



Joint Committee on Transportation

MULTIMODAL TRANSPORTATION BEGINNING CONVERSATION DOCUMENT



2024-2025

**Senator Gorsek
Representative McLain**

Draft 12

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OVERVIEW FROM THE CO-CHAIRS

The Joint Transportation Committee will continue to prioritize and work diligently on updating Oregon's funding tools as we continue to invest in a multi-modal system that can function as the spine that holds and links our communities and economy together. Our guiding principles will be the safety, functionality, efficiency, and stability of the system. **Safety** must be a priority for all modes of transportation, including public transit, bikes and pedestrians, and roadway systems. Second, funding must be **stable and sufficient** to create resiliency, support our climate goals, maintain our facilities, and be equitable statewide.

Co-Chairs Gorsek and McLain commit to a process and timeline that creates opportunities for our jurisdictional partners and the public to share their perspectives on these important tasks. Our focus will always be on the basics: supporting necessary maintenance and providing the funding tools to do the job correctly. Our work will be guided by a framework that centers both equity and sound environmental policies and practices.

As we prepare for the 2024 and 2025 Legislative Sessions, our immediate work for Spring 2024 centers around identifying our opportunities and developing consensus on our vision. We must clearly define the problems we need to address and take advantage of opportunities for engagement (for example, dialogues with OTF, OBC, OBI, OLCV, OEC, Street Trust, Oregon Walks, AGC, Building Trades, Oregon Trucking Association, and Oregon Transit Association). We need to determine kickoff timing, and the individual roles of the Legislature, jurisdictional partners, and users of the system. A beginning schedule is at the end of this document.

SECTION 1: 2017 TRANSPORTATION PACKAGE HISTORY AND UNFINISHED BUSINESS

Overview of the 2017 Package:

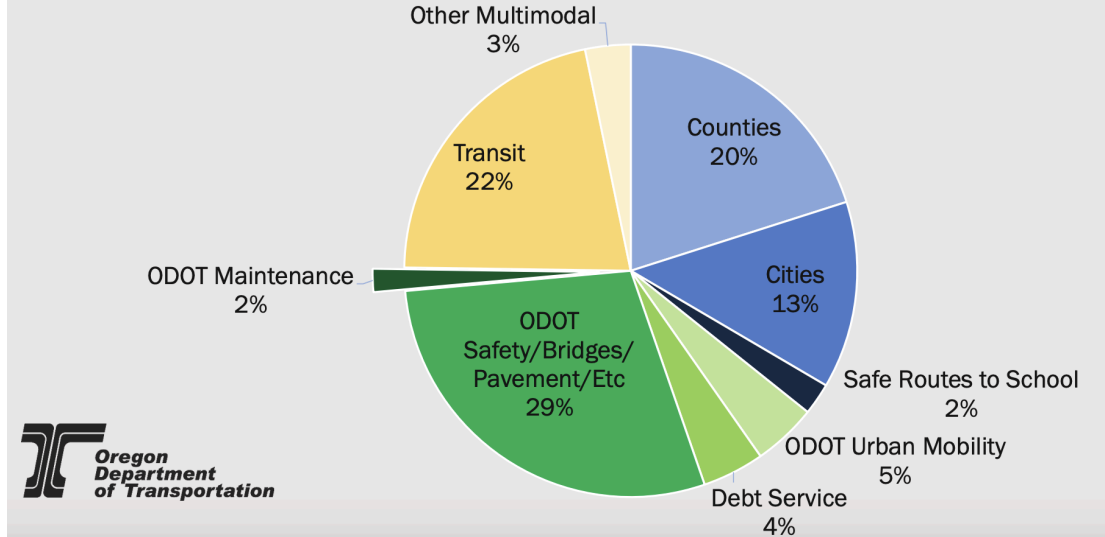
[H.B. 2017 \(2017\)](#) marked a watershed moment in how Oregon prioritizes, improves upon, and funds our Transportation System. There was a critical need for a system-wide approach as we struggled with identifying ways to provide stable and reliable funding for non-roadway infrastructure, multimodal transportation infrastructure, public transportation, bridge resiliency, culverts and roadway improvements. This was due in large part to the growing gap between the revenue streams we need to improve our infrastructure.

- **Process** - H.B. 2017 was developed in the Joint Committee on Transportation Preservation and Modernization (JTPM) as a response to these increasing challenges of funding, maintenance, operations, and project investments. The Committee spent five months holding hearings across the state to take testimony from the public, local elected officials, invited testimony, and tour transportation facilities. In addition, during the 2017 Session, there were five work groups established to promote in-depth deliberation and ultimately develop meaningful policy related to highway preservation, traffic congestion relief, public transit, public safety, multimodal transportation, and accountability.
- **Transportation Investments** - **H.B. 2017** made **historic Transportation investments** in Oregon, including in the following areas to name a few:
 - **Safety, Preservation, Maintenance, and Seismic Improvements** - **H.B. 2017** raised over **\$3.5 billion** over its first ten years to fix the state's bridges, highways, and culverts, and make safety and seismic improvements, **\$1.7 billion** to support improvements to state-owned infrastructure, while **\$1.7 billion** went directly to cities and counties to maintain local infrastructure.
 - **Multimodal Transportation** - **H.B. 2017** provided funding in the first biennium to the Connect Oregon program, directed funds for both the Treasure Valley and the Mid-Willamette Valley transmodal facilities, and created a funding mechanism to make Connect Oregon a permanent program. The Connect Oregon program invests nearly **\$50 million** every 2 years to support investment in **non-highway** modes of transportation.
 - **Public Transit** - **H.B. 2017** created substantial statewide investments in public transit to improve the connectivity and frequency of bus service in rural and urban communities. This first-of-its-kind dedicated state funding invests over **\$100 million** annually directly into transit districts across the state.

