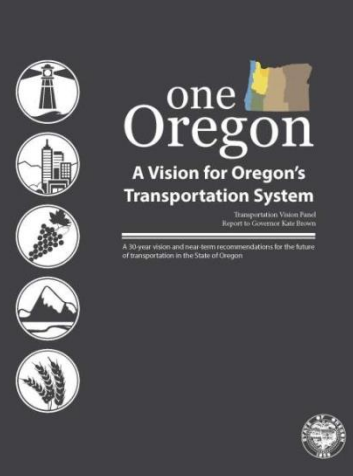




# Joint Committee on Transportation Preservation & Modernization

Overview of workgroups and work.





## A Strategic Investment in Transportation

Oregon Transportation Commission  
January 2017



## 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

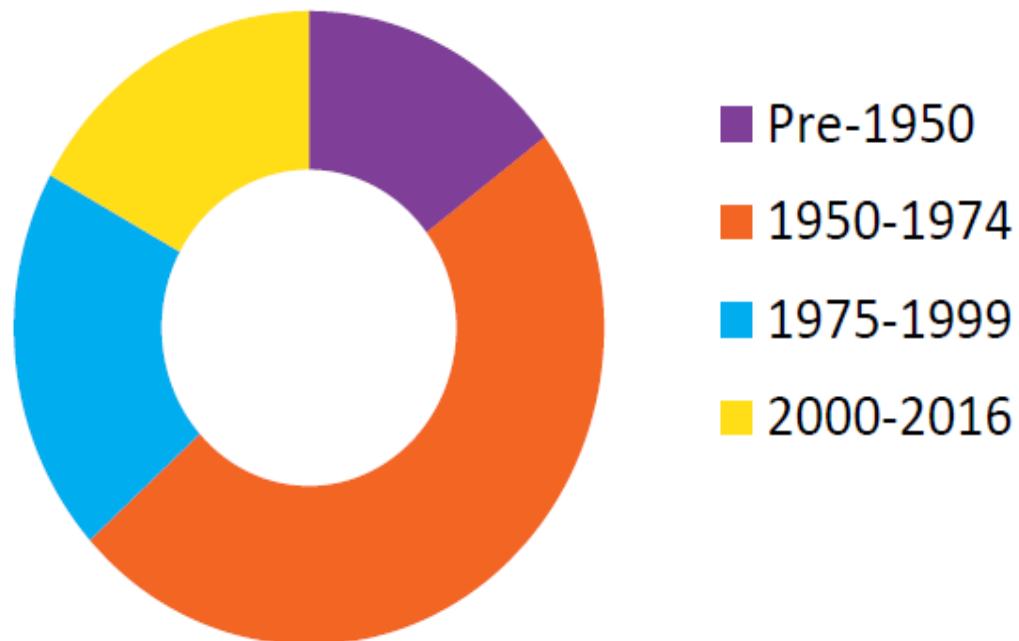
**PRESENTATION—MARCH 20, 2017**







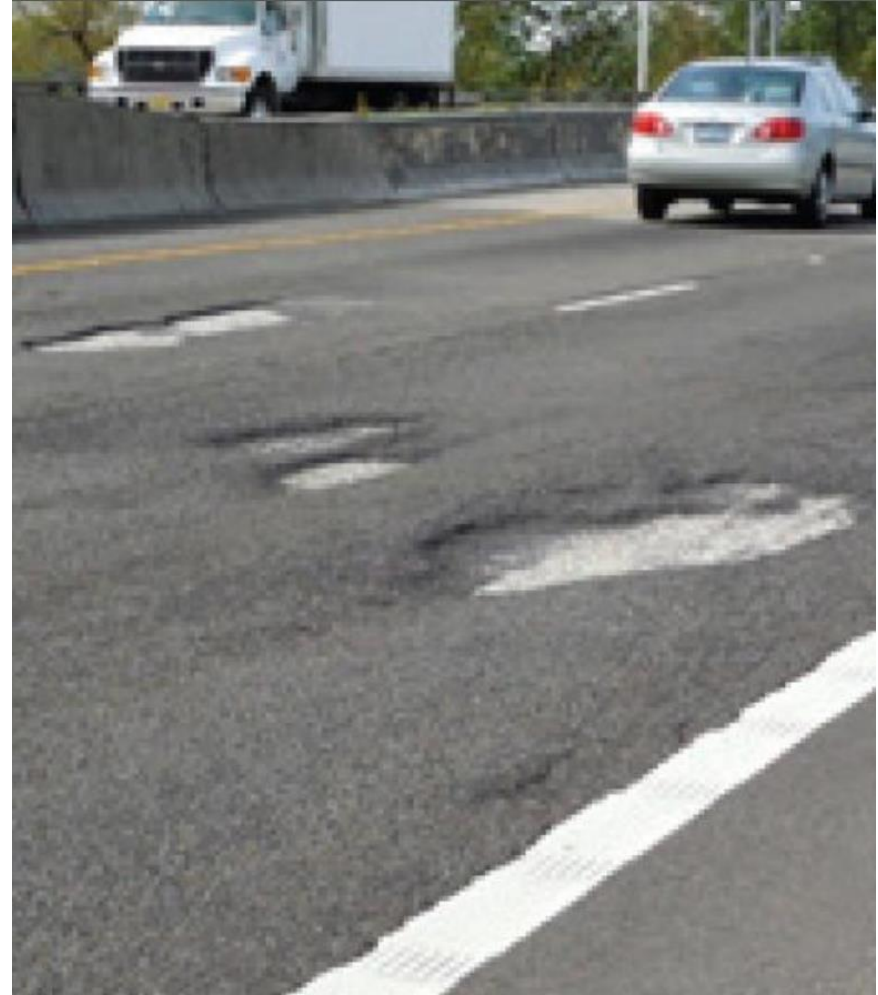
## AGE OF OREGON'S BRIDGES



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 21<sup>st</sup> 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

