

CURRENT PUBLIC SAFETY OPERATING LEVY KEY FACTS:

1. A 5 year Public Safety Levy passed by voters in May 2015 for up to 45 cents per thousand of assessed value for properties in Polk County.

2. This levy allowed for the hiring of 22 Full Time Employees (FTE) between the Sheriff's Office and the District Attorney's Office in addition to the rental of two (2) juvenile detention beds. Below is a breakdown of the hiring within the Sheriff's Office and District Attorney's Office:

- 12 Patrol Deputies
- 5 FTE in the Jail (3 Deputies/2 Civilian support staff)
- 5 FTE in the District Attorney's Office (3 Prosecutors and 2 Legal Support staff)

3. The levy allows for up to 45 cents per thousand to be assessed to properties in all of Polk County. The board of commissioners have applied any timber payments or money received from the Federal Government that was in lieu of O & C Timber Funds or Secure Rural Schools (SRS) funding to reduce the levied amount. The county has not levied the full amount at any point during the operating levy. Below is a breakdown by budget year of the levied amounts (average of .33 cents per thousand per year):

- July 2015 through June 2016 30.8\* cents per thousand was assessed.
- July 2016 through June 2017 31.9\* cents per thousand was assessed.
- July 2017 through June 2018 37.8\* cents per thousand was assessed.
- July 2018 through June 2019 31.9\* cents per thousand will be assessed

PUBLIC SAFETY LEVY KEY POINTS:

May 15<sup>th</sup>, 2015

- Voters passed the public safety levy – 56.3 % to 43.6%.
- Sheriff's Office first hire for the public safety levy was on May 16<sup>th</sup>, 2015.

July 2015

- 3 Deputy District Attorneys were hired

December 2015

- 2 legal support staff were hired in the District Attorney's Office

January 2016

- The Sheriff's Office went from 10 hours per day to 20 hours per day

September 2016

- The Sheriff's Office created the Mobile Crisis Response Team (Mental Health Response Team)
- The Sheriff's Office created a school resource deputy position
- The Sheriff's Office created the only mobile electronic and computer lab in the county, which provides forensic services to all of the law enforcement agencies in Polk County.

July 2016

- The Sheriff's Office restored 24 hour patrols
- The Polk County Inter Agency Narcotics Team (POINT) was restored
- Sheriff's Office restored two courthouse security positions

July 2017

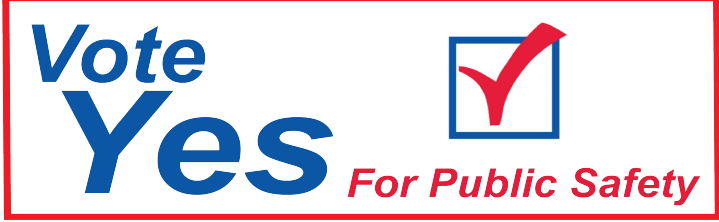
- All positions promised within the levy filled

December 2018

- Polk County Board of Commissioners approved a resolution to ask voters to approve a renewal of Public Safety Levy, #27-129, on May 21<sup>st</sup>, 2019 at a slightly lower rate of 42.5 cents.

*\*In year 1,2,3 and 4 of the levy, we received a small amount of federal timber payments, which as promised by the board of commissioners, offset the levied amount. Number denoted above are for the entire public safety levy that includes, PCSO, District Attorney and Juvenile Beds.*





# Polk County Public Safety Levy #27-129

**TO PROTECT THE INVESTMENT WE HAVE ALL MADE INTO OUR SAFETY AND TO ENSURE CONTINUITY OF CRUCIAL LAW ENFORCEMENT SERVICES TO ALL OF POLK COUNTY WE MUST RENEW THE ORIGINAL PUBLIC SAFETY LEVY, AS ITS NEARING ITS END.**

## CURRENT LEVY FACTS

- ✓ 12 PATROL DEPUTIES
- ✓ 5 FULL TIME EMPLOYEES IN THE JAIL
- ✓ 5 FULL TIME EMPLOYEES IN THE DISTRICT ATTORNEY’S OFFICE
- ✓ CURRENT LEVY CAP - UP TO 45 CENTS PER THOUSAND OF ASSESSED VALUE
- ✓ AVERAGE COST PER YEAR HAS BEEN 33 CENTS

RENEWAL CAP IS 42.5 CENTS PER THOUSAND, DOWN 2.5 CENTS WITH NO REDUCTION IN SERVICES

## WHAT DOES THE LEVY PROVIDE?

### Sheriff’s Office and Jail

(Since passage of the levy)

- ✓ 24/7 Patrols
- ✓ 71% increase in calls vs. before levy
- ✓ Responds to over 24,000 calls per year
- ✓ Over 10,000 calls would not have been answered, but for the levy
- ✓ More Deputies on the road = Our roads are safer
- ✓ School Resource Deputy = Our children are safer
- ✓ Mobile Crisis Response Team = Delivers critical mental health services in the moment
- ✓ More efficient programming and supervision of inmates while in jail

### Polk County Inter-Agency Narcotics Team (POINT)

- ✓ Over 11 lbs of Meth & Heroin taken off of the streets
- ✓ Over 200 arrests and convictions
- ✓ 180 major drug dealing cases opened, thus taking hard core drug dealers off of the street
- ✓ 12 illegal weapons seized

## District Attorney's Office

Since passage of the levy:

- ✓ Allows over 800 more prosecutions per year, a 66% increase
- ✓ Increase of over 200 (105% increase) DUII arrests and prosecutions
- ✓ 170% increase in drug cases (286 in 2015 vs 773 in 2017)

## More Prosecutors allows participation in:

- ✓ Mental Health Court
- ✓ Sexual Abuse Response Team
- ✓ Elder Abuse Team
- ✓ Increasing Victims' Rights

Even with more prosecutions and lengthy prison sentences from the District Attorney's Office, the Polk County Sheriff's Office and the District Attorney's Office continue to focus on crime prevention and ways to reduce recidivism through various programs that would not have been possible without the levy. Those programs include:

- ⇒ Multi-Disciplinary Teams
- ⇒ Threat Assessment Teams
- ⇒ School Deputy program, including crime prevention and education programs for youth
- ⇒ Mobile Crisis Response Team (MCRT)
- ⇒ Mental Health Court
- ⇒ Drug Court
- ⇒ Jail Treatment Program (starting October 2018)

Polk County is a safer community with the levy in place. Because of the levy, the Polk County Public Safety System is more effectively able to deter and prevent crime, arrest and prosecute criminals while providing a professional level of service; all the while being accountable to the people, we serve.

## Has it worked?

YES, it has worked, and is working, and we want the levy to continue serving our community. Please help us keep Polk County safer by supporting the renewal of the levy in May 2019.

Please visit [www.keppolksafe.com](http://www.keppolksafe.com) for information or to give your official endorsement.





# Friends of Polk County Public Safety

WWW.KEEPPOLKSAFE.COM (503) 420-7450

593 SW Fairlawn Ct Dallas, OR 97338

## Frequently Asked Questions

### Why renew 1 year early?

To ensure continuity and not wait until the last moment, which will ensure staff won't be left to wonder and potentially leave for other agencies. We want to protect the large investment that we have all worked at since the passage of the levy in 2015.

