Joint Committee on Transportation Preservation & Modernization
Overview of workgroups and work.
Why are we here?

We heard from the Governor’s Transportation Vision Panel. Listened in eleven cities across the state and received recommendations from the Oregon Transportation Commission. We learned that our transportation system is wearing out!
What We Heard across Oregon

• Protect the public’s investment.
• Solve the traffic congestion.
• Preserve quality of life.
• Keep Oregon’s economy moving.
• Address seismic preparedness.
• Provide transportation alternative’s for the Elderly, Young, Disabled and those who cannot afford cars.
• Move back toward full user pays financing.
• Develop a long term plan of 10-20 years.
• Go Big or Go Home.
Group Goals

- Long-term Transportation Plan (20 years)
- 10 Year Phased Plan not requiring biennial funding increases
- Address traffic congestion through a collaborative partnership with local government
- Protect past and present investments i.e. public assets
- Move back toward User-Payer Approach
- Improve accountability of spending/investment of gas taxes
- Support economic expansion i.e. commuter and vehicle movement
- Seismic
- Replace failing bridges in logical sequence
- Improve and increase transit to access affordable housing and medical care
- Move freight efficiently to support economic expansion
- Safety
Five workgroups.
The Joint Committee on Transportation Preservation and Modernization split into workgroups:

- Maintenance, Preservation and Seismic
- Transit, Bike, Pedestrian and Safety
- Multimodal
- Congestion and Freight Mobility
- Accountability
Maintenance, Preservation and Seismic Workgroup

Sen. Winters
Sen. Girod
Rep. Lively
Rep. Bentz

PRESENTATION—MARCH 20. 2017
Oregon’s roads and bridges are old!
Oregon Pavement Condition Classifications:

• Very Good
• Good
• Fair
• Poor
• Very Poor

And Oregon’s highways and roads are failing.

Set statewide standard for cities, counties & state.
Why Isn’t the Current 30 cent per Gallon Gas Tax and 14.6 cent (equivalent) enough?

• We’ve under funded transportation for decades
• Replacing worn out bridges will cost billions
• Traffic congestion is increasing to freeway gridlock
• Growing population means more traffic
• Looming seismic threat
• Extreme weather damage
• Ever increasing cost of materials and labor
• Higher fuel economy means less gas tax revenue
• Must drag user to cost ratio into 21st Century
Preservation
Activities designed to add useful life to existing highways, bridges, pavement and culverts.

Maintenance
Keeping existing highways safe and usable.

Seismic
Efforts to prepare for and upgrade bridges and landslides to be resilient to seismic events.
20 Year Recovery Plan with a 10 Year $$ Phase In

“A 24 year period of disinvestment has created a shortfall that cannot be made up in one year. Thus, a phased-in increase in road taxes over ten years is a suggested alternative.”

Preservation and Maintenance Work Group
Money you pay at the pump and title, registration, license fees **must** go to Roads & Bridges. It’s Constitutionally Dedicated Funding!

Oregon Constitution Article IX Section 3a

“[R]evenue from the following shall 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:

(a) Any tax levied on, with respect to, or measured by the storage, withdrawal, use, sale, distribution, importation or receipt of motor vehicle fuel or any other product used for the propulsion of motor vehicles; and

(b) Any tax or excise levied on the ownership, operation or use of motor vehicles.”
The following taxes and fees, if adopted, would generate approximately $5.09 billion of investment in state, city and county roads, bridges and culverts.

Draft increases:

Gas tax 6¢ plus 10 year phase in of 8¢
Tiered title fee $20 plus 10 year phase in of $20
Tiered registration fee $20 plus 10 year phase in of $20
“User Pays Tiering”
Proposed Three Tier Vehicle Registration Fee and Title Fee

Suggestion: Vehicle & Title Fees Based on Three Fuel Efficiency Tiers

- Lowest mileage = Lower fee
- Average mileage = Average fee
- Higher mileage = Higher fee
The proposed phased-in revenue of approximately $5.09 Billion, would be divided between state, city and county roads, bridges and culverts:

- 50% to state $2.5 billion over 10 years
- 30% to counties $1.5 billion over 10 years
- 20% to cities $1.0 billion over 10 years

Estimates only.
Small Counties & Small Cities Subset

Small Counties:
- Counties with fewer than 200,000 vehicles and lots of road miles
- $5 million allocated annually from County money
- Allocation based on road mileage and vehicles
- AOC plan for 29 counties

Small Cities:
- Cities with fewer than 5,000 people (166 cities)
- $5 million annually – half from state ODOT allocation and half from City allocation
- OTC ODOT manage accounting etc but project selections made by advisory board of small city officials
Transit, Bike, Pedestrian & Safety Workgroup

Sen. Beyer
Sen. Monroe
Sen. Taylor

Increase frequency and reach for urban systems.
Increase access to housing, medical care and work.
Increase connections between and among small cities with predictive schedules and more efficiency for rural systems.
Increase service from rural communities to urban services and connection to other transit for inter-city service.
Statewide Transit Improvement Fund

New statewide employee payroll tax of 1/10th of 1%.

