



OREGON TRUCKING ASSOCIATIONS, INC.

**Before the Senate Business and Transportation Committee
Testimony of Bob Russell
Vice President Government Affairs
Senate Joint Resolution 16
March 30, 2015**

SJR 16 proposes to expand the State Highway Fund to include surface transportation infrastructure that reduces the traffic burden of, or pollution from, motor vehicles on public highways, roads and streets in this state. Certainly, there are many projects worthy of funding that would be included under this expanded definition. However, today there are not sufficient revenues to fund necessary projects under the current limitations of the State Highway Fund. (See attached ODOT Construction Programs chart.)

Since the State Highway Fund was originally established in 1942, there have been seven ballot measures proposing to expand the use of revenues deposited in the State Highway Fund. (See attached Highway Fund Vote History Constitutional Amendments.) All have been soundly defeated. There is no indication that the measure proposed by SJR 16 would fair any better.

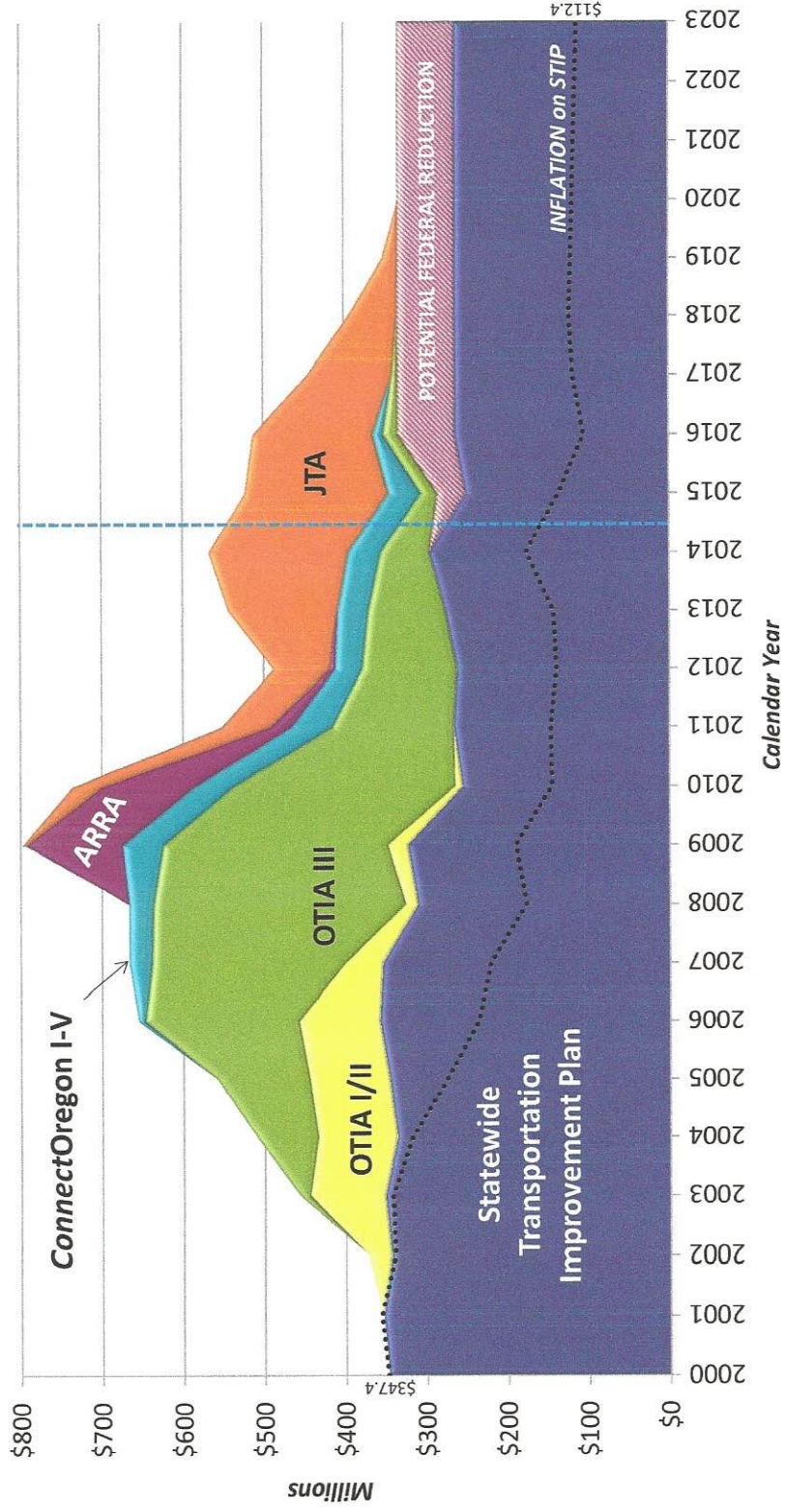
For the above reasons, the Oregon Trucking Associations opposes SJR 16.

