



# CITY OF TROUTDALE

"Gateway to the Columbia River Gorge"

## AGENDA

### CITY COUNCIL – REGULAR MEETING

Troutdale City Hall - Council Chambers  
219 E. Historic Columbia River Hwy. (Lower Level, Rear Entrance)  
Troutdale, OR 97060-2078

**Tuesday, July 14, 2015 – 7:00PM**

#### Mayor

Doug Daoust

#### City Council

David Ripma

Eric Anderson

Larry Morgan

Glenn White

Rich Allen

John Wilson

#### City Manager

Craig Ward

1. **PLEDGE OF ALLEGIANCE, ROLL CALL, AGENDA UPDATE.**
2. **CONSENT AGENDA:**
  - 2.1 **ACCEPT MINUTES:** May 26, 2015 Regular Meeting and June 9, 2015 Regular Meeting
3. **PUBLIC COMMENT:** Public comment is limited to comments on non-agenda items. *Remarks shall be limited to 5 minutes for each speaker unless a different time is allowed by the Mayor. The Mayor and Council should avoid immediate and protracted response to citizen comments.*
4. **REPORT:** Greater Portland Inc., report by Tualatin Mayor Ogden and Matt Miller, GPI Vice President for Regional Expansion. Craig Ward, City Manager
5. **REPORT / RECOMMENDATION:** Parks Advisory Committee recommendation to Council regarding the proposed Visionary Park. Steve Gaschler, Public Works Director
6. **RESOLUTION:** A resolution concurring in the findings-of-fact of Multnomah County Resolution 2015-075 vacating the 242<sup>nd</sup> connector right-of-way. John Morgan, Planning Director
7. **RESOLUTION:** A resolution calling an election to submit to the electors of the City the question of a (5) cent per gallon motor vehicle fuels tax to be used for street maintenance and reconstruction. Steve Gaschler, Public Works Director

8. **PUBLIC HEARING / ORDINANCE (Introduced 6-23-2015):** An ordinance amending Chapter 5.04 of the Troutdale Municipal Code relating to business licenses.  
*Ed Trompke, City Attorney*

9. **STAFF COMMUNICATIONS**

10. **COUNCIL COMMUNICATIONS**

11. **ADJOURNMENT**



**Doug Daoust, Mayor**

**Dated:** 7/8/15

City Council Regular Meetings will be replayed on Comcast Cable Channel 30 and Frontier Communications Channel 38 on the weekend following the meeting - Saturday at 2:30pm and Sunday at 9:00pm.

Further information and copies of agenda packets are available at: Troutdale City Hall, 219 E. Historic Columbia River Hwy. Monday through Friday, 8:00 a.m. - 5:00 p.m.; on our Web Page [www.troutdaleoregon.gov](http://www.troutdaleoregon.gov) or call Debbie Stickney, City Recorder at 503-674-7237.

The meeting location is wheelchair accessible. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to: Debbie Stickney, City Recorder 503-674-7237.

**MINUTES**  
**Troutdale City Council – Regular Meeting**  
**Troutdale City Hall – Council Chambers**  
**219 E. Historic Columbia River Hwy.**  
**Troutdale, OR 97060-2078**

**Tuesday, July 14, 2015**

**1. ROLL CALL, AGENDA UPDATE**

Mayor Daoust called the meeting to order at 7:00pm.

**PRESENT:** Mayor Daoust, Councilor Ripma, Councilor Anderson, Councilor Morgan, Councilor White, Councilor Allen, and Councilor Wilson.

**ABSENT:** None.

**STAFF:** Craig Ward, City Manager; Debbie Stickney, City Recorder; Ed Trompke, City Attorney; Steve Gaschler, Public Works Director; Erich Mueller, Finance Director; and John Morgan, Planning Consultant.

**GUESTS:** See Attached.

**2. CONSENT AGENDA:**

**2.1 ACCEPT MINUTES:** May 26, 2015 Regular Meeting and June 9, 2015 Regular Meeting.

Councilor White read the consent agenda.

**MOTION:** Councilor White moved to approve the Consent Agenda. Seconded by Councilor Anderson. Motion Passed Unanimously.

**3. PUBLIC COMMENT:** Please restrict comments to non-agenda items at this time.

Rich Allen, resident, stated when we end our meetings at 9:30pm we may not get to staff and council communications and I won't know how many meetings it will be before we do get a chance, so I am speaking now under public comment. I attended the Fairview Council meeting and they have those items further up on their agenda and I would like to see the same thing happen in Troutdale so that we do get to staff and councilor communications.

Claude Cruz, West Columbia Gorge Chamber of Commerce, stated everything is coming together for SummerFest. I am planning on having one big sign for the Council. If any of you would like individual signs just let me know.

Terry Olson, resident, stated I am renting one of the apartments units from Rip. My company is Emerald Stone Masonry. For several years now Rip and I have been discussing the possibilities of collaborating together, especially with the City of Troutdale. Currently we have been proposing the idea of building a plaza and placing a monument there. There is so much opportunity to tie together the main strip to really create an aesthetic space that would continually draw interest. We approach our work from a very artistic perspective. We study nature a lot and really study the craft of working with stone. I have had the opportunity to learn the craft and develop a skill, and I have a desire to share that with the community. The City of Troutdale has already established an aesthetic and set a standard for that type of collaboration, which is very beneficial. I can see tying the corridor from the Arch down to the plaza with stone and other elements that I think would continue to create space that would draw and inspire people.

**4. REQUEST:** Greater Portland Inc., report by Tualatin Mayor Ogden and Matt Miller  
GPI Vice President for Regional Expansion.

Mayor Daoust stated Mayor Ogden was unable to attend tonight.

Craig Ward, City Manager, stated the City is a member of the Greater Portland, Inc. (GPI), which is a subscriber based organization to promote the region's economy. Mr. Miller is here to present their annual report.

Matt Miller, GPI Vice President for Regional Expansion, showed the Council a PowerPoint Presentation, attached as Exhibit A.

Councilor Allen stated when I was working to site manufacturing facilities it was wait, wait, wait, go. I didn't have time to contact each jurisdiction to see what they had to offer. The only people I dealt with were the ones that had their act together and had the information they could disseminate. I like your concept. You would be one of the few that I would actually look at as a siting option.

Matt Miller replied that is one of the value opportunities. The connectivity is more than just simply working with partners, but also coalescing our communities around what we call united development professional meetings where we talk about best practices, how we can improve permitting, how to improve all of the timing that can get in the way of business decision making on the site selection opportunity. We want to help foster that conversation.

Councilor Allen asked what size of businesses do you work with?

Matt Miller replied there is no exact size. We have worked with some as small as 2,500 square feet for a small office, upwards of 800,000 square feet for a tech manufacturing

opportunity. We look at any and all opportunity. We want to be the conduit for bringing jobs to this market and we don't want to say no to any of that.

Councilor Allen asked do you engage commercial real estate agents as well?

Matt Miller replied absolutely.

Mayor Daoust stated GPI attends the monthly Regional Mayors meetings and the Small Cities Consortium. I want to thank you for recruiting for our TRIP property. That is one way that you can help the City of Troutdale and the Port of Portland. We are competing with Denver, San Francisco, and Seattle just to bring companies to the Portland Metro Area and that is why we are a member of GPI. One thing we do need to work on is our community profile. Each city within the Portland Metro Area has a two-page community profile. Mayor Daoust asked Mr. Miller to work with Craig Ward on completing the City's community profile.

**5. REPORT / RECOMMENDATION:** Parks Advisory Committee recommendation to Council regarding the proposed Visionary Park.

Steve Gaschler, Public Works Director, stated at your June 30<sup>th</sup> meeting Council directed staff to see if the Parks Advisory Committee (PAC) could meet on July 8<sup>th</sup> which was a previously cancelled meeting. The PAC was able to meet and they had 100% attendance. Marilee Thompson, PAC Chair, was unable to attend your meeting tonight so Tim Seery, our Parks Superintendent, and myself are here to make this presentation. The PAC discussed the issue of Visionary Park and their recommendation to the Council is that they would like to see the Council move forward with the project and they were okay with spending \$60,000 of city funds towards the project. They are also recommending that the name Visionary Park be considered by the Council as the official name of the park because to date we have been using that name informally.

Mayor Daoust stated that is good news. We wanted the PAC to have a voice on this. Is the Council at the point of saying okay to moving ahead with Visionary Park?

Councilor Ripma replied yes, definitely.

Councilor Allen stated I accept the recommendation.

Mayor Daoust stated we have discussed this enough, and I think it is about time to give it a green light. We can spend \$60,000 on getting the park ready for the statute and call it Visionary Park.

There were no objections voiced by any members of the Council.

**6. RESOLUTION:** A resolution concurring in the findings-of-fact of Multnomah County Resolution 2015-075 vacating the 242<sup>nd</sup> connector right-of-way.

John Morgan, Planning Consultant, stated this is a right-of-way that was acquired by Multnomah County quite a few years ago. It is an unapproved right-of-way. Over the years the County has determined that it is an unnecessary right-of-way because the project was not feasible; it didn't provide enough public benefit. The East Metro Connections Plan was adopted by the County, Metro and the City without this connector. The Regional Transportation Plan was adopted in 2014 removing this connector and also the City's Transportation System Plan was adopted without that connector in it. To that end the County has passed their own resolution to vacate the right-of-way. Many cities have county right-of-ways within them. State law says that the county has the right to vacate those right-of-ways but the city, by resolution, must concur in the findings of fact. In other words you are not vacating the right-of-way, all you are doing is saying you agree with the reasons the county has adopted that supports their decision for the vacation. So what is before you tonight is a resolution concurring in the County's Findings-of-Fact.

Councilor Morgan stated this Connection Plan is completed, it has been signed off on and approved by the 4-Cities. It is planned to move forward.

John Morgan replied right, without that connector.

Councilor Morgan asked and the recommendation that was part of the Plan was to vacate this?

John Morgan replied yes. Essentially this is the last action that eliminates that as a project and it fulfills all those plans.

Councilor White stated this connector has been around for a long time. I understand it was originally sited as "the" connector in lieu of what we have now which is the five access points. If we vacate this one it will forever eliminate the chance of making the one that was selected to be the main corridor. Is that right?

John Morgan replied yes. It essentially creates a disbursed pattern of traffic much as it is today. ODOT has made the investment in the interchange at I-84 reflecting that very idea that there will be two main interchanges serving Troutdale rather than one brand new completely large interchange.

Councilor White asked do you know how many times this has been presented to Council?

John Morgan replied no.

Councilor White stated I believe this is the third time. It has failed two previous times.

Councilor Wilson stated I think this has been under discussion for years.

Councilor Allen stated I originally voted to use the 238<sup>th</sup> road instead of this proposed right-of-way primarily for reasons that it would be helpful to McMenamens as well as Reynolds School District to have it vacated. The East Metro Connections Plan, the idea

behind that was that each city would take a portion of the traffic and there would be improvements on each of the roads to facilitate north/south traffic. However, during this process Wood Village, I do not believe wanted to go to a four lane road on 238<sup>th</sup>. Because these roads service multiple jurisdictions and there continues to be growth to the south it puts extra demand on the roads that connect to I-84. Being that 238<sup>th</sup> would stay a three lane road instead of being a four lane road, however with safety and traffic signal improvements, I still can't help but see that further development to the south will add strain to the system and therefore also add strain to 257<sup>th</sup> which affects our ability to build. I am not in favor of vacating it at this time.

John Morgan stated maybe representatives of the County can address the issues that you have brought up in terms of maybe better understanding what the plans are now.

Councilor Allen stated it is my understanding that we can't make 238<sup>th</sup> four lanes so our only option to expand would be to use this right-of-way sometime in the future.

JoAnna Valencia, Senior Transportation Planner with Multnomah County, stated joining me is Anthony Buczek from Metro. Anthony and I were both involved as far as the East Metro Connections Plan. Anthony was the main traffic engineer and can probably address a lot of the questions.

Anthony Buczek, Traffic Engineer with Metro, stated I lead the traffic analysis for this project. There are really three reasons for the recommendation of the three lanes cross-section. The first is safety. Generally we feel that the three lane cross-section would be safer in this case. Second is traffic operations. In the analysis what we found was that the capacity constraints in this corridor don't occur in the segment in question, which is the segment on the hill. They occur at the bottom of the hill at the intersection with Halsey and at the top of the hill at the intersection of Glisan. The reason is because those are major intersections serving a variety of turning movements and conflicting movements so the traffic stream along 238<sup>th</sup> and 242<sup>nd</sup> reaches a red light fairly often in those circumstances. In between there are not a lot of conflicts because it is a woody hillside with only a few intersections and driveways so traffic actually moves relatively smoothly through there. What the traffic analysis found was that you can actually make it work just fine with a single lane in each direction. There was a lot of interest in keeping the uphill lane because of the concern about being stuck behind a heavy truck going up the hill slow and having cars stuck behind it. So the climbing lane was felt to be an important feature. That was added more for the issue of not slowing down traffic with a slow moving truck than it was for capacity. But even with the three lane cross-section that has been proposed, which would be a wider three lane cross-section, the capacity constraints well into the future will still remain at the Glisan and Halsey intersections. Adding the fourth lane wouldn't buy us any additional corridor capacity without doing some major capacity additions at those two intersections, and further south all the way to Burnside, and possibly Powell in Gresham. Assuming those segments are going to remain four lanes there really was not a need for the additional capacity in this segment. The third piece of that was really constructability, which wasn't felt to be feasible.

Councilor Morgan stated you mentioned that in the future there may need to be further adjustments or infrastructure needed for capacity. Do you have any estimate of how long that might be into the future, or if it will be done in the future?

Anthony Buczek replied our traffic study looked out to 2035. We typically go out about 20 years and we found that all of the intersections within our study area operate within capacity. Further south in Gresham at Burnside and Powell things didn't look as rosy, they were quite a bit over capacity. Those are the places in the East Metro Connections Plan where we found traffic issues to be a problem.

Councilor Morgan asked in your expert opinion based on all of the research, the best plan to move forward right now is the vacation of this for the three lane road?

Anthony Buczek replied in focusing on the traffic issues I wouldn't address the vacation, but my opinion is that 238<sup>th</sup> with the three lanes as proposed, which includes some lane widening through the curves and some basic pedestrian and bicycle facilities, the three lanes should be adequate through 2035.

Councilor Allen asked did you look at capacity with modifications to those two intersections in the future? I am looking out into the future and I know that once this right-of-way is given up we don't get it back. What are we going to do as construction continues to grow to the south?

Anthony Buczek replied we did not look at any additional capacity at those intersections, other than I believe that we did look at the possibility of going to left turn lanes at Glisan as a minor capacity improvement. To get to the point where we need a second lane on what we are calling the hill, we would have to go to a six lane cross-section to get the volumes in the rest of the corridor up to the level where we need four lanes on the hill. We certainly did not look at that option.

Councilor Allen asked all the way through? It seems like you would just add a left turn lane, a right turn lane and two lanes that go straight.

Anthony Buczek replied essentially the heavy part of the demand in the corridor, or the congested part, stretches from Glisan south to Powell. South of Powell the volumes drop off considerably. In this section of road there are just fewer conflicts and the traffic flow is not significantly interrupted. There is only one traffic signal at Arata Road and it is not what we would consider a major traffic signal in that the amount of time required to interrupt the flow on 238<sup>th</sup> is relatively short so the traffic on 238<sup>th</sup> gets lots of green time. The fact that there is only a single lane in the north bound direction does not degrade operations.

