath Falls)	\$911,596	\$2,070,658	\$2,285,075	\$2,521,976	\$2,794,576	\$10,583,880
Benton County	\$1,935,967	\$4,397,479	\$4,852,839	\$5,355,948	\$5,934,872	\$22,477,106
Burns Paiute Tribe	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$900,000
Columbia County	\$422,905	\$960,614	\$1,060,086	\$1,169,989	\$1,296,453	\$4,910,047
Confederated Tribes of Coos, Lower Umpqua and Siuslaw	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$900,000
Confederated Tribes of Grand Ronde Community of Oregon	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$900,000
Confederated Tribes of Siletz Indians	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$900,000
Confederated Tribes of the Umatilla Indian Reservation	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$900,000
Confederated Tribes of Warm Springs	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$900,000
Coos County	\$902,198	\$2,049,311	\$2,261,517	\$2,495,976	\$2,765,766	\$10,474,768
Coquille Indian Tribe	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$900,000
Cow Creek Band of Umpqua Tribe of Indians	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$900,000
Crook County	\$291,335	\$661,757	\$730,282	\$805,992	\$893,112	\$3,382,477
Curry County	\$234,947	\$533,675	\$588,937	\$649,994	\$720,251	\$2,727,804
Deschutes County	\$3,138,898	\$7,129,894	\$7,868,196	\$8,683,916	\$9,622,559	\$36,443,464
Douglas County	\$1,541,256	\$3,500,906	\$3,863,426	\$4,263,959	\$4,724,850	\$17,894,395
Gilliam County	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$900,000
Grant County Transportation District	\$103,377	\$234,817	\$259,132	\$285,997	\$316,911	\$1,200,234
Harney County	\$100,000	\$213,470	\$235,575	\$259,997	\$288,101	\$1,097,143
Hood River County Transportation District	\$507,487	\$1,152,737	\$1,272,104	\$1,403,986	\$1,555,743	\$5,892,057
Jefferson County	\$263,141	\$597,716	\$659,609	\$727,993	\$806,682	\$3,055,141
Josephine County	\$939,790	\$2,134,699	\$2,355,747	\$2,599,975	\$2,881,006	\$10,911,217
Klamath Tribes	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$900,000
Lake County	\$103,377	\$234,817	\$259,132	\$285,997	\$316,911	\$1,200,234
Lane Transit District	\$6,663,111	\$15,135,014	\$16,702,248	\$18,433,822	\$20,426,331	\$77,360,526
Lincoln County	\$695,445	\$1,579,677	\$1,743,253	\$1,923,981	\$2,131,944	\$8,074,300
Linn County	\$1,917,172	\$4,354,785	\$4,805,725	\$5,303,949	\$5,877,252	\$22,258,882
Malheur County	\$479,293	\$1,088,696	\$1,201,431	\$1,325,987	\$1,469,313	\$5,564,720
Morrow County	\$272,539	\$619,063	\$683,167	\$753,993	\$835,492	\$3,164,253
Rogue Valley Transportation District	\$3,608,793	\$8,197,243	\$9,046,070	\$9,983,903	\$11,063,062	\$41,899,072
Salem Area Mass Transit District	\$7,386,749	\$16,778,732	\$18,516,174	\$20,435,802	\$22,644,706	\$85,762,163
Sherman County	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$900,000
Sunset Empire Transportation District (Clatsop County)	\$695,445	\$1,579,677	\$1,743,253	\$1,923,981	\$2,131,944	\$8,074,300
Tillamook County Transportation District	\$357,120	\$811,186	\$895,184	\$987,990	\$1,094,782	\$4,146,262
Tri County Metropolitan Transportation District	\$56,500,172	\$128,338,088	\$141,627,529	\$156,310,487	\$173,206,069	\$655,982,344
Umatilla County	\$1,278,114	\$2,903,190	\$3,203,816	\$3,535,966	\$3,918,168	\$14,839,255
Union County	\$404,110	\$917,920	\$1,012,971	\$1,117,989	\$1,238,832	\$4,691,823
Wallowa County	\$100,000	\$200,000	\$212,017	\$233,998	\$259,291	\$1,005,306
Wasco County	\$479,293	\$1,088,696	\$1,201,431	\$1,325,987	\$1,469,313	\$5,564,720
Wheeler County	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$900,000
Yamhill County	\$1,494,266	\$3,394,171	\$3,745,638	\$4,133,960	\$4,580,799	\$17,348,834
Total	\$95,125,253	\$215,706,974	\$237,786,272	\$262,189,485	\$290,270,100	\$1,101,078,083

Sources and notes:

- * "Qualified entities" are mass transit districts, transportation districts, counties where no district is present and federally-recognized tribal governments. In counties
- * Payroll data is from Oregon Employment Dept QCEW 2015 Annual by County report.
- * Tribal population data is from 2012 ODOT phone survey of tribes for use in 5310 formula development.
- * For situations where one "qualified entity" manages multiple counties, all employment data in their area of responsibility are aggregated for the purposes of the calculations.
- * Distributions going forward will be adjusted to reflect then current data from Oregon Employment Department.

