

Measure Argument for County Voters' Pamphlet

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Filing Information

Election: Primary 2016 General 20____ Special _____

Measure # 26 - 173 Original Statement Amended Statement

Order # E1 Argument in Favor Argument in Opposition

"This information furnished by" (as it should appear in the Voters' Pamphlet):

Fix Our Streets Portland

Argument paid for by:

Fix Our Streets Portland

E-Mail: campaign@fixourstreetsportland.com

Name of person or organization paying for argument

Phone: Cell: (971) 266-0563

Work:

Home:

Contact information for authorized changes:

Aaron Brown

E-Mail: aaron@fixourstreetsportland.com

Name of person authorized to make changes to Argument

Phone: Cell: (971) 266-0563

Work:

Home:

Filer checklist for Measure Argument for County Voters' Pamphlet (VP).

- Typewritten & signed Measure Argument form and Argument for County VP.
- Fee or certified petition provided.
- (If applicable) Endorsement Statement #: _____
- Word Count (325 MAX).

By signing this document, I (we) hereby state I (we) am (are) responsible for the content of this argument. ORS 251.415

Aaron Brown

Signature redacted

Printed name of person furnishing argument

Signature of person furnishing argument

Printed name of person furnishing argument

Signature of person furnishing argument

Date

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Note: If this argument is not being filed by a registered Oregon Political Committee, you may be required to register as a political committee with the Secretary of State. Refer to the Campaign Finance Manual for further details.

For Office Use only:

County: Multnomah

Cash receipt #: 23613

Check #: 1006

Amount \$ 100

Required Info? Yes No

Signed? Yes No

Endorsements? Yes # _____ No

Intake Staff Initials: [Signature]

Word Count (325 max):

Digital copy? Yes No

Review Staff Initials: [Signature]

RECEIVED
 16 MAR 21 PM 4:15
 DIRECTOR OF ELECTIONS
 TIM COOTNER

LET'S PAY OUR FAIR SHARE

Q: Why a gas tax?

A: The money that the state and federal governments give to the city for streets hasn't kept up with our need. Portland's roads are now in a terrible state of disrepair. A gas tax is the smartest way to fund repairs and improve safety for everyone on Portland's streets.

Q: Is there organized opposition to the measure?

A: The Oil Industry is funding a campaign to defeat the gas tax, as they have in other cities. Vote YES to send a message that your vote won't be bought by Big Oil.

Q: Who will pay the most?

A: This gasoline tax means that the drivers who use our roads the most will pay the most to fix them. That's the fairest way to cover the costs of these needed repairs.

Q: Will this tax heavy trucks?

A: Since heavy trucks are buying gas at truck stops, mostly outside the city, instead of neighborhood stations, this measure includes a requirement that the City convene a committee to look at how to get heavy trucks to pay their fair share.

Q: Why now?

A: Repairs and maintenance for our roads and streets have been deferred for 30 years. It becomes more expensive to fix these problems the longer we wait to address them.

Q: Why doesn't the city use money they already have?

A: Most of the city's general fund goes to police, fire, parks and housing. We wouldn't want to slash those services in order to fix our streets. An independent citizen's group determined the city's budget does not have enough money for needed street repairs and recommended a local gas tax.

Endorsed by:

Portland City Club

Portland Business Alliance

Mayor Charlie Hales

Commissioner Nick Fish

Commissioner Amanda Fritz

Commissioner Steve Novick

Commissioner Dan Saltzman

Multnomah County Commissioner Jules Bailey

Mayoral Candidate Sarah Iannarone

State Treasurer Ted Wheeler

County Commissioner Candidate Mel Rader

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Measure # 26 - 173 Original Statement Amended Statement

Order # F2 Argument in Favor Argument in Opposition

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Fix Our Streets Portland E-Mail: campaign@fixourstreetsportland.com
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Contact information for authorized changes:

Aaron Brown E-Mail: aaron@fixourstreetsportland.com
 Name of person authorized to make changes to Argument

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 TIM SCOTT
 DIRECTOR OF ELECTIONS

