

# HB 2017-10

- a brief overview -

## Transportation Investments



**Safety, Preservation, Maintenance & Seismic**

Raises funds to fix state's bridges, highways and culverts, and make safety and seismic improvements.

Provides historic levels of investment to cities and counties for maintenance of local infrastructure.



**Multimodal Transportation**

Provides funding in the first biennium to Connect Oregon program and directs funds for both the Treasure Valley Transmodal Facility and the MidWillamette Valley Transmodal Facility. Creates a funding mechanism that makes Connect Oregon a permanent program.



**Public Transit**

Makes new substantial statewide investment in public transit to improve the connectivity and frequency of bus service in rural and urban communities.



**Bicycle & Pedestrian**

Creates dedicated investments for bicycle and pedestrian commuter paths in Connect Oregon.

Provides \$10 million per year for Safe Routes to Schools increasing to \$15 million in 2023, plus an additional 1 percent for bike and pedestrian projects on the highway system.



**Marine Investment**

Provides funding for marine dredging and derelict vessel removal.



**Electric Vehicles**

Provides \$12 million per year for rebates for electric and other zero emission vehicles to promote their use in Oregon.



**Roadside Rest Areas**

Adds six rest areas and three state parks to the portfolio of rest areas managed by the Travel Information Council and provides funds to upgrade facilities.



**Congestion Relief & Freight Mobility**

OR 217: Makes full investment in bottleneck relief.

I-205: Widens northbound I-205 from Powell Boulevard to I-84. Uses technology to ease congestion. Requires planning to widen the freeway from Stafford Road to the Abernethy Bridge.

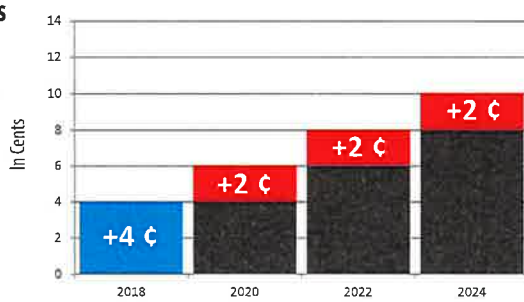
I-5 Rose Quarter: Invests in new lanes to improve reliability and plan for connectivity improvements across the freeway.

## Funding Investments

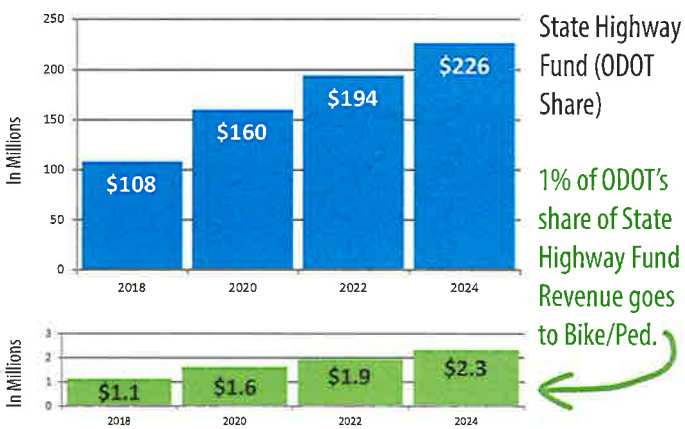
### Vehicle Registration Fees, Title Fees, and Fuels Tax

Four increases stair-stepped over six years.

Last three increases conditioned on accountability.



### Vehicle Registration Fees, Title Fees and Fuels Tax Annual New Revenue Estimate



### State Highway Fund (Local Government Share)

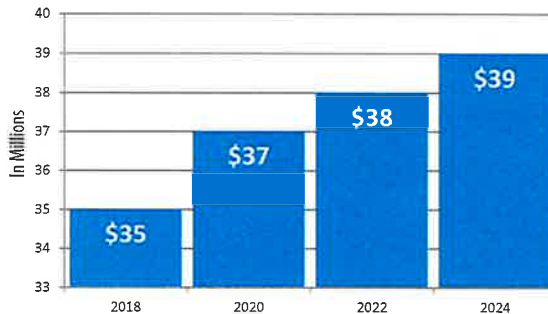


### New Light Vehicle Dealer Privilege Tax



The privilege tax revenue is dedicated to **electric vehicle rebates & Connect Oregon.**

### New Light Vehicle Dealer Privilege Tax Annual Revenue Estimate



### Bicycle Excise Tax

**\$15 fee**

Only adult bicycles that cost \$200 or more with wheels 26 inches or larger. The bicycle excise tax is expected to generate an **annual average revenue of \$1.2 million.**

### Statewide Payroll Tax

1/10th of 1% of wages, deducted by employer from payment to employee.



A worker earning minimum wage pays:

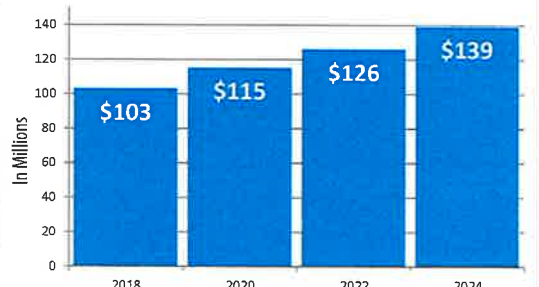
**39 ¢ per week** About **\$20.28 per year**

The payroll tax revenue is dedicated to



**public transit**

### Statewide Payroll Tax Annual Revenue Estimate



## Policy

### Accountability

Directs the commission to create a Continuous Improvement Advisory Committee for ODOT, measure and report on transportation system condition for all jurisdictions, create a transparency website, conduct benefit cost analysis for capacity building projects and create a stronger connection between the commission and the internal auditor of ODOT.

### Value Pricing

Creates a pathway for use of value pricing to relieve Portland Metro area congestion.

### Clean Fuels

Guarantees certainty with cost containment measures in statute for consumer protection.

### Use of Salt

Requires a statewide winter maintenance strategy that includes the use of salt.

### Jurisdictional Transfers

Transfers Outer Powell Boulevard in Portland, Pacific Highway West in Eugene, Springfield Highway in Springfield, Territorial Highway and Springfield-Creswell Highway in Lane County to local governments and transfers Cornelius Pass Road in Multnomah and Washington Counties to ODOT.