REVENUE REPORT
Corrected

	2017-19 Biennium	2019-21 Biennium	2021-23 Biennium	2023-25 Biennium	Full Biennium 2025-27	Revenue Total Start to full implementation
Distribution to Counties	\$ 90,146,928	\$ 172,050,873	\$ 214,127,044	\$ 255,316,909	\$ 269,939,398	\$ 1,001,581,153
Baker County	\$ 495,700	\$ 946,000	\$ 1,177,400	\$ 1,403,900	\$ 1,484,300	\$ 5,507,200
Benton County	\$ 1,714,100	\$ 3,271,400	\$ 4,071,500	\$ 4,854,700	\$ 5,132,700	\$ 19,044,300
Clackamas County	\$ 9,090,900	\$ 17,350,600	\$ 21,593,800	\$ 25,747,600	\$ 27,222,300	\$ 101,005,200
Clatsop County	\$ 927,400	\$ 1,770,000	\$ 2,202,800	\$ 2,626,600	\$ 2,777,000	\$ 10,303,800
Columbia County	\$ 1,371,600	\$ 2,617,800	\$ 3,258,000	\$ 3,884,700	\$ 4,107,200	\$ 15,239,400
Coos County	\$ 1,578,000	\$ 3,011,800	\$ 3,748,300	\$ 4,469,400	\$ 4,725,400	\$ 17,532,900
Crook County	\$ 735,500	\$ 1,403,800	\$ 1,747,100	\$ 2,083,200	\$ 2,202,500	\$ 8,172,000
Curry County	\$ 646,500	\$ 1,233,900	\$ 1,535,600	\$ 1,831,000	\$ 1,935,900	\$ 7,182,800
Deschutes County	\$ 4,767,700	\$ 9,099,400	\$ 11,324,800	\$ 13,503,200	\$ 14,276,600	\$ 52,971,700
Douglas County	\$ 2,827,700	\$ 5,396,800	\$ 6,716,600	\$ 8,008,600	\$ 8,467,200	\$ 31,416,800
Gilliam County	\$ 74,800	\$ 142,800	\$ 177,700	\$ 211,900	\$ 224,100	\$ 831,400
Grant County	\$ 244,600	\$ 466,800	\$ 581,000	\$ 692,700	\$ 732,400	\$ 2,717,500
Harney County	\$ 239,200	\$ 456,500	\$ 568,200	\$ 677,400	\$ 716,200	\$ 2,657,500
Hood River County	\$ 644,100	\$ 1,229,300	\$ 1,530,000	\$ 1,824,300	\$ 1,928,800	\$ 7,156,400
Jackson County	\$ 5,044,400	\$ 9,627,500	\$ 11,981,900	\$ 14,286,800	\$ 15,105,000	\$ 56,045,500
Jefferson County	\$ 585,300	\$ 1,117,100	\$ 1,390,200	\$ 1,657,700	\$ 1,752,600	\$ 6,502,800
Josephine County	\$ 2,227,200	\$ 4,250,700	\$ 5,290,200	\$ 6,307,800	\$ 6,669,100	\$ 24,745,000
Klamath County	\$ 1,780,200	\$ 3,397,700	\$ 4,228,600	\$ 5,042,000	\$ 5,330,800	\$ 19,779,200
Lake County	\$ 272,600	\$ 520,300	\$ 647,600	\$ 772,200	\$ 816,400	\$ 3,029,100
Lane County	\$ 7,752,100	\$ 14,795,400	\$ 18,413,800	\$ 21,955,900	\$ 23,213,300	\$ 86,130,500
Lincoln County	\$ 1,139,700	\$ 2,175,300	\$ 2,707,200	\$ 3,228,000	\$ 3,412,900	\$ 12,663,200
Linn County	\$ 3,001,000	\$ 5,727,700	\$ 7,128,400	\$ 8,499,700	\$ 8,986,500	\$ 33,343,300
Malheur County	\$ 756,700	\$ 1,444,200	\$ 1,797,300	\$ 2,143,100	\$ 2,265,800	\$ 8,407,100
Marion County	\$ 7,185,500	\$ 13,714,000	\$ 17,067,900	\$ 20,351,100	\$ 21,516,600	\$ 79,835,100
Morrow County	\$ 332,500	\$ 634,600	\$ 789,700	\$ 941,700	\$ 995,600	\$ 3,694,000
Multnomah County	\$ 15,277,600	\$ 29,158,200	\$ 36,289,100	\$ 43,269,700	\$ 45,747,900	\$ 169,742,500
Polk County	\$ 1,710,600	\$ 3,264,800	\$ 4,063,300	\$ 4,844,900	\$ 5,122,300	\$ 19,005,900
Sherman County	\$ 78,800	\$ 150,400	\$ 187,200	\$ 223,200	\$ 236,000	\$ 875,700
Tillamook County	\$ 734,700	\$ 1,402,300	\$ 1,745,200	\$ 2,081,000	\$ 2,200,100	\$ 8,163,400
Umatilla County	\$ 1,928,400	\$ 3,680,500	\$ 4,580,600	\$ 5,461,700	\$ 5,774,500	\$ 21,425,700
Union County	\$ 703,200	\$ 1,342,200	\$ 1,670,400	\$ 1,991,800	\$ 2,105,800	\$ 7,813,400