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<u>Aaron Brown</u>	<u>Signature redacted</u>	<u>03/21/16</u>
Printed name of person furnishing argument	Signature of person furnishing argument	Date
_____	_____	_____
Printed name of person furnishing argument	Signature of person furnishing argument	Date
_____	_____	_____
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County: Multnomah Required Info? Yes No Word Count (325 max):

Cash-receipt #: 23613 Signed? Yes No Digital copy? Yes No

Check #: 1006 Endorsements? Yes # _____ No Review Staff Initials: [Signature]

Amount \$ 400 Intake Staff Initials: [Signature]

FIX OUR STREETS PORTLAND: STREET IMPROVEMENTS IN EVERY QUADRANT, MONITORED BY CITIZEN OVERSIGHT

The Portland Bureau of Transportation has created a list that explicitly details the specific locations, cost estimates, and type of improvements to be funded by the temporary ten cent gas tax.

\$35.8 million for paving and maintenance projects, including:

- N Williams (Stanton to Cook)
- SW 4th Avenue (Lincoln to Burnside)
- SW Vermont (Oleson to Capitol)
- SE 136th (Foster to Division)
- SE 50th (Division to Hawthorne)
- SW Naito (Harrison to Jefferson)
- NE 42nd Ave (Brazee to Wistaria Dr)
- NE Wistaria Dr (42nd to Cesar Chavez)

\$16.9 million to fix dangerous streets, including:

- Filling sidewalk gaps on streets including NE 148th, SE Flavel and SW Capitol Highway
- Increased lighting, traffic calming, and safer access to TriMet bus stations
- Separated Bicycle Lane Projects in City Center, East and Southwest Portland
- Traffic calming and safety improvements on High Crash Corridors including 122nd, 82nd, NE Sandy and SW Beaverton-Hillsdale
- Crossing improvements to NE Glisan, NE 102nd, NE MLK, NE 82nd, and SW Naito
- All projects built to comply with Nationally-recognized ADA standards.

\$10.4 million for Safer Routes to School and Neighborhood Greenway projects, including:

- Sidewalks near David Douglas HS
- Street safety improvements near Lent ES
- Traffic Calming near Beverly Cleary ES
- Shoulder improvements near Forest Park ES
- Five Greenways in neighborhoods including Goose Hollow, Woodlawn, Montavilla, Hazelwood and Brentwood-Darlington

To ensure transparency and accountability, **every dollar raised and spent by the temporary gas tax** will be reviewed by a **Citizen Oversight Committee**. This group will monitor revenues, expenditures, and provide an annual report to City Council. Membership will include representation from transportation advocates, local businesses and neighborhood residents.

THIS IS NOT A COMPLETE LIST OF PROJECTS. To see the full slate of proposals and to read more about the criteria used to choose these projects, visit our campaign website: www.fixourstreetsportland.com

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Check #: 1006

Amount \$: 400

Required Info? Yes No

Signed? Yes No

Endorsements? Yes # _____ No

Intake Staff Initials: [Signature]

Word Count (325 max): _____

Digital copy? Yes No

Review Staff Initials: [Signature]

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 16 MAR 21 PM 3:15
 THOMAS SCOTT
 DIRECTOR OF ELECTIONS

30 YEARS OF UNDERFUNDING STREET REPAIRS IS TOO LONG

As the City of Portland has had to spend more on other priorities like police, fire, parks and housing, our streets have taken the brunt of budget cuts. **Road maintenance has been deferred for 30 years.** The city can't pay for the needed repairs by cutting police, fire, parks and housing.

But the longer we wait to fix the streets, the more expensive it will get.

A typical \$200,000 investment in a mile of street maintenance now can save taxpayers \$2,000,000 in future costs for road rebuilding. **Every dollar spent on standard road maintenance can save approximately \$10 by avoiding a complete rebuild of our roads in a few years.**

The Fix Our Streets Portland campaign would direct **\$35.8 million** to improvements in paving, traffic signals, street lighting, signs, and pavement markings to improve safety and system efficiency.

Streets across the City of Portland would receive funding for basic maintenance and safety upgrades, including:

- \$3.2 million for SW Vermont
- \$2.2 million for NE Halsey
- \$1.6 million for SW Naito
- \$0.9 million for N Denver
- \$3.0 million for SE Foster

These and other projects were chosen based on cost-effectiveness, prioritization of busy streets carrying transit and freight, and opportunities for partnership with other agencies including the Oregon Department of Transportation.

