

EXHIBIT C

EXPLANATORY STATEMENT FOR VOTERS' PAMPHLET (up to 500 words)

Measure creates program dedicated to street repair, traffic safety through temporary, ten-cents per gallon tax on motor vehicle fuels in Portland for vehicles not subject to weight-mile tax, estimated to raise \$64 million over four years. Tax implemented no earlier than September 2016, expires in four years. Establishes license requirements.

Project categories with examples in each category:

- Street repair, (\$35.8 million) - Parts of SE Foster, N Denver, NE Alberta
- Safe Routes to School, (\$8.8 million) – Lent Elementary traffic calming, David Douglas HS sidewalks, George Middle School crossings
- Sidewalk completion, (\$6.4 million) – SW Capitol Highway, NE 14th
- High Crash Corridor safety improvements, (\$3.9 million) - lighting on SE Powell, crosswalk improvements on NE Sandy, 82nd Avenue, SW Beaverton/Hillsdale Highway
- Reducing bicycle / car conflicts, (\$5.6 million) – two Neighborhood Greenways in East Portland, safer bicycle routes downtown
- Intersection safety improvements, (\$3.4 million) -- focused on improving access to transit: NE MLK, US 30

For a detailed list of projects, please visit portlandoregon.gov/transportation/betterstreets. If revenue or expenditure amounts differ from projections, the ratio of street repair to safety projects will remain the same (56% street repair to 44% safety projects).

For almost thirty years, Portland's streets have been deteriorating due to inadequate transportation funding. Every year, Portland's street maintenance backlog gets worse. Postponing repairs leads to worsening deterioration making future street repair more expensive. Street investments now save money later. Paving projects are selected using Portland's Pavement Management system and the project list shows examples of the projects that will be completed.

Working with neighborhoods and businesses, the City has developed plans for specific safety projects. These projects are designed to reduce crashes and fatalities, make it easier to cross streets to access transit, and improve safe access to parks and schools. Safety projects will be completed as listed. Any necessary refinements will be approved by a citizen oversight committee.

In their 2015 report, *Portland's Streets: Ending the funding gridlock*, the City Club identifies a local gas tax as a much needed, new funding source for transportation investments. The City Club's committee spent seven months studying options to fund

street maintenance and safety improvements. They concluded that delay is not a responsible option and a local gas tax should be part of the solution.

City General Funds, including property taxes, primarily support the City's Fire, Police and Parks Bureaus. Over the last ten years, transportation has received less than 2.5% of General Funds from the Adopted Budget. Historically, Portland relied on State and Federal fuel taxes for transportation funding, but the purchasing power of these taxes has diminished.

An oversight committee will review use of funds and report annually to City Council to ensure projects funded through this tax are consistent with voter intent.

The City will annually audit the Street Repair and Traffic Safety Program. This audit will be shared with the oversight committee and the public.