Councilor Allen stated I have a hard time with this because what I am hearing and what I am seeing when I stand on that corner watching traffic move are contradictions.

Anthony Buczek stated I am not going to tell you it is not busy.



Patrick Hines, Right-of-Way Specialist with Multnomah County, stated I can't speak to the transportation planning aspect for this right-of-way that the County created, but I can present some historical perspective to the best that my memory serves me. We reserved this corridor with the anticipation to support the proposal that the ODOT interchange at I-84 would be constructed at the intersection of NE 244<sup>th</sup>. There used to be an off-ramp there that went onto Sandy Blvd. There was a bit of discord between some of the local agencies. ODOT had, as I recall, approximately \$350 million to improve the intersection at I-84 and they were looking at this one corridor that would have provided connectivity from I-84 to US 26. As this option that ODOT was exploring entered into the City of Gresham, at the time I believe the City of Gresham was asking that this connector corridor be a sunken freeway with lids on Division, Stark, Burnside and a few other streets. To the best of my recollection each of the lids was about \$10 million which would have added approximately \$100 million to the project. ODOT said we don't have that and we can't support that. They explored other options and ultimately the intersection was built at 238<sup>th</sup>, which is what we have today. The County was reserving this right-of-way just in the event that the interchange was placed at 244<sup>th</sup>.

Steve Able, Attorney representing McMenamins, stated McMenamins supports the vacation of this right-of-way and there are some practical reasons for that. It cuts through what is now in the ownership of McMenamins. About two years ago McMenamins purchased those parcels and subdivided that to expand Edgefield south of Halsey. That roadway segment was there and it now bifurcates that ownership that is McMenamins and creates an obstacle for development that direction. The road being placed in that location is inconsistent with the ambiance of the Edgefield District. Secondly, what is interesting about that roadway as un-vacated is that the City would take the position if development occurs there that we need to orient buildings towards that roadway segment when we know that road is not going to get built. That is going to be a very significant obstacle to any further investment on that side of the Edgefield campus and we won't see development occur on that side of the campus simply because that road is un-vacated and located in that location. I know that it is not necessarily relevant to this conversation because that roadway segment doesn't actually carry forward past north of Halsey onto the Pig Farm site, but the last time I was before you I was talking about the Pig Farm site and our effort to purchase that land. What is interesting is if that segment continued beyond Halsey to the north through the Pig Farm site two things happen. First it runs into the most developable portion of the south part of the Pig Farm site; that is the flattest land and most available land for development and that is the area where we would likely put a hotel and the kind of development that would be consistent with the necessary flat land area. As you know we have done flood plain work so we found that part of the property in that location is suitable for that kind of development. If you go north of the tracks where that roadway would continue to go up, that is the most intensive flood plain. So we don't think that alignment makes any sense as it moves forward crossing Halsey. South of Halsey it doesn't make much sense either. This road is actually an impediment to development on the east end of the Edgefield campus. We continue to support the vacation of that right-of-way. We participated with all of the governing bodies through this process that ultimately removed this segment from the Regional Transportation Plan and

from your Transportation System Plan. We have always been consistent in our desire to see this road taken off of the map and vacated.

Councilor White stated last time you spoke before the Council was to change the use of that property down to agricultural use primarily. That is the way I understood it.

Steve Able replied actually what it did is that it kept the General Commercial, which is what is going to be on that property, but it also allowed for the farm agricultural use at the same time. We think what will happen on those properties, because there are environmental areas, we think there will be certain locations where the development will take place which will be general commercial, but ancillary to that we have asked for and received from you the opportunity for agricultural use which could be CROPS, an orchard and small livestock for that particular parcel.

Councilor White asked are you concerned at all that by vacating this right-of-way it will be an economic limiter for that property in the future?

Steve Able replied no, and in fact it is the opposite. We think the elimination of that right-of-way actually enhances the value and the ability to develop the parcel, and it makes the parcel very prime for redevelopment.

Patricia Smith, Mayor of Wood Village, stated many years ago Mayor Thalhoffer of Troutdale, Mayor Becker of Gresham, Mayor Fuller of Wood Village and Mayor Weatherby of Fairview made an intergovernmental agreement and they did this because there was talk of putting a major road right through that right-of-way. The agreement stated that no road could be built there unless it was underground and they all signed it. We worked on this connections plan for a couple of years and it has been hard and there were words. I can understand wanting to move freight and people, but when the team of folks looked at all of these routes and decided that there was no one route to get to where people were going there were four routes and they were all spread equally. When they came up with the plan for 238<sup>th</sup> they had two plans; leave it as it was, or make it two lanes. Nobody liked that so we went with an adjustment to plan two which was to widen it and put in sidewalks and bike paths which would least affect the properties on each side of the road. It would still have the same basic roadway, still the same grade and still the same curves. Then the planners were called upon to make a fourth plan. This consisted of a five lane highway up in the air with a new interchange on Halsey to accommodate all of the traffic.

Mayor Daoust asked the 242<sup>nd</sup> right-of-way?

Patricia Smith replied yes. Can you see it now? Relaxing in the park with all the cars going over your head. I think that was a way to steer us into doing the improvements on 238<sup>th</sup>. For us to do the improvements on 238<sup>th</sup> we wanted the right-of-way to be vacated. At that time Mayor Bemis said he wanted the work started on the road first and then the right-of-way would be vacated. We said no, the right-of-way gets vacated first and then the work

will start. The right-of-way needs to be vacated because it was an agreement between all of the cities, the county and Metro. If the right-of-way is not vacated 238<sup>th</sup> will stay as it is.

Councilor Allen stated another part of history, I remember we were talking about 238<sup>th</sup> being four lanes and there was objection to that and with that objection it was voted upon to make it three lanes. However, I do believe it is in the County manual that roads that service multiple districts should be four lanes.

Patricia Smith replied the three lanes would take no property, the four lanes would take a lot of property on both sides of the road. But that wasn't in the plan; that wasn't a recommendation for the connections plan.

Councilor Allen stated I remember it being discussed at meetings.

Patricia Smith stated it was not a recommendation. I have all of the literature if you would like to read it.

Councilor Allen stated I was there.

Patricia Smith stated well it is not in the connections plan.

Mayor Daoust stated vacating the right-of-way is part of the East Metro Connections Plan. We have heard that.

Councilor White stated I understand that you voted to allow freight down that same road. The County right-of-way is wide enough without taking any land to make it four lanes. You talk about fairness in all four connectors, and I am not advocating for the sky-bridge, the five lanes, but if we let that go we lose every opportunity to ever see that road become four lanes. It is an economic limiter to your neighboring cities. It is unsafe for first responders on that road. Now that you have added freight to that road they have to merge into a bottleneck. I drove truck for years for a living. I know that road is not safe; almost everybody brings up the fact that it is not safe.

Patricia Smith asked do you know how many accidents are on that hill compared to the other roads?

Councilor White stated even one accident is too many.

Patricia Smith stated right, but there are one accidents on every road. That road is not unsafe. The accidents on that road are very few even in the winter. You can look at the statistics.

Councilor White asked what about the other three points?

Patricia Smith stated the one point that I want it vacated for is because I see pictures of that five lane bridge highway coming down my park. I want it gone because I don't want to ever see that happen.

Councilor White stated I am in agreement with you on that.

Shirley Craddick, Metro Councilor, stated the East Metro Connections Plan was a significant agreement between five jurisdictions; the four cities of East Multnomah County, Multnomah County and then Metro was the sixth jurisdiction that was involved in this. It was a corridor study that identified projects that were most important to the east part of the region. These are projects that supported economic development and community development by providing better access and mobility, increasing safety, activating employment areas, and helping people find a way between key destinations and in particular I-84 to Hwy. 26. There are now six projects that have been moved forward that are part of the East Metro Connections Plan. The first one is the 238<sup>th</sup> construction. Multnomah County is in the process of preparing to upgrade that segment of road. Another project that is in the planning phase is the Powell/Division transit and development project that will help improve transit on the Powell and Division corridor which is a significant transit corridor in the Portland Metro Region; one of the largest transit corridors in the entire area. Another project that is in the beginning stages is the Troutdale to Springwater trail; a trail that will connect the Historic Columbia River Highway trail to the Springwater trail. Another project is the Halsey Corridor which you have begun talking about. The East Metro Connections Plan was a catalyst to encouraging McMenamins to purchase the land for future economic development that is in this corridor. There is already significant benefit that we are receiving from this Plan. Agreeing tonight to the vacation of this right-of-way will be another step in the future of this project. I hope that you will agree with all of the other jurisdictions to vacate this tonight so we can move forward and begin the construction on 238<sup>th</sup>.

Councilor Morgan asked the east side competes against the west side for transportation dollars for this project, is that correct?

Shirley Craddick replied we have a very limited amount of transportation funds in the Portland Metro Region, and yes there is a lot of competition for the funds.

Councilor Allen stated I wanted to point out that it is difficult for ambulances to get down 238<sup>th</sup>. The accident doesn't necessarily have to be on 238<sup>th</sup>. 242<sup>nd</sup> is in Troutdale although 238<sup>th</sup> is a County road that services multiple jurisdictions. I am not in favor of building the 242<sup>nd</sup> extension. However, I am in favor of 238<sup>th</sup> being a four lane road just like the roads the other cities have in the East Metro Connections Plan.

Shirley Craddick stated one thing that was discussed when we had the two year discussion about the projects that we wanted to identify as part of the East Metro Connections Plan was that the benefits and burdens of development are shared equitably. Gresham wanted to have that four lane road just as you do Councilor Allen, but Wood Village didn't. People live in that city and it would have had significant impact on

the City of Wood Village. We have to look at what is in the best interest of all cities in East Multnomah County. This is the compromise that was made. In addition to that we know that it is safe. As Anthony Buczek testified, it is not the road itself, it is the two intersections (at the top and bottom of the hill) that really create the bottlenecks on that road. Adding a fourth lane is not going to significantly help traffic flow through there. The flow is already adequate, it is those two intersections that make it challenging.

Councilor Allen stated the two intersections can be modified in the future as needed. The other cities taking on more traffic does affect the other cities as well, Troutdale being one of those.

Shirley Craddick stated the work that was done for the East Metro Connections Plan showed that traffic pretty much equitably distributes itself already in the four corridors; 181<sup>st</sup>, 207<sup>th</sup>/223<sup>rd</sup>, 238<sup>th</sup> and 257<sup>th</sup>.

Councilor Allen asked are you saying that 238<sup>th</sup> can handle the same load as the roads in the other cities?

Shirley Craddick replied at this time freight can't go up 238<sup>th</sup>, but freight will be able to go up 238<sup>th</sup> once the road is widened. Gresham is already at the other end and at the bottleneck after the construction is done on 238<sup>th</sup>. The challenge that we have now is the southern end on 242<sup>nd</sup>. Gresham is working on getting funding to be able to widen 242<sup>nd</sup> between Division and Powell.

Councilor Allen stated I think driving truck I am still going to avoid 238<sup>th</sup>.

**MOTION: Councilor Anderson moved to adopt a resolution concurring in the Findings of Fact of Multnomah County Resolution 2015-075 vacating the 242<sup>nd</sup> connector right-of-way. Seconded by Councilor Wilson.**

**VOTE: Councilor White – No; Councilor Allen – No; Councilor Wilson - Yes; Councilor Ripma - Yes; Councilor Anderson - Yes; Councilor Morgan – Yes; Mayor Daoust – Yes.**

**Motion Passed 5-2.**

Mayor Daoust called for a break at 8:14pm and reconvened at 8:27pm.

**7. RESOLUTION:** A resolution calling an election to submit to the electors of the City the question of a five (5) cent per gallon motor vehicle fuels tax to be used for street maintenance and reconstruction.

Steve Gaschler, Public Works Director, stated at your June 30<sup>th</sup> meeting we discussed the fuels tax issue and street maintenance funding. After that discussion Council directed staff to bring back a resolution for your consideration. We have put that resolution together along with the election notice for your review. Our consultants, Barney and Worth, have a presentation they are going to make.

Clark Worth, with Barney and Worth, stated we want to recap some of the information you have seen in the past and give you our recommendations.

Clark Worth and Libby Barg reviewed a PowerPoint presentation, attached as Exhibit B.

Councilor Allen asked are we talking about a gas tax or a fuel tax? My understanding is that a fuel tax will effect trucks as well as automobiles. In this case will it also effect home heating oils or fuels?

Clark Worth replied motor vehicle fuels.

Councilor Allen stated so that would be automobiles as well as normally tax-exempt trucks.

Ed Trompke replied no. Motor vehicle fuels; all trucks and cars that currently pay motor vehicle taxes will pay this.

Councilor Allen stated it does not affect the weight mileage trucks is what you are saying.

Steve Gaschler replied I believe it does because it isn't collected at the pump, it is collected at the wholesaler so any fuel delivered into Troutdale will pay the tax rate at whatever the Council sets it at.

Councilor Allen stated so that is a larger sum.

Councilor Anderson stated we talked about this a few years ago. I got an email about this last week, and it was spot on, that questioned the math. We were talking about a \$0.01 per gallon gas tax that would generate \$330,000 a year two years ago. Today we are talking about a \$0.05 per gallon gas tax that will generate only \$500,000. How does the multiplier go up five times but the result in revenue only goes up one and a half? It doesn't add up.

Steve Gaschler replied I was copied on that email so I went back and looked at the meeting minutes from 2013 and at that meeting the subject was a road maintenance user fee, not a gas tax. A question was asked to Charlie Warren who was the Public Works Director at that time, what would a \$0.01 per gallon gas tax raise in the City and his answer was \$300,000 approximately. He was asked a question, it wasn't part of his presentation. I went back into his files to see what I could locate. He did not do any work that I could find or an analysis on what revenue that tax would generate. All of his work that I could find was revolving the need for the funding and the street issue you have seen many times, and he also did quite a bit of work on the user fee which Wood Village was working on at that time. He answered the question off of the top of his head to the best of his ability. I don't know where he got that number but the context of the meeting is important, and he was asked a question and he gave an answer. I can't find any documentation for that. But I will say that we hired FCS to do a financial analysis. They

are an expert in this field and their work is what we are laying as a foundation for even bringing this forward as to what amount we need. We also asked them to estimate what we can bring in and in their presentation they took a run at it but they did caution us. They said there is a lot of uncertainty in that number because no one knows how much fuel is sold in the City of Troutdale because that is not tracked by anybody. Each individual operator knows, but they don't pool that information together and there is no way for us to get it. FCS looked at fourteen other communities around the state that currently collect a motor fuels tax. That information is available from the state and you can find out how much fuel is sold in that community. Based on their analysis of that information they took a fairly conservative estimate and they feel that Troutdale should sell about 10 million gallons based on our location and our per capita compared to other cities. If you do the math \$0.01 per gallon would equal just about \$104,000 and that is how we get to the \$500,000 with a \$0.05 per gallon tax. I want to reiterate that this is just an educated guess.

Councilor Anderson stated Mr. Worth, when you brought up the focus group data tonight it showed that the public favored a fuel tax.

Clark Worth replied if they have to pay some way then they preferred the fuel tax over the other options.

Councilor Anderson asked so they did not prefer an assessment or a fee?

