

OREGON TRANSPORTATION FORUM

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Associated General Contractors
Associated Oregon Industries
Association of Oregon Counties
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Construction Trades Council
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Oregon Trucking Associations
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Washington County
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Association



Keeping Oregon Moving

2015 Transportation Funding and Policy Recommendations

Oregon's transportation system is at a crossroads. Our roads are crumbling. Freight movement faces serious bottlenecks. Many bridges need reinforcement to withstand earthquakes. Our public transit agencies are unable to keep up with demand for service. Some rural communities do not have access to essential services. Many Oregonians are unable to safely walk or bicycle in their neighborhoods. Past transportation decisions have failed to adequately consider impacts on public health and the environment. Federal funding is more and more tenuous, and instead of financing new projects, a large portion of current funds must pay off earlier investments.

While transportation is not an end in itself, a safe and reliable transportation system provides a critical foundation for our prosperity and quality of life.

It is our responsibility to invest in a better transportation system, immediately and over the long run, to ensure the health and economic wellbeing of our state's residents and communities.

For these reasons, the Oregon Transportation Forum has adopted a position on legislation for the first time in its history. We respectfully offer the following proposal to the 2015 Oregon Legislature.



GOALS OF THE PROPOSAL

JOBS AND ECONOMIC PROSPERITY

- Put Oregonians to work creating cutting-edge multimodal transportation networks to connect people to jobs, attract new talent, and compete on a global scale.
- Address costly and time-consuming bottlenecks and improve connections to ports and freight yards to better serve agriculture, forestry, manufacturing and other key Oregon industries.

SAFETY AND RESILIENCY

- To keep goods and people moving safely and reliably, maintain the transportation system in a state of good repair and increase its resiliency to natural disasters.

LIVABLE COMMUNITIES

- Improve public health, air quality and community vitality by making our neighborhoods walkable and bikeable and improving access to transit.
- Serve all Oregonians in every part of the state without regard to age, race, disability, or income.

HEALTHY ENVIRONMENT

- Reduce transportation-related pollution, preserve our natural environment, and make our transportation system more resilient to the impacts of climate change.



PRINCIPLES

FUND ALL MODES: There is an urgent need to provide adequate funding for all transportation modes that move passengers and freight in order to improve the safety and reliability of the system and support economic prosperity, community livability, and environmental quality.

FIX IT FIRST: The State of Oregon's first priority should be to maintain, rehabilitate and operate existing transportation facilities before building new ones.

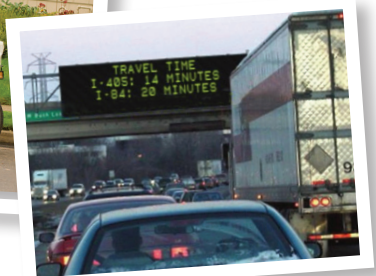
PROVIDE RELIABLE FUNDING: Stable and predictable revenues are critical to support ongoing road operations and maintenance as well as transit service enhancements.

SHARE COSTS FAIRLY: The State of Oregon should raise revenue from system users, as appropriate, based on the benefits they derive or the costs they impose on the system.

PRESERVE LOCAL OPTIONS: Addressing our transportation needs will require new funding at all levels of government. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions.

ELEMENTS OF THE PROPOSAL

	ROAD FUNDING	NON-ROAD FUNDING
<p>FIX-IT Safely operate and maintain the existing transportation system with improved reliability and efficiency.</p>	<ul style="list-style-type: none"> • Index the gas tax for fuel efficiency to avoid continued loss of revenue. • Increase revenues for road maintenance and operations. <ul style="list-style-type: none"> – Distribute to ODOT/Counties/Cities 50/30/20. 	<ul style="list-style-type: none"> • Provide \$22.6 million per biennium to continue operation of the Amtrak Cascades service between Eugene and Vancouver, BC. • Increase the state funding contribution to transit services for the elderly and disabled to \$75 million per year (currently approximately \$10 million per year). • Provide up to \$20 million per biennium of state general funds for a youth access to transit program.
<p>ENHANCE Upgrade the transportation system to meet goals for economic development and livability.</p>	<ul style="list-style-type: none"> • Increase the gas tax (with a corresponding increase in the weight-mile tax to maintain cost responsibility for trucks) for an expanded multi-modal “Enhance” program. • Increase the gas tax and weight-mile tax by 1 cent for a 10-year pilot “Orphan Highway” program to facilitate the transfer of road jurisdiction between ODOT and local governments. 	<ul style="list-style-type: none"> • Restore ConnectOregon funding to the \$100 million per biennium level to support investment in air, rail, marine, bicycle, pedestrian and transit projects.
<p>POLICY Implement policy/programs to improve the efficiency and effectiveness of transportation service delivery and the safety and sustainability of the transportation system.</p>	<ul style="list-style-type: none"> • Direct the development of a 10-year multi-modal strategic transportation needs assessment to serve as the basis for future funding proposals. • Recommend that state transportation planning efforts (a) include findings regarding how each mode should best interconnect with other modes to maximize use of system resources and (b) evaluate the impact of the plans’ findings on other transportation modes. • Direct ODOT to enter into agreements with local governments for the co-location of ODOT and local government road maintenance facilities, as appropriate. 	



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MOVING FORWARD TOGETHER

HOW THIS PROPOSAL WAS DEVELOPED

The mission of the Oregon Transportation Forum is to encourage full development, maintenance and integration of all transportation modes, including highway, pedestrian, bicycle, air, transit, marine and rail, for the safe and efficient movement of people and products. Membership includes a broad range of public and private interests who advocate before the Oregon Legislature on transportation matters.

Early in 2014, with the support of the chairs of the House and Senate transportation committees, the OTF convened a year-long process to develop an all-modes transportation funding and policy proposal for consideration by the 2015 Legislature. While the OTF is a membership organization, this process was open to all, not just OTF members. Key legislators remained involved throughout the process.

Over the course of 2014, the OTF hosted several large general meetings, and specific proposals were developed by three subgroups:

- **Fix-it** (maintenance, preservation, operations – parallel to the Oregon Transportation Commission's Fix-it funding category)
- **Enhance** (modernization/system expansion – parallel to the OTC's Enhance funding category)
- **Innovation/Efficiency/Policy/Integration** (miscellaneous funding and policy issues)

At its annual meeting on November 6, 2014, the full membership of the OTF voted unanimously to support the proposal described in this brochure. This is the first time since the creation of the OTF in 2009 that its members have adopted an organizational position on legislation.

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