Wallowa County	\$ 250,800	\$ 478,700	\$ 595,800	\$ 710,400	\$ 751,100	\$ 2,786,800
Wasco County	\$ 686,100	\$ 1,309,400	\$ 1,629,600	\$ 1,943,100	\$ 2,054,300	\$ 7,622,400
Washington County	\$ 10,972,500	\$ 20,941,800	\$ 26,063,200	\$ 31,076,800	\$ 32,856,600	\$ 121,910,900
Wheeler County	\$ 49,700	\$ 94,800	\$ 118,000	\$ 140,700	\$ 148,700	\$ 551,900
Yamhill County	\$ 2,319,300	\$ 4,426,500	\$ 5,509,100	\$ 6,568,800	\$ 6,945,000	\$ 25,768,800

**REVENUE REPORT
Corrected**

	2017-19 Biennium	2019-21 Biennium	2021-23 Biennium	2023-25 Biennium	Full Biennium 2025-27	Revenue Total Start to full implementation
Distribution to Cities	\$ 61,431,286	\$ 116,033,915	\$ 144,084,696	\$ 171,544,606	\$ 181,292,932	\$ 674,387,435
Adair Village	\$ 18,400	\$ 34,800	\$ 43,200	\$ 51,500	\$ 54,400	\$ 202,300
Adams	\$ 8,100	\$ 15,200	\$ 18,900	\$ 22,500	\$ 23,800	\$ 88,600
Adrian	\$ 3,900	\$ 7,400	\$ 9,200	\$ 11,000	\$ 11,600	\$ 43,100
Albany	\$ 1,145,900	\$ 2,164,300	\$ 2,687,600	\$ 3,199,800	\$ 3,381,600	\$ 12,579,100
Amity	\$ 35,300	\$ 66,700	\$ 82,900	\$ 98,700	\$ 104,300	\$ 387,900
Antelope	\$ 1,100	\$ 2,100	\$ 2,600	\$ 3,000	\$ 3,200	\$ 12,000
Arlington	\$ 13,200	\$ 24,900	\$ 30,900	\$ 36,800	\$ 38,900	\$ 144,800
Ashland	\$ 449,700	\$ 849,400	\$ 1,054,800	\$ 1,255,800	\$ 1,327,200	\$ 4,936,800
Astoria	\$ 213,100	\$ 402,500	\$ 499,800	\$ 595,000	\$ 628,800	\$ 2,339,100
Athens	\$ 25,500	\$ 48,200	\$ 59,800	\$ 71,300	\$ 75,300	\$ 280,100
Aumsville	\$ 86,500	\$ 163,300	\$ 202,800	\$ 241,500	\$ 255,200	\$ 949,300
Aurora	\$ 21,200	\$ 40,000	\$ 49,600	\$ 59,100	\$ 62,400	\$ 232,200
Baker City	\$ 215,700	\$ 407,400	\$ 505,900	\$ 602,300	\$ 636,500	\$ 2,367,900
Bandon	\$ 68,200	\$ 128,700	\$ 159,900	\$ 190,300	\$ 201,100	\$ 748,200
Banks	\$ 38,700	\$ 73,100	\$ 90,800	\$ 108,100	\$ 114,200	\$ 425,000
Barlow	\$ 2,900	\$ 5,600	\$ 6,900	\$ 8,200	\$ 8,700	\$ 32,300
Bay City	\$ 29,000	\$ 54,800	\$ 68,000	\$ 81,000	\$ 85,600	\$ 318,400
Beaverton	\$ 2,080,300	\$ 3,929,300	\$ 4,879,200	\$ 5,809,100	\$ 6,139,200	\$ 22,837,100
Bend	\$ 1,821,100	\$ 3,439,700	\$ 4,271,300	\$ 5,085,300	\$ 5,374,300	\$ 19,991,600
Boardman	\$ 77,500	\$ 146,400	\$ 181,800	\$ 216,500	\$ 228,800	\$ 851,100
Bonanza	\$ 9,900	\$ 18,700	\$ 23,300	\$ 27,700	\$ 29,300	\$ 108,900
Brookings	\$ 142,900	\$ 269,800	\$ 335,100	\$ 398,900	\$ 421,600	\$ 1,568,200
Brownsville	\$ 37,100	\$ 70,000	\$ 87,000	\$ 103,500	\$ 109,400	\$ 407,000
Burns	\$ 61,700	\$ 116,600	\$ 144,800	\$ 172,400	\$ 182,100	\$ 677,600
Butte Falls	\$ 9,400	\$ 17,700	\$ 22,000	\$ 26,200	\$ 27,700	\$ 103,000
Canby	\$ 358,100	\$ 676,400	\$ 839,900	\$ 1,000,000	\$ 1,056,800	\$ 3,931,300
Cannon Beach	\$ 37,300	\$ 70,400	\$ 87,500	\$ 104,100	\$ 110,100	\$ 409,400
Canyon City	\$ 15,400	\$ 29,000	\$ 36,100	\$ 42,900	\$ 45,400	\$ 168,800
Canyonville	\$ 42,000	\$ 79,300	\$ 98,500	\$ 117,200	\$ 123,900	\$ 460,900
Carlton	\$ 47,800	\$ 90,200	\$ 112,000	\$ 133,400	\$ 141,000	\$ 524,300
Cascade Locks	\$ 27,300	\$ 51,500	\$ 63,900	\$ 76,100	\$ 80,500	\$ 299,300
Cave Junction	\$ 41,800	\$ 78,900	\$ 98,000	\$ 116,600	\$ 123,300	\$ 458,500
Central Point	\$ 383,500	\$ 724,400	\$ 899,500	\$ 1,071,000	\$ 1,131,800	\$ 4,210,200