Clark Worth replied they dramatically did not prefer that. Although we did the focus groups on the heels of Portland's problems with the street utility fee which was well publicized and that may have colored their opinion, but they were very negative about a street utility fee.

Councilor Anderson stated we are in essence putting the burden of increasing our street funding, which we all agree we need to do, on the backs of a handful of businesses; gas stations in particular. It will affect their competitiveness; I believe that because I believe what the people pumping gas for a living are saying. How do you respond to them when we are basically saddling them with the burden of this? What would you tell them?

Ed Trompke replied I am not an expert on this but I saw the numbers that were just shown to you in the presentation (see Exhibit B), and they support entirely my experience which is that Washington has a much higher tax than Oregon does and the gas prices up there can be significantly lower. The same across the cities with and without a local fuel tax. The gas companies set the prices that the dealers have to charge. They don't get much leeway in that. Whether or not that is an anti-trust violation is a completely different story, but it is not a free market, it is driven by centralized gas companies who set the prices and the taxes are just a small piece of it.

Clark Worth stated we didn't look at the impact on individual businesses; we don't have access to their economic data. You could ask them about it but most of them say that they can't reveal the price that they buy gas at; they won't tell you their cost structure. But looking at the national research what it says is that there is no relationship between the

gas tax and the price that gasoline is sold for. From the consumers perspective there really is not that kind of impact. The idea that gas taxes are immediately going to drive up the fuel pump price \$0.05 per gallon, it isn't going to happen that way. At least the experience in all of the other cities that we looked at suggests that.

Councilor Anderson stated what I am hearing you say is that a \$0.05 per gallon gas tax will not, by itself, affect gas prices in Troutdale in comparison with Wood Village, Fairview or Sandy.

Clark Worth replied based on the experience of other cities looking nationally, you can't predict that would be the affect. You would expect it to have some effect on the individual businesses, you wouldn't expect it to have an effect necessarily on the pump price.

Councilor Wilson stated I travel in Clackamas County a lot and there are two Shell stations, and between the two stations, and they don't have a fuel tax, there is a \$0.24 difference. To me it seems they should be roughly the same price. As I travel through Troutdale there is a significant difference in the prices between the stations on Frontage Road and the station on Stark Street.

Clark Worth stated in looking at the different cities around the Northwest there is actually less variation in the prices here in Troutdale; yesterday there was a \$0.14 per gallon difference here. Most cities have a wider variation than that in the cities we looked at.

Councilor Allen stated we have missed maintenance cycles and you never get that back. I don't want to be like some of the other jurisdictions and end up having it get so bad that the public complains enough that the price tag is too high. I don't want to be there. I know that point will come with other jurisdictions and there is going to be more pressure for the state to do something to help because no one will have enough money to handle it. I am looking at what Troutdale needs to be able to do, which is finance our maintenance to get us to that point where the state finally steps in and increases the gas tax in order to prevent further degradation in the other jurisdictions. I don't know what that number is, but I know we need to do something.

Steve Gaschler stated the analysis that FCS did showed that the amount of fuel in Oregon that is sold per year is continually going down for a lot of reasons. They project that will continue. In the analysis we did we calculated that at three-quarters of a percent a year, it is not a lot but when your costs are going up and the revenue is going down it creates the huge problem that we have been talking about. One thing we need to keep in mind is that we are not solving this problem for perpetuity, it is going to buy us some time but as our costs continue to rise and that revenue source, even though we have raised that amount, it will erode over time and we will be back here at some point because it will have to go out to a vote again and I am hoping that period of time is five to ten years out. That gives people time to see that we are out there maintaining the roads and putting that money to good use and building that confidence so that when we do come back and ask do you like what we are doing, do you want to continue what we are doing, if you do it is going to take some more money and here is why.



Councilor Morgan stated I guess for me this is about leadership and it is unfortunate that we are here today talking about this because the state didn't act. We are in a situation where we have to lead and I am glad that we did move forward on this in January because what has made us unique in our area is our livability. Our roads are in good shape and our parks are in good shape for the most part. This isn't an easy thing to do, having a fuel tax. I think there is going to be an amendment to the actual cents per gallon, but to me for us to maintain or even be consistent with where we are at right now with our road maintenance we have to do something. It is difficult, but leadership is sometimes doing the right thing though it may be the hard.

Councilor Anderson stated I don't want to be those other jurisdictions either. But I also think that street maintenance should be a shared sacrifice. What I mean by that is that yes a fuel tax can be a part of that but the general fund can also be part of it. Based on some actions we took back in March we have a little extra money, we don't know exactly how much but maybe next year we will have more clarity on that. If that is not enough then perhaps we can discuss the user fee, but my personal bar on the user fee is very high and I think between the general fund and a lower fuel tax we can get to where we need to be short term.

Mayor Daoust asked is there anyone here that would like to speak to us on this topic?

Jerry Brawley stated I have been the owner of the Chevron on Frontage Road since 1977. I am a small player in Troutdale. I don't pump near as much gas as Safeway or the truck stops. \$0.05 per gallon would generate \$90,000 just on mine and I don't think I am 10% of that, based on my average monthly fuel. I don't know exactly what the other people pump. Talking about the prices, I did a quick survey on July 9<sup>th</sup> and the average price in Sandy was \$3.04 and in Troutdale it was \$3.08, so there is a \$0.04 difference and there is a \$0.03 tax difference. Gas is a commodity and people buy it based on price. A lot of people pass us up and go to Sandy because they know it is cheaper. If we have a \$0.05 or \$0.03 tax people can go down the road to Wood Village, Gresham, Portland and none of them will have that same gas tax so we are going to see a significant loss in volume and then McDonalds, Taco Bell and the others will also feel that because this whole thing feeds off of the fuel stops. You were talking about Vancouver verses Portland being about the same price, we have a big disadvantage to Vancouver. We have mini-serve and that is \$0.07 a gallon for us to pump that fuel so we have a huge disadvantage and you really can't compare that.

Councilor Anderson stated it is an assumption that on Frontage Road the bulk of the people who fuel there are not from here.

Jerry Brawley replied 20% of my business comes in the first quarter, 25% in the second, 30% the third quarter and 25% the fourth. It is not a huge number. We have a lot of regional business here. Sure this time of year we get a lot of interstate traffic, but it is not huge. Most of our business comes from surrounding areas. I think the truck stops are going to be hit a lot worse than I am because truckers really plan their trips around fuel

prices. It will hurt us; I can't fathom a \$90,000 hit. What we will do is pass it on but then we will lose between 20% and 30% of our volume if we have to pass it on because we just won't be competitive. Also, the thought that we are told what price to put on our pumps, I can sell my gas for \$10 a gallon if I wanted to. There is nobody that tells us. My invoices all show tax as a separate item. Tax is always added on.

Ed Trompke stated I misspoke. What I meant was that they charge you a price that is not necessarily the same that they charge everybody else. That is what I meant to say.

Patty, General Manager at Travel Centers TA, stated I don't know if you have thought of any other options. My biggest concern is going to be the truck drivers because they already buy the fuel permits for the road tax to enter into Oregon. It is going to affect us greatly if they are taxed even more. They will plan their trips to go to Biggs, Jubitz, wherever instead of coming here because they are not that far away. The local folks are going to go to Wood Village and the extending areas just to get gas five cents cheaper because it is going to be passed on to consumers.

Thor Ivaniff stated I work for Musket Corporation which is a subsidiary of Loves Travel Stops. This is a very important issue to us in our industry that will affect our customers who make their buying decisions based on the price of fuel including tax. Please be aware of the various unintended consequences that may be caused by such a decision. As a corporation that does business in 40 states, it is our experience and knowledge that such a tax increase would harm customers and the local community. Customers would alter their buying patterns and detour from stopping in Troutdale to purchase fuel and other items. The consequences, everyone knows that folks will go to a different station based on the price of gas. I have a longer commute and I alter my stops on a weekly basis knowing that the distance is longer, fuel is cheaper. We have a lot of truckers coming through and they are making decisions on 150 to 250 gallons at a time. I want you to be aware of that and that it is a lot of fuel and a lot of money. A lot of these folks are independent contractors and that really affects their bottom line. They have pricing services that tell them where the cheapest fuel is and if there is a higher fuel cost in that region they will bypass that area and continue to move on. A lot of these are major trucking companies that will just tell their drivers to keep on going through and plan trips accordingly. A lot of them are independents that will also plan accordingly. One of the other issues I heard in the presentation, like in California a lot of fees were not included in those figures. California instituted basically a cap and trade on January 1<sup>st</sup> and immediately on January 1<sup>st</sup> the price of gas went up about ten cents and for diesel eleven to twelve cents a gallon. That is basically a line item at the OPIS (Oil Price Information Service) and that is what the market is based off now. That is not going away; it is being passed on to consumers. A lot of them are fueling up before they enter into California because of all of those taxes and fees. We have a truck stop at the Idaho Washington border and we get a tremendous amount of business there because of the tax rate. So people do make decisions based on price. One lost truck could be fifteen to twenty-five cars. We are a proud member of the community and we ask for your attention to this matter.

Councilor Morgan asked does your company have an estimate of how much the five cents might impact you?

Thor Ivaniff replied we have 340 truck stops so as a corporation we will survive. But for a local business that hires people, a lot of those truckers and people coming through that strip use the other business and services there.

Councilor Allen asked do I need to declare a conflict of interest because when I buy fuel I buy about 160 gallons at a time?

Ed Trompke replied no.

Councilor Allen stated to give you an idea of what I do in my buying habits during the day I will look for stations that are nearby and their prices, but during the night I am just looking for a stop.

Councilor Ripma stated it is confusing that the price of gas doesn't seem to have anything to do with the level of taxation, I think that has been demonstrated. But it is obvious that the price that the business owners set their gas at to keep the customers coming, they might be able to keep the same price and the customers might not notice any difference, but the businesses are going to notice the difference because they are making up the difference. That is very troubling. That is my main concern. After studying the issue and seeing the presentation again tonight, only Eugene has a five cent gas tax in the state. I have heard a couple of Councilors mention some proposed adjustment to that. I haven't talked to anyone about that but I would welcome any other thoughts in that area.

Councilor Anderson asked Ed Trompke, Steve made mention of five to ten years. What does that mean? Does it mean that it automatically comes back up for a vote in five or ten years?

Ed Trompke replied no.

Councilor Anderson asked can this body put a sunset provision on this tax that if after so many years if nothing has changed, or something might have changed, it has to be voted on again? Can we do that?

Ed Trompke replied yes.

Councilor Wilson stated at the end of ten years I would imagine how we pay our taxes for our autos will change and we could stop the tax at that time.

Councilor Anderson asked can the Council stop it at any time?

Ed Trompke replied a Council can always stop taxing. It would take the vote of the people to impose a new tax.

Councilor Allen asked can we adjust it at a lower rate if a state tax comes into play?

Ed Trompke replied you could modify the proposal to say that it is a tax not to exceed five cents and it is to be determined by Council resolution.

Councilor Allen stated I would feel more comfortable with that considering we don't know what the state is going to do and when. I don't want to be in a position where we are getting too much.

Councilor White stated I want to reconfirm the commitment we have from our Public Works Director that we are going to stick to the basics with road maintenance, we are not planning to build rain gardens and bio-swales and take lanes down for bikes. That came up at the Mayor's Neighborhood meetings quite a bit. The citizens were even saying that they were okay with having a sidewalk on just one side of the road for example.

Steve Gaschler replied the whole gist behind this is for pavement preservation to keep the crack sealing and slurry seal going. That is the main driver. The second driver behind it is that the roads won't last forever even doing the crack sealing and slurry seal and eventually you do get into a reconstruction mode which we are talking serious money. We have 45 miles of road in Troutdale and in the next 100 years they will all probably need to be rebuilt at some point and at today's dollars that is \$45 million at \$1 million a mile. I don't know if that is enough. Now when you say no rain gardens, no sidewalks, and no bike lanes, the problem is the rain gardens are a storm water issue and we do need to address storm water. Those rain gardens are a storm water treatment issue so they may be required. If we go in and reconstruct a road and we have storm water issues we have to deal with, there may be rain gardens. On sidewalks, we have ADA issues. When we reconstruct a road we are required to make them ADA compliant which includes sidewalks and ramps. I can't promise you that those won't be issues that will be put in. We are about maintaining the quality of Troutdale streets and maintaining that asset like it should be maintained. The citizens have invested a lot of money in them. We are not out looking at building new projects, that is not what this is about at all. If you looked at the FCS analysis you did not see any road construction projects in their analysis, it was all preservation and the cost to reconstruct. I will stand behind that part of it but I don't think I can say that you won't see rain gardens or sidewalks and issues like that.

Councilor Wilson stated this says that the proceeds will support the City of Troutdale's Pavement Preservation Program. It is not necessarily 100% going to the pavement preservation, is that what this is saying? So you can use it for bio-swales and sidewalks?

Steve Gaschler replied in the reconstruction part. When we are out doing crack sealing and slurry seals we are not doing bio-swales. By state law when we go in to reconstruct a road, it is like the building codes when you do a certain amount of remodeling to a building you have to bring it up to ADA and other certain standards, we are required to do the same on street construction. If there is a substandard street and we rebuild it we are obligated to meet ADA standards and the storm water quality.

Councilor Wilson stated my question is, the money generated from the tax is not only going to support the pavement preservation, but it can be used for new construction.

Steve Gaschler replied not new construction, reconstruction. New construction is typically paid for by the developer and system development charges.

Councilor Wilson asked so shouldn't this say that it is to support pavement preservation and reconstruction?

Craig Ward stated I think what Steve is saying is that reconstructing roads when they are seriously degraded is pavement preservation. If you look at the summary in the notice of tax election, it is pretty clear to me under the third paragraph that reads, "Under Oregon law, revenue from the tax can be used only for the construction, reconstruction, improvement, repair, maintenance and operation of streets in Troutdale". It is an oversimplification of what pavement preservation means to say that it is only about slurry seals and crack seals. In some circumstances it can require a rebuild of the road and these funds can legally be used to do that.

Councilor Wilson stated I guess I don't like that paragraph.

Councilor Morgan stated I think we need to address the point about the reporting mechanism and accountability piece and articulate what we are doing. I am sure it will be defined should this pass, but just articulating what the state requires and bring people up to speed with what we are required to do for bio-swales or sidewalks because these dollars are specifically allocated or specifically required for certain things and they can't go beyond that scope. Just articulate that for the public so they know where the money is going. Showing the public what the plan is to mitigate that problem is important.

Councilor Wilson stated I think that the public is not going to see the bio-swales and the sidewalk building as part of road maintenance.

Councilor Morgan stated we should bring them up to speed about how that is part of the maintenance; that was my point.

Councilor Anderson stated listening to all of this tonight I don't get the sense that the majority of this Council is ready for a five cent tax.

**MOTION:** Councilor Anderson moved that we adopt a three cent per gallon gas tax that is phased in at one cent per year over three years and it sunsets in three years after full phase in and it is automatically repealed if the State of Oregon addresses the transportation funding issue.