- **Safe Routes To School/Bike-Ped** - It provided **\$10 million** per year for **Safe Routes to Schools, increasing to \$15 million in 2023**. It also increased overall spending on bicycle and pedestrian infrastructure, both on and off-road.
- **Electric Vehicles** - It provided **\$12 million** annually for rebates for electric and other zero-emission vehicles to promote their use in Oregon.
- **Small Counties and Cities Allocations Commitment** - A portion of the money going to ODOT and to cities will be used to increase the resources available to small cities (population less than 5,000) to **\$5 million** per year. In addition, **\$5 million** of county money is distributed to counties with fewer than 200,000 registered vehicles based on a ratio of registered vehicles to road miles maintained by each county.
- **Congestion Relief and Freight Mobility** - It pinpointed three particularly problematic congestion areas in Oregon and made significant investments to improve the flow of traffic:
 - **OR-217** - made a full investment in congestion relief.
 - **I-205** - improving the functionality of I-205 from Powell Blvd to I-84, using technology to ease congestion, and planning to create functionality improvements to lanes for safety and for better access and movement of vehicles from Stafford Road to the Abernethy Bridge. Finally, it included a seismic retrofit of the Abernethy Bridge.
 - **I-5 Rose Quarter** - investing in auxiliary lanes to improve reliability, safety, and traffic flow, and plan for connectivity improvements across the freeway.
- **Funding Investments** - To address the gap between revenue streams and needed maintenance and improvements, **H.B. 2017** started and highlighted increased investment in streams of funding. Here are a few major examples:
 - Increases in **Registration Fees, Title Fees, and the Fuels Tax**.
 - **Bicycle Excise Tax**.
 - **Light Vehicle Dealer Privilege Tax** dedicated to electric vehicle rebates and Connect Oregon.
 - **Weight-Mile Tax** - The Weight-mile tax applies to vehicles in commercial operations on public roads within Oregon with a registered weight of over 26,000 pounds.
 - **Statewide Payroll Tax** - 1/10th of 1% of wages, deducted by an employer from payment to an employee.

HB 2017 Funding Distribution

Forecast for FY 2025; \$658 million total projected revenue



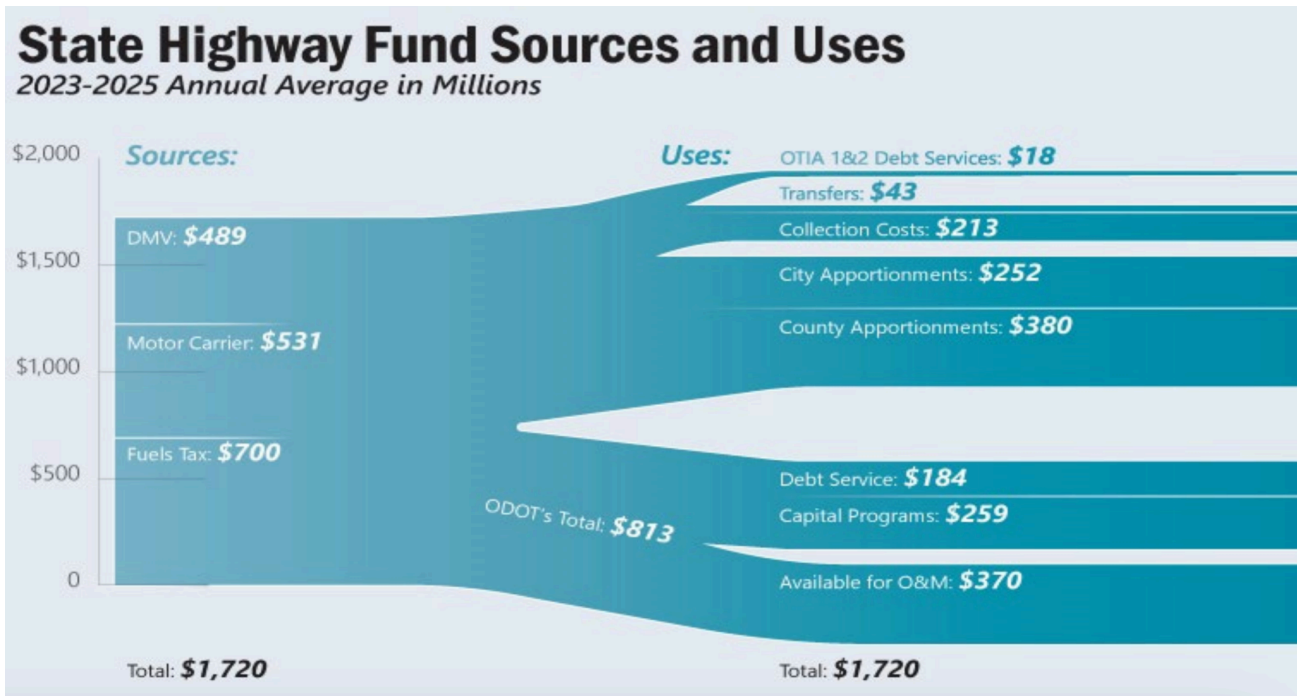
- **Policy Changes** - In addition to a focus on Transportation Investments and Funding, **H.B. 2017** also contained several meaningful policy changes, including:
 - **Accountability** - Directed the commission to create a Continuous Improvement Advisory Committee for ODOT, measure and report on transportation system conditions for all jurisdictions, create a transparency website, conduct a cost-benefit analysis for capacity-building projects, and create a stronger connection between the commission and the internal auditor of ODOT. The ODOT Director is appointed by the Commission and confirmed by the Oregon Senate.
 - **Value Pricing** - Created a pathway for using value pricing to relieve Portland Metro area congestion.
 - **Clean Fuels** - Guaranteed certainty with cost containment measures in statute for consumer protection.
 - **Jurisdictional Transfers** - Authorized the transfer of Outer Powell Boulevard in Portland, Pacific Highway West in Eugene, Springfield Highway in Springfield, and the Territorial Highway and Springfield-Creswell Highway in Lane County to local governments and the transfer of Cornelius Pass Road in Multnomah and Washington Counties to ODOT.
- **H.B. 3055 C (2021) Updates** - **House Bill 3055 C** restructures statutes related to tolling and financing of tollway projects, and provides for flexibility in funding the major projects outlined in **House Bill 2017 (2017)**, as well as adding the **Interstate 5 Boone Bridge** and toll program implementation to that list of projects.

- **Sections 52-80: Tolling Program Modernization** - reaffirms Oregon’s stated, ongoing commitment to implementing a system-wide tolling program with a dual goal: managing congestion on the state transportation system and generating revenue for future system improvements.

