Wednesday Questions for Committee Members:

What else should we add to this bill?

What have we left out?

Is the small city plan of $5 million OK?

What about the $5 million county AOC suggestion?

How responsible should cities and counties have to be when it comes to accounting for the money?

Should we sunset any of this tax or fee arrangement?

Do we pre-construction toll and congestion pricing metro areas?

Where are you on pre-construction tolling for PPP if federal funding requirement?

Are you OK with using congestion pricing to improve traffic flow?

Do we agree to a joint 50/50 statewide congestion relief fund and 20 year plan?

Do we fund the state's half of congestion relief with a new vehicle excise tax at 1 to 2%?

Are you fine with the JPACT the Portland Area MPO the 3 cent local gas tax series to fund congestion relief projects?

Are you fine with the $5 dollar local registration fee series to fund congestion relief projects?

Who should have to match and why? And how much if 50/50 match is not correct?

Should we use any part of the excise tax for Connect Oregon funding?

Do we stabilize ConnectOregon by transitioning from Lottery dollars to Excise Tax/Aggregate Tax, or a combination of the three, as Lottery becomes less predictable?

Do we raise the gas tax 6 cents now then 8 cents over 10 years?

Congestion Workgroup

Joint Data Set – Ten Years (V3)

I-5 Rose Quarter $450 million (#1 Priority)

I-205 Abernathy Bridge - $202 million

I-205 Freeway Widening - $250 million

OR-217 Northbound $54 million (+/- $25 P2)

OR-217 Southbound $44 million (+/- $25 P2)

Zip Lane Pilot $10 million (Est)

Congestion Pricing & Pre-Construction Tolling Set Up $33 million (Est)

I-205 Active Traffic Management - $15.2 million

I-205 Corridor Bottleneck - $15.5 million

Possible Future Statewide Areas (No order w/OTC recommending later):

MPO Albany I-5 Auxiliary Lanes $35 million

MPO Bend Hwy 97 La Pine Passing Lanes $25 million

MPO Medford Seismic Triage $35 million

MPO Portland OR 217 Phase II $50 million (TBD)

MPO Salem River Crossing $170 - $250 million (Years 10-15)

MPO Portland Boone Bridge & Lanes $120 million (Years 10-15)

MPO Eugene Delta Hwy & Road $120 million (Transfer or Out Years)

Yamhill Parkway Dundee bypass $303 million (Years 10-15)

Others Recommended (Funding from elsewhere):

I-5 Climbing Lanes Southern Oregon Wolf Creek Area $25 million (Safety)

Hwy 97 Klamath County Passing Lanes $10 million (Seismic)

I-84 NE Winter Operations Improvements $15 million (Unknown)

Theoretical Construct: 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.

Use self-supporting general fund State Highway Bonds, COPs or other instruments recommended by the State Treasurer.

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.

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.