

# City of Portland

## Measure 26-245

### ARGUMENT IN FAVOR

#### City Club Continues to Support Portland Local Gas Tax

Portland cannot afford to postpone investing in its streets, sidewalks and bike lanes. After nearly 30 years of insufficient investment, we face a massive maintenance backlog, 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:** East Portland bears the brunt of pedestrian fatalities in tragic crashes. 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:** The 10-cent tax has not been increased since being implemented in 2016.

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

#### City Club urges Portlanders to vote yes!

*(This information furnished by Jon Stride, City Club of Portland)*

### ARGUMENT IN FAVOR

#### Workers Support Safer Streets at Lower Costs

The workers of Municipal Employees Union LiUNA 483 are on the frontlines of building infrastructure in the City of Portland. We know firsthand the resources needed to do this work well. **Renewing Measure 26-245 will save Portland money.** Insufficient funding leads to catastrophic failures, which are more expensive to repair than the proper maintenance and improvements that prevent them. If this measure fails, we will find ourselves in constant infrastructure crisis response, which will lead to worse outcomes at a higher price point.

More importantly, **Measure 26-245 keeps Portlanders safe.** It does this while creating good jobs in our community. Money raised by this measure is earmarked for specific programs repairing our roads and making travel in the city safer for our families. It supports a multimodal transportation plan that anyone can get behind. Simply put, Measure 26-245 does what it says: Fixes our Streets. And

since this is a tax renewal, it will not raise taxes on anyone.

#### Support essential workers doing essential work by voting Yes on Measure 26-245.

*(This information furnished by James O'Laughlen, LiUNA Local 483)*

### ARGUMENT IN FAVOR

#### SAME TAX RATE. BETTER STREETS.

Vote YES on Measure 26-245 to renew our local gas tax, and continue funding street repair, maintenance, and safety projects across Portland.

#### Because this is a renewal, the tax rate will remain the same as it is today.

Just a few dollars a month ensures our streets are safer and well-maintained for people driving, walking, biking, and riding transit.

#### VOTE YES FOR STREET REPAIR & MAINTENANCE

Measure 26-245 saves money by funding repair and maintenance projects today, to avoid expensive rebuilds of worn-out streets later:

- \$23.5 million dedicated to paving
- \$13.5 million to fund pothole, gravel street, and pavement repair

#### VOTE YES FOR SAFETY FOR KIDS, SENIORS, AND FAMILIES

Measure 26-245 funds neighborhood safety projects that improve intersections, reduce vehicle speeds, expand neighborhood greenways, and add safety enhancements to other projects:

- \$9 million for safety projects on busy streets
- \$6 million for safety projects on neighborhood streets
- \$6 million for Safe Routes to School
- \$2.5 million to add safety improvements to maintenance projects

#### VOTE YES FOR THE SAME TAX RATE

Because this is a renewal, the 10-cents per gallon tax rate will remain the same as it is today. The average Portlander pays just a few dollars a month.

#### VOTE YES FOR AUDITS & INDEPENDENT OVERSIGHT

The Fixing Our Streets Oversight Committee oversees the program, and spending is audited annually.

Learn more at [FixOurStreetsPDX.com](http://FixOurStreetsPDX.com)

#### JOIN US AND VOTE YES ON MEASURE 26-245:

1000 Friends of Oregon

# City of Portland

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AFSCME Local 189  
Amalgamated Transit Union Local 757  
APANO  
BikeLoud PDX  
City Club of Portland  
The Coalition of Communities of Color  
Columbia Corridor Association  
Families for Safe Streets  
Getting There Together  
Laborers' Local 483  
Latino Network  
Neighbors for Clean Air  
Northwest Oregon Labor Council  
Oregon League of Conservation Voters  
OPAL Environmental Justice Oregon  
Oregon Walks  
Our Portland  
Portland Metro Chamber  
PROTEC17  
Rose Community Development  
The Rosewood Initiative  
The Street Trust  
Sunrise Movement PDX

*(This information furnished by Natalie Sept,  
Fix Our Streets Portland)*

### ARGUMENT IN FAVOR

#### SMALL INVESTMENT, BIG RETURN

**Business and Labor Leaders are voting YES on  
Measure 26-245  
Better Roads — Same Tax Rate**

#### BETTER ROADS

Thanks to voters' support in 2016 and 2020, Portland has invested \$150 million to catch up on a backlog of crumbling streets, dangerous potholes, and missing sidewalks. Now, voters have a chance to renew the local gas tax—maintaining the tax rate and continuing this hard work.