Chiloquin	\$ 16,000	\$ 30,300	\$ 37,600	\$ 44,800	\$ 47,300	\$ 176,000
Clatskanie	\$ 38,200	\$ 72,100	\$ 89,500	\$ 106,600	\$ 112,600	\$ 419,000
Coburg	\$ 23,300	\$ 44,100	\$ 54,700	\$ 65,200	\$ 68,900	\$ 256,200
Columbia City	\$ 42,900	\$ 80,900	\$ 100,500	\$ 119,700	\$ 126,500	\$ 470,500
Condon	\$ 15,200	\$ 28,600	\$ 35,600	\$ 42,300	\$ 44,700	\$ 166,400
Coos Bay	\$ 362,400	\$ 684,400	\$ 849,900	\$ 1,011,900	\$ 1,069,400	\$ 3,978,000
Cornelius	\$ 259,900	\$ 490,800	\$ 609,500	\$ 725,600	\$ 766,900	\$ 2,852,700

REVENUE REPORT
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Corvallis	\$ 1,270,200	\$ 2,399,200	\$ 2,979,100	\$ 3,546,900	\$ 3,748,500	\$ 13,943,800
Cottage Grove	\$ 215,700	\$ 407,400	\$ 505,900	\$ 602,300	\$ 636,500	\$ 2,367,900
Cove	\$ 12,000	\$ 22,700	\$ 28,100	\$ 33,500	\$ 35,400	\$ 131,700
Creswell	\$ 116,900	\$ 220,800	\$ 274,200	\$ 326,400	\$ 345,000	\$ 1,283,300
Culver	\$ 30,800	\$ 58,100	\$ 72,100	\$ 85,900	\$ 90,800	\$ 337,600
Dallas	\$ 334,700	\$ 632,100	\$ 784,900	\$ 934,500	\$ 987,600	\$ 3,673,900
Damascus	\$ 231,700	\$ 437,700	\$ 543,500	\$ 647,100	\$ 683,900	\$ 2,543,800
Dayton	\$ 57,500	\$ 108,500	\$ 134,800	\$ 160,500	\$ 169,600	\$ 630,900
Dayville	\$ 3,300	\$ 6,200	\$ 7,700	\$ 9,100	\$ 9,700	\$ 35,900
Depoe Bay	\$ 31,400	\$ 59,300	\$ 73,700	\$ 87,700	\$ 92,700	\$ 344,800
Detroit	\$ 4,600	\$ 8,700	\$ 10,700	\$ 12,800	\$ 13,500	\$ 50,300
Donald	\$ 21,500	\$ 40,600	\$ 50,400	\$ 60,000	\$ 63,400	\$ 235,800
Drain	\$ 25,300	\$ 47,800	\$ 59,300	\$ 70,600	\$ 74,700	\$ 277,700
Dufur	\$ 13,200	\$ 24,900	\$ 30,900	\$ 36,800	\$ 38,900	\$ 144,800
Dundee	\$ 69,600	\$ 131,400	\$ 163,200	\$ 194,300	\$ 205,300	\$ 763,800
Dunes City	\$ 28,800	\$ 54,400	\$ 67,500	\$ 80,400	\$ 85,000	\$ 316,000
Durham	\$ 41,000	\$ 77,400	\$ 96,200	\$ 114,500	\$ 121,000	\$ 450,100
Eagle Point	\$ 191,200	\$ 361,100	\$ 448,400	\$ 533,800	\$ 564,100	\$ 2,098,500
Echo	\$ 15,400	\$ 29,000	\$ 36,100	\$ 42,900	\$ 45,400	\$ 168,800
Elgin	\$ 37,700	\$ 71,300	\$ 88,500	\$ 105,400	\$ 111,300	\$ 414,200
Elkton	\$ 4,500	\$ 8,400	\$ 10,500	\$ 12,500	\$ 13,200	\$ 49,100
Enterprise	\$ 43,300	\$ 81,800	\$ 101,500	\$ 120,900	\$ 127,800	\$ 475,200
Estacada	\$ 68,800	\$ 130,000	\$ 161,400	\$ 192,100	\$ 203,100	\$ 755,400
Eugene	\$ 3,617,800	\$ 6,833,500	\$ 8,485,500	\$ 10,102,700	\$ 10,676,800	\$ 39,716,200
Fairview	\$ 195,000	\$ 368,300	\$ 457,300	\$ 544,500	\$ 575,400	\$ 2,140,400
Falls City	\$ 20,700	\$ 39,100	\$ 48,600	\$ 57,900	\$ 61,100	\$ 227,400
Florence	\$ 189,300	\$ 357,600	\$ 444,000	\$ 528,600	\$ 558,700	\$ 2,078,200
Forest Grove	\$ 509,800	\$ 962,900	\$ 1,195,700	\$ 1,423,600	\$ 1,504,500	\$ 5,596,400
Fossil	\$ 10,400	\$ 19,600	\$ 24,300	\$ 28,900	\$ 30,600	\$ 113,700
Garibaldi	\$ 17,200	\$ 32,500	\$ 40,400	\$ 48,100	\$ 50,800	\$ 189,100
Gaston	\$ 14,000	\$ 26,400	\$ 32,700	\$ 39,000	\$ 41,200	\$ 153,200
Gates	\$ 10,600	\$ 20,000	\$ 24,800	\$ 29,500	\$ 31,200	\$ 116,100
Gearhart	\$ 32,300	\$ 61,000	\$ 75,700	\$ 90,100	\$ 95,300	\$ 354,300
Gervais	\$ 55,900	\$ 105,700	\$ 131,200	\$ 156,200	\$ 165,100	\$ 614,100
Gladstone	\$ 254,300	\$ 480,300	\$ 596,400	\$ 710,100	\$ 750,500	\$ 2,791,600