Review of ODOT Revenue Challenges

ODOT faces critical revenue challenges that will continue to grow unless action is decided. The shortfall is due in part to the decline of gas tax revenue, which has been brought on by the steady increase in electrification of vehicles and improvements in fuel efficiency. Simultaneously, there is added pressure on ODOT’s budget due to increasing construction costs caused by inflation and limited and increasingly competitive federal funding opportunities.

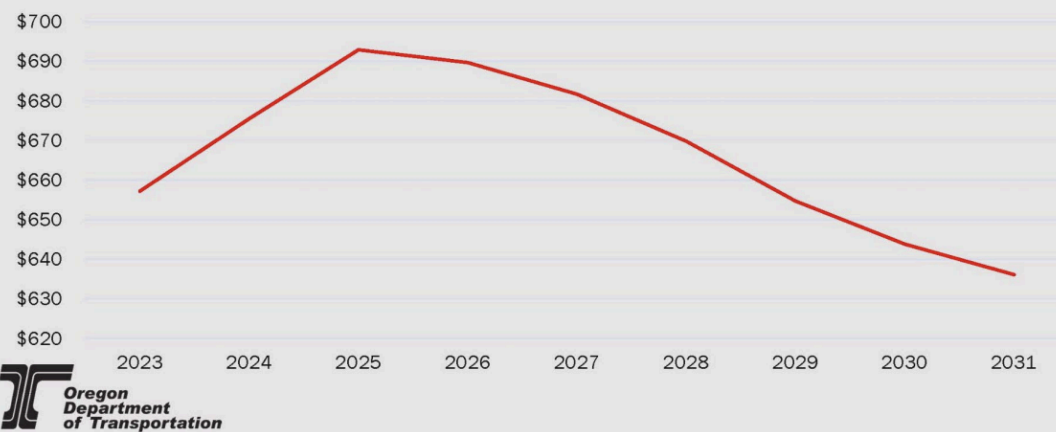
Transportation Revenue Source Information



This chart displays the State Highway Fund, which is the primary funding source for ODOT that the Legislature controls by raising the revenue and directing the Fund's allocations. There are also other funds in ODOT's \$6.1 billion biennial budget that, in most cases, cannot be used for Operations and Maintenance, including federal funds, the STIF for public transportation, lottery bonds, the privilege tax, and allocations from the General Fund.

Oregon Motor Fuels Tax Forecast

In millions of nominal dollars; April 2023 forecast



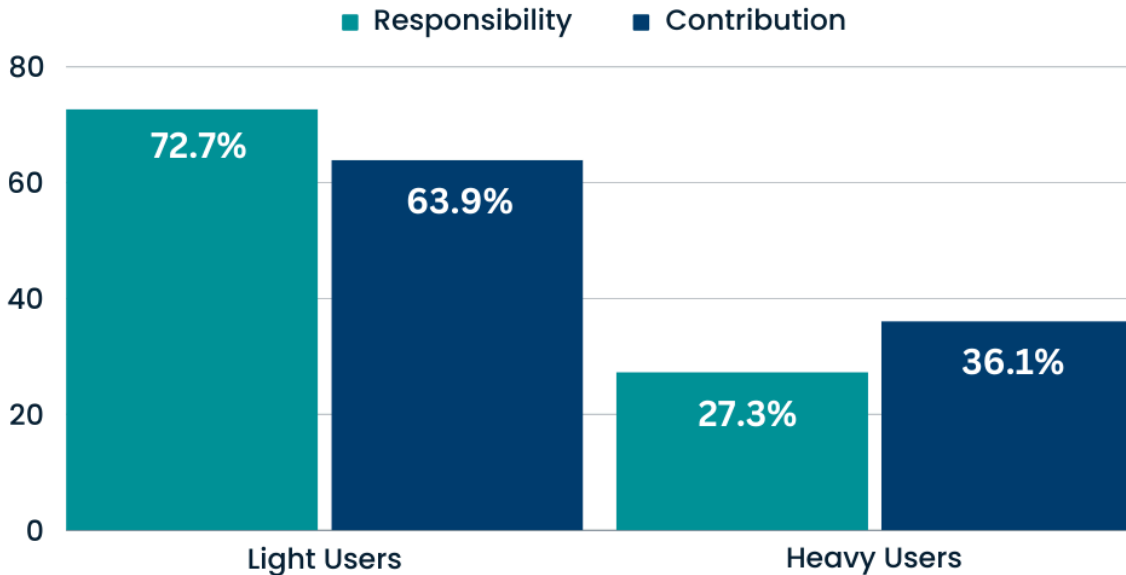
Review of the 2023 Highway Cost Allocation Study

During the 2024 Session, we will continue our analysis and review of the [2023 Highway Cost Allocation Study](#) (HCAS), which we began during the Joint Transportation Committee’s Legislative Days meeting in September 2023. This report provides critical information on **cost responsibility**, and we are making a commitment to take action in 2025 to ensure fairness in how transportation funding is allocated across users in Oregon.

- **Overview of Cost Allocation Requirement in Oregon** - Oregon bases the financing of its highways on the principle of **cost responsibility**, meaning that those who use the public roads should pay for them and, more specifically, that **users should pay in proportion to the road costs for which they are responsible. Achieving equity in cost responsibility is a Constitutional requirement. The Oregon Constitution also **requires a biennial review** (of the HCAS), and that **the State Legislature make adjustments in revenue sources to ensure fairness and proportionality.****
- **Important Findings of the 2023 Highway Cost Allocation Study** - The significant conclusion of the 2023 HCAS is that under existing tax rates and fees, **light vehicles are projected to underpay their responsibility by 12.2 percent and heavy vehicles are projected to overpay by 32.4 percent** during the next biennium. Over the past two studies, Oregon’s system of highway financing has shifted away from being equitable, with light vehicles currently paying less than the costs they impose.

THE EQUITY PROBLEM

This chart compares the “**cost responsibility**” of heavy and light vehicle users with the actual “**cost contribution**” that each group will pay as a percentage of state highway user revenues in the 2023-25 biennium.



