

**Testimony for the
Joint Transportation Committee
September 26, 2024**

Joint Committee on Transportation
900 Court Street NE, Room 453
Salem, Oregon 97301

RE: Joint Committee on Transportation 2024 Roadshow

Co-chairs Gorsek and McLain and Members of the Joint Committee on Transportation,

My name is Anne Shevlin. I am a Wilsonville resident and I currently serve as the President of the Charbonneau Board of Directors, and I speak to you today on behalf of my community of approximately 3000 Wilsonville residents.

I am here to talk about four Fundamental Principles that our Transportation Task Force has focused on as we have followed the Transportation funding issues in Oregon for more than a year.

These principles are:

- Fairness
- Transparency
- Connectivity
- Impact on Communities

I will briefly summarize each of these, but my colleagues speaking after me will go into more detail on several key points. You may also refer to the detailed written testimony I am submitting to the record.

A - Fairness, Transparency, Connectivity, Impact on Communities

- funding model does not penalize, nor favor any individual region, community, demographic, user group, or transportation mode
- effect of transportation costs, traffic diversions and arterial congestion for workers, commuters, healthcare providers, emergency responders, users

- provide plan for filling gaps in transit services, first/last mile solutions, access to multimodal transportation options, rural needs

B - Multiple Funding Sources, Optimize Cost/Benefits, Funding Priorities

- lessens impact of any one revenue stream, provides user choices • optimize funding from Federal, agency, viable funding partners • fund basics: safety, road maintenance, seasonal needs
- complete allocated, voter approved projects
- public safety priority: mandated upgrades for critical bridges, roadways to approved seismic standards based on accepted criteria
- funds dedicated to long-term safety, maintenance and capital uses based on scored criteria, costs

C - Targeted Benefits, Biggest Bang for the Buck, Cost Containment

- limited upfront costs, operating expenses, overhead with focus on reliable, sustainable revenue
- optimize utilization of existing administrative infrastructure without creating new collection system • separate Interstate Bridge & Boone Bridge Replacements as stand-alone projects:
- interstate bridge: interstate-federal funding project, tolling administered by Washington state
- Boone Bridge: highest vulnerability & greatest ramifications in state from disruption caused by seismic event impacting I-5 Mexico to Canada prime candidate for substantial federal funding

D - Mandated Financial Oversight, Accountability, Inflation Adjustment

- thorough cost-benefit modeling, budgeting, performance metrics, and project management
- full transparency to the public, including proposals, budgeting, funding, communications, accessibility, scheduling, project management, performance metrics, and published public financial statements, annual reports
- revenue models, sources indexed to COLA

Specific Proposals

No one wants to pay more, but if we must, we believe in spreading the growing costs out in the most equitable way possible and also focusing on methods that don't require excessive additional overhead costs for collection. Whether a tax or a fee, most of these proposed methods below already have a method of collection set up through ODOT, DMV or an agency partner:

Proposals

- Gas Tax: adjust, index it to inflation
- Vehicle Registration Fees: adjust fees based on types of all vehicles, including bicycles, e-bikes, to a level that is a primary source of funding to fill the ODOT gap, sustain revenue
- Registration Fee Surcharge: non-PUC Trucks over 6,000 GVW receiving IRS Sec 179 deduction
- Enhanced Enforcement of Vehicle Registration Tags: increase/enforce penalties;
- Adjust PUC Weight Mile Fees: not lower than 100% of national average
- Tolls: all bridges across the Columbia River exclusively for maintaining/replacing all state bridges
- no change in the state/county/city highway fund formula ((50/30/20));
- no breaching the state highway fund for non-highway programs;
- ODOT shall provide, improve real-time congestion information as a component of the Trip Check System to give drivers information necessary for trip planing to avoid peak congestion;
- ODOT shall initiate more HOV lanes on I-5 and I-205 to relieve congestion, incentivize higher vehicle occupancy, consider adopting pay-for-privilege HOV lane usage;
- ODOT shall not consider system-wide tolling or VMT until multimodal options, HOV lanes more widely available

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