### How much does the current levy cost?

The original levy passed in 2015 was approved to tax up to 45 cents per thousand of assessed value. Which means if you own a \$200k assessed value home, you could pay up to \$90 per year.

### Will the new levy increase in cost?

No, actually the cap was reduced by 2.5 cents, down to **"42.5 Cents"** per thousand of assessed property value

### How much has been levied thus far?

At no time have the commissioners levied the full amount that has been authorized. On Average: 33 Cents per thousand has been assessed.

Here is a breakdown by year: 1 year - 30.8 cents, 2<sup>nd</sup> year - 31.9 cents, 3<sup>rd</sup> year - 37.8 cents, 4<sup>th</sup> year - 31.9 cents

How many people did this levy allow to be hired?

The answer is 22. Specifically in the Sheriff's Office - 12 patrol deputies and 5 jail staff. In the District Attorney's Office - 3 prosecutors and 2 legal support staff

How much does it cost to train a new deputy?

The answer is just over \$144,000 in the first year. This figure represents salary of the new deputy for 1 year, outfitting the new deputy with uniforms and equipment, salary of the field training officers (FTO) during the 12-16 weeks of field training and to backfill the vacant position while the new deputy is at the police academy for 16 weeks.



#27-129

*"Supporting those who protect us"*



Friends of Polk County Public Safety

WWW.KEEPPOLKSAFE.COM





# Salem River Crossing Decision

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- Save cost by reducing lanes on the bridge from 6 to 4
- Save cost by not making intersection improvements at Orchard Heights and Glen Creek
- Save cost by not evaluating how to fix congestion when the Rosemont Exit is closed (analysis and decision postponed to a later date not certain)
- Save cost by changes both East & West bridge approaches (elevated to surface)
- Save cost by changes West Salem north-south connector from elevated to surface roadway

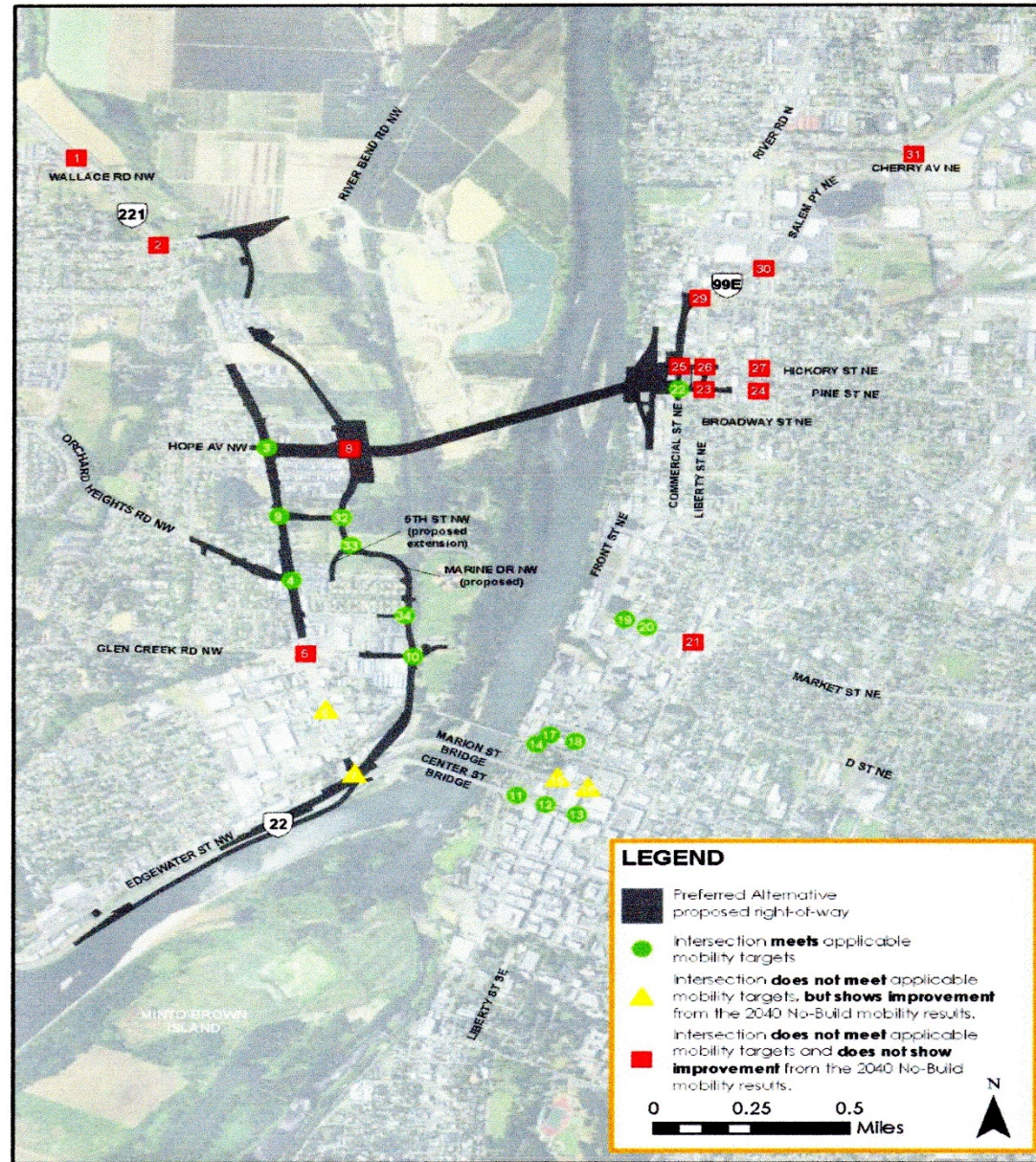
# Salem River Crossing Outcomes

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- Our community is seeking congestion relief solutions, but the Salem River Crossing project does not fix our congestion problems
- It does not meet the needs and goals justifying its' purpose in the project statement
- It does not provide for the economic development that Polk County is looking for
- It will severely impact the environment and livability of our community
- There are other, less expensive, solutions



Figure 4.2-6: PM Intersection Mobility – Preferred Alternative (2040)





# Congestion at 7 New Intersections

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- Market St / Broadway
- Commercial St / Pine St
- Liberty St / Pine St
- Broadway / Pine St
- Commercial St / Hickory St
- Liberty St / Hickory St
- Broadway / Hickory St











# What does it cost to move a few more cars across the river?

## Salem River Crossing Project

- 960-volume increase AM Peak
- 2,430-volume increase PM Peak
- Increased flow results in pushing more cars into neighborhoods causing more congestion and safety issues

Year	AM Peak (\$/Vehicle)	PM Peak (\$/Vehicle)
2020	\$442,708	\$174,897
2025	\$513,542	\$202,881
2030	\$594,792	\$234,979
2035	\$689,583	\$272,428
2040	\$800,000	\$316,049

# What does it cost to have congestion relief?

## Salem River Crossing Project

- Any flow improvement good until 2040 (SKATS)
- 940 am peak / 2,430 pm peak – No congestion relief (ODOT)

## Long-term Options (Congestion Relief Taskforce)

- \$100 - \$137 Million; 10-year life (Center St Bridge Package)
- \$55 - \$65 Million; 10-year life (Marion St Bridge Package)

Year	Cost Escalation Estimate
2020	\$425,000,000
2025	\$493,000,000
2030	\$571,000,000
2035	\$662,000,000
2040	\$768,000,000



# What are Positive Steps Forward?

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- ???
- ???
- ???

