

Lear then outlined four new funding options for PBOT, two of which seemed to be the most acceptable, according to public feedback at the Open Houses.

The first is a “Transportation Utility Fee”, which could be administered through Portland Water Bureau billing at very little extra cost. This fee is a common tool in Oregon for transportation funding; 30 municipalities in Oregon have adopted such a fee by action of their City Councils, and one more town by vote of its people. Nine cities right here in the Portland area have such a fee.

The fee is based on “trips produced by property type”, and there is an established low-income discount structure for such a fee. The regional average for the fee is \$12 per single family per month, and \$8.40 a month in multifamily situations. The corresponding average commercial fee in Oregon is \$61 per month.

The other idea is a “street damage restoration fee”, to be paid by construction firms trenching in the public streets under a city permit. Lear said “trenching in the streets reduces the pavement’s useful life by over 60%.” Seattle, San Francisco, and Los Angeles have adopted such a fee, he said – a tax on companies, utilities, and contractors who excavate the streets.

The remaining two revenue ideas involved a tax on retail food delivery services, and a tax on retail deliveries, but he remarked that there could be difficulties involved with such taxes. He concluded by inviting suggestions and comments from those present at this meeting.

With that presentation completed, Connie Shipley – who, representing the Royal Rosarians, is the Chair again this year for the annual Milk Carton Boat Races in June, at the Westmoreland Park Casting Pond – reported on the progress of preparing, and planning for, this popular event this year, which is always the official final event of the Portland Rose Festival.

There being nothing more offered from the floor, or on the evening’s agenda, SMILE President David Dugan announced the meeting as being adjourned at 8:36 p.m.