**Councilor Wilson asked and three years later it is gone?**

**Councilor Anderson yes, unless it is voted on again.**

**Mayor Daoust stated the repeal part, if the State legislature, well they would have to rule that it is more than three cents.**

**Councilor Anderson replied yes, we don't want to overtax.**

**Ed Trompke stated there is a Constitutional provision that says that no law shall be adopted that taking effect at which shall depend on any other event. That could violate it; I can't tell you for sure.**

**Councilor Allen asked would you be willing to go for up to three cents and that way if things change, as stated before the Council could abolish the tax whenever and then the up to three cents allows us to bring it up or down depending on what the state does? We don't know when or what they will do.**

**Councilor Anderson replied I am fine with that.**

**Mayor Daoust asked doesn't the one cent raise per year kind of address that?**

**Councilor Anderson replied I think what Councilor Allen is saying is that the one year phase in is fine, but if we get into year two he wants the flexibility to go up to three cents right away if needed, or down to zero. Is that what you are saying Councilor Allen?**

**Councilor Allen replied yes.**

**Councilor Anderson asked so if it is up to three cents, does that mean that we would start at three cents?**

**Councilor Allen replied it doesn't matter what we start at, but it gives us the ability to start at whatever we feel is necessary at the time because we don't know what the future is going to be.**

**Councilor Wilson stated that is why we shouldn't have a sunset on it. If nothing happens in six years and we have to put it back out for a vote, or the whole system changes, it might change in ten years. I think we ought to leave that option up to the Council instead of having it sunset.**

**Councilor Allen stated we may want to change it so that it is a yearly adjustment. I don't think the state would be too happy with us if we change it every other week.**

**MOTION WITHDRAWN: Councilor Anderson withdrew his motion.**

**MOTION: Councilor Anderson moved to institute a gas tax of up to three cents per gallon.**

**Mayor Daoust stated that is pretty vague.**

**Councilor Ripma asked to be set annually by Council?**

**Mayor Daoust stated the people have to vote on this. If we put that out for a public vote and said well maybe it will be one cent, or two cents or maybe three cents, what are they voting on?**

**Councilor Ripma stated they would be voting on authorizing us to do three cents and then we can do less. That's sounds okay to me.**

**Councilor Morgan stated the biggest thing I was trying to underscore was that five cents is not palatable. But if we make them jump from zero cents to three cents in one year it might have a market fluctuation issue. That was the phasing aspect. If there is no sunset I don't think it would preclude us from having a phase in for the business community, the citizens aspect, and for the commodity. If the state acts we can always repeal it. I think it might be good to phase it in if we are going to act on such a monumental act.**

**Mayor Daoust stated I think a much simpler way to go about this would be to implement a three cent per gallon tax increase phased in at one cent per year, no sunset and no repeal.**

**Councilor Wilson stated I am behind you on that.**

**Councilor Morgan stated that is what I was aiming for.**

**Councilor Allen stated I like Councilor Anderson's motion because it gives us maximum flexibility. If you want to start if off at some amount that is fine with me.**

**Mayor Daoust stated I think Councilor Anderson's is more complicated for the people to understand.**

**Councilor Wilson stated would you agree to a one cent per year phase in, because that is what you originally said. Would you agree that we could do it that way?**

**Councilor Anderson stated we could.**

**Councilor Morgan stated and capped at the third year.**

**Councilor Anderson stated I also think, like I said earlier, it is a shared sacrifice. What one cent in year one does, if that is not enough then the general fund can augment that. If two cents in year two isn't enough the same, and if three cents in year three the same. I am just trying to phase it in.**

Councilor Allen stated I am fine with the phase in. I just don't know what the future is.

Councilor Ripma stated we can always repeal it.

Councilor Allen stated but if we do it up to three cents then we do what is necessary and no more, or we can phase it in if we want.

Councilor Morgan stated the whole premise is we are making a first step to get our maintenance back in order to preserve our livability, and make sure our roads are maintained. Would that be safe to say?

Steve Gaschler replied it is a good start.

**MOTION WITHDRAWN:** Councilor Anderson withdrew his motion.

**MOTION:** Councilor Anderson moved that we adopt a three cent per gallon gas tax phased in at one cent per year over three years. Seconded by Councilor Wilson.

Debbie Stickney stated before we go forward with voting on this motion we need to revise the language in the ballot title for the notice of election.

Mayor Daoust stated Council doesn't need to word-smith that. Are you working on that Ed?

Ed Trompke replied yes, but it needs to be adopted with the resolution because it is Attachment A to the resolution and Debbie will need to send it to the paper tomorrow morning.

Ed Trompke stated let me read the revised language to the Notice of Tax Election. Caption: Authorizes phase in of tax on motor vehicle fuels. Question: Shall Troutdale phase in motor vehicle fuels tax of three (3) cents per gallon over three years to maintain streets? The rest doesn't appear to need to be changed.

Councilor Morgan asked in the questions you asked the citizens, were they skeptical that the dollars might not be used for that, or they wanted clarification to where the dollars would be used or how?

Libby Barg stated it is a good idea as long as it goes toward street preservation, maintenance and you can show them that.

Mayor Daoust asked is there any rewording needed in the resolution?

Ed Trompke replied I would like another set of eyes to help review the documents.



Mayor Daoust called for a break at 9:35pm, and reconvened the meeting at 9:46pm.

Mayor Daoust stated we do have a re-worded notice of election that I would like Mr. Trompke to read.

Ed Trompke stated I will first read the changes to the resolution, and then I will read the changes to the notice of tax election which is Attachment A. The resolution title is changed to read: A resolution calling an election to submit to the electors of the City the question of a phased in three (3) cent per gallon motor vehicle fuels tax to be used for street maintenance and reconstruction.

In the findings, paragraph 6, we are changing the word “five” to “three” on the cents per gallon, so that will now read: The City of Troutdale has decided to refer a measure to the voters at the November 3, 2015 special election, which if approved would require the Council to amend the Troutdale Municipal Code to impose a three (3) cent per gallon Motor Vehicle Fuels Tax.

In Section 1 of the resolution is the question that is being submitted, which is being modified to read: “Shall Troutdale phase in motor vehicle fuels tax of three (3) cents per gallon over three years to maintain streets?”

There are no other changes to the resolution. The Notice of Election, the Caption will now read: Authorizes phase in of tax on motor vehicle fuels.

The Question in the Notice of Election will now read: Shall Troutdale phase in motor vehicle fuels tax of three (3) cents per gallon over three years to maintain streets?

Then there was a change already made in the summary (Mr. Trompke is referring to the correction provided to the Council at the start of the meeting correcting one word in paragraph four of the summary, changing “Pavement Prevention Program” to read “Pavement Preservation Program”, a copy of this change can be found in the meeting packet), and we are deleting the second to last sentence in the last paragraph, and two words in the last sentence, so the paragraph will now read in its entirety: If approved, the measure will take effect on January 1, 2016.

Otherwise it is the same as the packet materials.

**VOTE: Councilor White – Yes; Councilor Allen – Yes; Councilor Wilson - Yes; Councilor Ripma - Yes; Councilor Anderson - Yes; Councilor Morgan – Yes; Mayor Daoust – Yes.**

**Motion Passed 7-0.**

Mayor Daoust asked does the Council wish to proceed past our time limit to cover the rest of the agenda?

Council agreed to proceed.

**8. PUBLIC HEARING / ORDINANCE (Introduced 6-23-2015):** An ordinance amending Chapter 5.04 of the Troutdale Municipal Code relating to business licenses.

Ed Trompke, City Attorney, stated this is the second reading of the business license modification that we discussed on June 23<sup>rd</sup>. The changes would require all medical marijuana dispensaries, whether operating on a for-profit or not-for-profit basis, to obtain a business license. The reasons for adding a burden to non-profit medical marijuana where other non-profits are not required to be licensed is that there are people operating dispensaries in areas that may not be zoned appropriately for sales outlets and dispensaries. This provides a way to track those dispensaries as well as to make sure that they operate within the parameters of the Attorney General's opinion. There are eight factors that the Attorney General looks at with respect to non-prosecution of marijuana sellers in states that allow it (shown on Exhibit A of the meeting packet). The medical marijuana dispensaries are required to submit a statement that they will in fact do their best to live up to those requirements and if requested the City can ask how they are doing that and follow-up questions about specifically these matters so that the dispensaries do operate within the parameters of the law. Other than that the Police Chief is deleted as the reporting person for all business licenses and is replaced by the City Manager or designee because of the merger with the Sheriff's office for police services.

Councilor White asked would it be appropriate to make any other changes pertaining to our business code at this time?

Ed Trompke replied I think we are going to want to look at it again at the end of this year when the recreational marijuana sale rules are out from OLCC. That would probably be an appropriate time to take a broader look at this chapter. This being the second reading it probably doesn't make a lot of sense at this time, but we should do that in the next six months.

Mayor Daoust opened the Public Hearing at 9:55pm and asked if there was anyone that would like to speak to this ordinance?

No testimony received.

Mayor Daoust closed the Public Hearing at 9:55pm.

Councilor Allen stated it seems to be very well thought out and very well written.

**MOTION: Councilor Wilson moved to pass an ordinance amending Chapter 5.04 of the Troutdale Municipal Code relating to business licenses. Seconded by Councilor Allen.**

**VOTE: Councilor White – Yes; Councilor Allen – Yes; Councilor Wilson - Yes; Councilor Ripma - Yes; Councilor Anderson - Yes; Councilor Morgan – Yes; Mayor Daoust – Yes.**

**Motion Passed 7-0.**

## **9. STAFF COMMUNICATIONS**

None.

## **10. COUNCIL COMMUNICATIONS**

Councilor White stated I know we are headed into our summer break but I am deeply concerned that we haven't had our work session on fire and I am worried that we are going to miss our opportunity to do anything. I am willing to meet on this subject during our break.

Councilor Anderson stated I agree with you. When we were asked to rank our work session priorities I think I only ranked three and fire was number one.

Councilor Allen stated public safety is important. I would agree.

Councilor Anderson asked can we have the work session immediately after the break?

Craig Ward asked approximately when?

Councilor White asked Ed, do you happen to know the details of that IGA? When are we going to miss that opportunity?

Ed Trompke replied my recollection is that the time that makes sense to give the notice is in about June of each year because of the amount of time it takes to put together all of the issues; you need to find personnel, equipment, budget process, and other pieces. You may need a bond measure even in order to buy some of the equipment.

Craig Ward stated there is no window that we miss. The window is we have to give two years notice. If we give a two year notice on the 15<sup>th</sup> of August that deadline basically to start a replacement fire service is two years later. We can take as much time or we can move as quickly as we can. We have not missed a window of opportunity. What Ed is referring to is the fact that there are a host of incremental steps that have to be satisfied and those will manifest themselves in the budget. One of the first things we would have to do is make a commitment to hire a fire chief because they would be instrumental in all of the operating decisions, protocols, hiring of staff, and all of the things we would have to do to have a fire service up and running on the date we walk away from Gresham Fire services. To hire a fire chief we will then have to have a budget that reflects the fact that

we are going to hire a fire chief, and there are other things that fall in line with that, but that is why the budget cycle is important.

Councilor White stated I am not advocating to do all of that. I was concerned that we were going to add an additional year by not having the work session. We may decide to stay with Gresham Fire for all I know after the work session.

Ed Trompke stated I was really thinking in terms of practicality with my answer; it makes sense to start it near the beginning of the budget year rather than in December or January.

Craig Ward stated I think it makes sense to start the planning process as soon as we can. We are going to need all of the time we can possibly give ourselves. If you wait until August or September I don't see that as being fatal in terms of the overall cycle because there are so many steps that have to be planned for in advance

Mayor Daoust stated we do have our summer break scheduled and August 25<sup>th</sup> will be our next scheduled regular meeting, but we may have an executive session on August 11<sup>th</sup> or 18<sup>th</sup>.

Councilor White stated I attended the ribbon cutting for the King of The Roads Exhibit that the Historical Society put on. They have done an excellent job on the exhibit. I wanted to thank the Historical Society, especially Len Otto and the Handy family for their efforts on the exhibit.

Councilor Allen stated in a free society public comment should not be discouraged, and discouragement of public comment should not be tolerated.

Councilor Wilson stated last Thursday I attended the West Columbia Gorge Chamber meeting and they have been approached by the Historical Society about taking over the office at the Depot. I would like some clarification on how that works.

Craig Ward replied the City owns the Depot and if the Historical Society is going to stop using the Depot they are free to do that. We have no written agreement that we have been able to find. I think the process is simple, a letter from the Historical Society would be a courtesy to us notifying us of when they plan on moving out and we can talk about any conditions that would be appropriate. Then we would need to have a discussion on what the Council thinks is an appropriate use for a city asset. I can understand the logic of allowing the Chamber to use it but I don't think the Council has given me any direction that indicates that we should negotiate with the Chamber about using the Depot. It is really the City's choice what happens with our assets.

Councilor Wilson stated the Director of the Chamber feels that if they were allowed to use the Depot, and they decide to move into the Depot, then they would like an MOU with the City.

Craig Ward stated we would need a lease agreement.

Councilor Ripma stated the Historical Society Board has decided to move their office to the Barn while the exhibit is open so that we have more presence there by our paid employee and our volunteers and the Board thought that maybe the Chamber might be interested in using the office space at the Depot in hope that they would also help with visitors to the Depot Museum. The Historical Society archives will still be located in the Depot.

Councilor Wilson stated I was wondering if we could explore with Fairview and Wood Village the idea of a three-city recreation program. It isn't a district so they could pull out anytime they want to but it could create more revenue coming in and it would give their citizens the opportunity to participate at the same rate as our citizens. Maybe it could be brought up at the next Mayors meeting.

August 2<sup>nd</sup> is the 12<sup>th</sup> Annual Troutdale Cruise-In in downtown Troutdale.

Councilor Ripma stated the public opening of the Historical Society's new exhibit, King of the Roads ~ Highway of the People, celebrating the 100<sup>th</sup> anniversary of the Historic Columbia River Highway is this Saturday.

Councilor Anderson stated Mayor, I would like to ask for your consideration in maybe reordering the agenda to put this portion of the meeting earlier. I would be in support of that because the intent of the 2½ hours was not to stifle anybody, it was to move us along. If anyone feels stifled that is not the perception I want to give off.

Councilor Morgan stated Councilor Wilson and I have talked to several elected officials, and we have also sent out a lot of letters, and the Chamber and the Mayor have done that to, inviting them to SummerFest and to stay after and listen to Rip Caswell and the Mayor talk about Visionary Park. A lot of the elected officials may have access to grants, availability to get other donors or maybe even some of their own political money to give this non-profit that might be formed. We don't have any money for refreshments or food for this. I don't know the proper protocol to go about this. Should we ask for money out of contingency, or if the Council could authorize us to work with staff to get a few dollars to accommodate some of the elected officials for when they are here to talk about Visionary Park. There will be a lot of guests here in town for this event. Rip is going to have some literature information about Visionary Park and I think there is going to be a banner on the shed which is where Visionary Park will be.

Council and Staff discussed this and the Council agreed to authorize up to \$300 to cover the expense for refreshments at this reception for Visionary Park; reimbursement will be made up to \$300 once receipts are provided to the City.

Mayor Daoust stated the Bite of East County will be Saturday, July 25<sup>th</sup> at Columbia Park from 12-8pm. I am a new member of the Area Commission on Transportation (ACT) and our next meeting is Thursday. Friday night is Wood Village's Night Out. I will be attending the Oregon Mayor's Association Conference in Cottage Grove 7-31 to 8-1.

**11. ADJOURNMENT**

**MOTION:** Councilor Anderson moved to adjourn. Seconded by Councilor Ripma. Motion passed unanimously.

Meeting adjourned at 10:20pm.