# Marine Drive

## *(Local Access & Circulation)*

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- Provides most of the travel improvement for West Salem and system wide
- Provides multi-modal solutions (most of them)
- Improves safety
- Contributes to community resilience
- Have \$3.8 million for project already
- Project cost \$10 million or less



# Center Street Bridge

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- Expand seismic upgrade scope of work
- Add mobility upgrades
- Start now with ODOT budget to include mobility upgrades
- Plan for next legislative session to have mobility upgrades in ODOT budget
- See what is available regionally
- See what is available nationally

# Marion Street Bridge

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- See what is needed to take this bridge off the dead list
- Work for seismic upgrades for this bridge
- Start now with ODOT – Do nothing not an acceptable answer



# Decide on a New Bridge

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- Work for consensus on what we want for a new bridge to will fix the congestion problem
- Set a goal of a solution by mid-2020
- Pool our energy as a community and go to work
- IF UNITED, we can get a project selected, EIS completed, funded
- All within 10 years



**Yes, We Need A Bridge**

**A NEW ONE**

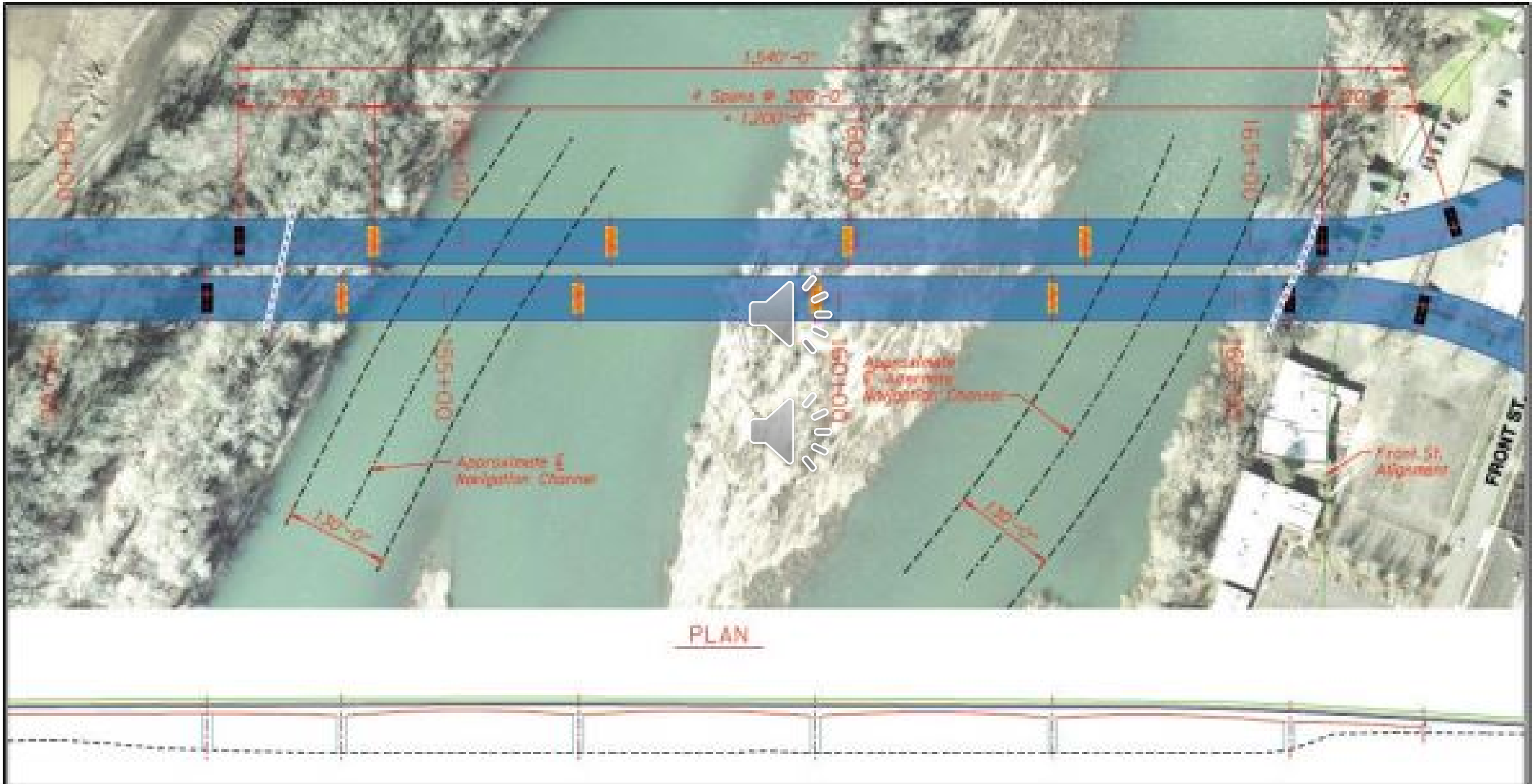
**That Solves Our Congestion Problems  
Is Good for Our Community**



# DISCUSSION OF CITY COUNCIL VOTE AGAINST THE SALEM RIVER CROSSING BRIDGE

West Salem Neighborhood Association Meeting  
February 18<sup>th</sup>, 2019

# Salem River Crossing







- ❖ WSNA Meeting 2017
- ❖ Over 400 neighbors
- ❖ Voted overwhelmingly to support building the bridge ASAP
- ❖ Sent letter to Salem City Council urging immediate action





## Cascadia Earthquake

- ❖ WSNA sent letter to Salem City Council urging them to make a real plan to mitigate for, respond to and recover from CASCADIA for West Salem
- ❖ Salem City Council has not responded
- ❖ City Council has promoted bond measures for the police facility and even the library



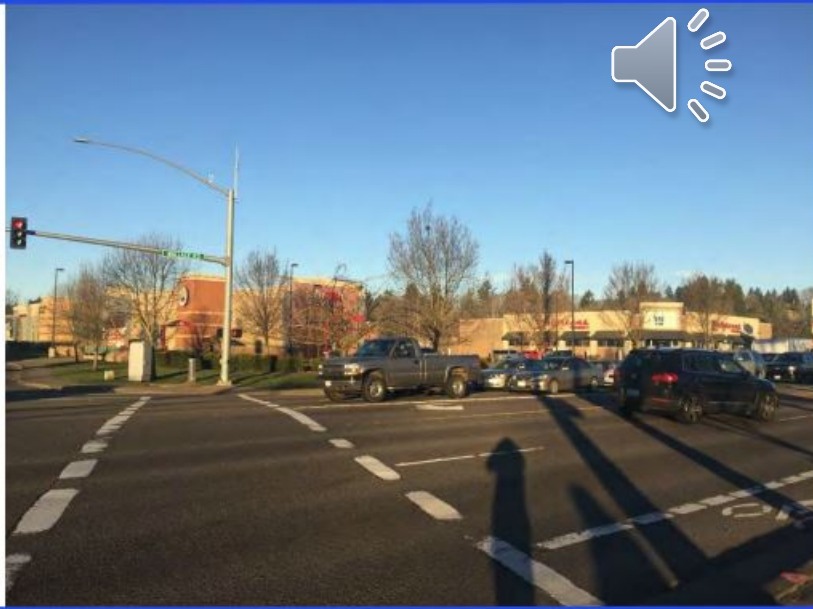
## Salem City Council...Inaction and Studies



DKS

CITY OF *Salem*  
AT YOUR SERVICE

## SALEM CONGESTION RELIEF TASK FORCE FINAL REPORT



What did they learn from the Congestion Relief Task Force?