Voting YES on 26-173 is the fiscally responsible decision. This is an investment in prudent, thoughtful, good governance. Fix Our Streets Portland will avoid spiraling costs and ensure taxpayers don't pay more in the future. We simply can't wait any longer, and a broad consensus of Portland business leaders, community advocates and civic leaders agree.

Learn more about these projects by visiting our facebook page:
www.facebook.com/fixpdxstreets.

ENDORSEMENTS:

City Club of Portland
Portland Business Alliance
NW Oregon Labor Council, AFL-CIO

TEACHERS, PARENTS, AND STUDENTS SAY YES

Portland students should be able to walk and bike to their neighborhood school.

Too many Portland families live in neighborhoods where children can't safely walk or bike to school. When children can't walk or bike to school, it increases neighborhood traffic, hurts air quality near schools, and deprives students of opportunities for physical activity. We must fix dangerous intersections and gaps in sidewalks along busy streets to make our communities safer.

Students are healthier and perform better academically when they have an opportunity to physically exercise in the morning, and local neighborhood streets are calmer and safer if students are able to walk to school.

Fix Our Streets Portland includes over \$8 million to build crosswalks, sidewalks, and safer streets near elementary, middle and K-8 schools in Portland Public, David Douglas, Reynolds and Parkrose School Districts. This money would be spent on safety projects all over the city including:

- Sidewalks near NE Portland's Sacramento Elementary
- Safer crosswalks to SE Portland's Buckman Elementary
- New marked crosswalks on N Burr Road near George Middle School
- Traffic calming on SW 35th Avenue near Jackson Middle School
- Filling sidewalk gaps near SE Portland's Parklane Elementary School

This funding will be prioritized to elementary schools in neighborhoods that need upgraded sidewalks and crosswalks the most. The Safe Routes to School funding will also be eligible to address traffic concerns in communities impacted by Portland Public Schools' ongoing boundary redistricting process.

A Yes Vote on 26-173 is a vote for stronger community schools, healthier children, and safer streets across the city.

The following parents and education advocates have also endorsed the Fix Our Streets Portland campaign:

Kari Schlosshauer, SE Portland Parent, Fix Our Streets Portland Campaign Co-Chair
Portland Association of Teachers
Chief Joseph / Ockley Green PTA
Beverly Cleary School PTA

Learn more about the campaign at www.fixourstreetsportland.com and twitter.com/fixpdxstreets.

STREET SAFETY ADVOCATES ENDORSE 26-173

Every Portlander should be able to walk to their neighborhood stores and shops without fear of being hit by a car that either can't see them or doesn't have room to get by. They should be able to cross the street without worrying they won't be able to get to the other side. They should be able to bike to school knowing that the route is safe.

Unfortunately, 30 years of unmaintained infrastructure has left many Portland neighborhoods split apart by busy streets with poor or nonexistent sidewalks, crosswalks, and fast moving cars.

Last year, the City of Portland adopted Vision Zero, a traffic safety philosophy that states traffic crashes are preventable incidents that must be systematically addressed through investments in infrastructure where collisions continue to happen. It's time for Portland to step up to meet the Vision Zero goal of ending traffic deaths and serious injuries. Fix Our Streets Portland provides funding to fix dangerous intersections to help eliminate traffic fatalities.

Portland families deserve safe streets to walk, bike, use their mobility devices, access transit, and drive.

The City Club of Portland, an independent citizen group, found that the city really does not have enough money in its existing budget to address our needed repairs and safety improvements. They recommended a local gas tax.

Some of the funds raised will be invested in crosswalks and sidewalks in high traffic areas where injuries and deaths have been a persistent community concern. It's time all Portlanders have safe transportation options to get where they need to go.

A gas tax is the smartest way to fund repairs to improve safety for everyone on Portland's streets.