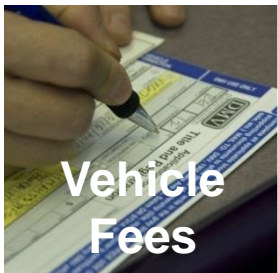
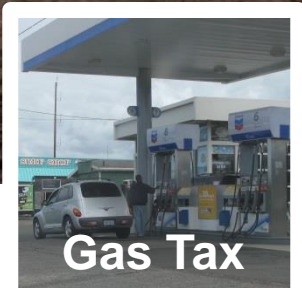


## 20 Year Recovery Plan with a 10 Year \$\$ Phase In

*"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. "



# Highway Fund

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¢

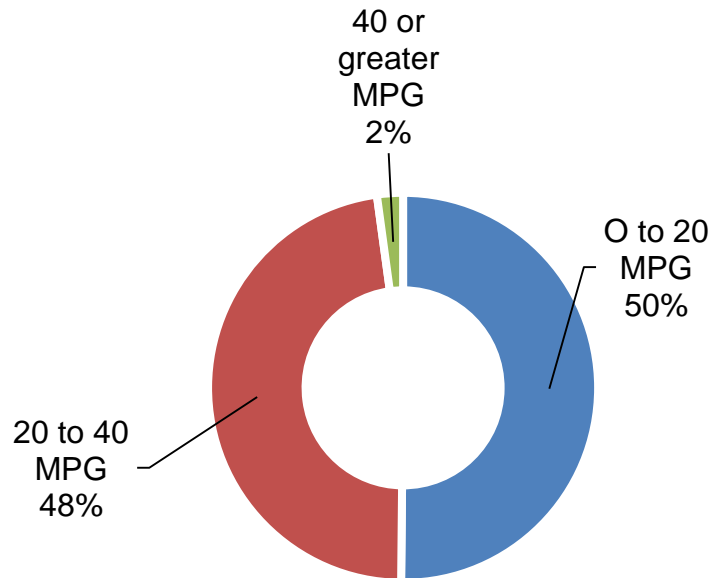
Tiered title fee \$20 *plus* 10 year phase in of \$20

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 |

# 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 1/10<sup>th</sup> 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¢** About  
**per week** \$20.00  
**per year.**