**Doug Daoust, Mayor**

**Dated:** 8/26/15

**ATTEST:**



**Debbie Stickney, City Recorder**

**CITY OF TROUTDALE**  
**CITY COUNCIL – Regular Meeting**  
**Tuesday, July 14, 2015**

**PLEASE SIGN IN**

Name – Please Print	Address	Phone #
Mitch Miller	111 SW Columbia St #830 Troutdale, OR	480-305-4411
Thor Ivanoff	17829 NW Sedgewick Ct Beaverton, OR 97111	503 928-1675
READ Alharithi		
Janna Valencia	1609 SE 190th	503-988-0214
PAUL MILES	TROUTDALE	
Diane C White		503-888-1405
Cinda Cox	Troutdale	503 799-3667
Rip Lammell	Troutdale	
Libby Barr	Salmon	503-222-0416
CLARK WORTH	Portland	"
Anthony Buczek	600 NE Grand Ave. Portland	503-797-1674
Shirley Craddock	Metro Council	503 797 1548
BREA WALTON		
Terry Olsen	902 E. Columbia River Gorge Hwy Troutdale, OR	Contact@ESMasonry.com
Stephanie Jennings		
Mario Cerant:	521 SW Halsey	503 695-2555
Jury Branley	1260 NW Frontage Rd	503 522 9425
Jonathan Branley	1260 NW Frontage Rd	503-522-9028
Lowell Asth	visitor	509 413 6233
Branden Young	400 NW Frontage Rd	503-665-7741
Patrick Hirsch	Multnomah County	503-288-3712
Terry Olsen	902 E Historic CRH	503-522-4692



# Greater Portland Inc

## Regional Economic Development

City of Troutdale  
July 14, 2015

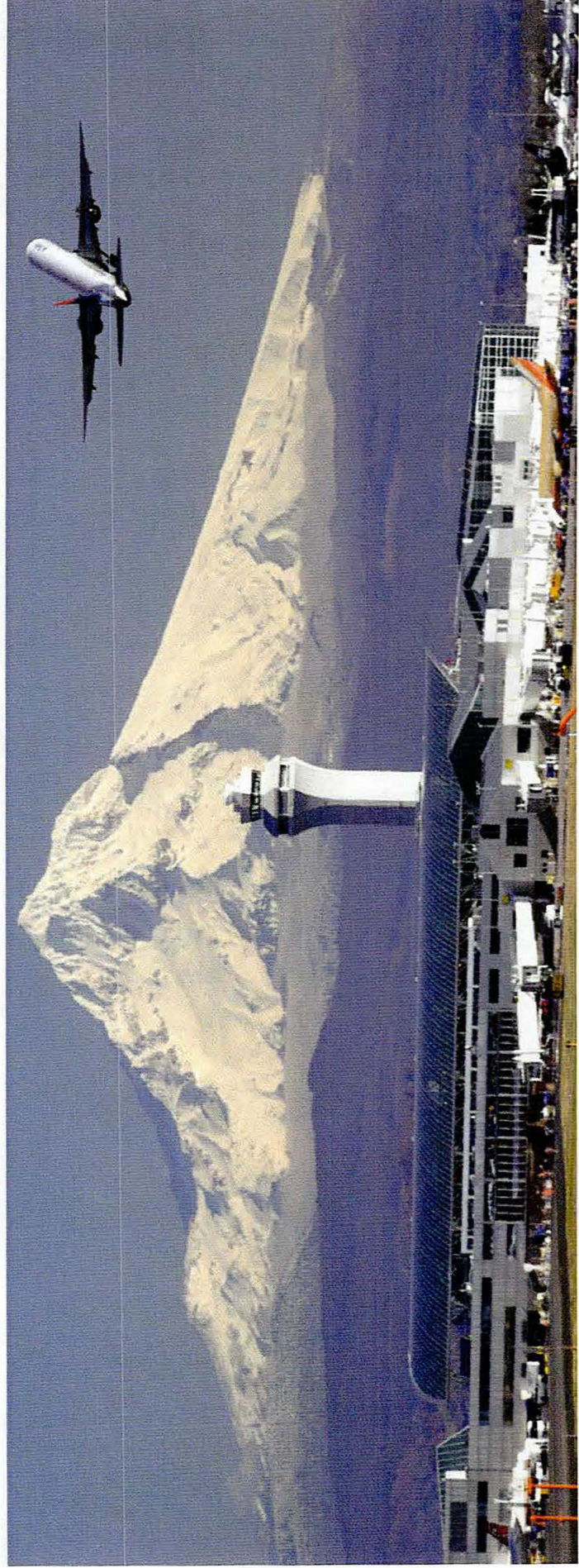
**Exhibit A**  
July 14, 2015 Council Minutes



# WHAT TO EXPECT



- **Overview of GPI**
- **2015 Work Plan**
- **GPI Services**



# OVERVIEW



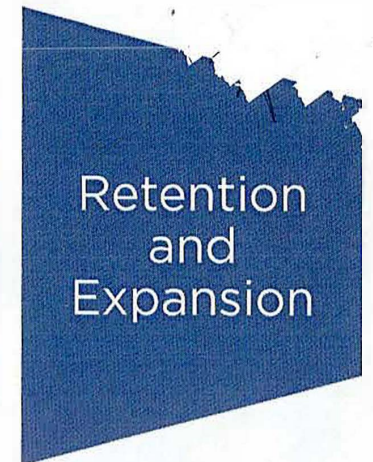
## Regional Public-Private Partnership

Established in 2011 to coordinate a transparent approach to economic development

## Greenlight Greater Portland now Greater Portland Inc.

Jun 29, 2011, 1:31pm PDT

Merger between publicly funded Regional Partners and privately driven Greenlight Greater Portland



# OVERVIEW



## Dynamic Metro: One Region

- 2.3+ million people
- 2 states
- 7 counties
- Population expected to grow by 400,000+ in next 20 years



## Why a regional approach?



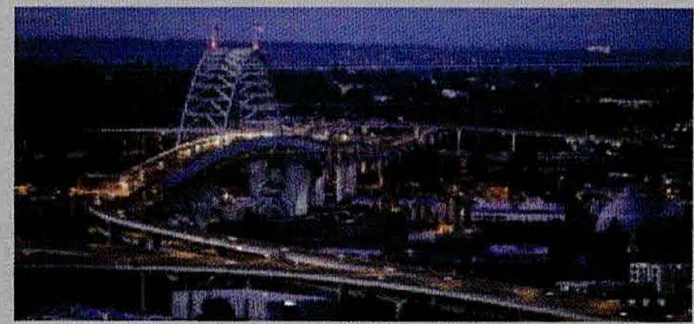
- Site selectors look at regions when considering a new location for their clients
- Companies and talent do not pay attention to regional boundaries
- Marketing the assets of the entire region is a far more compelling story
- Regional boundaries align with the regional workshed

# 2015 Work Plan



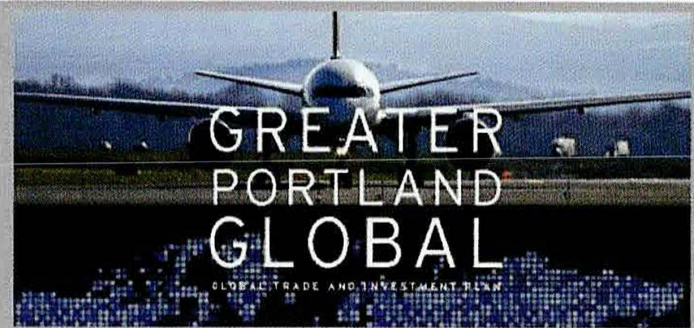
## UNITING REGIONALLY TO COMPETE GLOBALLY

Build cross-border and cross-sector collaboration that leverages the region's assets, engages leadership and aligns efforts to compete in the global market.



## STAY AND GROW IN GREATER PORTLAND

Develop tools and services that support local community partners in their ongoing efforts to retain and grow existing traded-sector companies in the region



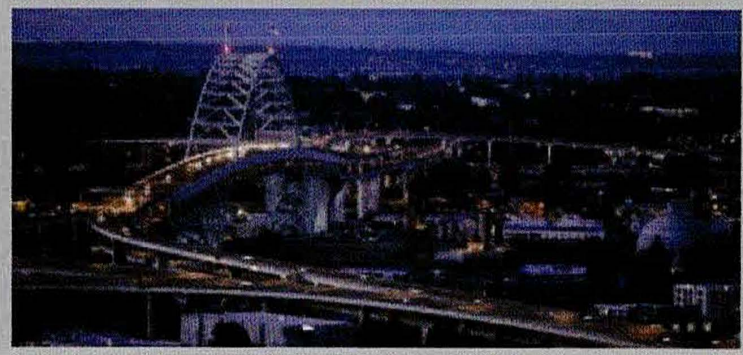
## CHOOSE GREATER PORTLAND

Create targeted awareness of the regional value proposition as a place for business; grow the recruitment funnel to bring traded-sector expansion and relocation projects to the region.



## UNITING REGIONALLY TO COMPETE GLOBALLY

Build cross-border and cross-sector collaboration that leverages the region's assets, engages leadership and aligns efforts to compete in the global market.



### TACTICS:

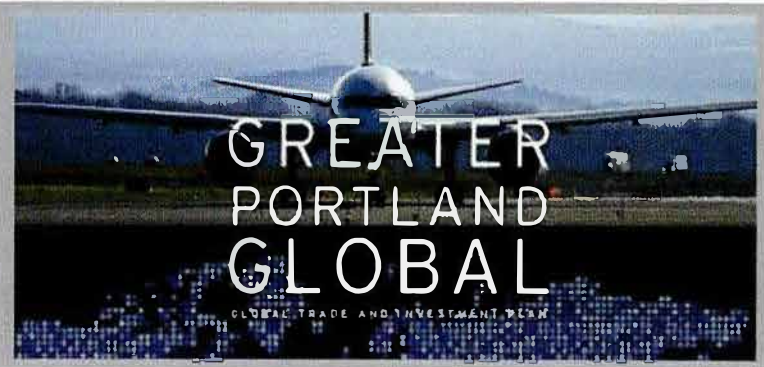
- Greater Portland 2020 Plan
- Convene Region's Civic & Business Leaders
- Regional Communications

# 2015 Work Plan



## STAY AND GROW IN GREATER PORTLAND

Develop tools and services that support local community partners in their ongoing efforts to retain and grow existing traded-sector companies in the region



## TACTICS:

- Greater Portland Global
- Business Retention & Expansion
- Economic & Fiscal Analysis

# 2015 Work Plan



## CHOOSE GREATER PORTLAND

Create targeted awareness of the regional value proposition as a place for business; grow the recruitment funnel to bring traded-sector expansion and relocation projects to the region.



## TACTICS:

- Large Site Strategy
- Industry Reports & Market Analysis
- Regional Marketing
- Lead Generation



# GPI SERVICES



Providing expertise and resources to local partners within the region



Business Development



Marketing



Research + Analysis



Connectivity

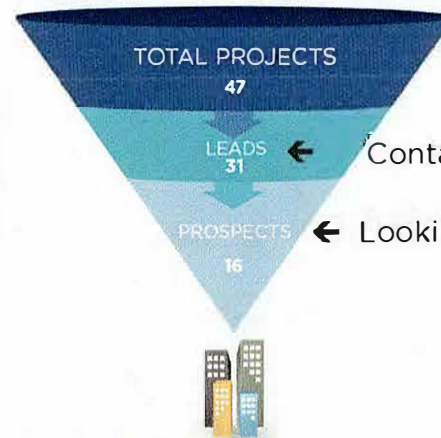


Regional Competitiveness



## Business Development

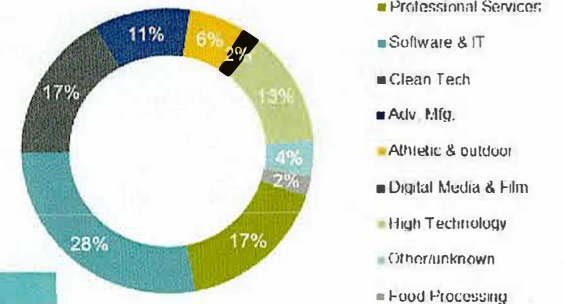
1. Metal & Machinery
2. Clean Tech
3. Athletic & Outdoor
4. Computer & Electronics
5. Software/Media
6. Health Science & Technology



← Contacted us but has not viewed specific sites

← Looking at options and has likely been on a site visit

2014 GPI WINS = 4  
2014 REGIONAL WINS = 7



Projects by Industry	
Professional Services	8
Software & IT	13
Clean Tech	8
Adv. Mfg.	5
Athletic & outdoor	3
Digital Media & Film	1
High Technology	6
Other/unknown	2
Food Processing	1
<b>Total</b>	<b>47</b>

GPI SERVICES



Marketing

A horizontal banner with a sunset background. On the left, a hot air balloon is silhouetted against the orange sky. The text "the Greater Portland region is the perfect balance of talent & value" is centered. The Greater Portland logo is on the right.

the Greater Portland region is the perfect balance of talent & value

GREATER PORTLAND

A flyer for Greater Portland and the City of Camby. It features a map of the area, a list of "PERKS OF LOCATING IN CAMBY" including tax incentives and workforce development, and contact information for the City of Camby.

GREATER PORTLAND

City of Camby

PERKS OF LOCATING IN CAMBY

- 100% OFF STATE AND LOCAL SALES TAXES ON BUSINESS INVESTMENT
- 100% OFF STATE AND LOCAL SALES TAXES ON BUSINESS INVESTMENT
- 100% OFF STATE AND LOCAL SALES TAXES ON BUSINESS INVESTMENT
- 100% OFF STATE AND LOCAL SALES TAXES ON BUSINESS INVESTMENT

CONTACT: 503-865-1234

A flyer titled "GREATER PORTLAND'S EMERGING BIOSCIENCE HUB". It highlights the region's strengths in bioscience, including a skilled workforce and proximity to research institutions. It includes contact information for Greater Portland.