Endorsed by:

AARP Oregon
Oregon and SW Washington Families for Safe Streets
Oregon Walks
Bicycle Transportation Alliance
Community Cycling Center
City of Portland Pedestrian Advisory Committee
Disability Rights Oregon
Community Vision

Tell us why YOU support fixing our streets: www.facebook.com/fixpdxstreets

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Measure # 26 - 173 Original Statement Amended Statement

Order # F6 Argument in Favor Argument in Opposition

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Fix Our Streets Portland

Argument paid for by:

Fix Our Streets Portland E-Mail: campaign@fixourstreetsportland.com

Name of person or organization paying for argument

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Contact information for authorized changes:

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TIN SCOTT
DIRECTOR OF ELECTIONS

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Aaron Brown Signature redacted 03/21/16

Printed name of person furnishing argument Signature of person furnishing argument Date

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Organization name person(s) is(are) authorized to represent, if applicable: Fix Our Streets Portland

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For Office Use only:

County: Multnomah

Cash-receipt #: 2365

Check #: 1006

Amount \$ 400

Required Info? Yes No

Signed? Yes No

Endorsements? Yes # No

Intake Staff Initials: CB

Word Count (325 max):

Digital copy? Yes No

Review Staff Initials: CB

AN INVESTMENT IN CLEANER AIR, HEALTHIER COMMUNITIES FOR ALL

Portlanders cherish our city's commitment to livable, sustainable communities. That's why public health and environmental advocates across the city have endorsed the Fix Our Streets Portland campaign. **This is our opportunity to vote for a cleaner environment.**

Automobile use represents a **significant threat to local air quality** in Portland's neighborhoods. A local tax on gasoline will encourage Portlanders to consider walking, biking and taking transit for their daily trips, and will raise revenue to ensure Portlanders can safely walk, bike, and take transit in every neighborhood.

With the Fix Our Streets Portland campaign, voters can tax pollution to invest in infrastructure. For 30 years, our city has deferred this maintenance. The longer we wait, the more expensive it will be. The gas tax gives us an opportunity for cost-effective, green transportation options for every neighborhood. **This improves local air quality, helps tackle Portland's affordability crunch, and is an investment in a low-carbon transportation future.**

For these reasons, prominent environmentalists have joined with public health advocates to endorse the campaign. Better air quality and accessibility to our green spaces are important components of a sustainable, healthy, equitable Portland.

Environmentalists and public health advocates strongly believe Portland's future depends on green transportation options to fight climate change. This gas tax provides a much needed incentive for Portlanders to bike, walk and take public transit while building the necessary infrastructure to make it happen.

"Neighbors for Clean Air enthusiastically supports this initiative for a healthier community. The gas tax will clean our air and make it easier for Portland residents to walk and bike in the city."

- Neighbors for Clean Air statement

The following organizations encourage a YES vote on 26-173:

Neighbors for Clean Air
Eastside Portland Air Coalition
OPAL - Environmental Justice Oregon
Upstream Public Health
Oregon League of Conservation Voters
1000 Friends of Oregon
Depave

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Measure # 26 - 173 Original Statement Amended Statement

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Work:

Home:

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County: Multnomah

Cash-receipt #: 23613

Check #: 1006

Amount \$: 400

Required info? Yes No

Signed? Yes No

Endorsements? Yes # _____ No

Intake Staff Initials: [Signature]

Word Count (325 max): _____

Digital copy? Yes No

Review Staff Initials: [Signature]

HOUSING ADVOCATES SUPPORT GAS TAX

The City of Portland is growing rapidly, and housing affordability continues to be a key concern for many Portlanders. We need a reliable, sound, transportation system that gives families flexibility as they pursue home ownership. From **transit-dependent seniors to students eager to walk and bike to their neighborhood school**, Fix Our Streets Portland provides options for Portlanders to get safely around the city.

It will only get more expensive for us to fix our deteriorating roads. Those rising costs will keep us from investing in other important needs, like affordable housing. If we do not invest now, we'll simply see exponentially more expensive costs to pave streets in the future.

GAS TAX FUNDS PROJECTS NEAR AFFORDABLE HOUSING

Much of Portland's new housing is located or proposed on busy, dangerous streets which lack adequate sidewalks and crosswalks. The families moving to these new homes also need safe, accessible walking, biking and public transit options.

