

# Safe, Sound AND Green Streets

## Proposal Overview ♦ December 2007

### PROJECT BACKGROUND

**T**he Safe, Sound and Green Streets Project was created to address Portland's transportation problems and Multnomah County's deficient bridges. The last gas tax increase was in 1993. This means that funding for transportation safety and maintenance has not kept pace with the increasing demand or inflation and as a result, the City of Portland faces a \$422 million maintenance unmet need. Multnomah County faces a \$485 million shortfall for their bridges. In addition, our community faces an estimated annual economic impact of \$412 million associated with needless deaths and injuries on Portland's streets.

**I**n response to these unmet needs, a Safe, Sound and Green Streets Stakeholder Committee was formed to develop a proposal that will begin to address the unmet maintenance needs for: city arterial streets in poor and very poor condition, City and County bridges, signals in poor condition, and key safety needs. The proposal includes potential new funding sources from the City and County as well as a specific list of street maintenance, bridges and safety projects that will be completed with new revenue.



### CITY OF PORTLAND STREET MAINTENANCE AND SAFETY FEE (SMSF)

- ♦ \$4.54/month per household charge on the water and sewer bill
- ♦ Monthly rate for businesses based on usage, square footage, and number of trips generated - determined in part by the Institute of Transportation Engineers (ITE) Manual
- ♦ Approximately \$24 million in revenue generated each year
- ♦ Half of the total SMSF revenue is generated from residential properties and half comes from non-residential properties
- ♦ A 30% low-income discount is available
- ♦ City Council can enact

### GREEN DISCOUNTS

**Green discounts** — up to 30%, will be available to both the residential and non-residential SMSF rates. Payers will need to apply for the green discounts, which will be awarded based on any one or combination of the following:

#### Residential:

- ♦ 20% — having no cars registered at their residence;
- ♦ 10% — having a TriMet monthly or annual pass; or
- ♦ 10% — for ownership of one of the US EPA's top 10 highest-rated vehicles for fuel economy.

#### Non-residential:

- ♦ 10% — for first 10,000 trips per month discounted for businesses located within 300 feet of a transit route;
- ♦ 10% — if offer reimbursement of at least \$30/month per employee for transit use, bicycling, carpooling or walking; OR
- ♦ 20% — if offer reimbursement of at least \$60/month per employee for transit use, bicycling, carpooling or walking.

**D**espite these new revenue sources, PDOT forecasts over the next fifteen years a current service level operations and maintenance shortfall of approximately \$93 million, beginning in the fifth year of implementation. This means that in addition to the unmet safety and maintenance needs, PDOT will have a significant funding gap for basic services that are a normal part of doing business. The Stakeholder Committee is reviewing options to ensure that the forecasted gap in current services levels will not be realized.

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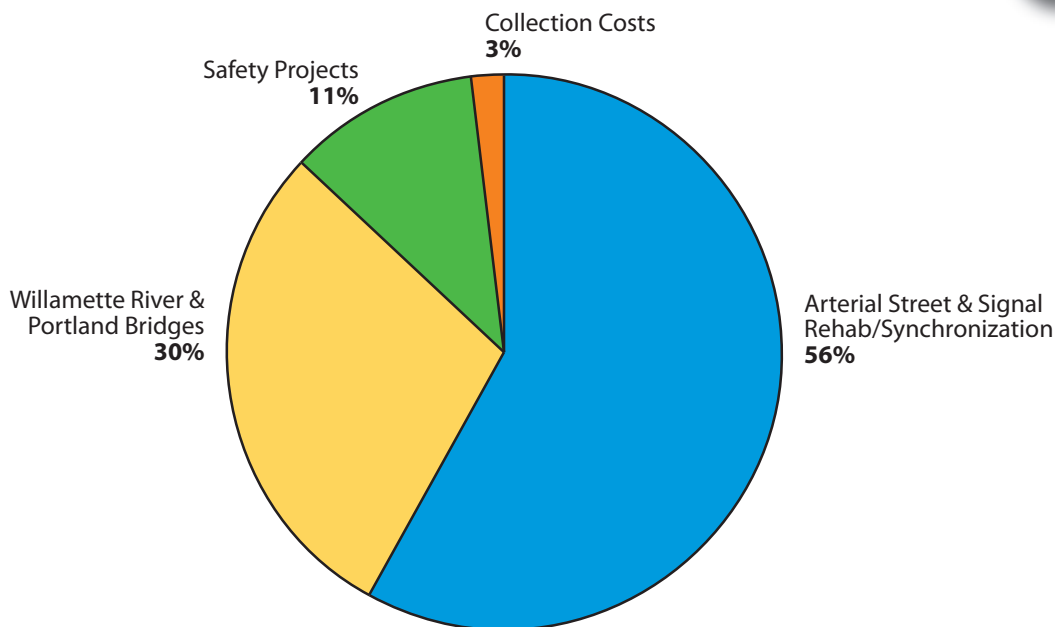
## COUNTY VEHICLE REGISTRATION FEE

- ◆ Multnomah County can charge a vehicle registration fee up to \$27 per year per passenger vehicle.
- ◆ Approximately \$14 million a year would be generated with a \$27 fee.
- ◆ Must be approved by Multnomah County's voters.

The revenue generated by the City and County will be allocated to fund specific projects, which have been chosen based upon engineering, safety priorities and fiscal responsibility. Public input was gathered to help refine the project lists. Wherever possible, these projects will be implemented with green street elements and in collaboration with other city projects to leverage resources and maximize the benefits.



## WHERE THE DOLLARS WOULD GO OVER 15 YEARS



The Safe, Sound and Green Streets Project will be implemented with several guiding principles. These include:

- ◆ Defined list of projects
- ◆ Independent oversight committee
- ◆ Annual reporting
- ◆ Leverage State, Federal, SDC and other funds
- ◆ Majority of work contracted out (adhere with ORS 279)
- ◆ Fund priority needs in each area of the City
- ◆ Implement pavement audit recommendations
- ◆ Prioritized list ensures effective allocation of available resources
- ◆ Buy local (i.e., minority & women-owned business outreach)
- ◆ Green discounts from a defined list
- ◆ These funds will not be used to supplant other resources (stated in ordinance)
- ◆ 15-year renewal
- ◆ Minimize negative impacts to businesses due to construction
- ◆ Green streets implementation
- ◆ Cap administrative costs (e.g., SMSF Administrator, accountant) — not to exceed 4% of annual SMSF revenue after initial implementation costs



**MULTNOMAH  
COUNTY**

For more information, call:  
503-823-7101 or visit:  
[www.SafeandSoundStreets.com](http://www.SafeandSoundStreets.com)