GREATER PORTLAND

GREATER PORTLAND'S EMERGING BIOSCIENCE HUB

LOCATION ESSENTIALS

GREATER PORTLAND



## Research & Analysis

### SAMPLE ANNUAL BUSINESS OPERATING COSTS

Metro Area	Employee Payroll	Fringe and Mandated Benefits	Utilities	Building / Lease Payments	Property Tax	Total Operating Cost
Portland	\$36,236,800	\$10,296,539	\$245,328	\$375,969	\$170,011	\$47,324,647
Denver	\$36,842,650	\$9,951,295	\$219,967	\$342,805	\$335,923	\$47,692,640
Riverside-San Bern.	\$37,587,100	\$10,700,837	\$326,530	\$399,822	\$152,379	\$49,166,668
San Diego	\$37,959,450	\$10,807,498	\$397,673	\$428,478	\$154,772	\$49,747,872
Seattle	\$38,605,650	\$12,001,622	\$255,159	\$413,241	\$159,852	\$51,435,525
San Jose	\$43,481,700	\$12,361,185	\$401,016	\$542,023	\$180,694	\$56,966,618

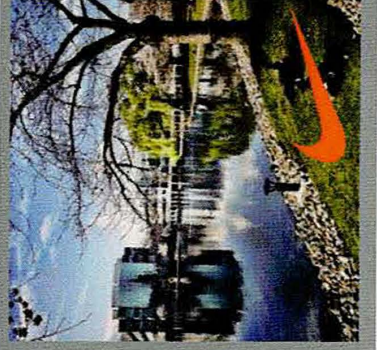
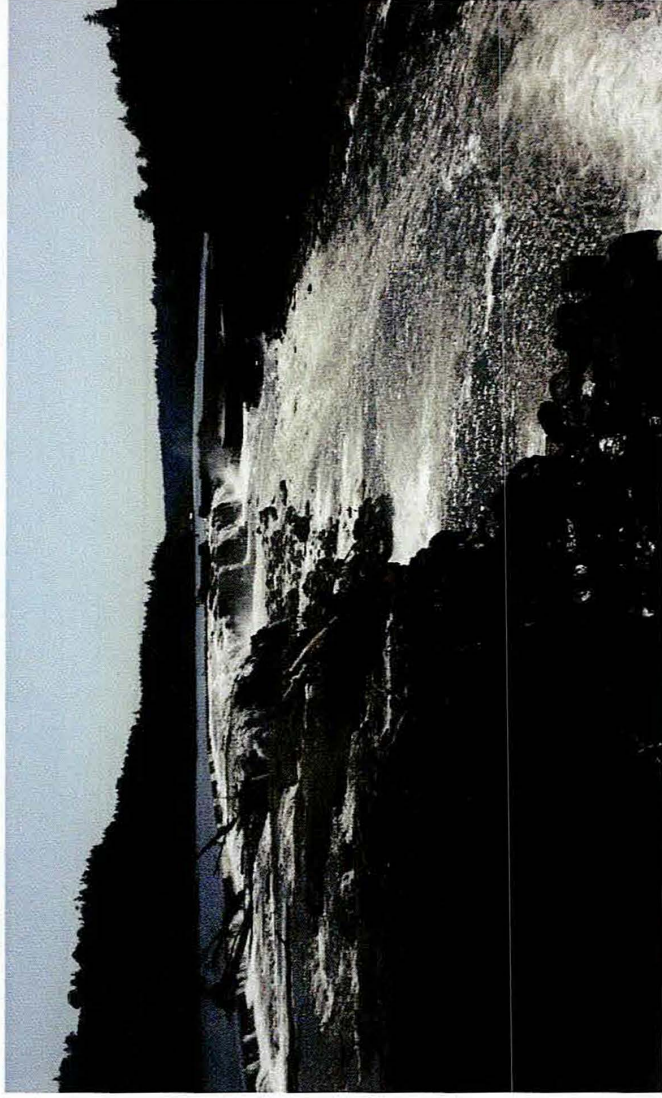
See detailed tables for sources.

*The annual estimated business operating costs table summarizes the annual cost of labor, utilities and facilities for selected metropolitan areas. Detailed calculations and source of costs of doing business for labor, utilities and facilities are provided in the following tables, which include costs such as worker's comp, unemployment insurance, health insurance, gas and electricity, annual real estate (lease or purchase) and taxes.*

GPI SERVICES



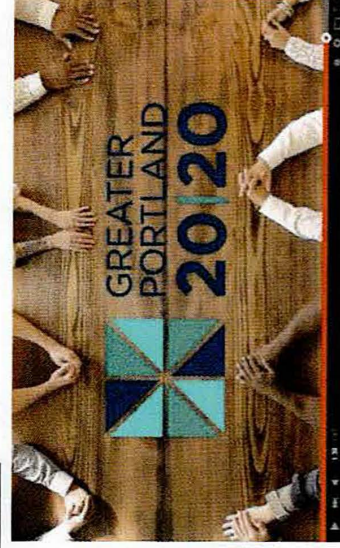
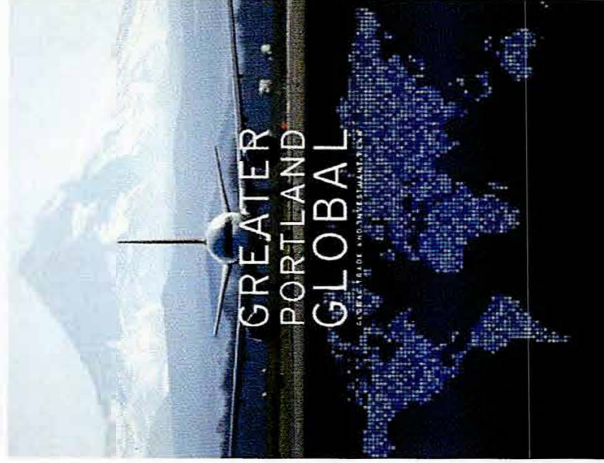
Connectivity



# GPI SERVICES



## Regional Competitiveness





Thank You!

**City of Troutdale  
Motor Vehicle Fuels Tax**

**July 14, 2015  
City Council Meeting**



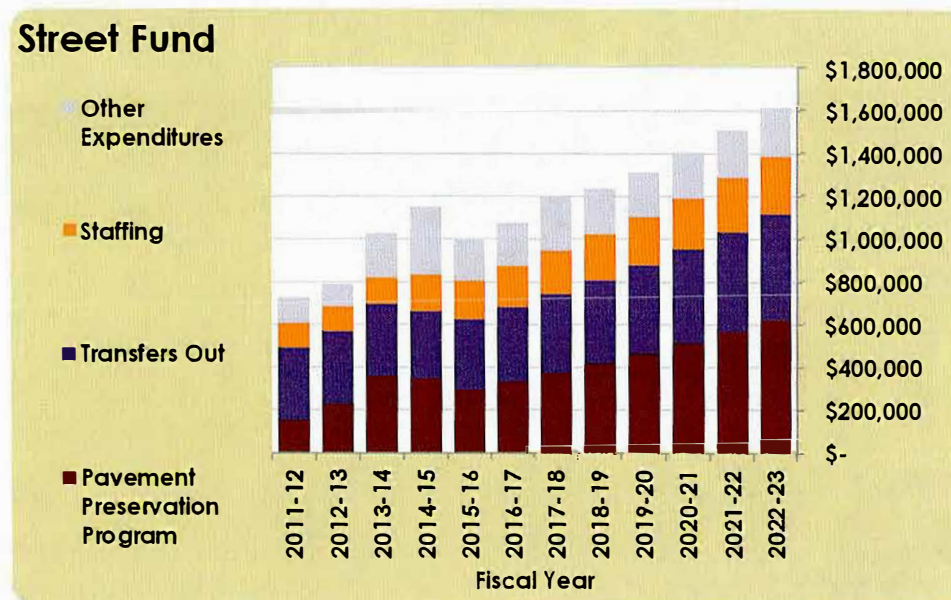
**City of Troutdale**



# Troutdale Street Fund – Situation

*Across Oregon, transportation funding sources and amounts aren't sustainable.*

- Troutdale Street Fund revenues come primarily from State Highway Fund – flat/declining revenues around \$900,000/year
- Current funding needs are \$1 million per year, expected to exceed \$1.6 million by 2022-23
- Street Fund balance declining since 2012-13 (down \$270,000 this year)
- Troutdale studied alternative revenue sources to close the gap



# New Revenues Would Support Pavement Preservation Program



Preservation avoids  
need for more costly  
rehabilitation and  
reconstruction

Pavement  
preservation  
includes crack seals,  
slurry seals,  
overlays



*\* Every \$1 spent on preservation saves \$3 - \$5 for rehabilitation  
or \$8 - \$12 for reconstruction*

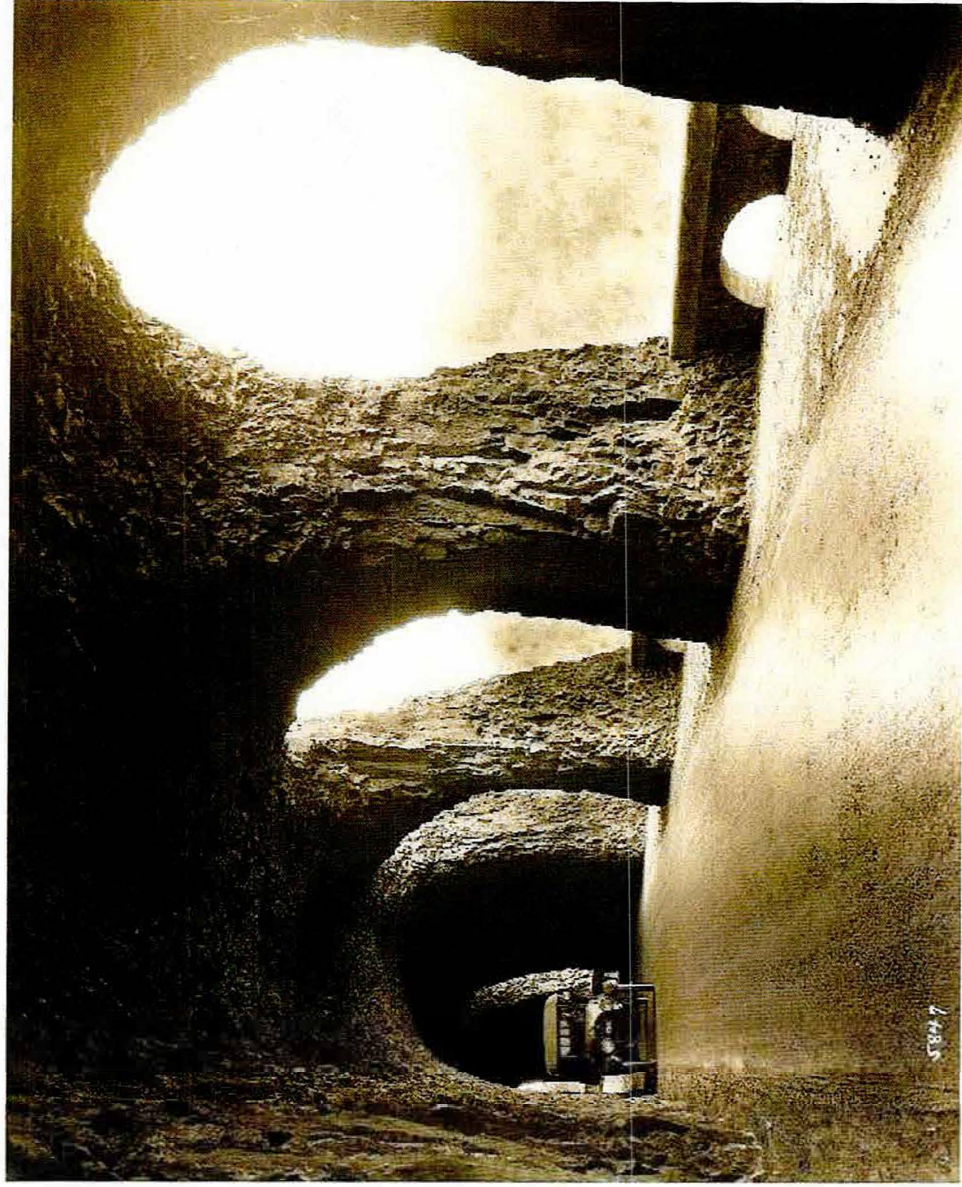


City of Troutdale

# Funding Solutions

- ✓ Transportation Utility Fee: enacted by City Council
- ✓ Local Option Vehicle Registration Fee (counties only)
- ✓ **Local Option Gas Tax: requires voter approval**

# Oregon Pioneered the Gas Tax in 1919



# Current Gasoline Tax Rates\*

Federal Gas Tax: 18.4¢/gal

*No increase since 1993*

State Gas Tax:

*No increase (1993-2011)*

Oregon 30.0¢/gal

California 39.5¢/gal

Washington 37.5¢/gal

Multnomah County 3.0¢/gal

All State Revenues – fuel, registration, license (equivalent per gallon):

Oregon 41.9¢/gal

California \$1.19/gal

Washington \$1.07/gal

Idaho 71.5¢/gal

\*Source: Oregon Department of Revenue



# 2015 Legislature:

## State Transportation Package is ~~Stuck~~ <sup>Dead!</sup>

- \$343.5 million compromise included \$208 million for state and local roads
- 4¢ gas tax increase would raise \$103.2 million/year
- Troutdale's share\*
  - 2016 \$61,500 per year
  - 2017 \$123,000 per year
- **Meanwhile in Washington:**
  - + 11.7¢/gal over 3 years
  - + \$16.1 billion transportation bill

*"We worked hard to find a way to address them as a package, but no solution emerged that accomplished that to the satisfaction of all parties."*

– Governor Kate Brown

*"The votes just aren't there"*

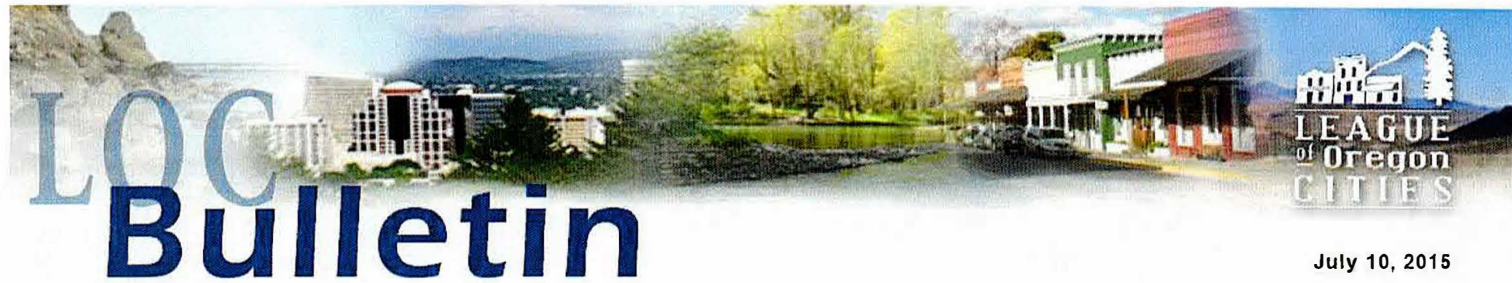
– Senate President Peter Courtney

\* Assumes current distribution formula retained



# Update:

2015 Legislature took **\$4 million from cities** to fund DMV IT Upgrade

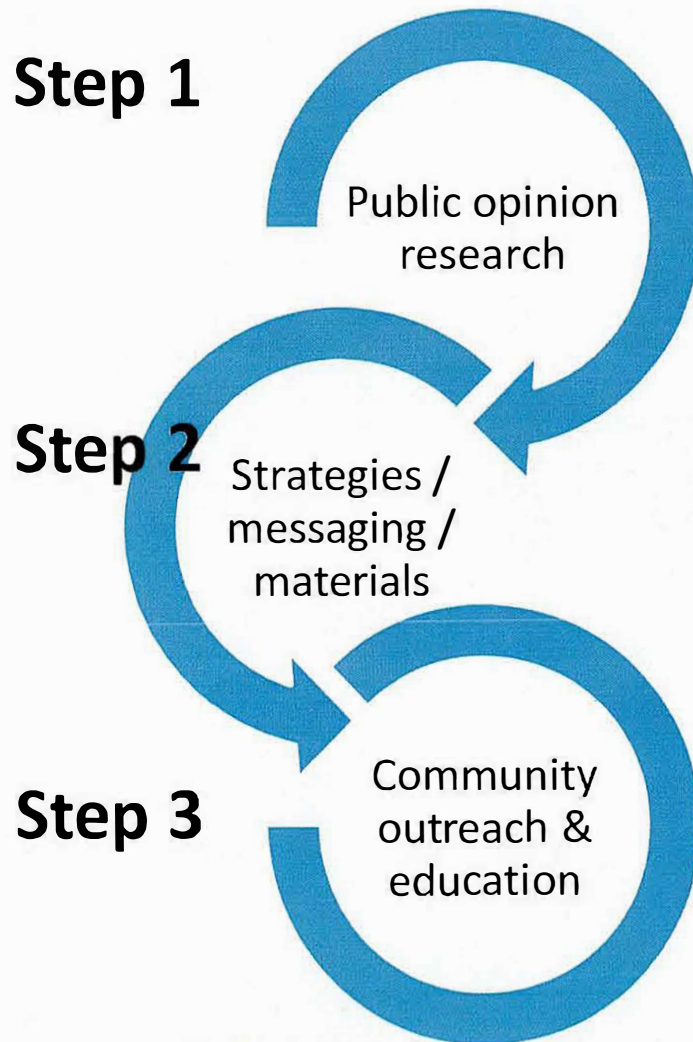


## Cities to Help Fund DMV Upgrade

Cities and counties have emerged from the 2015 legislative session with less money from the state Highway Trust Fund than they had before the session started. This is a result of the failure to pass a comprehensive transportation package, as well as an off-the-top allocation to the Oregon Department of Transportation (ODOT) to pay for an upgrade to the Oregon Department of Motor Vehicles (DMV) information technology software and hardware. Moreover, cities and counties will also help fund the cost recovery of merchant fees which will be incurred with the onset of credit and debit card transactions by DMV.