Equity Ratio, Full-Fee		
	Basic	Heavy
2011	1.00	1.01
2013	0.99	1.01
2015	1.00	1.00
2017	1.01	0.99
2019	0.98	1.03
2021	0.93	1.16
2023	0.88	1.32

Review of the 2017 Section 75 Study

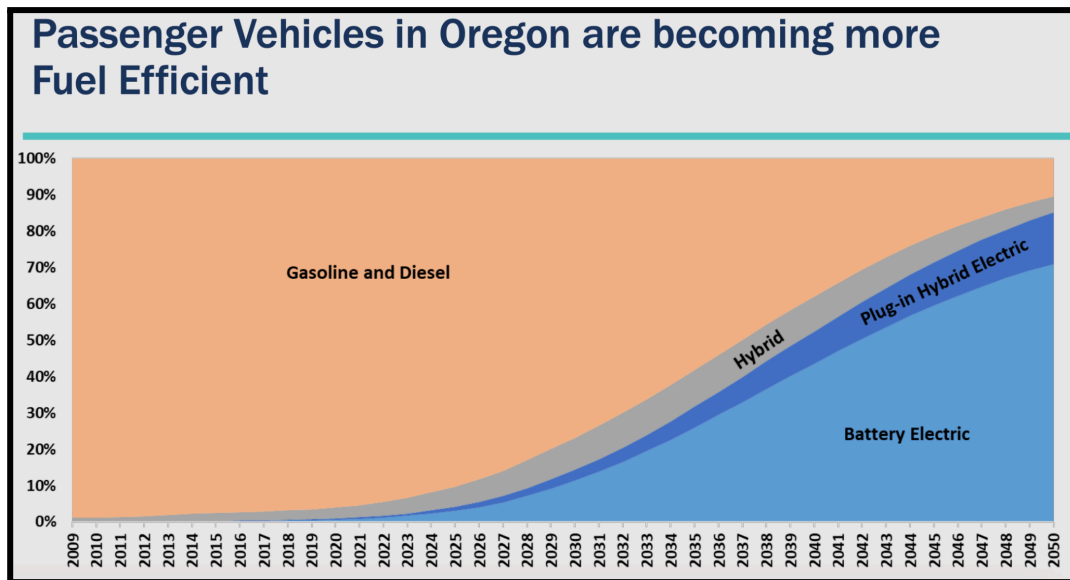
H.B. 2017 increased transportation user fees to pay for transportation investments. The bill set in motion a phased set of increases to the Weight-Mile Tax on heavy vehicles, the tax on motor fuels, and fees for the registration of vehicles in the state of Oregon. It also included a **requirement for studying whether the registration fee structure was equitable from the perspective of user responsibility**. In H.B. 2017, EVs paid a higher registration fee as a first attempt at ensuring EVs pay their fair share.

- **The Central Question of the 2017 Section 75 Study** - The Oregon Department of Administrative Services has the responsibility of **determining the proportionate share that users of vehicles are paying for the system**. The State Legislature, based on that determination, is responsible for the rebalance of the user fee system.
- **Equity Findings of 2017 Section 75 Study** - **The initial finding of the Section 75 Study is that basic vehicles with a rating of less than 20 MPG are paying more than their fair share of user fees. Vehicles with higher fuel efficiency do not currently pay their fair share of transportation user fees for the maintenance, operation, and improvement of roads.** This finding is true despite the tiered registration fees that levy higher fees on more fuel-efficient vehicles.

Basic Vehicle VMT, Cost Responsibility, Revenue, and Equity Ratios

Vehicle Class		Annual VMT	Annual Cost Responsibility	Baseline		
				Annual User Fees	Scaled Equity Ratio	Registration Fees
N/A	Under 20 MPG	12,530,963,470	644,263,495	476,073,558	1.0568	\$63
N/A	20 to 39 MPG	18,303,174,025	941,034,334	512,016,447	0.7781	\$68
N/A	40 MPG and over	1,124,166,558	57,797,589	23,776,496	0.5883	\$78
EV	N/A	361,068,523	18,563,877	8,651,039	0.6664	\$158
Basic Vehicle Subtotal		32,319,372,576	1,661,659,295	1,020,517,540		
All Vehicle Total		35,186,214,962	2,285,477,300	1,598,121,340		

- **Effect on State Revenue - Increasing fuel efficiency generally increases underpayment and vehicles are becoming more fuel efficient in Oregon.**



- **Recommendations of the 2017 Section 75 Study -**
 - Increase vehicle registration fees to balance payments of vehicle classes
 - Simplify the tiered fee structure by eliminating the tiered title fee
 - Direct the Section 75 study be regularly updated or included in the HCAS
 - Evaluate the conversion to a motive-power registration system
 - Maintain a per-mile road usage charge for efficient vehicles as an opt-out option for higher registration fees
 - Ensure the totality of vehicle taxes, fees, and rebates incentivize the purchase of high-efficiency vehicles

Review of 2023 Work

In 2023, Co-Chairs Gorsek and McLain met with partners, jurisdictions, users of the facilities, and used the September and November Legislative Days’ hearings to further conversations relating to issues surrounding the 2025 Transportation Package. In addition, the Joint Committee on Transportation Subcommittee on Transportation Planning held three public meetings on funding needs and tools.

- **Decision-Making Process:** Worked with the Governor’s Office and Presiding Officers on the decision-making process for the 2025 Transportation Package:
 - Opportunity
 - Vision development
 - Problem Definition
 - Time frame

- **Special Subcommittee on Transportation Planning - 2023**

- The Joint Committee on Transportation, Special Subcommittee on Transportation Planning (SSTP) focused on a tolling program including five key areas of exploration: road system capacity, traffic, and congestion; expected outcomes of tolling on driver behaviors and travel patterns; effectiveness, safety, and diversion impacts of gantry locations; logistics of toll collection; and usage fees considerations.
- **Planning** - Co-Chairs of Joint Transportation and the Joint Subcommittee on Transportation Planning met several during the 2023 Interim and will continue to meet regularly.
- **Legislative Days Agenda - September 2023**
 - Purpose of the Special Subcommittee on Transportation Planning
 - Process to Address Proposed Tolling Plan
 - Overview of Subcommittee Work Plan
 - Foundational Background - Traffic and Congestion
 - Potential Infrastructure - Outcomes of Proposed Tolling Revenue
- **Legislative Days Agenda - November 2023**
 - Review issues raised at local meetings to date
 - Deep Dive 1 - Road system capacity, Traffic, and Congestion
 - ODOT presentation, including information on process and assumptions
Committee discussion and questions
 - Community Meetings on 12/2 and 12/14
 - Review issues raised at local meetings to date
 - Deep Dive 2 – Expected outcomes
 - ODOT presentation, including inform
- **Subcommittee Meeting Plan**
 - Four community meetings to review specific concerns and focus on congestion management, tolls, and gantry locations:
 - **I-5 Rose Quarter** - Saturday, December 2nd, 10:00 AM – 12:00 PM, Portland Community College Cascade Campus, Moriarty Arts and Humanities Auditorium
 - **I-205 East Portland** - Saturday, December 2nd, 4:00-6:00 PM, Portland Community College Southeast Campus, Community Hall Annex
 - **Wilsonville/Charbonneau/Lake Oswego/Tualatin** - Thursday, December 14th, 5:00- 7:00 PM, Wilsonville City Hall, Council Chambers
 - **Oregon City/West Linn/Gladstone** - Date and location to be determined.

