



SUPPORT HB 2745

— CONCEPT —

In the 2017 legislative session, Central Oregon Intergovernmental Council (COIC) which currently operates Cascades East Transit (CET) is asking the Oregon legislature to give COIC the authority to ask voters for permanent or local option levies in communities where the local government is interested in developing dedicated transit funding for bus service. COIC can currently go to voters for bonds for capital expenses, but not levies for operating expenses. Voters will decide whether their areas should fund a bus system.

LOCAL CONTROL

- Before any dedicated, local transit funding is created, it would be supported by the local government and the voters.
- COIC may propose a permanent, region-wide rate cap with formal consent of every affected community's government. The rate cap would require majority on a region-wide ballot measure
- Council of governments may propose to levy tax at or below the region-wide rate cap to fund transit. Affected communities must approve and therefore may stipulate funding and oversight of this tax

MAXIMIZES EFFICIENCY

- It retains a coordinated transit system under an existing organization. It prevents fragmented transit districts from forming. This minimizes costs and optimizes streamlined and convenient service.
- It retains the most efficient management system for a regional transit system that will use federal and state resources equitably and protect local agencies from competing for limited federal and state resources.

ECONOMIC DEVELOPMENT

- Companies in this region are growing and are struggling to attract workers. A regional bus system reduces transportation costs and can make life more affordable for employees.
- Our area's economy is still dependent on the service industry. Having options to ride a bus would help make the area affordable for key employers.
- Nationally, the lowest segments of wage earners spend 36.6% to 40.4% of their income on housing and 14.5% to 16.9% on transportation. (US Bureau of Labor Statistics, August 2016)
- Transit users can save by taking transit rather than owning a vehicle.
- Amenitized communities are better at attracting workers. Transit and transportation options are considered amenities.

PROTECTS LOCAL GOVERNMENTS' BUDGETS AND CORE SERVICE FUNDING

- It protects local governments' property tax-funded budgets from funding conflicts. Local jurisdictions can decide when it's the right time to ask voters for transit funding, so it does not conflict with funding needs for higher-prioritized services
- It allows municipalities to focus on core services and tailor transit specifically to each community's needs.

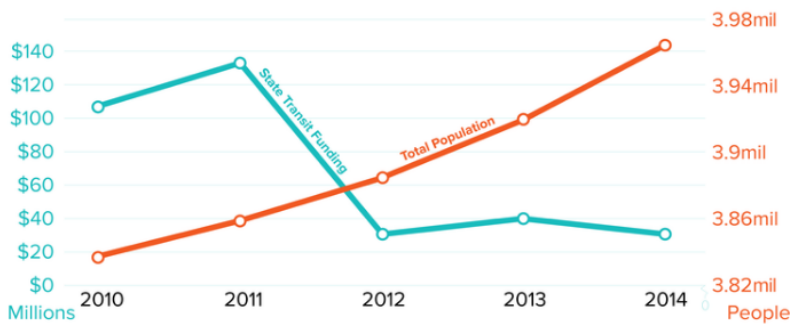


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ABOUT TRANSIT

Funding is Not Keeping Pace with Population Growth

OREGON STATE TRANSIT FUNDING VS POPULATION GROWTH, 2010-2014



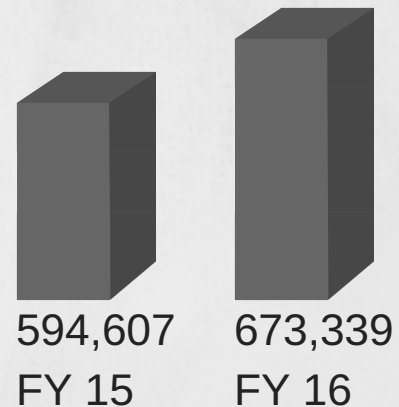
Sources: Population Research Center, Portland State University (2016);

AASHTO Survey of State Funding for Public Transportation (2014)



Overall CET ridership grew by 13.2% over last year

23% of Oregon's population will be 65+ in 2050



CET Meets Riders' Needs

"I ride CET everyday. I need it to get to work. My favorite part of riding CET is sleeping. I have to wake up at 4am and work from 8-3 in Sisters and get on the bus to go home." - Missi Fridell

Transit in Central Oregon:

- supports economic development
- promotes a healthy environment
- serves the transit dependent
- supports student population
- accesses higher education
- allows seniors to age in place