Base funding level to all areas/systems with revenues mostly returning to payer locations.

Formula allocation of balance:
• 85% for operational service improvements.
• 10% for competitive grants for enhanced service.
• 4% for inter-city transit.
• 1% for statewide resource center.

Require purchase of natural gas, propane and/or electric buses by large (over 200,000 pop) districts.

Service funds not salary & benefit increases.

Not light rail funding.

A worker earning minimum wage pays:

39¢ per week  About $20.00 per year.

A worker with an annual salary over $50,000 per year pays:

2.5x as much  About $50.00 per year.

A worker with an annual salary over $100,000 per year pays:

5x as much  About $100.00 per year.
Safe Routes to School

$10 Million Annually from State Highway Fund (10 years)

- Complete safe routes within ¼ mile of Oregon Elementary and Middle schools within 10 years
- Requires 40% local match.

All Roads Transportation Safety Program (ARTS)

$10 Million Annually State Highway Fund.

- Fix 450+ dangerous spots.
- Uses OTC data-driven safety model.
Off-road Biking and Walking Paths

Total Investment $15 Million per biennium:
• 5% Bicycle Excise Tax $4 Million
• ConnectOregon $7 Million
• Parks $4 Million

Focused on commuter routes & connecting communities.

*Note: current law requires 1% of new road revenue for bike lanes and sidewalks.*
Multimodal Workgroup
Rep. McKeown
Rep. Olson
Rep. Smith
Connect Oregon VII
Marine, Rail & Aviation

Regional & Statewide Projects
$53 Million (30% match)

Bike / Ped
$7 Million (7%)

(Transit moved to stand alone funding source)

Projects of Statewide Significance.
$40 Million

Fix-it: crucial maintenance.
Enhance: new investments.

Class I Rail – 50% match
Other projects – 30% match

Marine Dredging and Derelict Vessels
$275,000 per year

2¢ redistribution of marine fuel tax.
Funding sources are scarce
Move away from lottery funding to a vehicle excise tax and/or an aggregate tax.
Congestion & Freight Mobility Workgroup

Sen. Boquist
Sen. Johnson
Rep. Smith Warner
Rep. McLain

Congestion was raised by business & the public as constraining growth in the 11 public hearings across Oregon.
Congestion Relief and Freight Mobility Areas:
Identified congestion and freight needs in Oregon.
Metro Area
Congestion & Freight Mobility Projects of statewide significance:
And identified area issues below.

Transfers & Orphans:
Cornelius Pass – County to ODOT
Powell Blvd – ODOT to City

Eugene Springfield:
Territorial Highway to County
Delta Hwy to ODOT
“Orphan” Highways & Transfers
Some Oregon Highways and Streets have no clear “parent” jurisdiction.

Suggested Transfers:

Cornelius Pass – County to ODOT

Powell Blvd – ODOT to City

Territorial Highway – ODOT to Lane County
Delta Highway – Lane County to ODOT
Congestion Course of Action

Joint Data Set – Member Re-Prioritized (10 Years)
1. I-5 Rose Quarter - $450 million – 50% State / 50% sMPO
2. I-205 Abernathy Bridge - $202 million – 50% State / 50% sMPO
3. I-205 Freeway Widening - $250 million – 50% State / 50% sMPO
4. OR-217 Northbound - $54 million – 50% State / 50% sMPO
5. OR-217 Southbound - $44 million – 50% State / 50% sMPO
6. Zip Lane Pilot - $10 million (Est)
7. Congestion Pricing & Pre-Construction Tolling Set Up - $33 million (Est)
8. I-205 Active Traffic Management - $15.2 million
9. I-205 Corridor Bottleneck - $15.5 million