- **Topics:**
 - Local Officials and Primary Stakeholder Engagement (up to 45 min)
 - Public Testimony (up to 30 min)
 - SSTP follow-up with questions to ODOT at the meeting or to respond at following meetings

- **2023 Legislative Days for Joint Transportation Committee**
 - **September, 2023 Agenda**
 - **[Presentation of 2023 Highway Cost Allocation Study](#)**
 - **[Presentation of House Bill 2017 Section 75 Report](#)**
 - **[Structural Challenges in Funding + Maintaining the Transportation System](#)**
 - Update from Transportation Subcommittee
 - Update from Counties/Utilities Work Group

 - **November, 2023**
 - **[Structural Challenges in Funding and Maintaining the Transportation System \(Continuation\)](#)**
 - **[Major Transportation Projects Update](#)**
 - **[Status Report of Newberg-Dundee Bypass Project](#)**
 - Update from Joint Subcommittee on Transportation Planning
 - **[Report from Counties/Utilities Work Group](#)**
 - **[Understanding Zero-Emission Vehicle Realities \(Informational only\)](#)**

- **Joint Transportation Co-Chairs Outreach for 2023**
 - **Transportation Meetings** - There have been **283 meetings on Transportation topics** related to the 2025 Package between June-December 31, 2023.
 - **[Click here for the list of Transportation meetings since June 2023](#)**

 - **Additional Transportation-Related Meetings** - There were an additional **47 meetings** from June-December 31, 2023, where Transportation was discussed but was not the primary topic.
 - **[Click here for the list of meetings since June 2023 that were also related to Transportation/Infrastructure](#)**

 - **Highlighted Meetings**
 - **June 3-4, 2023** - Co-Chair McLain attended NCSL's Alternative Transportation User Fees Foundation Partnership Meeting in Salt Lake City, Utah
 - **July 10-11, 2023** - Co-Chair McLain was on a Legislator panel at the American Road & Transportation Builders Association's National Workshop for State & Local Transportation Advocates in Washington, DC

- **August 16, 2023** - Co-Chairs Gorsek and McLain and Vice Chairs Boquist and Boshart Davis attended the Oregon Trucking Association Annual Conference
 - **November 28, 2023** - Co-Chairs Gorsek and McLain and Vice Chairs Boquist and Boshart Davis spoke to Oregon Business and Industries' Transportation Policy Committee
 - **December 4, 2023** - Co-Chair McLain was a panel member at the Westside Economic Forum Annual Luncheon
 - **December 5, 2023** - Co-Chairs Gorsek and McLain and Vice Chair Boquist attend the Oregon Transportation Forum Annual Board Meeting
 - **December 7, 2023** - Co-Chair McLain attended NCSL Transportation User Fees Conference in Austin, Texas with 18 states in attendance
 - **December 11, 2023** - Co-Chairs Gorsek and McLain and Vice Chair Boquist conducted a "Transportation Huddle" at the Oregon Business Plan Leadership Summit at Moda Center
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SECTION 2: HIGH-LEVEL VISIONING CONVERSATIONS AND DIALOGUE IN 2024

Infrastructure Connections to Important Policy Areas in 2024

- **Housing Connections** - Transportation and housing are interrelated and comprise the two largest household budget expenses. Choices in these areas are connected and affect a household's quality of life, physical environment, health outcomes, economic mobility, educational and cultural opportunities, and many other factors.
 - **Transit and Housing** - Housing within walking distance of high-quality transit is often more expensive due to the proximity of urban amenities, services, and jobs. However, higher costs can be offset by lower transportation costs leading to potential net gains in overall affordability. Considering location and transportation accessibility in selecting sites for new affordable housing can help create connected communities.

- **Jobs/Semiconductor Industry Connections**
 - **Transportation and Job Opportunities** - The impact of transportation as a barrier to employment opportunities is a reality in most communities, including rural, suburban, and urban environments. In many areas, the lack of affordable and reliable transportation options can also make it difficult for low-income families to access job opportunities.

 - **Semiconductor/High Tech Industry Growth** - Technology-oriented business sectors, like the Semiconductor Industry, rely on clustering in specific locations with access to a large skilled workforce, R&D centers, and information sharing. Oregon, and particularly Washington County, is already one such cluster, and as we try to attract and keep Semiconductor-related businesses in our State, we have to consider the important role that transportation infrastructure plays. Companies like Intel require sufficient road capacity and public transit accessibility to attract and keep employees and freight routes that allow the convenient disbursement of their products in order to thrive. Our success depends on the infrastructure that we can provide to the companies and the talent that we are trying to attract. These transportation requirements are not just needed by our High-Tech partners but also in all economic sectors, including Agriculture, Shipping, and Clean Energy.
 - See: ['Talent Wants Transit': Companies Near Transportation Gaining The Upper Hand](#)
 - See: [Why Infrastructure Matters: Rotten Roads, Bum Economy](#)

- **Childcare Connections** - A lack of affordable transportation options affects both parents looking for childcare and the ability of communities to attract quality childcare providers. In particular, workers often have difficulty accessing childcare services by transit because daycare centers are not close to work centers. Daycare needs to be closer to job sites.