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

**2.5x** About  
**as much** \$50.00  
**per year.**



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

**5x** About  
**as much** \$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.*

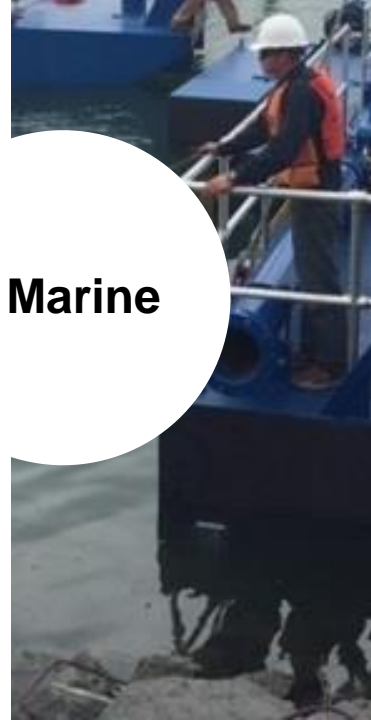




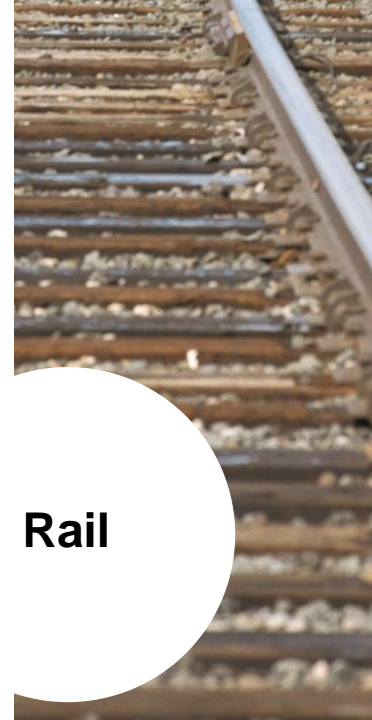
**Aviation**



**Bike-Ped**



**Marine**



**Rail**

**Funding  
Multimodal  
Transportation**

# 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.

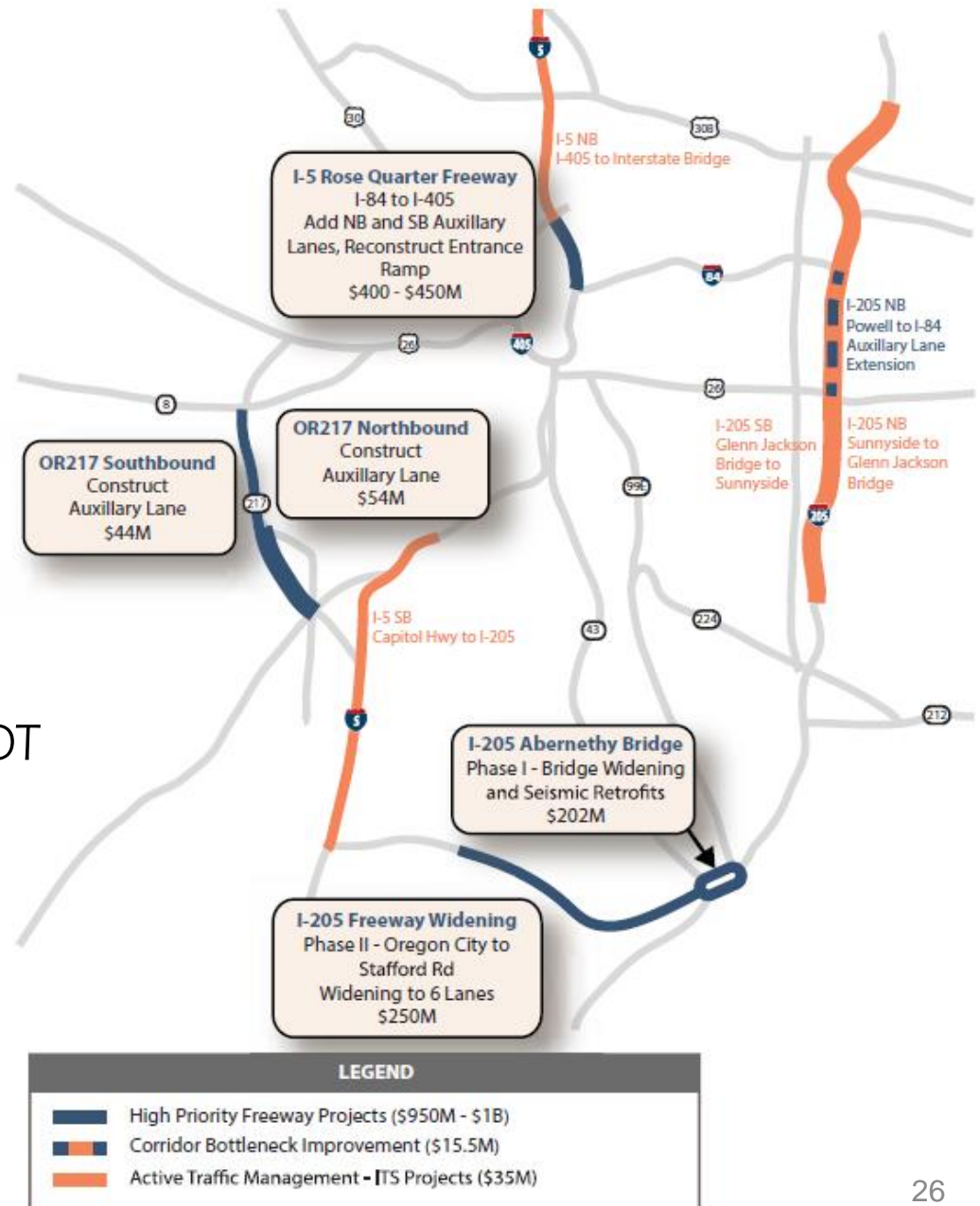


# Metro Area Congestion & Freight Mobility Projects of statewide significance:

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**

Work Group Reminder

## Congestion Work Group

## Course of Action #2

## Joint Statewide Congestion Relief &amp; MPO Portland Tri- County Option

Jan-18	Begin Joint Funding								
Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10-15
I-205 Active Traffic Mgmt - 2 years \$15.2 million				Rose Quarter Multiple Mega Projects - 3 years #1 Priority - Must begin in Year 5 or Earlier \$450 million bonding					Subtotal bonding: \$1 billion Subtotal cash: \$123.7 million Total: \$1,123,700,000
I-205 Corridor Bottlenecks - 2 yrs \$15.5 million		I 205 Abernethy Bridge (\$202M) & I-205 Stafford Widening (\$250M) 2.5 years \$452 million combined bonding					Alternative I-205 Widening	State: \$598.7 million MPO: \$525 million	