- ❖ “With heavy congestion already present in the study area, a lack of alternate river crossing routes in Salem, and an increase in projected traffic in the next 20 years, vehicle delays and travel times will continue to degrade if nothing is done to relieve the congestion.”

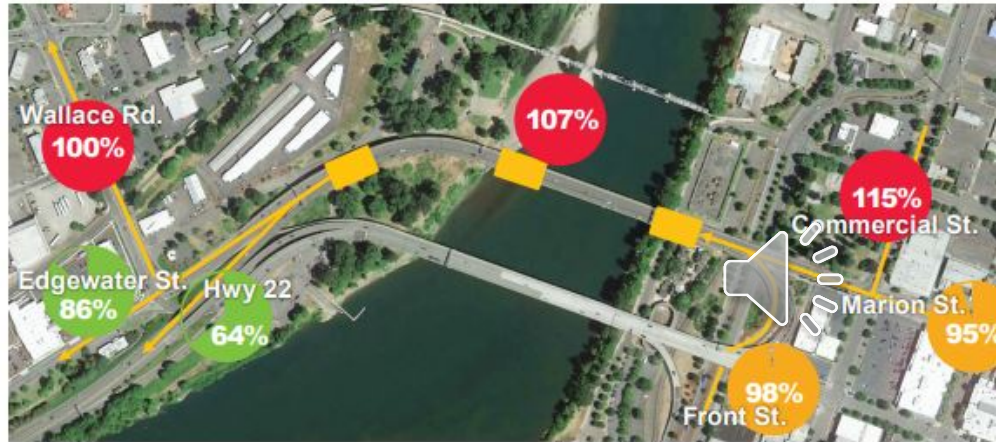


# CONGESTION RELIEF TASK FORCE

A Technical Review of Transportation Infrastructure Options

## WEEKDAY EVENING RUSH HOUR TRAFFIC CONGESTION

### Measures Of Road Capacity Used During Weekday Evening Peak Traffic Hours



#### Marion Street Bridge | P.M. COMMUTE

- At or over capacity
- Near capacity
- Below capacity

**Capacity** is the maximum number of vehicles that a street can accommodate based on street design characteristics like number and width of lanes, driveway locations, traffic controls (signals, stop signs, etc.), intersection spacing, etc.

**Standards** for the streets and intersections in the study area are set by ODOT and the City of Salem, and range from 85% to 95% of available capacity and an average intersection delay of up to 80 seconds.

### Evening Intersection Operations



- Fails to meet standards
- At or near standards
- Vehicle queuing (back-ups) during peak traffic hours

# CONGESTION RELIEF TASK FORCE

A Technical Review of Transportation Infrastructure Options

## The problem today

With traffic levels hampering downtown circulation, and long delays in west Salem, policy makers are evaluating potential transportation infrastructure, programs, and policies.



Commercial St. at Division St. and Front St.



Wallace Rd. at Glen Creek Rd.

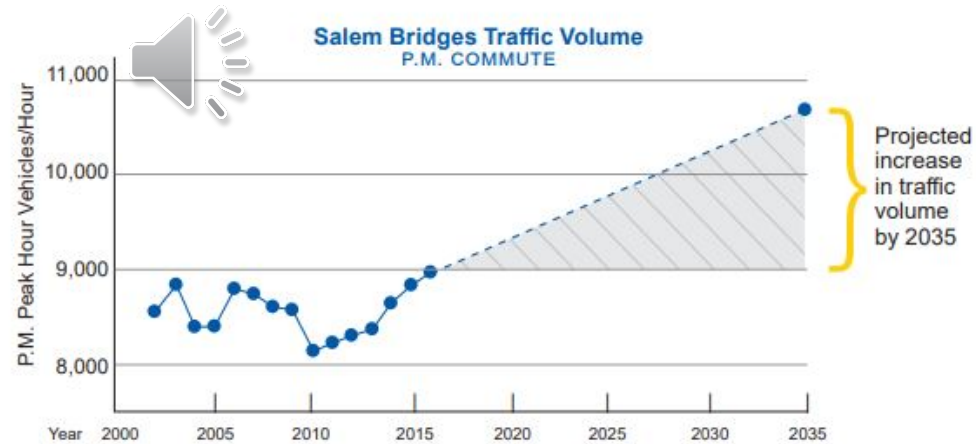


Court St. at Front St.

As the population of Salem increases, traffic and congestion will increase.

**+20%**  
GROWTH IN SALEM'S POPULATION  
predicted, 2018 to 2038

**+1% per year**  
AVERAGE GROWTH IN TRAFFIC VOLUME  
predicted, 2016 to 2035\*



Composed of the Mayor and three City Councilors, the Salem Congestion Relief Task Force investigated potential ways for the City to relieve congestion and advise the City on policies and actions to improve traffic flow.



# CONGESTION RELIEF TASK FORCE

A Technical Review of Transportation Infrastructure Options

## Short Term Actions Recommended by the Task Force



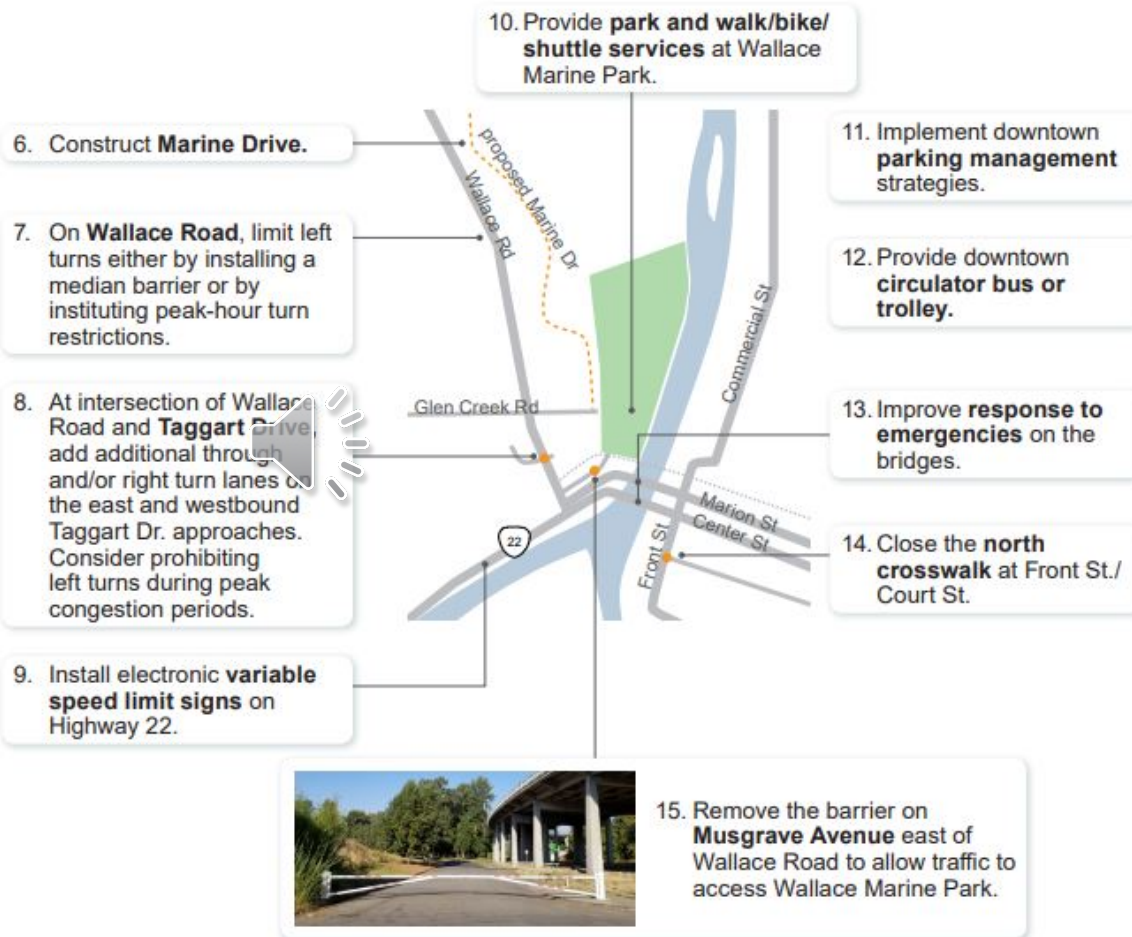
1. Optimize **signal timing** and investigate Adaptive Signal Timing; this could include increasing pedestrian delays at signalized intersections during peak periods.