- **Climate/Environmental Connections** - Through the 2025 Transportation Package, we have the opportunity to center sustainability in Oregon's transportation policies. Here are just a few examples of where climate-conscious policies will impact our system's overall carbon footprint and ensure we are prepared for what climate change will bring to our region:
 - Expanding multimodal transportation options, especially through investment in public transit and bike/pedestrian opportunities.
 - Study and action to continue the goal of reduction of emissions
 - Building our infrastructure to be resilient, not just to seismic risks but also to the potential impacts of climate change

- **Equity-Focused Connections** - Transportation planning decisions can have large and diverse equity impacts, and depending on the direction of a policy, can either increase inequities in communities or be an important tool for alleviating them and ensuring Environmental Justice. According to the [U.S. Department of Transportation](#), “equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved.” Here are just a few examples of how Oregon is centering equity through our infrastructure projects:
 - **The Rose Quarter Improvement Project** - With the upcoming 2025 Transportation Package, we have an opportunity through projects like the Rose Quarter to reconnect a community that was unjustly torn apart with the expansion of the I-5 through North Portland.
 - **The Interstate Bridge Replacement Project** - The Interstate Bridge Replacement (IBR) program has demonstrated a strong commitment to centering equity in its processes and, ultimately, the outcomes. The program is engaging communities, elevating the voices of our equity-priority communities throughout the program development process, and ensuring these communities receive the program’s economic and transportation benefits. The program has also made a steadfast commitment to not do further harm to these communities through the planning, development, and building stages of the new I-5 Bridge.

Descriptions of 2024 Tasks

- **Joint Transportation Decision-Making Process for 2024** - JCT Leadership, in consultation, coordination, and cooperation with the Presiding Officers and the Governor's office, has conducted ongoing conversations with users, advocates, and interested parties to gather input on the 2025 Transportation package:
 - **Beginning formal conversation meetings**
 - **Topic:** Visioning and Goals
 - **Second round of conversation meetings**
 - **Topic:** Problem Definition Review
 - Approximate timing of discussion priority and agreement
 - **Third round of conversation meetings**
 - **Topic:** Solution Framing
- **Continued conversation in January**
- **Short Session: February-March**
 - Conversation in Joint Transportation Committee
- **April-December: Legislative Days updates**
 - Continuing conversation on funding updates
 - Highway Cost Allocation Study review, conversation plan preparation for equitable cost responsibility - Legislative action to follow
- ***Possible Subcommittee or Work Groups - Theme: Back to Basics**
 - Funding Needs and Tools
 - Highway Preservation, Maintenance, and Seismic Upgrades
 - Traffic Congestion and Freight Mobility, and Multimodal Freight
 - Public Transportation - Transit, Rail, Bike/Ped
 - Safety: Great Streets, Urban Arterials, Safe Routes to Schools, and System Safety

**Decisions on work groups will be made by the Joint Transportation Co-Chairs and Vice-Chairs in consultation with Leadership teams*

- **State Transportation Conversations Across Rural and Urban Communities for 2025 Package**
 - Locations and dates to be decided
 - Joint Transportation Leadership Team, LPRO Staff, and Speaker/Presidents office will work on planning together

- **Issue-Identification for Products to Include in the 2025 Package**
 - **Safety:**
 - All modes of Transportation (bike/ped/rolling, public transit, Safe Routes to School, vehicles on our streets)
 - **Multimodal components that need investment**
 - **Operation and maintenance:**
 - including: maintaining roadways and operating the Agency, which includes DMV, Weight Mile Stations, Safety Inspections, Contracting, and IT Functions
 - **Equity considerations**
 - Highway Cost Allocation Study review continued
 - 2017 Section 75 Report
 - All users must bear a cost responsibility (electrified vehicles and e-bikes, vehicle miles traveled considerations, and other user fees)
 - **Investment in reliable transportation options with climate and resiliency goals**
 - **Finish ODOT projects that have received major investments**
 - Rose Quarter
 - I-5 Bridge
 - I-205
 - Other projects under review
 - Urban arterials discussion
 - Technology considerations for mid and long-range Transportation planning
 - Labor Standards

- **Special Subcommittee on Transportation Planning - 2024**
 - **Meeting 7 – January Legislative Days**
 - Deep Dive 3- Gantry locations
 - ODOT presentation, including information on process and assumptions (60 minutes)
 - Committee discussion and questions (60 minutes)
 - ODOT implementation reports (due December 15th)
 - Equity and Mobility Advisory Committee recommendations

- Statewide Toll Rulemaking Advisory Committee recommendations
- **Meeting 8 – February Legislative Session**
 - Deep Dive 4 – Toll collections (logistics; technology)
 - ODOT presentation, including information on process and assumptions (60 minutes)
 - Committee discussion and questions (60 minutes)
 - Meeting 9 – February Legislative Session
 - Deep Dive 5 – Toll rate (fee)
 - ODOT presentation, including information on process and assumptions (60 minutes)
 - Committee discussion and questions (60 minutes)
- **Meeting 10 – February Legislative Session**
 - Committee discussion of potential outcomes or alternatives
 - Committee Discussion of observations in anticipation of the report to Joint Committee
- **2024 Joint Transportation Legislative Days**
 - **January 12, 2024 Agenda**
 - **Possible Introduction of Committee Legislative Concepts**
 - **Cascadia Corridor High Speed Rail**
 - **Presentation of Report Airport Resiliency (House Bill 3058, 2023)**
 - **Innovation in Transportation Technology**
 - **Committee Discussion of 2024 and 2025 Session Framework**
 - **Post-Session Legislative Days to be determined**

