**Fixing Our Streets (FOS) Oversight Committee**

Tuesday, December 5, 2019, 5:00-7:00pm

1050 SW 6th Ave, 5th Floor, Room 513

**Committee Members Present**: Ashton Simpson, Claire Irvan, Claire Vlach, Clint Culpepper, Dennis DeSanti, Elliot Levin, Erich Pacheco, Fern Wilgus, Jennifer Rollins, Petra Whitacre, Wayne Bauer

**Committee Members Absent**: Carmen Thompson, Tony Lamb, William Henderson

**PBOT Staff Present**: Alicia Gruber, Cary Watters, Demetri Finch-Brown, Jenny Liddicoat, Mark Lear, Matt Grumm, Millicent Williams, Noah Siegel, Ty Berry

1. **Welcome & Committee Updates, 10 minutes**
2. **Program Updates, 10 minutes**
   1. Revenue History and Forecast, Ty Berry
      * Gas tax collections have remained below 2017 levels but have largely matched 2018. Revenue trends remain steady and we continue to project annual receipts of approximately $19 million for 2019 and 2020
      * This would result in total gross collections of approximately $76.8 million; net of ODOT administration, we project a net surplus of $12.5 million for the program.
3. **Project Updates, 30 minutes**
   1. Overview of Project Delivery Dashboard, Millicent Williams
      * The smaller Capital Highway project is delayed. It’s located in the central business district and we don’t want the project to affect holiday business for surrounding establishments. We will restart in February.
      * Denver Avenue has experienced delays. IF it’s not done by November 18th, we will delay until after Thanksgiving and complete by end of year.
      * At the last meeting, we allocated additional revenue to other and agreed to report back on the costs for Alberta and SW Capital Highway. The cost estimates are still being completed and we have $4 million unallocated. Initially, bids were coming back high but we have found significant savings in constructions costs. We will bring back final estimates at the January meeting.
      * We have focused on workshops and better education regarding our projects within the community. We had an open house to determine what the community wanted to see at the Killingsworth and 9th Ave intersection. Safe Routes to School will be putting in a marked crossing at that corner which will cause people to slow down.
   2. Questions and Group Discussion
4. **FOS2 Polling Presentation, 30 minutes**
   1. General Voter Attitudes, Durations and Tax Rate, Noah Siegel
      * We polled the public to see if there was any interest to increase the gas tax or making the current gas tax permanent. We received good feedback, 61% public saying we’re doing a good job and a clear majority saying we should renew the gas tax. The public did not support increasing gas tax to 15 cents a gallon.
      * Support is lower among people of color and those who live east of 82nd. We need to ensure the value is being returned to equity, communities of color, and low-income communities that will lead to an increase in trust and support.
      * The strongest reason to oppose: trucks should pay their fair share. Other concerns relate to the burden of taxation.
      * Public cares about preventative maintenance and potholes, we have worked on designing FOS2 to be more responsive with quicker-build projects.
      * Survey showed that the public views highest priorities to be rebuilding streets in disrepair, potholes, helping historically underserved areas and preventative maintenance.
   2. Next steps, Noah Siegel
      * We are going to the different council offices to prep them on this and FOS2. We would probably be looking at a 4-year renewal over an increase or permanent funding.
   3. Questions and Group Discussion
5. **Heavy Vehicle Use Tax, 30 minutes**
   1. Heavy Vehicle Use Tax, Options for Council Consideration, Mark Lear
      * Heavy Vehicle Use Tax (HVUT) implemented alongside Fixing Our Streets gas tax
      * Maintains cost responsibility for the Fixing Our Streets program, HVUT aims to generate 13% of Fixing Our Streets revenue
      * Funds are dedicated to heavy vehicle-specific projects
      * Expected four-year receipts are $8.0M-$8.5M, 85% of original projection, largely due to high rate of initial exemptions; Council lifted the automatic adjustment requirement to maintain 13% cost responsibility and staff committed to brining back future options.
      * HVUT Options
        1. Option 1, maintain current 2.8% rate, $10M in four-year net revenue, 12% cost responsibility based on projected Fixing Our Streets 2, gas tax revenue
        2. Option 2, adjust rate to maintain 13% cost responsibility, estimated 3.0% rate required, $11.4M four-year net revenue, staff-recommended option
      * Next Steps: Continue to refine projects for Fixing Our Streets 2
   2. Questions and Group Discussion
      * Should Council Increase the Fee to 3%?
      * Should Council Reintroduce Automatic Adjust for Cost Responsibility?
6. **Public comments and Announcements, 10 minutes**
   1. Public Comment and Closing Remarks, All