2. Install **travel time signs**.
3. Develop and implement a **commute trip reduction plan** by working with employers to develop flexible or staggered work hours.
4. Work with employers to develop and implement **incentives for employees** to bike, walk, transit, and carpool.



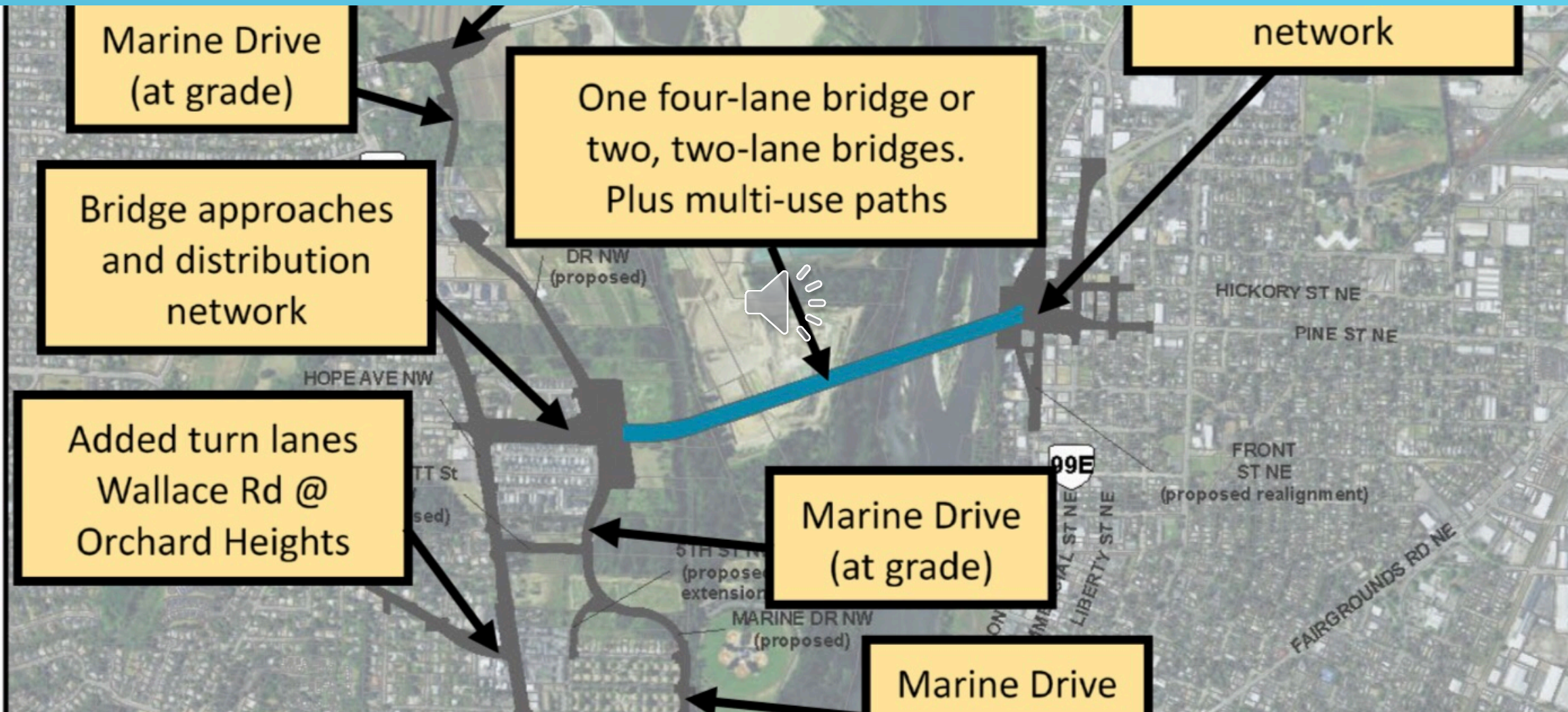
5. Improve **guide signs** leading up to and on the bridges.



15. Remove the barrier on **Musgrave Avenue** east of Wallace Road to allow traffic to access Wallace Marine Park.



# Salem City Council Work Session, January 30<sup>th</sup> 2019 – Salem River Crossing





**Table 15: Annual Vehicle Miles Traveled Comparison by Alternative (2040)**

**TABLE 4.2-4**  
Annual VMT Comparison by Alternative (2040)  
*Air Quality Technical Report Addendum, Salem River Crossing Project FEIS*

Alternative	Forecasted Annual VMT for 2040 (millions)	Forecasted Average Speed (mph)	Forecasted Average Travel Time Along Each OD pairs (minutes)
Existing Conditions (2012)	42.38	25.0	13.9
No Build Alternative	53.26	13.1	27.7
Preferred Alternative	56.44	21.9	14.3
Preferred Alternative Change from No Build	6.0%	67.1%	-48.4%

Note: All VMTs are for 2040 except for the existing conditions, which is for 2012. The increase in VMT for the preferred alternative compared to the No Build alternative is offset by the increase in forecasted average speed and decrease in forecasted average travel time.

Source: CH2M, 2016.

For the 23 O-D pairs in the year 2040:

- Average travel times in 2040 for the Preferred Alternative are lower compared to the No Build Alternative.