**Business and labor leaders agree: This investment keeps our streets in good condition for current and future users, and keeps our local economy moving.**

Renewing the gas tax helps Portland invest in lower cost maintenance projects now, avoiding larger bills to replace worn-out streets later. **Every dollar spent on standard road maintenance can save approximately \$10 in the future by avoiding a complete and more costly rebuild of our roads.**

#### INVESTMENT IN OUR LOCAL ECONOMY

Measure 26-245's continued investments in our community is more important than ever—and the average Portlander pays just a few dollars a month. It's a solid investment in our local economy.

"Our transportation infrastructure is an incredible asset owned by the people of Portland, and we all benefit from the ability of people, goods, and services to safely move around the City. Investing in safety and maintenance now will save money in the long term, and help our community

every day." - PROTEC 17, representing 979 transportation workers in the City of Portland.

#### SAME TAX RATE

Because this is a renewal, the 10 cent per gallon tax rate would stay the same for another four years. Spending would continue to be audited annually.

**Please join Portland's business and labor leaders in voting YES on Measure 26-245 to renew our investment in better roads.**

AFSCME Local 189  
Columbia Corridor Association  
Laborers' Local 483  
Northwest Oregon Labor Council  
Portland Metro Chamber  
PROTEC17

*(This information furnished by Natalie Sept,  
Fix Our Streets Portland)*

### ARGUMENT IN FAVOR

#### VOTE YES TO KEEP OUR KIDS SAFE

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

But too many children do not have a sidewalk, bike path, or safe crosswalk on their route to school.

**That's why we're voting YES to renew the local gas tax that fixes our streets and funds safety improvements — so kids across Portland have a safe route to school. And because it's a renewal, the gas tax rate would stay the same as it is today.**

Funding from the local gas tax over the last eight years has completed over 75 Safe Routes to Schools projects across Portland. But there are hundreds more needed improvements, big and small, to keep our kids safe.

When kids can't walk or bike to school, it increases neighborhood traffic, hurts air quality, and deprives students of the opportunity for healthy physical activity. This is unacceptable.

**We must continue to fix dangerous intersections, improve street lighting, and extend sidewalks. These projects support our city's students as they pursue a brighter future for themselves and their families.**

Students are healthier and perform better academically when they have the opportunity to physically exercise in the morning—and they create habits of walking and biking throughout their life.

Voting YES on Measure 26-245 to Fix Our Streets would provide desperately needed funding to ensure students have a safe route to school, with \$6 million dedicated to Safe Routes to Schools projects, and millions more for sidewalks, traffic signals, and other neighborhood safety improvements across Portland.

# City of Portland

## Measure 26-245

**A YES vote on Measure 26-245 is a vote for our community, our schools, healthier children, and safer streets across the city.**

Families for Safe Streets  
Sam Balto, teacher  
Audrie Abernathy, parent  
Abe Cambier, parent  
Nicholas Cunningham, parent  
Peter David, parent  
Brian Ellin, parent  
Rob Galanakis, parent  
Cynthia Lewis, parent  
John Randak, parent  
Tamara Taylor, parent

*(This information furnished by Natalie Sept,  
Fix Our Streets Portland)*

## ARGUMENT IN FAVOR

### AN INVESTMENT IN CLEANER AIR MEANS 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 measure, 26-245. **This is our opportunity to vote for a cleaner environment.**

Carbon emissions from transportation 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.

**Fix Our Streets taxes pollution to invest in infrastructure.** The gas tax gives us an opportunity for cost-effective, green transportation options for every neighborhood—greenways, crosswalks, bike lanes, and bus lanes. **This improves local air quality, supports walkable neighborhoods, 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.

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

**We encourage a YES vote on 26-245:**

1000 Friends of Oregon  
Neighbors for Clean Air  
OPAL - Environmental Justice Oregon

Oregon League of Conservation Voters  
Sunrise PDX

*(This information furnished by Natalie Sept,  
Fix Our Streets Portland)*

## ARGUMENT IN FAVOR

### LET'S KEEP OUR STREETS SAFER TO WALK, SAFER TO BIKE

Measure 26-245 funds important investments in basic safety and maintenance projects across the city, from filling potholes, paving, and maintaining gravel streets, to improving signals and lighting, installing high-visibility crosswalks, and calming traffic.

This includes bicycle and pedestrian safety projects, like new or repaired sidewalks, replacing reflective plastic wands with concrete traffic separators, replacing a painted curb extension with a concrete one, adding curbs and ramps, or adding striped buffers to bike lanes where space allows.

These projects are important. That's why we're asking Portlanders to renew the local gas tax at the same rate we pay today, by voting **YES on Measure 26-245**. This small investment helps maintain our streets and make them safer for people driving, biking, and walking.

