

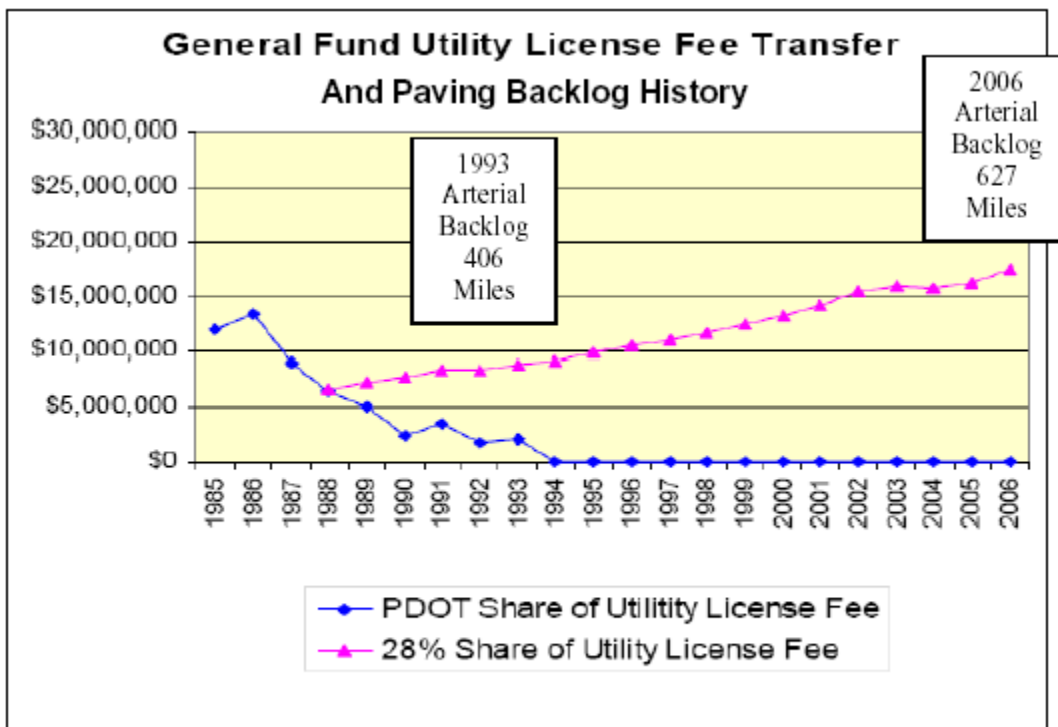
COLUMBIA CORRIDOR
A S S O C I A T I O N

9 January 2008

Portland City Council
1221 SW Fourth Avenue
Portland, OR 97204

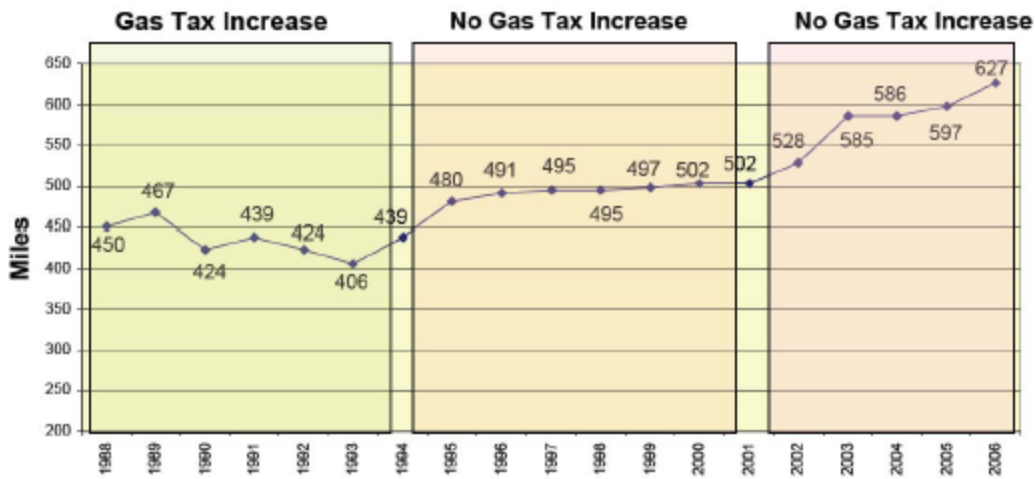
Dear Commissioners,

For the past several years, the Portland Department of Transportation (PDOT) has done an admirable job of cutting overhead in an effort to live within a budget that has been shrinking for a decade. But even with these cuts, the reduced buying power of state gas tax revenues and the loss of a portion of the Utility License Fee have left PDOT with inadequate funds to maintain Portland's streets.



Source: Transportation Finance Staff, 2007

While the Portland City Council cannot directly change the state gas tax, it can reallocate Utility License Fee funds back to PDOT. This is a sensible and reasonable action that should be taken as soon as possible.



Source: Transportation Finance Staff, 2007

Each year we delay, pavement conditions worsen. If pavement is maintained in a timely fashion, the annualized cost per mile is reasonable. However, if pavement is allowed to deteriorate from fair condition to very poor, the cost increases four times. The backlog is currently increasing by \$9 million per year.

Even with this fix, the maintenance backlog has grown to a level that additional action is needed. The Safe, Sound & Green Streets proposal is a fiscally responsible solution to our current situation. Rarely does the business community request an increase in their taxes; however, this proposal is designed to save money in the long-term. The Columbia Corridor Association asks for your support of Safe, Sound & Green Streets.

Respectfully,

Corky Collier
Executive Director

cc: Multnomah County Commission
Sue Keil, PDOT