# Engaging the Community



## What do voters think?

- ✓ Stakeholder interviews (includes fuel retailers)
- ✓ Focus groups
- ✓ Community survey



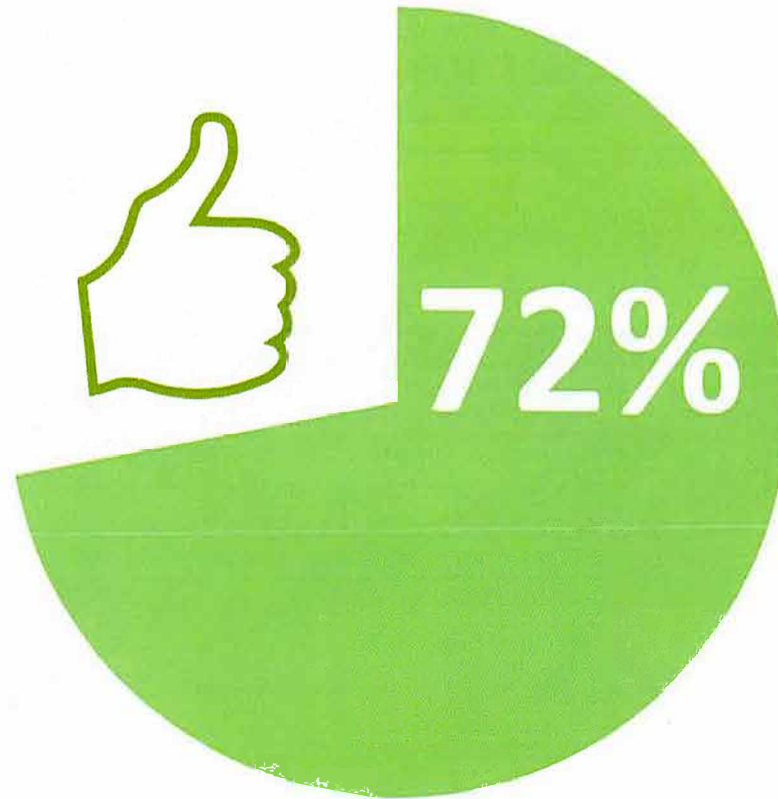


# What Citizens are Saying

- Generally happy with the condition of streets and other local infrastructure.
- There's good recognition of Troutdale's road maintenance practices.
- Don't know how road maintenance is currently funded.
- Open to solving Troutdale's shortfall by reprioritizing spending or finding new revenues.
- **The local option gas tax is the preferred source if funds are needed.**
- "Best advice": effectively communicate the need and how the money will be used.



**72% of Oregonians say road maintenance is important and would support some increase in tax dollars.**



2013 Oregon Values & Beliefs Study-DHM Research

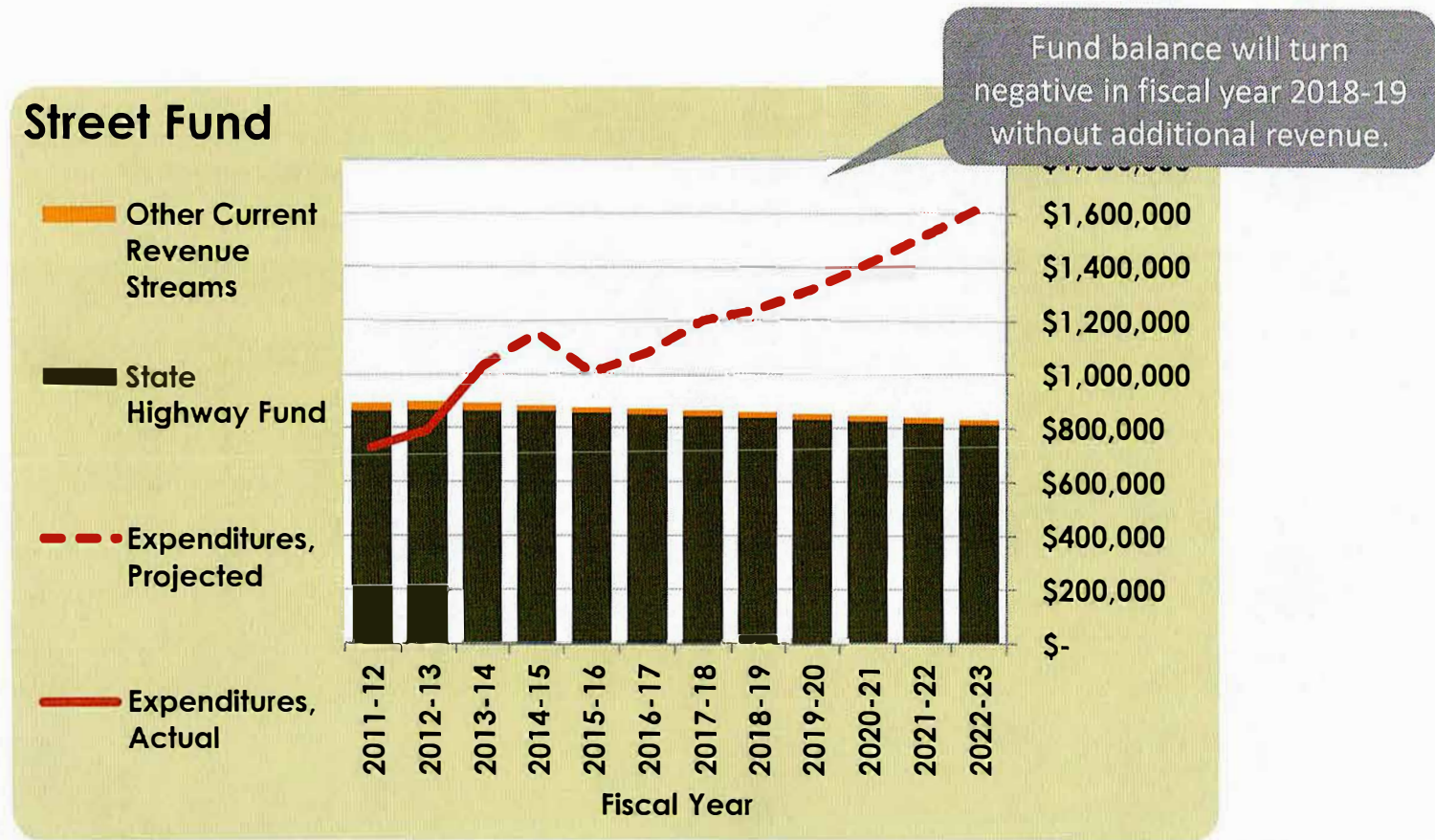
# Outreach to Gasoline Dealers

- Contacted 7 gasoline dealers:  
5 multi-state, 2 local
- Their questions:
  - How much? When?
  - Tax administered by Troutdale or State?
  - How will funds be used?
- Strongly support dedicating proceeds for road maintenance
- Concerns:
  - Remaining competitive with nearby cities:  
prefer Federal or State increase
  - Loss of local customers
- Customer profile:
  - 1/3 of annual business is in June - August
  - Summer customers: 60% are “travelers” 40% are “regulars”  
(from Troutdale, Cascade Locks, Skamania County, Sandy)
  - Rest of year 50/50 split



# Local Option Gas Tax—Tax Rate

5¢ per gallon tax is needed to cover Troutdale’s funding gap for the foreseeable future.



# Local Option Gas Tax—Tax Rate

Opinion research found little pushback at the level of 5¢/gal

- Stakeholder interviews
- Focus groups
- Community survey



**Maintaining Troutdale's Streets—and Saving Money**  
Community Survey, June 2015

The Mayor and City Council are considering how best to pay for the city's ongoing road maintenance. Troutdale received enough money from its share of the state gas tax to keep up with road maintenance needs, but as the city has grown and the streets have aged, the state funds are no longer enough. Without additional funding the city will have to cut back on maintenance. That would cause our streets to degrade and cost much more to repair than investing up-front. The city wants to hear from you about the benefits of maintaining our streets and ways to continue the cost saving road maintenance program.

1. How would you rate the condition of Troutdale's Streets?  
 Very good       Poor       Not sure  
 Good       Very poor

2. How is the city of Troutdale doing maintaining streets?  
 Very well       Poorly       Not sure  
 Well       Very poorly

3. The City Council is considering a local gas tax to continue to pay for street maintenance. Following are some reasons the city council is considering a gas tax. Please rank the reasons you think are most important on a scale of 1 (not important) to 5 (very important).

	Not important	1.	2.	3.	4.	5. Very important
All proceeds would be dedicated to maintain our local Troutdale streets.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Streets in your own neighborhood will be maintained and repaired.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Every \$1 spent on road maintenance saves up to \$12 for reconstruction.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A large percentage of the local gas tax would be paid by people who don't live in Troutdale, but buy fuel here.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A local gas tax could be enacted only through a vote of the people.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
At 5¢ per gallon, the average motorist would pay only \$3 per month or 10¢ per day.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintenance saves money and keeps neighborhoods livable.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Do you see any drawbacks to a local option gas tax to pay for street maintenance in Troutdale?

5. What questions do you have about a local gas tax for Troutdale?  
 What is the current condition of our streets?       How will the money be spent?  
 Where would maintenance occur?       I don't have any questions  
 Another question: \_\_\_\_\_

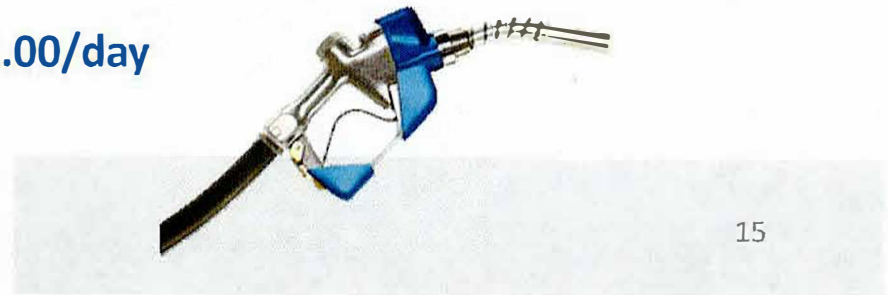
6. If you want to receive updates on Troutdale's street maintenance program and funding solution please provide your name and email address:  
 Name: \_\_\_\_\_ Email: \_\_\_\_\_

ONLINE: [www.surveymonkey.com/s/MaintainingStreets](http://www.surveymonkey.com/s/MaintainingStreets)  
 MAIL TO: City of Troutdale  
 Attn: Troutdale's Streets  
 342 SW Fourth Street  
 Troutdale, OR 97060

# Effect at the Pump

Revenue Generated	Number of Fillups	Cost to consumer
\$500K/yr.	5¢ x 20 gallons x 3 fillups	= \$3.00/month (10¢ per day)

Average monthly fuel cost: \$180/month = \$6.00/day

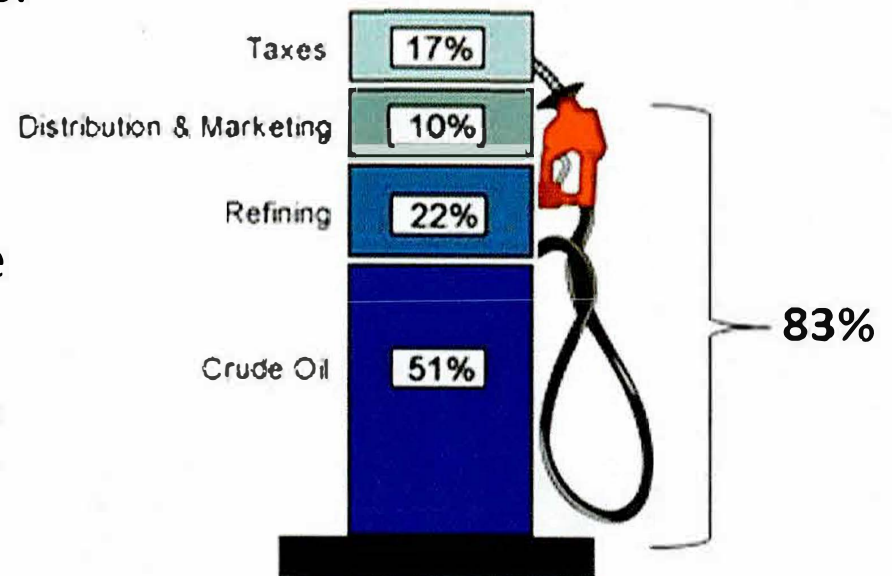


# Gasoline Pricing – *It's Complicated!*

- Gasoline prices fluctuate wildly
- There are great disparities within the same region due to zone pricing strategies.
- Even in one small area, there are wide differences between different grades: (20¢ to 48¢/gal in Troutdale)
- Loyalty programs discount up to 50¢/gallon
- Taxes account for a small percentage of the total retail price
- Taxes are collected at the state level, with the burden apportioned by the wholesale gasoline suppliers.