*14.3 minutes (Preferred Alternative) versus 27.7 minutes (No Build).*

**Table 16: 2040 Annual Project Emissions – Existing vs. No Build vs. Preferred Alternative**

Alternative	CO	NO <sub>x</sub>	VOC	PM <sub>10</sub>	PM <sub>2.5</sub>
Existing Conditions (2012)	520	103	27.1	6.27	3.25
No Build Alternative	15.6	11.6	3.32	12.9	6.34
Preferred Alternative	12.2	7.75	2.10	8.24	3.98

Note:  
Based on SKATS MPO model traffic data provided by CH2M (2016) and MOVES 2014a model (EPA, 2015) emission factors. All emissions are for 2040 except for the existing conditions, which are for 2012.

c. What do we know about traffic congestion and Greenhouse Gas emissions?

Regarding carbon dioxide (CO<sub>2</sub>) emissions, staff conducted a simple analysis that reviewed vehicle travel times for 23 origin-destination (O-D) pairs and the aggregate average speeds coupled with an emissions curve developed by researchers at University of California at Riverside. Based on this analysis, the Preferred Alternative is expected to produce less CO<sub>2</sub> than the No Build Alternative because of the lower average vehicle speeds estimated under the No Build Alternative.





# House Bill 2974

Sponsored by Representative EVANS

## SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Authorizes formation of bridge district in capital city region, consisting of Linn, Marion, Polk and Yamhill Counties. Authorizes bridge district to levy property taxes for purpose of planning, financing, constructing, operating and maintaining bridges over Willamette River in capital city region. Provides for organization of district board consisting of four members, one elected from each of four counties in capital city region, and one member representing Department of Transportation appointed by Governor.

Takes effect on 91st day following adjournment sine die.

## A BILL FOR AN ACT

1  
2 Relating to a special bridge district; creating new provisions; amending ORS 198.010, 198.115,  
3 198.180, 198.210, 198.310, 198.335 and 198.510; and prescribing an effective date.

4 **Be It Enacted by the People of the State of Oregon:**

5 **SECTION 1.** ORS 198.010 is amended to read:

6 198.010. As used in this chapter, except as otherwise specifically provided, "district" means any  
7 one of the following:

8 (1) A people's utility district organized under ORS chapter 261.

9 (2) A domestic water supply district organized under ORS chapter 264.

10 (3) A cemetery maintenance district organized under ORS chapter 265.

11 (4) A park and recreation district organized under ORS chapter 266.

12 (5) A mass transit district organized under ORS 267.010 to 267.390.

13 (6) A metropolitan service district organized under ORS chapter 268.

14 (7) A special road district organized under ORS 371.305 to 371.360.

15 (8) A road assessment district organized under ORS 371.405 to 371.535.

16 (9) A highway lighting district organized under ORS chapter 372.

17 (10) A health district organized under ORS 440.305 to 440.410.

18 (11) A sanitary district organized under ORS 450.005 to 450.245.

19 (12) A sanitary authority, water authority or joint water and sanitary authority organized under  
20 ORS 450.600 to 450.989.

21 (13) A vector control district organized under ORS 452.020 to 452.170.

22 (14) A rural fire protection district organized under ORS chapter 478.

23 (15) An irrigation district organized under ORS chapter 545.

24 (16) A drainage district organized under ORS chapter 547.

25 (17) A water improvement district organized under ORS chapter 552.

26 (18) A water control district organized under ORS chapter 553.

27 (19) A weather modification district organized under ORS 558.200 to 558.440.

28 (20) A port organized under ORS 777.005 to 777.725 and 777.915 to 777.953.

**NOTE:** Matter in **boldfaced** type in an amended section is new; matter *[italic and bracketed]* is existing law to be omitted. New sections are in **boldfaced** type.



1 (21) A geothermal heating district organized under ORS chapter 523.

2 (22) A transportation district organized under ORS 267.510 to 267.650.

3 (23) A library district organized under ORS 357.216 to 357.286.

4 (24) A 9-1-1 communications district organized under ORS 403.300 to 403.380.

5 (25) A heritage district organized under ORS 358.442 to 358.474.

6 (26) A radio and data district organized under ORS 403.500 to 403.542.

7 (27) A sand control district organized under ORS 555.500 to 555.535.

8 **(28) A bridge district organized under sections 2 to 5 of this 2019 Act.**

9 **SECTION 2. (1) As used in sections 2 to 5 of this 2019 Act:**

10 (a) **“Bridge district” or “district” means a bridge district established pursuant to this**  
11 **section.**

12 (b) **“Capital city region” means the area lying within the boundaries of Linn, Marion, Polk**  
13 **and Yamhill Counties.**

14 (2) **A bridge district may be formed within the boundaries of the capital city region for**  
15 **the purpose of planning, financing, constructing, operating and maintaining bridges over the**  
16 **Willamette River in the capital city region.**

17 (3) **A petition for formation of a bridge district must include a permanent rate limit for**  
18 **operating taxes for the proposed district. A bridge district is a municipal corporation for**  
19 **purposes of ORS 294.305 to 294.565.**

20 (4) **Except as otherwise expressly provided under sections 2 to 5 of this 2019 Act, ORS**  
21 **198.705 to 198.955 apply to bridge districts.**

22 **SECTION 3. (1) The governing body of a bridge district shall be a board organized in ac-**  
23 **cordance with this section and shall exercise all powers of the district.**

24 (2)(a) **The board shall consist of five members serving four-year terms.**

25 (b) **The four elective members must be electors residing within the bridge district. One**  
26 **member shall be elected from each of the four counties in the capital city region in which**  
27 **the respective member resides.**

28 (c) **The four elective district board members shall be elected as provided in this section**  
29 **and ORS 198.815.**

30 (3)(a) **Each of the initial four elective district board members shall be elected at the**  
31 **election for district formation by voters in the county in which the member resides and shall**  
32 **serve for the following terms:**

33 (A) **If the effective date of the formation of the district occurs in an odd-numbered year,**  
34 **two district board members shall be elected for four-year terms and the other two district**  
35 **board members shall be elected for two-year terms.**

36 (B) **If the effective date of the formation of the district occurs in an even-numbered year,**  
37 **two district board members shall be elected for three-year terms and the other two district**  
38 **board members shall be elected for one-year terms.**

39 (b) **The Governor shall appoint one district board member representing the Department**  
40 **of Transportation from among individuals recommended by the Director of Transportation.**

41 (4) **At the first meeting of the district board, or as soon as practicable, the board shall**  
42 **choose one of the members of the board as president.**

43 (5) **Each district board member shall hold office until election and qualification, or ap-**  
44 **pointment, of a successor, as applicable.**

45 **SECTION 4. A bridge district has the power:**

1 (1) To have and use a common seal.

2 (2) To sue and be sued in the name of the district.

3 (3) To make and accept any and all contracts, deeds, leases, releases and documents of  
4 any kind that, in the judgment of the district board, are necessary and proper to the exercise  
5 of any power of the district, and to direct the payment of all lawful claims or demands.

6 (4) To assess, levy and collect taxes on all taxable property within the boundaries of the  
7 district in order to pay:

8 (a) The costs of planning, financing, constructing, operating and maintaining bridges over  
9 the Willamette River in the capital city region; and

10 (b) The administrative costs of the district and the district board.

11 (5) To employ all necessary agents and assistants.

12 (6) To plan, finance, construct, operate and maintain bridges over the Willamette River  
13 in the capital city region.

14 (7) To call elections for the district after the formation of the district.