Zip Lane Congestion Relief Pilot \$ 10 Million (Est)		<i>I-205 together for cost savings &amp; not interfere with Rose Quarter start Split if interferes with Rose Quarter (Abernathy Bridge first - Widening after Rose Quarter)</i>							
Congestion Pricing & Pre- Construction Tolling Set Up \$33 Million (Est)			OR 217 Southbound - 2 years \$44 million (Possible Cash)		OR 217 Southbound - 2 years \$54 million (Possible Cash)		OR 217 Phase TBD \$50 million (Cash Only)		
			<i>OR 217 can commence earlier if does not interfere with Rose Quarter start</i>						
I-5 S/N Auxiliary Lanes - 2 Years Boones Ferry to I-205 FAST Funds									
I-205 S/N Auxiliary Lanes - 2 years I-84 to Columbia, Stark, Etc STIP Funds									
		US 26 Powell Blvd (I-205 to 174th) Improvements - 2 years Safety GO Bonds							
		SW Corridor Transit & Light Rail - 3 years w/\$600-billion local bond							
Jan-18	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Years 10 to 15





# 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 exceeds 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 or Not?

# 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 North Hwy 97 Improvements Phase 1 & 2
- 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

Wednesday  
Discussion

### Congestion & Freight

- Excise tax
- Pre Construction tolling
- Future congestion relief

### Multi Modal Transit

- Bicycle tax
- Employee payroll tax
- Aggerate tax ?