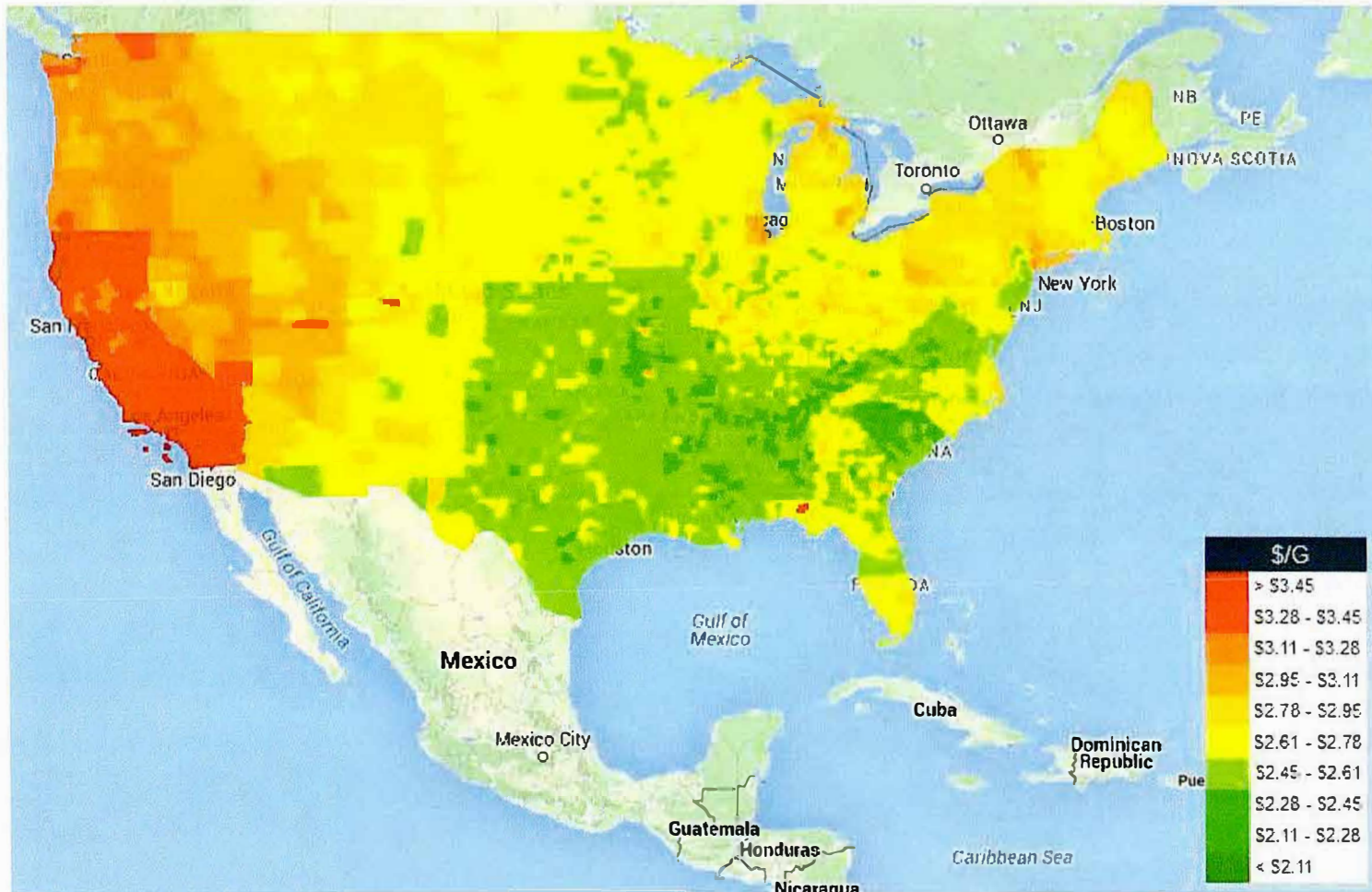
**Taxes are a relatively small portion of the price**

Regular Gasoline (May 2015)  
Retail Price: \$2.72/gallon



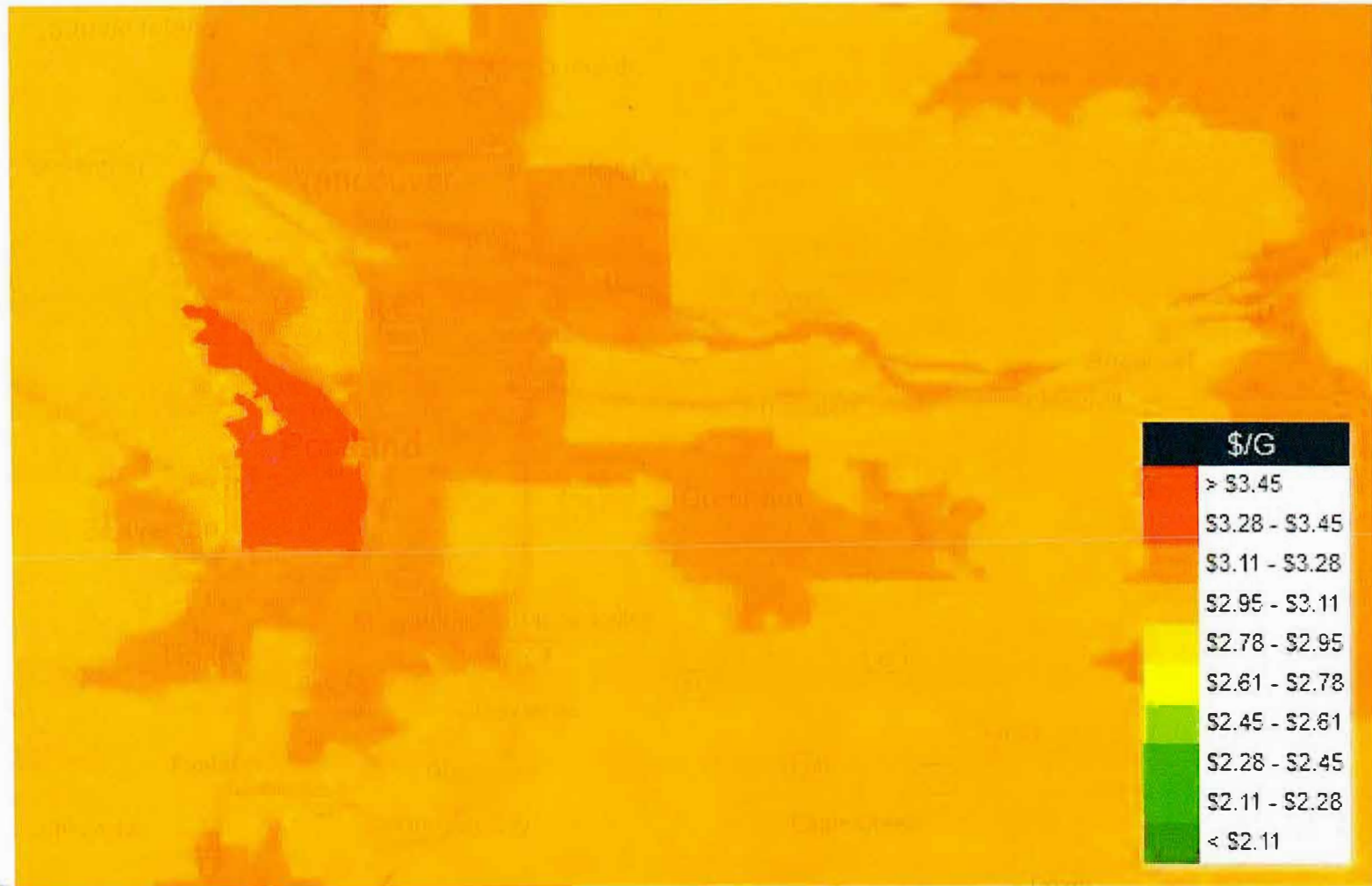
U.S. Energy Information Administration

# USA National Gas Price Heat Map

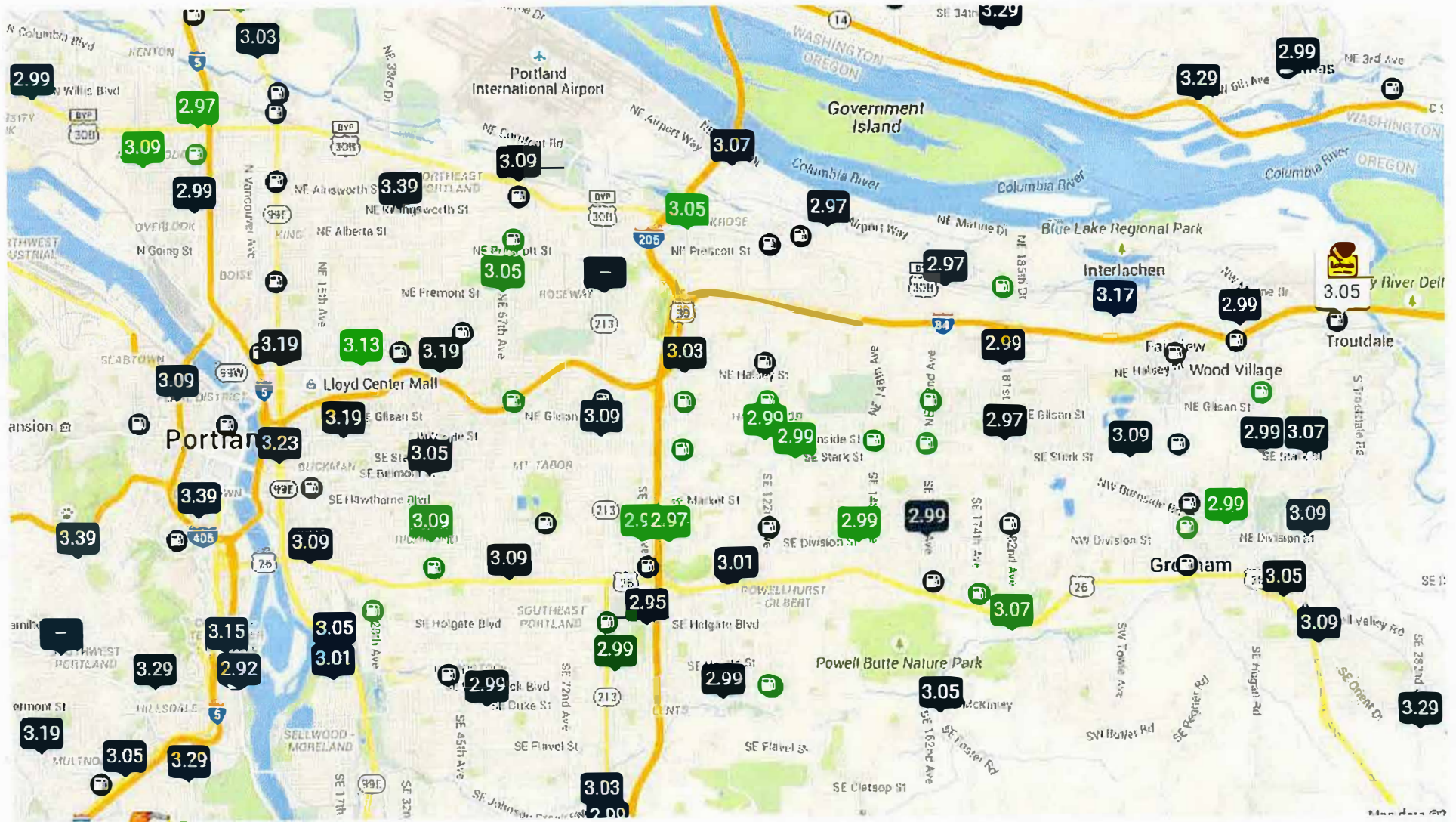




# Local Area Gas Price Heat Map



# Gas Prices – July 13, 2015



# Gasoline Pricing – *It's Complicated!*

## Troutdale Gas Stations\*

Station	Regular	Price Difference	Regular to Premium Difference
1	\$3.05	0	+30¢
2	\$3.05	0	+30¢
3	\$3.07	+2¢	+20¢
4	\$3.07	+2¢	+20¢
5	\$3.09	+4¢	+48¢
6	\$3.13	+8¢	+33¢
7	\$3.19	+14¢	+28¢

*Lowest price in Metro area \$2.92/gal*

\*July 13, 2015

[http://www.motortrend.com/gas\\_prices/33/oregon/multnomah/troutdale/#ixzz3e70PZ1fw](http://www.motortrend.com/gas_prices/33/oregon/multnomah/troutdale/#ixzz3e70PZ1fw)



City of Troutdale

# Gasoline Pricing – Comparisons

Regular (per gallon)\*

City	Low	High	Tax
Eugene	\$2.89	\$3.29	5¢/gal
Cottage Grove	\$3.07	\$3.29	3¢/gal
Sandy	\$3.03	\$3.25	No local tax
Clackamas	\$2.95	\$3.79	No local tax
Hood River	\$2.97	\$3.29	3¢/gal
The Dalles	\$3.04	\$3.29	3¢/gal
Vancouver	\$2.95	\$3.29	+7.5¢ state tax
Camas	\$2.99	\$3.29	+7.5¢ state tax

\*July 14, 2015

# Recommendations: Rate and Timing

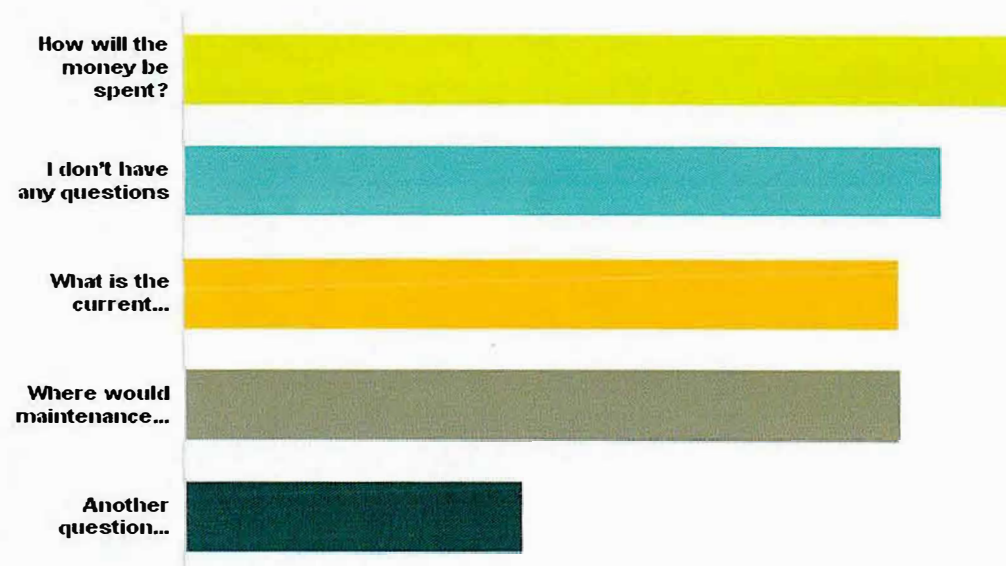
- ✓ Develop proposed language for a Troutdale local option gas tax of 5¢ per gallon.
- ✓ Place measure on the **November 2015** Special Election ballot.

*2016 “Year of the Ballot Initiative”*

# Recommendation: Public Education

- ✓ Continue robust public education program until Election Day.

**Q5 What questions do you have about a local gas tax for Troutdale?**



*City of Troutdale Community Survey: June 2015*

# Recommendation: Public Accountability

## Oregon Constitution, Article IX, Section 3a

Taxes on motor vehicle fuel **must “be used exclusively for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, streets and roadside rest areas in this state.”**

- ✓ Develop a public reporting system to track gas tax revenues and program expenditures, to ensure accountability.



# Election Notice

## Ballot Title

- Caption (10 words)
- Question (20 words)
- Summary (175 words)

## Resolution

## Staff Report





# Council Deliberations

Troutdale - Mid 1920s

— Oregon Historical Society



City of Troutdale

# Next Steps

- ✓ July – November Continue Public Education
- ✓ July Draft Ballot Title
- ✓ July 14 City Council Approval
- August 10 Filing Deadline
- August 17 Deadline: Voters Pamphlet
- November 3 Election Day