### SAFETY AND ACCESSIBILITY

"Our streets can be places that promote local economic growth, support small businesses, and ensure the safety and accessibility of everyone who uses them. We are asking all Portlanders to support Fix Our Streets. Let's work together to make our streets as equitable, beautiful, and resilient as they can be." - The Street Trust

### DEDICATED FUNDING

Measure 26-245 is expected to generate \$70.5 million over the next four years for safety and maintenance projects across Portland. That includes:

- \$9 million dedicated to safety upgrades on Portland's busier streets, including those marked high priority in PedPDX, Portland's citywide pedestrian plan.
- \$6 million dedicated to safety projects on neighborhood streets, including deficiencies in Portland's pedestrian and bicycle networks.
- \$6 million for Safe Routes to Schools
- \$2.5 million for pedestrian, bicycle, and public space retrofits
- \$2 million for residential street safety and traffic calming

**JOIN US IN VOTING YES ON MEASURE 26-245!**

**Bike Loud  
Getting There Together  
Oregon Walks  
The Street Trust  
Sam Balto**

*(This information furnished by Natalie Sept,  
Fix Our Streets Portland)*

# City of Portland

## Measure 26-245

### ARGUMENT IN FAVOR

#### **BETTER STREETS FOR ALL PORTLANDERS**

Measure 26-245 provides transportation system improvements throughout all of Portland. People across Portland will see needed updates to their streets, sidewalks, crossings and roadways.

#### **FUNDING TO UNDERSERVED COMMUNITIES**

When determining when and where to allocate resources, Portland Bureau of Transportation (PBOT) looks to census data on income, race, and ethnicity to identify communities that have often been historically excluded from infrastructure investments.

Measure 26-245 guarantees street improvements in every one of the four new city council districts. Historically marginalized or underrepresented communities will have greater mobility, and access to social and economic growth, as a result of these investments.

#### **A HISTORY OF EQUITY**

From 2016 through 2024, Portland's existing Fixing Our Streets program has generated approximately \$150 million for basic transportation safety and maintenance projects. PBOT has repaved 80 lane miles of city streets, repaired over 40,000 potholes, and completed hundreds of safety improvements across Portland.

Many of these funds have been prioritized in East Portland and other high need areas, and they have leveraged additional investments, including a \$20 million federal grant that will be used for safety investments on 122nd Ave.

#### **A FOCUS ON COMMUNITY NEED**

Projects and priorities are shaped by extensive community feedback that informs project designs and implementation. PBOT engages with community and neighborhood stakeholders, transportation justice advocates, and business groups throughout the city and in specific project areas of impact. The Fixing Our Streets Oversight Committee, with wide geographic and interest-based representation, provides ongoing oversight of the overall program.

"Every Portlander deserves safer, well-maintained streets. The Fixing Our Streets program addresses the highest safety and maintenance needs in the communities that need it the most. And because this is a renewal, the tax rate would remain the same as it is today." - Coalition of Communities of Color

**Fixing Our Streets helps all Portlanders. Join us in voting YES on Measure 26-245**

**APANO  
Coalition of Communities of Color  
Latino Network**

*(This information furnished by Natalie Sept,  
Fix Our Streets Portland)*

### ARGUMENT IN FAVOR

#### **MEASURE 26-245: WE CAN'T AFFORD TO LOSE THIS IMPORTANT SOURCE OF LOCAL TRANSPORTATION FUNDING**

Your YES vote on Measure 26-245 helps ensure we can continue to fund important safety and maintenance projects on Portland's streets for another four years.

What will happen if Portland's local gas tax is NOT renewed? Simply put, the loss of an estimated \$70.5 million in funding for maintenance and safety projects means those projects won't happen. And it's an important list of projects — you can review the full list at [www.portland.gov/transportation/proposed-measure-26-245](http://www.portland.gov/transportation/proposed-measure-26-245)

Losing funding from Portland's local gas tax will not only reduce funding for these important maintenance and safety projects, but it will have a domino effect on PBOT's already strained budget.

Portland's Bureau of Transportation is already facing a budget shortfall—losing this critical source of dedicated local funding means PBOT won't be able to fix nearly as many potholes, keep up with pavement repair and maintenance needs, or adequately fund important safety programs like Safe Routes to School.

Our community can't afford to let that happen. Fortunately, the solution is as easy as voting YES on Measure 26-245, and renewing the local gas tax — at the same rate we pay today — for another four years.