**DRAFT**

**2017 Transportation Proposal**  
(For Discussion)

**DRAFT**

<b>MAINTENANCE &amp; PRESERVATION</b>	<b>Year 1 2018</b>	<b>Year 2 2019</b>	<b>Year 3 2020</b>	<b>Year 4 2021</b>	<b>Year 5 2022</b>	<b>Year 6 2023</b>	<b>Year 7 2024</b>	<b>Year 8 2025</b>	<b>Year 9 2026</b>	<b>Year 10 2027</b>
<b>Statewide Road-Related Revenue Options</b>										
Fuel Tax	6¢		2¢		2¢		2¢		2¢	
Registration Fee	\$20		\$5		\$5		\$5		\$5	
Title Fee	\$20		\$5		\$5		\$5		\$5	

<b>Estimated Revenue (millions)</b>										
Statewide Road Related	\$312.4	\$312.4	\$404.7	\$404.7	\$497.0	\$497.0	\$589.3	\$589.3	\$681.6	\$681.6

<b>Maintenance, Preservation, Bridge &amp; Seismic Program</b>										
Off-the-Top for Safe Routes Available for 50-30-20	-\$10.0	-\$10.0	-\$10.0	-\$10.0	-\$10.0	-\$10.0	-\$10.0	-\$10.0	-\$10.0	-\$10.0
	\$302.4	\$302.4	\$394.7	\$394.7	\$487.0	\$487.0	\$579.3	\$579.3	\$671.6	\$671.6
50% To State	\$151.2	\$151.2	\$197.4	\$197.4	\$243.5	\$243.5	\$289.7	\$289.7	\$335.8	\$335.8
From State for Small Cities Available to State Highways	-\$2.5	-\$2.5	-\$2.5	-\$2.5	-\$2.5	-\$2.5	-\$2.5	-\$2.5	-\$2.5	-\$2.5
Maintenance	\$148.7	\$148.7	\$194.9	\$194.9	\$241.0	\$241.0	\$287.2	\$287.2	\$333.3	\$333.3
Pavement/Culverts	\$35.0	\$35.0	\$50.0	\$50.0	\$50.0	\$50.0	\$50.0	\$50.0	\$50.0	\$50.0
Bridge/Seismic	\$65.0	\$65.0	\$80.0	\$80.0	\$80.0	\$80.0	\$80.0	\$80.0	\$80.0	\$80.0
Safety/ARTS	\$16.2	\$16.2	\$32.4	\$32.4	\$78.5	\$78.5	\$124.7	\$124.7	\$170.8	\$170.8
Project bond debt service	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0
Bridge Bond Proceeds	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5	\$22.5
Total Highway Improvement	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	\$148.7	\$148.7	\$194.9	\$194.9	\$241.0	\$241.0	\$287.2	\$287.2	\$333.3	\$333.3
30% To Counties	\$90.7	\$90.7	\$118.4	\$118.4	\$146.1	\$146.1	\$173.8	\$173.8	\$201.5	\$201.5
From Counties	-\$5.0	-\$5.0	-\$5.0	-\$5.0	-\$5.0	-\$5.0	-\$5.0	-\$5.0	-\$5.0	-\$5.0
Distributed to Counties	\$85.7	\$85.7	\$113.4	\$113.4	\$141.1	\$141.1	\$168.8	\$168.8	\$196.5	\$196.5
For Small Counties	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0
20% To Cities	\$60.5	\$60.5	\$78.9	\$78.9	\$97.4	\$97.4	\$115.9	\$115.9	\$134.3	\$134.3
From Cities	-\$2.5	-\$2.5	-\$2.5	-\$2.5	-\$2.5	-\$2.5	-\$2.5	-\$2.5	-\$2.5	-\$2.5
Distributed to Cities	\$58.0	\$58.0	\$76.4	\$76.4	\$94.9	\$94.9	\$113.4	\$113.4	\$131.8	\$131.8
For Small Cities	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0

DRAFT

**2017 Transportation Proposal**  
(For Discussion)

DRAFT

CONGESTION RELIEF	Year 1 2018	Year 2 2019	Year 3 2020	Year 4 2021	Year 5 2022	Year 6 2023	Year 7 2024	Year 8 2025	Year 9 2026	Year 10 2027
<b>Statewide Congestion Relief Revenue Options</b>										
Tolling/Congestion Pricing										
New Vehicle Excise	1.0%		0.5%		0.5%					
<b>Portland MPO (JPACT) Revenue Options</b>										
Fuel Tax		3¢		3¢		3¢				
Registration Fee		\$5		\$5		\$5				