OREGON TRUCKING ASSOCIATIONS

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ODOT Construction Programs



Highway Budget Office - Revised 09/24/14 (actuals through June 2014)

Mountain Graph Assumptions

Actuals and Forecast values are rolled up by Calendar Year (CY). Updates were made in September 2014. Actuals are recorded through 06/30/2014.

STIP values are OTC approved volume levels (not payout) that are provided by the Funding Allocation. These values account for the entire Constrained STIP State program.

Reduced STIP values are OTC approved volume levels (not payout) that are provided by the Funding Allocation.

A potential Federal Funding reduction, that represents a worst case scenario, is shown as the Federal Reduction slice of the graph and assumed to begin in FFY15. Inflation is reflected to show the impact on STIP Spending.

OTIA I/II & OTIA III Actuals and Forecast values come from the Cash Flow Annual Summary Report where DW Reports are summarized. The Actuals and Forecast values are for PE, RW, UR and CON phases

ConnectOR Actual values come from ConnectORI-V 09-24-14 (process) (b).xlsx where Data Warehouse Reports summarized

Total Connect Oregon I-V program volume is provided by the Connect Oregon Program Analyst and currently authorized at \$382M. The difference between the Actuals and Program Volume is spread based on the history of expenditures to create the Forecast values.

ARRA Actual vales come from ARRAExpend09-22-14 Dwnid.xlsx where Data Warehouse Reports are summarized.

The ARRA program is complete as of 12/31/13 and no additional expenditures are anticipated.

JTA Actual values come from the Cash Flow Fund Balance Wksht where DW Reports are summarized. The DW Reports are not constrained and so they include Local JTA projects. The JTA Forecast also comes from the Cash Flow Fund Balance Wksht but captures the PCS project's programmed payout and spreads the remaining program authorization based on existing project payouts.

Highway Fund Vote History Constitutional Amendments

<u>Year</u>	<u>Description</u>	<u>Result</u>	<u>Vote</u>
1942	Exclusive Use of Gasoline and Motor Vehicle Tax (Creating State Highway Fund) (Measure 3, Nov. 3, 1942)	Passed	59.3 – 40.7
1952	Equitable Taxing Method for Use of Highways (amendment to prohibit weight-mile tax) (Measure 16, Nov. 4, 1952)	Failed	21.8 – 78.2
1974	Highways Fund Use for Mass Transit (Measure 2, May 28, 1974)	Failed	34.1 – 65.9
1976	Authorize Vehicle Tax for Mass Transit (Measure 4, May 25, 1976)	Failed	24.3 – 75.7
1980	Limit Use of Gasoline and Highway User Taxes (Measure 1, May 20, 1980)	Passed	63.7 – 36.3
1990	Allow Local Vehicle Tax for Transit (Measure 1, May 15, 1990)	Failed	47.5 – 52.5
1992	Allow Future Fuel Taxes for Police (Measure 1, May 19, 1992)	Failed	35.1 – 64.9
1992	Allow Future Fuel Taxes for Parks (Measure 2, Nov. 3, 1992)	Failed	27.7 – 62.3
1994	Allow New Fuel Tax Revenue for Transit and Parks (Measure 2, May 17, 1994)	Failed	26.1 – 63.9
1999	Require Road User Taxes To Be Fair and Proportionate (Measure 76, Nov. 2, 1999)	Passed	54.2 – 45.8
2000	Allow Road User Taxes And Fees For Highway Policing (Measure 80, May 16, 2000)	Failed	35.7 – 64.3
2004	Remove “Mobile Home” From Constitutional Description Of Motor Vehicles (Measure 32, Nov. 2, 2004)	Passed	61.3 – 38.7