Glendale	\$ 19,100	\$ 36,000	\$ 44,800	\$ 53,300	\$ 56,300	\$ 209,500
Gold Beach	\$ 49,600	\$ 93,700	\$ 116,400	\$ 138,600	\$ 146,400	\$ 544,700
Gold Hill	\$ 26,600	\$ 50,300	\$ 62,400	\$ 74,300	\$ 78,500	\$ 292,100
Granite	\$ 900	\$ 1,600	\$ 2,000	\$ 2,400	\$ 2,600	\$ 9,600
Grants Pass	\$ 802,900	\$ 1,516,600	\$ 1,883,200	\$ 2,242,100	\$ 2,369,500	\$ 8,814,300
Grass Valley	\$ 3,600	\$ 6,800	\$ 8,400	\$ 10,000	\$ 10,600	\$ 39,500
Greenhorn	\$ 80	\$ 80	\$ 100	\$ 100	\$ 100	\$ 500
Gresham	\$ 2,358,700	\$ 4,455,200	\$ 5,532,200	\$ 6,586,500	\$ 6,960,800	\$ 25,893,300
Haines	\$ 9,100	\$ 17,100	\$ 21,200	\$ 25,300	\$ 26,700	\$ 99,400
Halfway	\$ 6,300	\$ 11,900	\$ 14,800	\$ 17,700	\$ 18,700	\$ 69,400

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Halsey	\$ 20,000	\$ 37,700	\$ 46,800	\$ 55,700	\$ 58,900	\$ 219,100
Happy Valley	\$ 407,400	\$ 769,500	\$ 955,500	\$ 1,137,600	\$ 1,202,300	\$ 4,472,400
Harrisburg	\$ 79,600	\$ 150,400	\$ 186,700	\$ 222,300	\$ 234,900	\$ 873,900
Helix	\$ 4,300	\$ 8,000	\$ 10,000	\$ 11,900	\$ 12,600	\$ 46,700
Heppner	\$ 28,200	\$ 53,300	\$ 66,200	\$ 78,900	\$ 83,300	\$ 310,000
Hermiston	\$ 386,700	\$ 730,400	\$ 906,900	\$ 1,079,800	\$ 1,141,100	\$ 4,244,900
Hillsboro	\$ 2,166,500	\$ 4,092,200	\$ 5,081,500	\$ 6,050,000	\$ 6,393,800	\$ 23,784,000
Hines	\$ 34,000	\$ 64,300	\$ 79,800	\$ 95,000	\$ 100,400	\$ 373,500
Hood River	\$ 169,200	\$ 319,700	\$ 396,900	\$ 472,600	\$ 499,500	\$ 1,857,900
Hubbard	\$ 70,300	\$ 132,900	\$ 165,000	\$ 196,400	\$ 207,600	\$ 772,100
Huntington	\$ 9,700	\$ 18,300	\$ 22,800	\$ 27,100	\$ 28,600	\$ 106,500
Idanha	\$ 3,100	\$ 5,800	\$ 7,200	\$ 8,500	\$ 9,000	\$ 33,500
Imbler	\$ 6,700	\$ 12,600	\$ 15,600	\$ 18,600	\$ 19,600	\$ 73,000
Independence	\$ 201,700	\$ 381,000	\$ 473,200	\$ 563,300	\$ 595,400	\$ 2,214,600
Ione	\$ 7,200	\$ 13,600	\$ 16,900	\$ 20,100	\$ 21,200	\$ 79,000
Irrigon	\$ 41,400	\$ 78,300	\$ 97,200	\$ 115,700	\$ 122,300	\$ 454,900
Island City	\$ 24,500	\$ 46,300	\$ 57,500	\$ 68,500	\$ 72,400	\$ 269,300
Jacksonville	\$ 63,700	\$ 120,300	\$ 149,400	\$ 177,800	\$ 187,900	\$ 699,100
Jefferson	\$ 69,700	\$ 131,600	\$ 163,400	\$ 194,600	\$ 205,600	\$ 764,900
John Day	\$ 37,800	\$ 71,500	\$ 88,800	\$ 105,700	\$ 111,700	\$ 415,400
Johnson City	\$ 12,300	\$ 23,300	\$ 28,900	\$ 34,400	\$ 36,400	\$ 135,300
Jordan Valley	\$ 3,800	\$ 7,200	\$ 9,000	\$ 10,700	\$ 11,300	\$ 41,900
Joseph	\$ 24,000	\$ 45,300	\$ 56,300	\$ 67,000	\$ 70,800	\$ 263,400
Junction City	\$ 131,100	\$ 247,600	\$ 307,400	\$ 366,000	\$ 386,800	\$ 1,438,900
Keizer	\$ 818,000	\$ 1,545,000	\$ 1,918,500	\$ 2,284,100	\$ 2,413,900	\$ 8,979,500
King City	\$ 77,000	\$ 145,400	\$ 180,600	\$ 215,000	\$ 227,200	\$ 845,200
Klamath Falls	\$ 472,000	\$ 891,400	\$ 1,106,900	\$ 1,317,900	\$ 1,392,800	\$ 5,181,100
La Grande	\$ 287,900	\$ 543,800	\$ 675,200	\$ 803,900	\$ 849,600	\$ 3,160,300
La Pine	\$ 36,500	\$ 69,000	\$ 85,700	\$ 102,000	\$ 107,800	\$ 401,000
Lafayette	\$ 86,700	\$ 163,700	\$ 203,300	\$ 242,100	\$ 255,800	\$ 951,700
Lake Oswego	\$ 816,200	\$ 1,541,700	\$ 1,914,400	\$ 2,279,200	\$ 2,408,800	\$ 8,960,300