#### **Join us in supporting Measure 26-245**

Congressman Earl Blumenauer  
Representative Mark Gamba  
Representative Khanh Pham  
Metro President Lynn Peterson  
Metro Councilor Duncan Hwang  
Metro Councilor Christine Lewis  
Metro Councilor Ashton Simpson  
Mayor Ted Wheeler  
Commissioner Rene Gonzalez  
Commissioner Mingus Mapps  
Commissioner Carmen Rubio  
Commissioner Dan Ryan  
City Council Candidate Timur Ender  
City Council Candidate Steph Routh

*(This information furnished by Natalie Sept,  
Fix Our Streets Portland)*

### ARGUMENT IN FAVOR

#### **AARP Oregon urges a "Yes" on 26-245**

AARP Oregon supports Measure 26-245. It is a critically needed and balanced approach to keeping our streets safe for all of us whether we are walking, rolling, biking, busing, ride sharing or driving.

**We are a "yes" vote on Measure 26-245 because:**

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- Livable and age-friendly communities require transportation and mobility options for all, regardless of age.
- We need to allow for vibrant communities where everyone can actively participate. Key to this is the opportunity for everyone, regardless of age or ability, to travel safely.
- Access to housing, senior centers, libraries, parks, and vital public safety services that allow the 50+ and their families to age-in-place all depend on a safe transportation system.

Just as we did in 2016 and 2020, AARP once again supports this balanced approach to repair our infrastructure. Safety on all types of streets must remain front and center in our public infrastructure.

**AARP Oregon urges a yes vote to ensure we can have the infrastructure required to enjoy livable communities into the future.**

*(This information furnished by Bandana Shestha, AARP Oregon)*

## ARGUMENT IN FAVOR

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**URGES A \*YES\* VOTE ON MEASURE  
26-245**  
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Even though we need to reform how we fund infrastructure, some needs can't wait.

Our region's most vulnerable neighborhoods have roads that are literally crumbling.

This Measure renews the existing 10-cent per gallon charge on gasoline that voters already renewed in 2020. The city's prioritization process will ensure that low-income and working-class neighborhoods receive a significant portion of the resulting improvements, and the continuance of the program will prevent the elimination of good union jobs.

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**WHY HAVING THE RIGHT STATE TREASURER  
MATTERS:**  
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**A State Treasurer with the right priorities can help stretch infrastructure dollars even further... by minimizing Wall Street fees and maximizing the money that stays in Oregon!**

In 2009, the federal government allowed state and local governments to sell bonds as "tax subsidy" bonds instead of "tax-exempt" bonds. Individually, this would be a wash for both the borrower and the lender. But with so many lenders looking to invest in tax subsidy bonds, Oregon was one of the few states still selling into the tax-exempt market.

With plenty of eager lenders bidding down interest rates for Oregon bonds, our project capacity increased 5% without increasing costs. That may not sound like much, but for

every 20 workers usually hired on a project, we were able to get a paycheck to an additional Oregon family... instead of just making a larger interest payment to a New York bank.

As State Treasurer, I will work with our Congressional delegation to bring back these options and ensure that we don't leave anything on the table when it comes to our infrastructure or our working families.

**We need a State Treasurer who isn't afraid to dig into the details and do the boring but effective work. We need a State Treasurer who's outside of the Salem echo-chamber!**

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**VOTE YES ON MEASURE 26-245,  
THEN VOTE JEFF GUDMAN FOR STATE TREASURER**  
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See sources: [jeffgudman.com/bonds](http://jeffgudman.com/bonds)

*(This information furnished by Zachary Bayer)*

## ARGUMENT IN OPPOSITION

**Taxpayers Association of Oregon  
urges No vote on 26-245**

No gas tax increase until  
Portland stops wasting our existing tax dollars

Here is how your tax dollars are wasted:

- Over \$175 million of transportation tax dollars were spent studying the Columbia River Crossing Bridge that was never built. (Oregonian 7/4/13)
- Politicians wasted \$134 million on the Tilikum Crossing bridge and \$19 million on the Blumenauer bridge and neither bridge allows cars to use it to relieve traffic congestion.
- Portland uses transportation dollars to remove perfectly good, well-used and paid-for roads and converts them into seldom-used bus/bike-only lanes. (Willamette Week 10/30/19). Removing existing roads only increases traffic congestion.
- Portland wasted tax dollars by erecting countless orange construction barrels across the City to close off an astounding 100 sections of streets during Covid as a completely ludicrous effort to block people from driving during the pandemic. (KGW 4/28/20).
- Millions of extra tax dollars have been spent on graffiti removal of our highways and roads because vandals are arrested and quickly released. Just weeks ago, one of the City's most notorious and prolific graffiti vandals dubbed KASR "has been arrested and released multiple times in the past few years for alleged acts of vandalism." (KGW 2/22/24). Letting repeat vandals off the hook is costing you and I millions in added costs.

As we have just shown you -- the politicians have wasted