The neighborhoods experiencing the largest population growth are also Portland's most racially and socioeconomically diverse communities. **Fix Our Streets Portland invests in road repairs and street safety projects in the neighborhoods that need them most.**

YES FOR NEEDED REPAIRS

To address Portland's housing crisis, we must look at the ways reliable transportation systems allow Portlanders to achieve homeownership. This often means safely commuting to their jobs, schools and other community centers. **Vote YES on Measure 26-173 to support the necessary infrastructure to build strong, economically vibrant, safe and equitable communities that all Portlanders can call home.**

"ROSE works in East Portland neighborhoods, which has poor infrastructure and many unsafe street crossings. This measure will be great for East Portland, and Rose CDC supports a YES vote on Measure 26-173."

- Nick Sawie, Executive Director, Rose CDC

Housing advocates endorsements:

Rose CDC

OPAL - Environmental Justice Oregon

Housing Land Advocates

Orange Splot LLC

Portland Community Reinvestment Initiatives, Inc.

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County: Polk

Cash receipt #: 23613

Check #: 1006

Amount \$: 400

Required Info? Yes No

Signed? Yes No

Endorsements? Yes # _____ No

Intake Staff Initials: [Signature]

Word Count (325 max): _____

Digital copy? Yes No

Review Staff Initials: [Signature]

IT'S TIME EAST PORTLAND GOT THEIR FAIR SHARE

For far too long, East Portland's needs have been ignored. It's time to invest in basic city services in neighborhoods where it's needed most.

A YES vote on 26-173 invests money in sidewalks, crosswalks, and traffic safety projects in the neighborhoods with the greatest need, including East Portland.

East Portland advocates have been working with the City of Portland for years to identify street improvements to make it easier for seniors to access transit and safer for students to get to school. Fix Our Streets Portland includes funding for multiple street safety and road maintenance projects. These investments ensure walking, biking, and driving are safe and available in Portland's most socioeconomically and racially diverse neighborhoods.

East Portland citizens have been waiting for repairs since annexation in the 1980s. Now is the time to invest in these streets so every Portlander can safely walk, bike and drive to their jobs, schools and places of worship.

Delaying improvements will only make streets more expensive to fix in the future.

Fix Our Streets Portland directs funding to numerous projects in East Portland, including:

- \$4.0 million to repave SE 136th from SE Foster to SE Division
- \$3.0 million to repave SE Foster from 82nd to 90th
- \$2.8 million for Safe Routes to School for families in David Douglas, Centennial, Parkrose School Districts
- \$3.9 million for safety improvements East Portland's "High Crash Corridors" including NE 82nd, NE 122nd and NE Sandy
- \$1.7 million for sidewalks on NE 148th from NE Halsey to NE Glisan
- \$1.1 million for Neighborhood Greenways for safer walking and biking routes to David Douglas High School and Holladay Park from frequent service TriMet lines

The following East Portland advocates support our campaign:

East Portland Action Plan
Rosewood Initiative
OPAL - Environmental Justice Oregon
East Portland Land Use and Transportation Committee
Hazelwood Neighborhood Association
Depave

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- Word Count (325 MAX).

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TIM SCOTT
DIRECTOR OF ELECTIONS

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Aaron Brown **Signature redacted** 03/21/16

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Organization name person(s) is(are) authorized to represent, if applicable: Fix Our Streets Portland

Note: If this argument is not being filed by a registered Oregon Political Committee, you may be required to register as a political committee with the Secretary of State. Refer to the Campaign Finance Manual for further details.

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A GAS TAX TO FIX PORTLAND'S STREETS

Portland's roads and sidewalks have been deteriorating for 30 years.

The federal gas tax hasn't changed since 1993, and Oregon's gas tax hasn't changed since 2009. Due to inflation, increased automobile fuel efficiency, and an overall decrease in per-capita driving, revenues for street maintenance in Portland has plummeted, and our roads are starting to show serious signs of wear and tear.

We can't address the state of our roads without new revenue. It's that simple.

It's common for local jurisdictions to raise revenues from a gas tax to invest in needed maintenance in their communities. 15 cities in Oregon levy a local gas tax to raise revenue for roads, including Eugene, Tigard, Milwaukie, Astoria, and Hood River.

Investing in road maintenance now saves significant taxpayers money in the future.