<b>Estimated Revenue (millions)</b>										
Statewide Congestion Relief	\$73.0	\$73.0	\$109.5	\$109.5	\$146.0	\$146.0	\$146.0	\$146.0	\$146.0	\$146.0
Regional Congestion Relief	\$0.0	\$23.5	\$23.5	\$47.0	\$47.0	\$70.5	\$70.5	\$70.5	\$70.5	\$70.5

<b>Congestion Relief &amp; Carbon Reduction Program</b>										
<b>Congestion Project Estimates</b>	\$40.7	\$33.0	\$452.0	\$44.0	\$450.0	\$27.0	\$27.0	\$25.0	\$25.0	\$0.0
<b>Course of Action #2</b>	Fully Funded	Fully Funded	Fully Funded	Fully Funded	Fully Funded	Fully Funded	Fully Funded	Fully Funded	Fully Funded	
State Cash Payments	\$40.7	\$33.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$25.0	\$25.0	\$0.0
Bond Proceeds	\$0.0	\$0.0	\$452.0	\$44.0	\$450.0	\$27.0	\$27.0	\$0.0	\$0.0	\$0.0
Total Debt Service	\$0.0	\$0.0	\$32.1	\$35.2	\$67.2	\$69.1	\$71.0	\$71.0	\$71.0	\$71.0
State Debt Service	\$0.0	\$0.0	\$16.0	\$17.6	\$33.6	\$34.5	\$35.5	\$35.5	\$35.5	\$35.5
Local MPO Debt Service	\$0.0	\$0.0	\$16.0	\$17.6	\$33.6	\$34.5	\$35.5	\$35.5	\$35.5	\$35.5
State Infrastructure Fund	\$32.3	\$40.0	\$57.0	\$55.4	\$39.4	\$38.5	\$37.5	\$12.5	\$12.5	\$37.5
Distribution to MPO	\$0.0	\$23.5	\$7.5	\$29.4	\$13.4	\$36.0	\$35.0	\$35.0	\$35.0	\$35.0



**DRAFT**

**2017 Transportation Proposal**  
(For Discussion)

**DRAFT**

Overall Program Summary	Year 1 2018	Year 2 2019	Year 3 2020	Year 4 2021	Year 5 2022	Year 6 2023	Year 7 2024	Year 8 2025	Year 9 2026	Year 10 2027
<b>Statewide Road-Related Revenue Options</b>										
Fuel Tax	6¢		2¢		2¢		2¢		2¢	
Registration Fee	\$20		\$5		\$5		\$5		\$5	
Title Fee	\$20		\$5		\$5		\$5		\$5	
<b>Statewide Congestion Relief Revenue Options</b>										
Tolling/Congestion Pricing										
New Vehicle Excise	1.0%		0.5%		0.5%					
<b>Portland MPO (JPACT) Revenue Options</b>										
Fuel Tax		3¢		3¢		3¢				
Registration Fee		\$5		\$5		\$5				
<b>Non-Highway Revenue Options</b>										
Bicycle Excise	4.0%									
Statewide Payroll Tax	0.1%									
Aggregate Tax	\$0.30		\$0.20		\$0.50					

<b>Estimated Revenue (millions)</b>										
Statewide Road Related	\$312.4	\$312.4	\$404.7	\$404.7	\$497.0	\$497.0	\$589.3	\$589.3	\$681.6	\$681.6
Statewide Congestion Relief	\$73.0	\$73.0	\$109.5	\$109.5	\$146.0	\$146.0	\$146.0	\$146.0	\$146.0	\$146.0
Regional Congestion Relief	\$0.0	\$23.5	\$23.5	\$47.0	\$47.0	\$70.5	\$70.5	\$70.5	\$70.5	\$70.5
Statewide Public Transit	\$107.1	\$107.1	\$107.1	\$107.1	\$107.1	\$107.1	\$107.1	\$107.1	\$107.1	\$107.1
Statewide Multimodal	\$15.0	\$15.0	\$25.0	\$25.0	\$50.0	\$50.0	\$50.0	\$50.0	\$50.0	\$50.0
Bike/Ped Revenue	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6	\$1.6
Total Revenue	\$509.1	\$532.6	\$671.4	\$694.9	\$848.7	\$872.2	\$964.5	\$964.5	\$1,056.8	\$1,056.8

# 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.