Lakeside	\$ 37,600	\$ 71,100	\$ 88,200	\$ 105,100	\$ 111,000	\$ 413,000
Lakeview	\$ 50,200	\$ 94,700	\$ 117,700	\$ 140,100	\$ 148,000	\$ 550,700
Lebanon	\$ 358,400	\$ 677,000	\$ 840,700	\$ 1,000,900	\$ 1,057,800	\$ 3,934,900
Lexington	\$ 5,600	\$ 10,500	\$ 13,000	\$ 15,500	\$ 16,400	\$ 61,100
Lincoln City	\$ 185,100	\$ 349,500	\$ 434,000	\$ 516,700	\$ 546,100	\$ 2,031,500
Lonerock	\$ 400	\$ 800	\$ 1,000	\$ 1,200	\$ 1,300	\$ 4,800
Long Creek	\$ 4,300	\$ 8,000	\$ 10,000	\$ 11,900	\$ 12,600	\$ 46,700
Lostine	\$ 4,700	\$ 8,900	\$ 11,000	\$ 13,100	\$ 13,800	\$ 51,500
Lowell	\$ 23,300	\$ 44,100	\$ 54,700	\$ 65,200	\$ 68,900	\$ 256,200
Lyons	\$ 25,400	\$ 48,000	\$ 59,600	\$ 71,000	\$ 75,000	\$ 278,900
Madras	\$ 136,900	\$ 258,500	\$ 321,000	\$ 382,200	\$ 403,900	\$ 1,502,400
Malin	\$ 17,800	\$ 33,600	\$ 41,700	\$ 49,600	\$ 52,500	\$ 195,100
Manzanita	\$ 13,600	\$ 25,700	\$ 32,000	\$ 38,100	\$ 40,200	\$ 149,600
Maupin	\$ 9,300	\$ 17,500	\$ 21,700	\$ 25,900	\$ 27,400	\$ 101,800

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Maywood Park	\$ 16,400	\$ 30,900	\$ 38,400	\$ 45,700	\$ 48,300	\$ 179,600
McMinnville	\$ 728,500	\$ 1,376,100	\$ 1,708,800	\$ 2,034,400	\$ 2,150,000	\$ 7,997,800
Medford	\$ 1,712,000	\$ 3,233,700	\$ 4,015,500	\$ 4,780,800	\$ 5,052,400	\$ 18,794,500
Merrill	\$ 18,300	\$ 34,600	\$ 43,000	\$ 51,200	\$ 54,100	\$ 201,100
Metolius	\$ 16,100	\$ 30,500	\$ 37,900	\$ 45,100	\$ 47,600	\$ 177,200
Mill City	\$ 40,600	\$ 76,600	\$ 95,100	\$ 113,300	\$ 119,700	\$ 445,300
Millersburg	\$ 37,700	\$ 71,300	\$ 88,500	\$ 105,400	\$ 111,300	\$ 414,200
Milton-Freewater	\$ 154,200	\$ 291,200	\$ 361,700	\$ 430,600	\$ 455,000	\$ 1,692,700
Milwaukie	\$ 447,300	\$ 844,900	\$ 1,049,100	\$ 1,249,100	\$ 1,320,100	\$ 4,910,500
Mitchell	\$ 2,800	\$ 5,400	\$ 6,600	\$ 7,900	\$ 8,400	\$ 31,100
Molalla	\$ 198,100	\$ 374,200	\$ 464,700	\$ 553,300	\$ 584,700	\$ 2,175,100
Monmouth	\$ 212,500	\$ 401,400	\$ 498,500	\$ 593,500	\$ 627,200	\$ 2,333,200
Monroe	\$ 13,500	\$ 25,500	\$ 31,700	\$ 37,800	\$ 39,900	\$ 148,400
Monument	\$ 2,800	\$ 5,400	\$ 6,600	\$ 7,900	\$ 8,400	\$ 31,100
Moro	\$ 7,200	\$ 13,600	\$ 16,900	\$ 20,100	\$ 21,200	\$ 79,000
Mosier	\$ 9,800	\$ 18,500	\$ 23,000	\$ 27,400	\$ 29,000	\$ 107,700
Mt. Angel	\$ 73,600	\$ 139,000	\$ 172,600	\$ 205,500	\$ 217,200	\$ 808,000
Mt. Vernon	\$ 11,400	\$ 21,600	\$ 26,900	\$ 32,000	\$ 33,800	\$ 125,700
Myrtle Creek	\$ 76,100	\$ 143,800	\$ 178,500	\$ 212,500	\$ 224,600	\$ 835,600
Myrtle Point	\$ 55,100	\$ 104,000	\$ 129,200	\$ 153,800	\$ 162,500	\$ 604,500
Nehalem	\$ 6,100	\$ 11,500	\$ 14,300	\$ 17,100	\$ 18,000	\$ 67,000
Newberg	\$ 511,800	\$ 966,600	\$ 1,200,300	\$ 1,429,100	\$ 1,510,300	\$ 5,618,000
Newport	\$ 222,200	\$ 419,800	\$ 521,200	\$ 620,600	\$ 655,900	\$ 2,439,700
North Bend	\$ 213,200	\$ 402,700	\$ 500,000	\$ 595,300	\$ 629,100	\$ 2,340,300
North Plains	\$ 43,900	\$ 83,000	\$ 103,100	\$ 122,700	\$ 129,700	\$ 482,400
North Powder	\$ 9,700	\$ 18,300	\$ 22,800	\$ 27,100	\$ 28,600	\$ 106,500
Nyssa	\$ 71,600	\$ 135,300	\$ 168,000	\$ 200,100	\$ 211,400	\$ 786,500
Oakland	\$ 20,500	\$ 38,700	\$ 48,100	\$ 57,200	\$ 60,500	\$ 225,100