Basic Framework for Statewide Dialogues

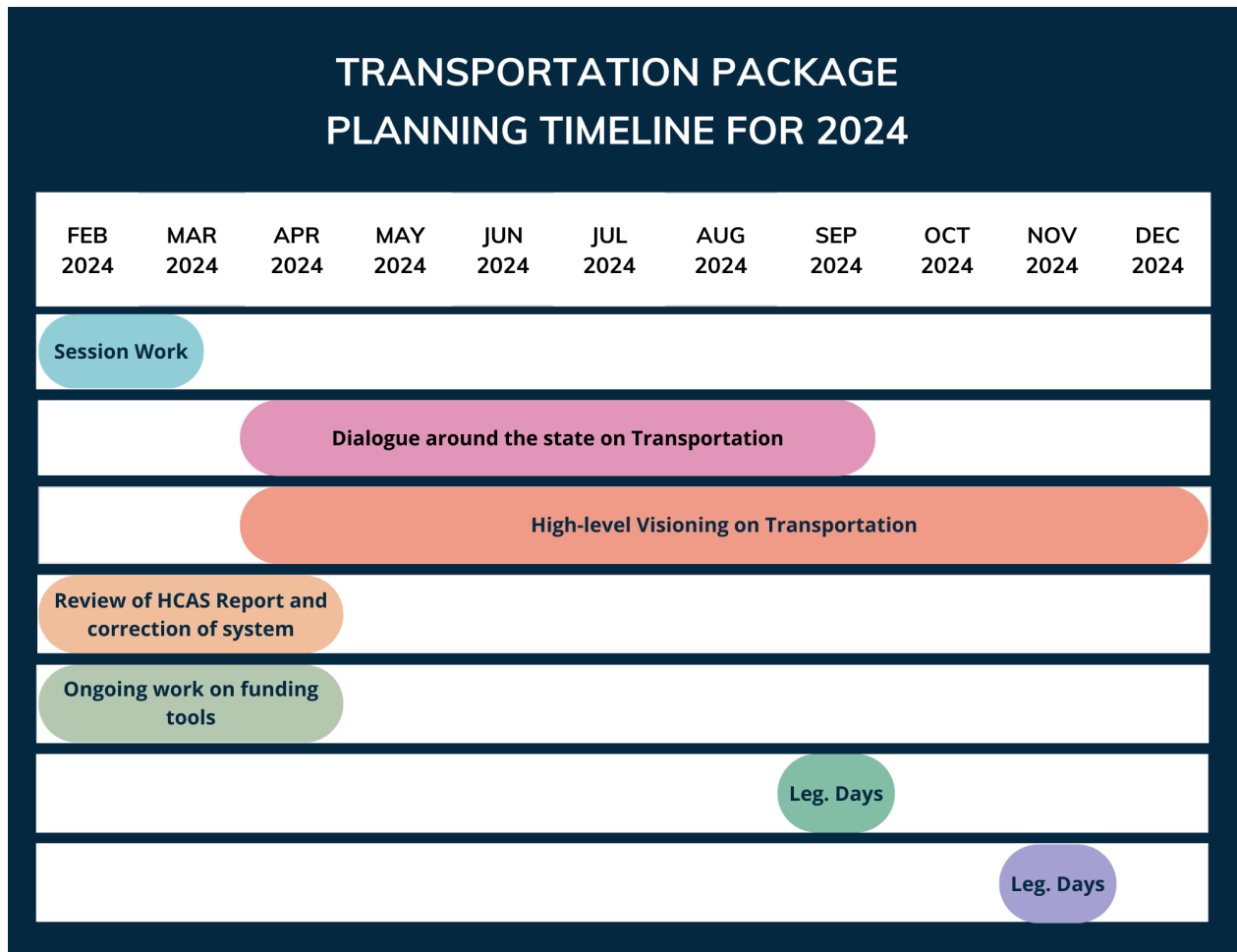
The Joint Transportation Committee, the Oregon Transportation Commission, and members of the Governor’s Office will hold a series of public meetings across the state in 2024 to listen to and receive feedback from both the general public and our jurisdictional partners. Similar to the successful listening tour conducted for **H.B. 2017 (2017)**, these meetings will ensure that the decision-making group hears the priorities of a diverse set of voices from all regions in the State. This work is necessary to draft a comprehensive plan that holistically addresses the challenges and opportunities for our Transportation System.

- **April - October 2024 Outreach Conversations** - LPRO staff, Joint Transportation Leadership, the Speaker and President’s Offices, the Governor’s Office, and ODOT will coordinate scheduling and setup

- **Tentative Dates and Locations:** Supplied by LPRO Staff Patrick Brennan at the request of the Co-Chairs of Joint Transportation:
 - **Wednesday, March 27:** Portland area (PSU Smith Center, PCC Sylvania Campus)
 - **Wednesday, April 17:** Tillamook or Astoria (Tillamook County Fairgrounds)
 - **Thursday, May 2:** Klamath Falls
 - **Wednesday, May 15:** Coos Bay (SW Oregon Community College, Coos Bay City Hall)
 - **Wednesday, May 29:** Woodburn or Albany (Woodburn H.S., Linn Benton C.C.)
 - **Wednesday, June 12:** Burns or Ontario (Malheur County Commission Chambers)
 - **Thursday, June 13:** Baker City or Pendleton (Baker City Armory, Blue Mountain C.C.)
 - **Friday, June 28:** Eugene (University of Oregon)
 - **Tuesday, July 16:** Medford or Grants Pass (Medford City Hall, Medford Public Library)
 - **Thursday, July 25:** Bend or Redmond (Bend Senior Center, OSU Cascades, Fair & Expo Center)
 - **Thursday, August 15:** Beaverton or Hillsboro (Washington County Commission)
 - **Other possible cities to visit as alternative/additions include:**
 - The Dalles/Hood River
 - Roseburg
- **Basic Issues/Conversations**
 - Funding Tools
 - Operation and Maintenance
 - Multimodal opportunities
 - Project completions

Important Approximate Dates for the 2024 Calendar

- **January 10-12, 2024** - Legislative Days Committee discussions
- **February 5 - March 10, 2024** - Short Session discussions in Joint Transportation Committee and Joint Transportation Special Subcommittee on Transportation Planning
- **April-December 2024** Legislative Days updates
- **April-October 2024** Statewide Outreach
- **November 2024** Legislative Draft requested and started