15 (8) Generally to do and perform any and all acts necessary and proper to the complete  
16 exercise and effect of any of the powers of the district or the purposes for which the district  
17 was formed.

18 **SECTION 5.** (1) Each year, the district board of a bridge district shall certify, as pre-  
19 scribed under ORS 294.456, the amount or rate of ad valorem property taxes to be assessed,  
20 levied and collected by the district for the next property tax year.

21 (2) Ad valorem property taxes collected pursuant to this section shall be deposited or  
22 transferred for deposit in the general fund of one of the four counties in the capital city re-  
23 gion. Upon organization of the board, the members shall select the county in whose general  
24 fund the revenues of the district shall be deposited. The selection may not be changed more  
25 often than once in five years.

26 (3) The district board may enter into an intergovernmental agreement under ORS chap-  
27 ter 190 with any county or city pursuant to which the road funds of the county or city may  
28 be deposited in the account of the bridge district for the purpose of contributing to the costs  
29 of any purpose for which the district was formed that is a use of revenue consistent with the  
30 requirements of Article IX, section 3a, of the Oregon Constitution.

31 (4) The district board may accept appropriations, grants, gifts, bequests or any other  
32 funds from any public or private source for deposit in the district fund. Such funds may be  
33 used only for the payment of costs described in section 4 (4) of this 2019 Act.

34 (5) For any property tax year in which all bridge projects of the district are open for  
35 public use, the district board may not certify a rate of ad valorem property taxes that is  
36 reasonably estimated to exceed the amount of revenue necessary to pay the administrative  
37 costs of the district and the district board.

38 **SECTION 6.** ORS 198.115 is amended to read:

39 198.115. (1) As used in this section, "district" has the meaning given that term in ORS 198.010  
40 (1) to (5), (7) to (24), [and] (27) and (28).

41 (2) A district, by an ordinance or resolution that takes effect at least one year prior to the date  
42 of the regular district election, may provide that any individual who is an employee of the district  
43 is not eligible to serve as a member of the governing board of the district by which the individual  
44 is employed.

45 **SECTION 7.** ORS 198.180 is amended to read:



1 198.180. As used in ORS 198.190, unless the context requires otherwise, “district” has the  
 2 meaning given that term by ORS 198.010 (2) to (5), (7) to (23), [and] (25) **and (28)**. In addition, “dis-  
 3 trict” means any one of the following:

4 (1) A county service district organized under ORS chapter 451.

5 (2) A diking district organized under ORS chapter 551.

6 (3) A corporation for irrigation, drainage, water supply or flood control organized under ORS  
 7 chapter 554.

8 (4) A soil and water conservation district organized under ORS 568.210 to 568.808 and 568.900  
 9 to 568.933.

10 (5) The Port of Portland created by ORS 778.010.

11 **SECTION 8.** ORS 198.210 is amended to read:

12 198.210. As used in ORS 198.220, in addition to the meaning given the term by ORS 198.010 (1)  
 13 to (5), (7) to (24), [and] (27) **and (28)**, “district” means any one of the following:

14 (1) A corporation for irrigation, drainage, water supply or flood control organized under ORS  
 15 chapter 554.

16 (2) A soil and water conservation district organized under ORS 568.210 to 568.808 and 568.900  
 17 to 568.933.

18 (3) A weed control district organized under ORS 569.350 to 569.445.

19 (4) A port district organized under ORS chapter 778.

20 **SECTION 9.** ORS 198.310 is amended to read:

21 198.310. As used in ORS 198.320, in addition to the meaning given the term by ORS 198.010 (1)  
 22 to (5), (7) to (24)[ (26) and (27)] **and (26) to (28)**, “district” means a soil and water conservation  
 23 district organized under ORS 568.210 to 568.808 and 568.900 to 568.933.

24 **SECTION 10.** ORS 198.335 is amended to read:

25 198.335. As used in ORS 198.335 to 198.365, unless the context requires otherwise:

26 (1) “County board” means the board of county commissioners or the county court.

27 (2) “Special district”:

28 (a) Has the meaning given the term “district” in ORS 198.010 (1) to (5), (7) to (24), [and] (27)  
 29 **and (28)**; and

30 (b) Also means:

31 (A) A diking district organized under ORS chapter 551.

32 (B) A corporation for irrigation, drainage, water supply or flood control organized under ORS  
 33 chapter 554.

34 (C) A soil and water conservation district organized under ORS 568.210 to 568.808 and 568.900  
 35 to 568.933.

36 (D) A weed control district organized under ORS 569.350 to 569.445.

37 (E) A port district organized under ORS chapter 778.

38 **SECTION 11.** ORS 198.510 is amended to read:

39 198.510. As used in ORS 198.510 to 198.600, unless the context requires otherwise:

40 (1) “County” means the county in which the district, or the greater portion of the assessed value  
 41 of the district, is located.

42 (2) “County board” means the board of county commissioners or the county court of the county.

43 (3) “County clerk” means the county clerk of the county.

44 (4) “District” has the meaning given that term in ORS 198.010 (2), (4), (5), (11), (12), (14), (16),  
 45 (17), (19), (20) to (23)[ (25), (26) and (27)] **and (25) to (28)**. In addition, “district” means any one of

1 the following:

2 (a) A county service district organized under ORS chapter 451.

3 (b) The Port of Portland established by ORS 778.010.

4 (5) "District board" means the governing body of a district and the term includes a county board  
5 that is in the governing body of a district.

6 (6) "Presiding officer" means the chairperson, president or other person performing the office  
7 of presiding officer of the district board.

8 (7) "Principal Act" means the law, other than ORS 198.510 to 198.600, applicable to a district.

9 **SECTION 12. This 2019 Act takes effect on the 91st day after the date on which the 2019**  
10 **regular session of the Eightieth Legislative Assembly adjourns sine die.**

11



**Paul L Evans  
STATE REPRESENTATIVE  
DISTRICT 20**



**HOUSE OF REPRESENTATIVES**

February 18, 2019

Chairman Jim Allhiser  
West Salem Neighborhood Association  
555 Liberty Street SE  
Salem, Oregon 97301

Mr. Chairman:

I write this letter with the hope of presenting the information contained in person but given the dynamic schedule of the Legislature a guarantee of participation in anything other than Legislative Business is sometimes beyond my control. At any rate, this letter shall serve as an alternative, should I not be able to attend your upcoming meeting.

House Bill 2974 has been introduced as an alternative method for construction of a bridge or bridges throughout the region. It establishes authorities for the creation of a Capital Regional Bridge Special District that, if established through a vote of the people, could – would – serve as an instrument to accomplish our shared objectives: increased infrastructure capacities throughout the communities and construction as well as maintenance of a bridge or bridges desperately needed by all who live within thirty (30) miles of the Capitol City, Salem.

With amendments (that are in draft), we have secured a “neutral” position from the Special Districts Association of Oregon (SDAO) thereby clearing the largest political obstacle to passage. These include a slight adjustment in the regional boundaries (to include Benton County), deleting the role of the Governor and the Oregon Department of Transportation on the Board of Directors of the district (should it be formed), and putting a time-limit (sunset) to accelerate the project in order to avoid some of the experiences of the past with regard to this subject.