$1.1 billion in congestion & freight relief projects
<table>
<thead>
<tr>
<th>Year</th>
<th>Action</th>
<th>Description</th>
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<tr>
<td></td>
<td>I-205 Active Traffic Mgmt</td>
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<td>$15.2 million</td>
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<td>I-205 Corridor Bottlenecks</td>
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<td>$15.5 million</td>
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<td>Zip Lane Congestion Relief Pilot</td>
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<td>Congestion Pricing &amp; Pre-Construction</td>
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<td>Construction Tolling Set Up</td>
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<td>I-5 S/N Auxiliary Lanes</td>
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<td>I-205 S/N Auxiliary Lanes</td>
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<td>I-84 to Columbia, Stark, Etc STIP</td>
<td>Funds</td>
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<td>US 26 Powell Blvd (I-205 to 174th)</td>
<td>Improvements - 2 years Safety GO Bonds</td>
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<td>SW Corridor Transit &amp; Light Rail</td>
<td>3 years w/$600-billion local bond</td>
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<td>Year 1</td>
<td>Begin Joint Funding</td>
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<td>Year 2</td>
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<td>Year 3</td>
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<td>Year 4</td>
<td>Rose Quarter Multiple Mega Projects</td>
<td>3 years #1 Priority - Must begin in Year 5 or Earlier</td>
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<td>$450 million bonding</td>
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<td>Year 5</td>
<td>I-205 Abernethy Bridge ($202M)</td>
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<td>I-205 Stafford Widening ($250M)</td>
<td>$452 million combined bonding</td>
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<td>Split if interferes with Rose Quarter (Abernethy Bridge first -</td>
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<td>Widening after Rose Quarter)</td>
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<tr>
<td>Year 7</td>
<td>OR 217 Southbound</td>
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<td>$44 million (Possible Cash)</td>
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<td>Year 8</td>
<td>OR 217 Phase TBD</td>
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<td>$50 million (Cash Only)</td>
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<td>Year 9</td>
<td>OR 217 can commence earlier if does</td>
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<td>not interfere with Rose Quarter start</td>
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<tr>
<td>Year 10-15</td>
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Subtotal bonding: $1 billion
Subtotal cash: $123.7 million
Total: $1,123,700,000

State: $598.7 million
MPO: $525 million
Cannot Tax Our Way Out Of Congestion:

Pre-construction tolling: Offset costs, counter inflation, align for future federal funding, cannot tax our way to congestion relief

• I-5 Rose Quarter (partial or all?)
• I-205 Abernethy Bridge & Widening (partial or all?)
Cannot Build Our Way Out Of Congestion Relief

Congestion pricing in two years: Cannot build our way out of congestion, manage traffic flow, growth, user pay:

• I-5 Willamette to Columbia River (partial or all?)
• I-205/I-5 Jct to Columbia River (partial or all?)

DMV front end? Contract backroom?
New 1% vehicle dealer privilege tax

- New vehicles only.
- Creates statewide congestion and carbon relief fund.
- 50% Cost share funding mechanism for sMPOs.
- Not subject to constitutional highway dedication (Article IX).
- Very strict statutory language limiting to highway purposes and congestion/freight offset.
- Possible ConnectOregon funding mechanism to address Multimodal projects; not to exceed 10%. (Transition from Lottery Funds and/or Aggregate tax proposal to stabilize investment).
- Do we enforce in-state privilege tax with out-of-state user fee to capture out-of-state sales?
- Rate to 2% over five years?
Congestion Relief & Carbon Reduction Fund

- Standalone account or program inside Transportation Infrastructure Fund.

- Statewide excise vehicle privilege tax i.e. new revenue source instead of gas tax.

- Congestion pricing revenues and/or pre-construction tolling to account as allowed by federal law.

- Use self-supporting general fund bonds or other Treasurer recommended instruments.

- Fenced for statewide congestion & carbon reduction transportation projects.

- Initial list of projects in statute i.e. this transportation package with three big tri-county MPO projects but set up all eight State MPO structures for future. May be able to add additional projects of statewide significance.

- Define future transportation projects below to include non-highway projects that reduce freight & congestion such as rail, trans-load, ports if have nexus to reducing road traffic or preventing increases in congestion. Needs to be very tight statutory language to prevent bleed off of funds by non-infrastructure.

- Secondary future projects in out year lists prepared by OTC with joint input and approval by ODOT, Counties and/or Cities then approved by normal legislative budgeting process.
Congestion Fund - Continued

- Approval of future lists based on approval process weighted by old 50/30/20 construct as new revenue would be outside the existing formula. Advisory board of 5 OTC members, 3 County and 2 City members.

- Local buy in required as using new ‘statewide’ revenue instead of split funds and locally generated matching funds.

