



Portland Business Alliance  
Board of Directors

Resolution

WHEREAS, a well functioning transportation system has been a long-term top priority for the Alliance; and

WHEREAS, the Alliance supports strategic investments in the operations, maintenance and improvement of the transportation system; and

WHEREAS, financial resources dedicated to the transportation system have not kept pace with transportation needs; and

WHEREAS, a reliable and efficient transportation system is critical to the economic competitiveness of businesses; and

WHEREAS, failing to adequately maintain arterials throughout the City results in greater costs in the future to upgrade those facilities; and

WHEREAS, the Sellwood Bridge is at or near the end of its useful life and obtaining federal matching funds to replace it in the upcoming surface transportation reauthorization legislation will require the identification of local match; and

WHEREAS, the City of Portland and Multnomah County have developed a revenue proposal comprised of a street and safety maintenance fee, and a county-wide vehicle registration fee increase; and

WHEREAS, the revenues generated will go to a project specific list of improvements related to arterial maintenance, safety projects and Willamette River bridge maintenance; and

WHEREAS, implementation of this package is not a substitute for the City having a long-term, comprehensive plan for meeting its maintenance and capacity needs in the future; and

WHEREAS, the city has agreed to implement a mechanism to relieve the SSMF rate for vacant space over 20%; and

WHEREAS, the city has agreed to a simplified, low cost appeals process that will allow small businesses a cost-effective way to ensure the fee paid has the appropriate nexus to the impact on the transportation system; and

WHEREAS, the Safe Streets ordinance will include an oversight committee, a 15-year sunset and a list of defined projects to ensure accountability; and

WHEREAS, the city has agreed to reduce traffic generation estimates for buildings with structured parking to reflect the lower number of auto trips they generate on average,

NOW THEREFORE BE IT RESOLVED: While the Portland Business Alliance remains concerned regarding real property based taxes and fees, it supports sustainable, user-based, long-term funding for ongoing transportation maintenance and safety needs, such as but not limited to the existing utility license fee as adopted by the Portland City Council in 1988 by Resolution 34423, and encourages the City to commit to identify such funding during annual budget cycles starting this year; and

NOW THEREFORE BE IT RESOLVED: The Portland Business Alliance supports green discounts and other measures to minimize the impact of the Safe, Sound and Green Streets Initiative on Small Businesses; and

NOW THEREFORE BE IT RESOLVED: The Portland Business Alliance supports dedicated investments to maintain essential transportation infrastructure and improve safety and believes the Street Safety and Maintenance Fee and Vehicle Registration Fee, as proposed in the Safe, Sound and Green Streets Initiative, are appropriate revenue mechanisms for the proposed package of near-term improvements.