

Referred to the People by the City Council.

# Notice of Measure Election

## 26-209

### SEL 802

rev 01/18 ORS 250.035, 250.041,  
250.275, 250.285, 254.095, 254.465

AUDITOR 02/25/20 PM 3:05

#### Notice

<b>Date of Notice</b> 2/25/2020	<b>Name of City or Cities</b> City of Portland	<b>Date of Election</b> May 19, 2020
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**Final Ballot Title** The following is the final ballot title of the measure to be submitted to the city's voters. The ballot title notice has been published and the ballot title challenge process has been completed.

**Caption** 10 words which reasonably identifies the subject of the measure.

See attached

**Question** 20 words which plainly phrases the chief purpose of the measure.

See attached

**Summary** 175 words which concisely and impartially summarizes the measure and its major effect.

See attached

RECEIVED  
20 FEB 25 PM 3:35  
TIM SPOFFORD  
DIRECTOR OF COMMUNITY DEVELOPMENT

**Explanatory Statement** 500 words that impartially explains the measure and its effect.

If the county is producing a voters' pamphlet an explanatory statement must be drafted and attached to this form for:  
 → any measure referred by the city governing body; or  
 → any initiative or referendum, if required by local ordinance.

Explanatory Statement Attached?  Yes  No

**Authorized City Official** Not required to be notarized.

<b>Name</b> Chloe Eudaly	<b>Title</b> Commissioner
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<b>Mailing Address</b> 1221 SW 4th Ave Rm 210 Portland, OR 97204	<b>Contact Phone</b> 503-823-4682
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By signing this document:  
 → I hereby state that I am authorized by the city to submit this Notice of Measure Election; and  
 → I certify that notice of receipt of ballot title has been published and the ballot title challenge process for this measure completed.

Signature Redacted

2/25/20  
Date Signed

26-209

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**CAPTION:**

Renew Motor Vehicle Fuel Tax for Street Repair, Maintenance, Safety

**QUESTION:**

Shall Portland renew four-year, 10 cents per gallon fuel tax for maintenance (paving, potholes) and safety (crossings, lighting, sidewalks)?

**SUMMARY:**

Portland's 10 cents per gallon fuel tax was approved by voters in 2016. If renewed at the same tax rate, this measure is estimated to raise \$74.5 million over four years, beginning January 2021.

The funding would continue to be dedicated to street repair, maintenance and safety projects, including paving, pothole repair, sidewalk and safety improvements. Specific proposed investments include:

**Street Repair and Maintenance**

- \$25 million for paving, focused on busy and neighborhood streets

**Safety**

- \$6 million for Safe Routes to School projects to improve safety for elementary students
- \$4.5 million to expand Neighborhood Greenways and connect schools, parks, transit, and neighborhood businesses
- \$5 million for traffic signals and crossing beacons
- \$4.5 million for street lighting on High Crash Network
- \$4.5 million for sidewalks and other walkways
- \$1.5 million for small-scale neighborhood safety improvements

**Community-Identified Transportation Needs**

- \$13 million for potholes, gravel streets, and pavement base repair
- \$10.5 million for basic safety improvements

Expenditures go through independent financial audits and are reviewed by a public oversight committee that reports annually. Establishes license requirements.

## EXPLANATORY STATEMENT

In 2016, Portland voters approved a 10 cents per gallon fuel tax to fund street repair, maintenance, and safety improvements. Portland City Council also approved a companion heavy vehicle use tax.

Voter approval of this program followed independent research by City Club of Portland into options to fund local street maintenance and safety improvements. The report identified a local gas tax as a needed new funding source for transportation investments.

Over the past four years, the fuel tax has raised \$76 million dedicated to the Fixing Our Streets program, which repaved 38 lane miles of city streets, repaired over 400 sections of failing road, built sidewalks in East Portland, and 170 additional safety improvements across Portland. For a full list and map of completed projects, visit [www.fixingourstreets.com](http://www.fixingourstreets.com).

**If renewed by voters at the same tax rate, the 10-cent fuel tax is estimated to raise \$74.5 million over four years beginning January 2021.**

Renewing the fuel tax will allow the Fixing Our Streets program to continue keeping Portland streets in good condition for current and future users, with project selection guided by existing plans and public input from neighborhood stakeholders, transportation justice advocates, and business groups.

For a full list of proposed projects, visit [www.fixingourstreets.com/2020](http://www.fixingourstreets.com/2020).

### STREET REPAIR AND MAINTENANCE

If renewed, Fixing Our Streets funds would continue to fund repair and maintenance projects that prevent expensive full replacement of worn-out streets.

Proposed projects include **\$25 million dedicated to paving**, with a focus on busy and neighborhood street repair and maintenance projects that are less expensive to fix now. An additional **\$13 million would fund pothole, gravel street, and pavement base repair services** identified as community priorities.

### SAFETY

If renewed, Fixing Our Streets funds would continue to be invested in safety projects for people driving, biking, and walking in neighborhoods across Portland, including creating safer intersections, reducing vehicle speeds on cut-through routes, retrofitting our existing Neighborhood Greenways, and making additional safety enhancements to existing projects.

Proposed projects and services for targeted investment include **\$5 million for traffic signals and crossing beacons**, **\$4.5 million for sidewalks**, **\$4.5 million for street lighting**, as well as better and safer access to schools, transit, and community services for Portland's kids, seniors, and families. **\$6 million would fund Safe Routes to Schools projects**, and **\$4.5**

million would expand **Neighborhood Greenways**. An additional \$10.5 million would fund basic safety repairs.

### **SAME TAX RATE**

Because this is a proposed renewal, the 10 cent per gallon tax rate would remain the same as it is today. The average Portlander would continue to pay approximately \$5 per month.

### **AUDITS AND INDEPENDENT OVERSIGHT**

**The Fixing Our Streets program will continue to go through annual independent financial audits.** These audits will be shared with the oversight committee and the public. Spending from the program will be overseen by the **Fixing Our Streets Oversight Committee** representing the many communities with a stake in Portland's streets and roads.

Submitted by:  
Chloe Eudaly, Commissioner  
City of Portland