

## EXHIBIT C

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

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.