Oakridge	\$ 71,000	\$ 134,100	\$ 166,500	\$ 198,200	\$ 209,500	\$ 779,300
Ontario	\$ 250,000	\$ 472,300	\$ 586,500	\$ 698,200	\$ 737,900	\$ 2,745,000
Oregon City	\$ 746,700	\$ 1,410,500	\$ 1,751,500	\$ 2,085,300	\$ 2,203,800	\$ 8,197,700
Paisley	\$ 5,300	\$ 10,100	\$ 12,500	\$ 14,900	\$ 15,800	\$ 58,700
Pendleton	\$ 368,100	\$ 695,400	\$ 863,500	\$ 1,028,000	\$ 1,086,400	\$ 4,041,400
Philomath	\$ 101,700	\$ 192,200	\$ 238,600	\$ 284,100	\$ 300,300	\$ 1,116,900
Phoenix	\$ 100,000	\$ 188,900	\$ 234,500	\$ 279,200	\$ 295,100	\$ 1,097,700
Pilot Rock	\$ 32,800	\$ 62,000	\$ 77,000	\$ 91,700	\$ 96,900	\$ 360,300
Port Orford	\$ 24,900	\$ 47,000	\$ 58,300	\$ 69,400	\$ 73,400	\$ 272,900
Portland	\$ 13,683,000	\$ 25,845,100	\$ 32,093,000	\$ 38,209,300	\$ 40,380,700	\$ 150,211,100
Powers	\$ 15,200	\$ 28,600	\$ 35,600	\$ 42,300	\$ 44,700	\$ 166,400
Prairie City	\$ 19,800	\$ 37,500	\$ 46,500	\$ 55,400	\$ 58,600	\$ 217,900
Prescott	\$ 1,200	\$ 2,300	\$ 2,800	\$ 3,300	\$ 3,500	\$ 13,200
Prineville	\$ 210,400	\$ 397,300	\$ 493,400	\$ 587,400	\$ 620,800	\$ 2,309,200
Rainier	\$ 41,500	\$ 78,500	\$ 97,400	\$ 116,000	\$ 122,600	\$ 456,100
Redmond	\$ 601,800	\$ 1,136,800	\$ 1,411,600	\$ 1,680,600	\$ 1,776,100	\$ 6,606,800
Reedsport	\$ 90,600	\$ 171,200	\$ 212,500	\$ 253,000	\$ 267,400	\$ 994,800

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Richland	\$ 3,800	\$ 7,200	\$ 9,000	\$ 10,700	\$ 11,300	\$ 41,900
Riddle	\$ 25,800	\$ 48,800	\$ 60,600	\$ 72,200	\$ 76,300	\$ 283,700
Rivergrove	\$ 10,800	\$ 20,400	\$ 25,300	\$ 30,100	\$ 31,900	\$ 118,500
Rockaway Beach	\$ 29,100	\$ 55,000	\$ 68,300	\$ 81,300	\$ 85,900	\$ 319,600
Rogue River	\$ 48,000	\$ 90,600	\$ 112,500	\$ 134,000	\$ 141,600	\$ 526,700
Roseburg	\$ 497,700	\$ 940,100	\$ 1,167,300	\$ 1,389,800	\$ 1,468,800	\$ 5,463,600
Rufus	\$ 6,100	\$ 11,500	\$ 14,300	\$ 17,100	\$ 18,000	\$ 67,000
Salem	\$ 3,534,400	\$ 6,675,900	\$ 8,289,800	\$ 9,869,700	\$ 10,430,600	\$ 38,800,400
Sandy	\$ 232,400	\$ 438,900	\$ 545,000	\$ 648,900	\$ 685,800	\$ 2,551,000
Scappoose	\$ 148,000	\$ 279,500	\$ 347,100	\$ 413,200	\$ 436,700	\$ 1,624,500
Scio	\$ 19,400	\$ 36,700	\$ 45,500	\$ 54,200	\$ 57,300	\$ 213,100
Scotts Mills	\$ 8,000	\$ 15,000	\$ 18,700	\$ 22,200	\$ 23,500	\$ 87,400
Seaside	\$ 144,100	\$ 272,100	\$ 337,900	\$ 402,300	\$ 425,100	\$ 1,581,400
Seneca	\$ 4,700	\$ 8,900	\$ 11,000	\$ 13,100	\$ 13,800	\$ 51,500
Shady Cove	\$ 66,300	\$ 125,200	\$ 155,500	\$ 185,100	\$ 195,700	\$ 727,800
Shaniko	\$ 800	\$ 1,400	\$ 1,800	\$ 2,100	\$ 2,300	\$ 8,400
Sheridan	\$ 133,400	\$ 251,900	\$ 312,800	\$ 372,400	\$ 393,600	\$ 1,464,100
Sherwood	\$ 417,500	\$ 788,700	\$ 979,300	\$ 1,166,000	\$ 1,232,200	\$ 4,583,700
Siletz	\$ 26,900	\$ 50,900	\$ 63,200	\$ 75,200	\$ 79,500	\$ 295,700
Silverton	\$ 212,100	\$ 400,600	\$ 497,500	\$ 592,300	\$ 625,900	\$ 2,328,400
Sisters	\$ 52,100	\$ 98,500	\$ 122,300	\$ 145,600	\$ 153,800	\$ 572,200
Sodaville	\$ 7,300	\$ 13,800	\$ 17,100	\$ 20,400	\$ 21,600	\$ 80,200
Spray	\$ 3,500	\$ 6,600	\$ 8,200	\$ 9,700	\$ 10,300	\$ 38,300
Springfield	\$ 1,311,600	\$ 2,477,400	\$ 3,076,300	\$ 3,662,600	\$ 3,870,800	\$ 14,398,700