This approach allows a direct (rather than indirect) role for the many local supporting governments within our region as well as a legal relationship upon which to build a strategic plan for identification, planning, construction, and sustained maintenance of regional infrastructure. I will continue to work with my colleagues to advance this new kind of special district as well as a rationale for future regional specific investments of state funding associated with the disproportionate impact of so much non-taxable property within urban areas.

In past years a lot of work has been done in determining the unique impacts associated with large tracts of publicly owned lands upon local governance. Corvallis, Monmouth, and Salem are often unable to take full advantage of opportunities requiring matching funds for this reason. However, there may be an answer in reframing the conversation regarding “Payment In-Lieu of Taxes” concepts. It is my intention to renew these talks and see what may be possible for securing assistance with the likely match requirements involved with federal funding projects.

Over the next several weeks I will work with the Salem City Council, representatives from local governments, regional organizations, as well as with any other interested parties earnestly interested in exploring the potential next steps involved in forging a strategic regional partnership. Now that the city has made its decision regarding the last proposal, the deck is cleared for a different regionwide conversation about how we integrate lessons learned and move forward in common cause.

In conclusion, I want to thank you for your volunteer efforts – leading a neighborhood association with such a diversity of backgrounds, opinions, and political perspectives is a tough job. Please let me know how I may best help you, your leadership team, and the people of the West Salem Neighborhood Association in the future.

Respectfully,

A handwritten signature in black ink, appearing to read "Paul L. Evans". The signature is fluid and cursive, with a long horizontal stroke at the end.

Paul L. Evans  
Oregon House of Representatives (HD 20)



## Paul Evans has a bridge to sell us!

In an attempt to distract Salem residents from recalling the failed leadership of the six Salem City Councilors who voted to kill the Salem River Crossing, Paul Evans has indicated he will submit a bill to create a “special taxation district.” Unfortunately, instead of leading our community in its effort to complete the Salem River Crossing, Evans was colluding behind the scenes with the very councilors who killed it. As the city erupted in anger over their failed leadership, he floated his new tax scheme. Of course, this scheme has no hope of succeeding. That’s no matter to Evans, as the real purpose is to provide political cover for his allies who killed the bridge.

How do we know it’s not a serious proposal, but simply a political distraction? First, if it was a serious plan, he wouldn’t be making wholesale changes to the plan before the ink is dry (or pixels arranged). He has already switched the new taxation district boundaries, to include Benton rather than Linn county, and the makeup of the 5-member board which would govern this fiasco. Second, when we asked him some of the following questions in a Facebook conversation, he suddenly stopped answering.

We encourage you to ask these questions for yourself and decide if this is a serious idea or simply a distraction:

1. Why would anyone give a 5-member board a blank check to increase property taxes without any idea how much they would raise them, or where the bridge(s) they decide we should pay for might go?

The same councilors who screamed “it’s too expensive!” to build the Salem River Crossing, are now excited to support a blank check, does that make sense? Hint, it does for political cover, but not for fiscal responsibility or building bridges to relieve Salem’s traffic congestion.

2. Where would the new bridges be built, and why would people in the counties that don’t use those areas want to raise their property taxes to pay for it?

Say, they decide to build a bridge in Corvallis and one near the Dundee bypass for \$1.5 billion dollars. Neither would do anything to solve the problem faced by Salem or help Marion or Polk county. The 5-member board, however, would have the power to do just this, if the Yamhill and Benton county commissioners and the “at-large” representative decide to vote for it. Likewise, if the Polk and Marion county commissioners with the “at-large” representative vote to build a bridge in Salem, why would the Benton and Linn property owners want to increase their property taxes for a bridge they don’t use? Obviously, no bridges will be built.

3. Why would we want to be responsible for the planning, operating, and maintenance costs instead of ODOT?

Paul’s bill calls for us to pay not only ALL of the planning and building costs, but also for operation and maintenance. With the Salem River Crossing, we got federal dollars for planning and would likely have received federal and state dollars to help build. Our federal Oregon delegation of

Schrader, Wyden and Merkley, all indicated their willingness to help secure funding if our community (City Council) got behind the bridge. The bridge would have been an ODOT facility and the state would be responsible for operation and maintenance costs. Paul's proposal shifts ALL of the costs onto the property tax payers in our local area. Again, the people who just got done screaming "it costs too much!" are now lining up behind a blank check that could be 10 times the cost.

4. Why would we want to pay for our own bridges IN ADDITION to the taxes we are paying for ALL the other transportation in the state?

Paul Evans, who represented District 20 during the 2017 legislature, knows that the HB 2017 "Keep Oregon Moving" transportation package already raised taxes on all of us to pay for Oregon roads and bridges, as well as major congestion relief projects in the Portland area. He has bragged about getting \$60 million as part of that bill (which he voted against), for seismic retrofit of the Center Street bridge in 2025. While we are already paying for "mega-projects" like the I-5 Rose Quarter and I 205 Abernathy Bridge and expansion projects, why should we also have to pay for our own bridges? Does it make sense that Marion, Polk, Yamhill and Linn (or Benton...depending on Paul's latest scheme) county residents pay for Portland infrastructure while Portland gets away without paying for the infrastructure we also need in Salem? Of course not! But the purpose of this proposal isn't actually building bridges, but providing political cover.

Oh, and that \$60 million for retrofitting Center Street bridge...don't count on it. There is a current bill (SB 652), which seems certain to pass, that reorders the projects to be funded, and takes our only project in the 2017 transportation package and puts it dead last. That's right, ALL of the other projects including the Portland "mega-projects" will have to be completed before we get a dollar for a retrofit of Center Street bridge. This almost certainly means it will never happen. You might ask Paul what he's doing about that?

There are literally dozens of reasons Paul Evans' sham of a solution won't work, and he knows it. The idea of creating a four county "special taxation district," that stretches 84 miles from Junction City to Newberg, with incredibly different needs and ideas for where they may want a bridge, to work as one unified community is preposterous. Grouping them together is a built-in poison pill for all proposals, since no bridge would serve a majority of the residents.

Paul's scheme of distraction won't work on Salem residents, who see through the naked attempt to distract us from holding our own Salem City Councilors accountable for their actions!

**To get involved in the recall efforts:  
Join Salem Bridge Solutions Facebook Group or  
Email SalemBridgeSolutions@gmail.com**

**Dear Councilors Kaser and Lewis and Commissioner Mordhorst,**

We, the undersigned residents, business owners, employees and visitors in West Salem, respectfully request that you pursue the completion of the West Salem Loop described below. You will find volunteers willing to help with these trails and together we will increase recreation and economic opportunities for West Salem.

## **The West Salem Loop**

A spectacular 11-mile trail is being developed that will encircle most of West Salem. The Loop runs west along Edgewater, under Highway 22 and onto the old railroad bed for three miles to Rockin Rogers Restaurant. Going north from Highway 22, the trail will be in the BPA power line corridor for 3.5 miles to the north city limits at Michigan Avenue. This section includes expansive vistas and ends at Red Hawk Vineyards. From the power line trail, the Brush Creek Connector will cruise along Brush Creek for a couple miles, under Wallace Road to the Marine Glide Path. The Marine Glide Path will meander through forests and fields, connecting the neighborhoods to Wallace Marine Park, West Salem businesses, and the Union Street Bridge. Portions of the Loop are already in use and the city is working to complete more sections, but **they need to hear that you want this.** Their contact information is below.