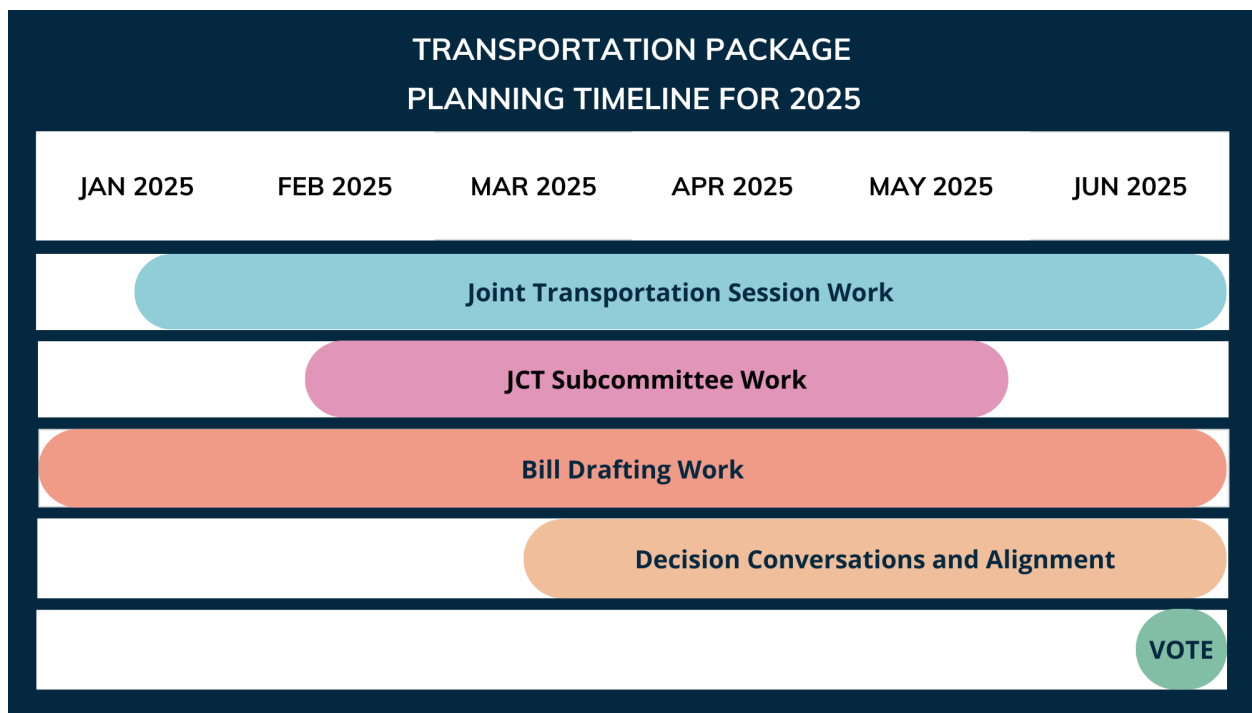
SECTION 3: JOINT TRANSPORTATION COMMITTEE WORK ON THE 2025 TRANSPORTATION PACKAGE

Descriptions of 2025 Tasks for Joint Transportation

- Solution framing continuing conversations and prioritization
- Public outreach continued and expanded
- Package components finalization and agreement
- Final funding mechanisms discussion and agreement
- Completed 2025 Package bill concept review and agreement

Important Approximate Dates for the 2025 Calendar

- **January 2025** - Legislative Days - Joint Transportation meeting update on the 2025 Transportation Package progress
- **February 2025** - Setup subcommittees membership and schedule
- **February - May 2025** - Joint Transportation updates and conversation, subcommittee work time, development of 2025 Package documents
- **March - June 2025** - Decision conversations and agreement reached and bill finalized



APPENDIX: INFORMATION SOURCES

[ODOT's H.B. 2017 Funding Information website](#)

[H.B. 2017 -10 Summary on OLIS](#)

[2023-25 Highway Cost Allocation Study](#)

[Oregon Transportation Commission H.B. 2017 Section 75 Study Report](#)

[Effects of Transportation on Early Childhood Development - Bernard van Leer Foundation](#)

[Cultivating Connection Between Economic Development & Child Care - Cornell University](#)

[Transit-Accessible Child Care Study - Minnesota Metro Transit](#)

[Oregon Transit and Housing Study - ODOT, 2022](#)

[Clusters and Innovation Districts: Lessons from the United States Experience - Brookings](#)

[NCSL Transportation User Fees Conference - December 7th, 2023 in Austin, TX](#)

- **Congestion and Cordon Pricing**
Ginger Goodin, partner, Blue Door Strategy and Research | [**Presentation**](#)
- **State Transportation Network Company and Delivery Fees**
Sen. Faith Winter, Colorado General Assembly | [**Presentation**](#)
Rep. Steve Elkins, Minnesota Legislature
- **Commercial Vehicle Road Usage Charging**
Marygrace Parker, director, Freight Program, The Eastern Transportation Coalition | [**Presentation**](#)
Lauren Prehoda, road charge program manager, California Department of Transportation | [**Presentation**](#)
Carmen Martorana, executive director/CEO, International Fuel Tax Association Inc. | [**Presentation**](#)
- **Transportation User Fees Conversation with Auto Industry**
Wayne Weikel, vice president, state affairs, Alliance for Automotive Innovation | [**Presentation**](#)

- **Pros and Cons of Different State Agencies Administering a RUC**
Travis Dunn, vice president, CDM Smith | [Presentation](#)
Marcy Coleman, vehicle program manager, American Association of Motor Vehicle Administrators | [Presentation](#)
Nathan Lee, technology and innovation director, Utah Department of Transportation | [Presentation](#)
- **Virginia Mileage Choice Program Update**
Scott Cummings, assistant commissioner for finance, Virginia Department of Motor Vehicles | [Presentation](#)

ARTBA Public-Private Partnerships in Transportation Conference - July 11th, 2023 in Washington, DC

- Program for conference [available here](#)

NCSL Transportation User Fees Conference - June 4th, 2023 in Salt Lake City, UT

- **The Problem: Transportation Revenue Forecast**
Ed Regan, Ed Regan Consulting | [Presentation](#)
- **America's Perception of Road Usage Charging**
Jen Ryan, state relations director, AAA | [Presentation](#)
Roshini Durand, senior project manager, CDM Smith | [Presentation](#)
- **Road Usage Charging Update**
Trish Hendren, executive director, the Eastern Transportation Coalition | [Presentation](#)
Cameron Kergaye, director of research, Utah Department of Transportation | [Presentation](#)
- **Tolling Programs**
Andrew Fremier, executive director, Metropolitan Transportation Commission | [Presentation](#)
Christopher Tomlinson, managing director, Deloitte Consulting | [Presentation](#)
- **Electric Vehicle Charging Fees**
James Campbell, director, innovation and sustainability policy, PacifiCorp | [Presentation](#)
Tim Reilly, policy director for sales and excise taxes, Iowa Department of Revenue | [Presentation](#)