- Possibly fund at 80% of project cost with legislative re-distribution yearly.

- MPO excess revenue sharing returned to MPO after Treasurer required reserves.

- Savings and funds roll forward for future utilization.

- Set route to Supreme Court in statute with prescribed limited severability.

- If loose in Supreme court the fund revert to the Legislature for re-apportionment.

- Additional conceptional requirements ... TBD by committee members.
Possible Secondary Future Projects
(OTC, Legislative & sMPO Approval Required)

- sMPO Albany Area I-5 Auxiliary Lanes
- sMPO Bend Hwy 97 La Pine Passing Lanes
- sMPO Rogue Valley Medford Seismic Triage
- sMPO Metro Portland OR 217 Phase II
- sMPO Salem Keizer Salem River Crossing
- sMPO Central Lane Eugene Springfield Delta Hwy & Territorial Road
- sMPO Corvallis Hwy 34 Van Buren Bridge
- Yamhill Parkway Dundee bypass

(Place holders subject to change for future approval)

TBD status of Rainer (-), Middle Rogue, and Walla Walla Valley
Accountability Workgroup
Sen. Johnson
Sen. Girod
Sen. Taylor
Rep. Lively
Rep. Olson
Accountability Recommendations

STRONGER LEGISLATIVE OVERSIGHT:
• Permanent Joint Transportation Committee with policy & budget authority.
• Require OTC to provide Committee with biennial budget & project list and require quarterly project updates
• Require any ODOT Inspector General reports to be provided to Committee

EXPANDED & STRENGTHEN OTC
• Expand OTC to seven members, at least one from each ODOT region.
• OTC members serve at pleasure of Governor but any early termination only after public hearing.
• Small OTC staff independent of ODOT Director
• OTC appointment of ODOT Inspector General, independent of ODOT Director responsible for internal audits, and handling consumer complaints (hot line).
• OTC appointment of ODOT Director subject to Senate confirmation.
• OTC approves biennial budget and project submission to Governor/Legislature.
• OTC establish joint stakeholder/internal management efficiency & accountability committee to provide continuous improvement advice on ODOT programs, policy and contracting.
Accountability – Continued

TRANSPARENCY:
• Improved project website with state, county and city data/projects.
• Standardized project selection review process/criteria with emphasis on projected ROI.
• Project status reporting for state, county and city projects
• On-line log summarizing complaints with actions taken.

OTHER RELATED ITEMS:
• Establish statewide reporting standards jointly with cities & counties.
• Clarify city, county and special district contracting standards.
• Review regulatory obstacles to streamlined projects & access to raw materials.
• Commence centralization of rest areas to improve public perception.
• LCFS cost transparency.
Spread Sheets
Committee Members

Maintenance & Preservation
• Gas tax
• Title fees
• Registration fees
• Licenses

Congestion & Freight
• Excise tax
• Pre Construction tolling
• Future congestion relief

Multi Modal Transit
• Bicycle tax
• Employee payroll tax
• Aggerate tax?
## 2017 Transportation Proposal
(For Discussion)

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<tr>
<th>MAINTENANCE &amp; PRESERVATION</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
<th>Year 5</th>
<th>Year 6</th>
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### Statewide Road-Related Revenue Options

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<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<td>Off-the-Top for Safe Routes</td>
<td>-$10.0</td>
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<td>From State for Small Cities</td>
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### Estimated Revenue (millions)

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### 30% To Counties

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### 20% To Cities

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## 2017 Transportation Proposal
(For Discussion)

### CONGESTION RELIEF

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<th>Year 2</th>
<th>Year 3</th>
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<th>Year 5</th>
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<tbody>
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### Statewide Congestion Relief Revenue Options

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<tbody>
<tr>
<td>Tolling/Congestion Pricing</td>
<td></td>
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</tr>
<tr>
<td>New Vehicle Excise</td>
<td>1.0%</td>
<td>0.5%</td>
<td>0.5%</td>
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<tr>
<td>Fuel Tax</td>
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<tr>
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### Estimated Revenue (millions)

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### Congestion Project Estimates

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## 2017 Transportation Proposal

### For Discussion

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### Estimated Revenue (millions)

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<th></th>
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<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
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Questions for Wednesday

- Vice Chair will facilitate an open discussion of questions and answers.
- Selected slides from the presentation will be reviewed for detailed comments and discussion.
- Please review the presentation then provide your comments on Wednesday evening.
- List of minimum questions provided for review.
- Be prepared to discuss possible statewide significant projects or regional impacts.