St. Helens	\$ 286,100	\$ 540,500	\$ 671,100	\$ 799,000	\$ 844,400	\$ 3,141,200
St. Paul	\$ 9,400	\$ 17,700	\$ 22,000	\$ 26,200	\$ 27,700	\$ 103,000
Stanfield	\$ 46,500	\$ 87,700	\$ 109,000	\$ 129,700	\$ 137,100	\$ 510,000
Stayton	\$ 168,900	\$ 319,000	\$ 396,200	\$ 471,700	\$ 498,500	\$ 1,854,300
Sublimity	\$ 60,100	\$ 113,500	\$ 140,900	\$ 167,800	\$ 177,300	\$ 659,600
Summerville	\$ 2,900	\$ 5,600	\$ 6,900	\$ 8,200	\$ 8,700	\$ 32,300
Sumpter	\$ 4,500	\$ 8,400	\$ 10,500	\$ 12,500	\$ 13,200	\$ 49,100
Sutherlin	\$ 175,000	\$ 330,600	\$ 410,500	\$ 488,700	\$ 516,500	\$ 1,921,300
Sweet Home	\$ 198,200	\$ 374,500	\$ 465,000	\$ 553,600	\$ 585,100	\$ 2,176,300
Talent	\$ 137,500	\$ 259,700	\$ 322,500	\$ 384,000	\$ 405,800	\$ 1,509,500
Tangent	\$ 26,300	\$ 49,600	\$ 61,600	\$ 73,400	\$ 77,600	\$ 288,500
The Dalles	\$ 319,000	\$ 602,500	\$ 748,100	\$ 890,700	\$ 941,300	\$ 3,501,500
Tigard	\$ 1,084,900	\$ 2,049,200	\$ 2,544,600	\$ 3,029,500	\$ 3,201,700	\$ 11,910,000
Tillamook	\$ 107,300	\$ 202,700	\$ 251,700	\$ 299,600	\$ 316,700	\$ 1,177,900
Toledo	\$ 76,100	\$ 143,800	\$ 178,500	\$ 212,500	\$ 224,600	\$ 835,600
Troutdale	\$ 349,700	\$ 660,500	\$ 820,200	\$ 976,600	\$ 1,032,100	\$ 3,839,100
Tualatin	\$ 585,400	\$ 1,105,700	\$ 1,372,900	\$ 1,634,600	\$ 1,727,500	\$ 6,426,000
Turner	\$ 42,400	\$ 80,100	\$ 99,500	\$ 118,500	\$ 125,200	\$ 465,700
Ukiah	\$ 5,300	\$ 10,100	\$ 12,500	\$ 14,900	\$ 15,800	\$ 58,700
Umatilla	\$ 157,500	\$ 297,400	\$ 369,300	\$ 439,700	\$ 464,700	\$ 1,728,600
Union	\$ 46,900	\$ 88,600	\$ 110,000	\$ 130,900	\$ 138,400	\$ 514,800

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Unity	\$ 1,600	\$ 3,100	\$ 3,800	\$ 4,600	\$ 4,800	\$ 18,000
Vale	\$ 41,100	\$ 77,700	\$ 96,400	\$ 114,800	\$ 121,300	\$ 451,300
Veneta	\$ 103,700	\$ 195,900	\$ 243,200	\$ 289,600	\$ 306,000	\$ 1,138,400
Vernonia	\$ 45,000	\$ 85,100	\$ 105,600	\$ 125,800	\$ 132,900	\$ 494,400
Waldport	\$ 45,400	\$ 85,700	\$ 106,400	\$ 126,700	\$ 133,900	\$ 498,000
Wallowa	\$ 17,600	\$ 33,200	\$ 41,200	\$ 49,000	\$ 51,800	\$ 192,700
Warrenton	\$ 114,800	\$ 216,900	\$ 269,300	\$ 320,600	\$ 338,900	\$ 1,260,500
Wasco	\$ 9,200	\$ 17,300	\$ 21,500	\$ 25,600	\$ 27,000	\$ 100,600
Waterloo	\$ 5,000	\$ 9,500	\$ 11,800	\$ 14,000	\$ 14,800	\$ 55,100
West Linn	\$ 558,600	\$ 1,055,200	\$ 1,310,300	\$ 1,560,000	\$ 1,648,600	\$ 6,132,700
Westfir	\$ 5,600	\$ 10,500	\$ 13,000	\$ 15,500	\$ 16,400	\$ 61,100
Weston	\$ 18,300	\$ 34,600	\$ 43,000	\$ 51,200	\$ 54,100	\$ 201,100
Wheeler	\$ 8,800	\$ 16,700	\$ 20,700	\$ 24,700	\$ 26,100	\$ 97,000
Willamina	\$ 45,700	\$ 86,300	\$ 107,200	\$ 127,600	\$ 134,800	\$ 501,600
Wilsonville	\$ 517,800	\$ 978,000	\$ 1,214,400	\$ 1,445,800	\$ 1,528,000	\$ 5,683,800
Winston	\$ 118,000	\$ 222,900	\$ 276,700	\$ 329,500	\$ 348,200	\$ 1,295,300
Wood Village	\$ 85,400	\$ 161,300	\$ 200,300	\$ 238,400	\$ 252,000	\$ 937,300
Woodburn	\$ 540,800	\$ 1,021,400	\$ 1,268,300	\$ 1,510,100	\$ 1,595,900	\$ 5,936,400
Yachats	\$ 16,100	\$ 30,500	\$ 37,900	\$ 45,100	\$ 47,600	\$ 177,200
Yamhill	\$ 23,300	\$ 44,100	\$ 54,700	\$ 65,200	\$ 68,900	\$ 256,200
Yoncalla	\$ 23,200	\$ 43,900	\$ 54,500	\$ 64,900	\$ 68,500	\$ 255,000