Investment in maintenance on a city street will preserve the quality of the road and help prevent normal wear and tear from destroying our street and rendering it functionally obsolete. Studies show a \$200,000 treatment to a deteriorating street now can be enough to prevent taxpayers from footing the bill for a \$2 million rebuild in the future. **Portland simply can't afford to wait on fixing our streets.**

The only organized opposition to a gas tax comes from Big Oil.

While local businesses, educators, transportation advocates and city leaders all agree that we need this crucial investment for the economic vitality of our neighborhoods and the safety of our children biking and walking to school, Big Oil is trying to squash our local efforts to fix our streets.

Big Oil interests want you to believe that we don't need a gas tax to solve our street problem. **Don't believe them.** Big Oil will say anything to keep from paying their fair share. They have fought additional funding for years. A gas tax generates revenue from the heaviest users of our roads including businesses.

SMALL BUSINESS OWNERS SPEAK OUT: LET'S FIX OUR STREETS

Matthew Mičetić, owner of Red Castle Games: "I chose to open my small business on SE Foster because of its vibrancy. The Fix Our Streets Portland proposal includes \$3.9 million to invest in safety on High Crash Corridors like SE Foster. I'm happy to support a gas tax to make streets safer for my customers and employees who bike, walk, and drive between our vibrant districts in Portland."

Leah Benson, owner and manager of Gladys Bikes: "Ask any entrepreneur: learning to manage the books and make thoughtful long-term investments is an important skill in preparing for success. The City of Portland has been unable to secure the necessary funding to keep up with the inevitable deterioration on our streets. This ongoing lack of repairs has implications to my business, and also the overall quality of life in our community. This is a problem that's not just going to go away. Let's fix our streets before these repairs get too costly."

Justin Yuen, owner of FMYI, a Portland-based software B Corporation: "I chose to locate my business here because of the convenience and accessibility for my employees, clients, and family. FMYI depends on our streets to be in good condition so our employees can get to work safely and pick up their kids from school. We need to invest in our streets so that Portland remains a desirable place to live and so we can continue to attract top talent to work at our company."

Scott Kocher, attorney and owner of Forum Law Group. "It's time for Portlanders to speak up for safe sidewalks, crossings and streets. My firm supports Fix Our Streets Portland because we support the city's efforts to eliminate traffic fatalities. It's time to get this done."

Read more stories from small business owners on why they support the temporary gas tax at www.fixourstreetsportland.com.

Measure Argument for County Voters' Pamphlet

Measure # 26 - 173 (Order #)

Maximum 325 words/numbers.

City Club Supports Temporary Gas Tax

Portland can no longer afford to postpone investing in its streets, sidewalks and bike lanes. After nearly 30 years of insufficient investment, we face a massive backlog that will cost at least \$205 million annually, and every year we delay, it gets more expensive. If we don't act, future City Councils will have to choose between repairing crumbling roads and funding vital services like affordable housing and public safety.

City Club of Portland conducted an exhaustive study to determine how to address this crisis. Our citizen committee concluded that a temporary local gas tax is the best way to raise funds immediately for transportation while developing a comprehensive strategy.

- **The gas tax will improve safety citywide:** In 2014, more than half of Portland's traffic fatalities were pedestrians, compared to 14% nationally. East Portland bears the brunt of these tragedies. Gas tax revenue will go towards building sidewalks, improving crossings at intersections and expanding the Safe Routes to School program throughout Portland.
- **The gas tax is fair:** People who use roads more will pay more. Non-Portland residents who fill their tanks in Portland will help fund the streets they use, too.
- **The gas tax is equitable:** On average, high-income households drive more than low-income households. And anyone can save by using public transit, biking or walking.
- **The gas tax is affordable.** With gas prices at their lowest level in years, now is the most affordable time to implement a temporary 10-cent tax.

A temporary local gas tax will fund life-saving road improvements and cost-saving maintenance.

City Club urges Portlanders to vote yes!

Visit pdxcityclub.org/streetfee to read our report, "Portland's Streets: End the funding gridlock." City Club is a nonprofit, nonpartisan education- and research-based civic organization. Through community-based research and advocacy City Club examines issues of importance to the Portland metropolitan region, the state and society as a whole.