

CLMPO DRAFT

OMPOC Transportation Priorities for the 2009 Oregon Legislature

And how they align with the report of the Governor's Vision Committee

PDX METRO DRAFT PRIORITIES	VISION COMMITTEE REPORT	PROPOSED OMPOC POSITION
POLICY		
Do No Harm: Do not enact preemptions of local government revenue-raising authority. The transportation funding challenge will require new funding commitments at all levels of government.	No pre-emption of local authority is currently proposed.	Do No Harm: Do not enact preemptions of local government revenue-raising authority. The transportation funding challenge will require new funding commitments at all levels of government.
50-30-20 Funding Distribution: Protect the established state funding formula to ensure distribution of new state-wide transportation resources as follows: 50 percent to the state, 30 percent to counties, and 20 percent to cities (“50-30-20”). Any legislative discussions about changing the state funding formula should ensure that the Portland region receives equitable funding based on its contribution to state revenues and the statewide benefit of investments in the region.	Recommends \$499 million/year in new highway fund revenues, distributed according to the established 50-30-20 formula. Recommends creation of a task force to examine the formula used to allocate state transportation dollars to state, county, and city needs and to consider transition to a need-based, jurisdictionally blind formula.	Funding Distribution: Any legislative discussions about changing the state funding formula should recognize the existing formula, while recognizing that (1) the metropolitan regions receive equitable funding to reflect the need to support growth in these areas, and their role as the economic engines for the state, (2) that some level of cost/benefit analysis is appropriate for transportation investments, and (3) that MPOs should be invited to discussion on state investments in rural areas that affect MPOs.
Protect Existing Assets: Oregon should protect its billions of dollars of existing transportation assets by prioritizing maintenance and preservation. New modernization projects should be funded from the state’s 50% share of new resources.	Proposes that \$75 million of the state’s \$249.5 million (50%) share of new highway revenues be spent on maintenance, preservation, and safety projects; another \$6.4 million would be used to guarantee a minimum level of road funding for smaller counties; \$10 million would be allocated to operational improvements. \$94 million would be allocated to modernization projects paid for both out of current revenues and out of bond proceeds.	Promote Maintenance, Preservation and Safety for Existing Assets: Oregon should protect its billions of dollars of existing transportation assets by prioritizing maintenance and preservation.
Expand Local Options: Increase local government revenue-raising options and remove existing restrictions on local transportation revenue authority.	Calls for expanded use of local option registration fees while recognizing the political barrier created by the lack of a mechanism to ensure cost responsibility between cars and trucks.	Expand Local Options: Increase local government revenue-raising options and remove existing restrictions on local transportation revenue authority.
Remove Willamette Bridge Tolling Restrictions: Eliminate existing statutory restrictions on local authority to establish tolls on Willamette River bridges in the region.	Not mentioned.	
Establish More Sustainable Funding: With per-capita gas tax revenues in decline, Oregon should continue efforts to establish use-based transportation revenue from sources such as congestion pricing, tolls, and/or vehicle-miles-traveled fees, while maintaining cost responsibility between light vehicles and trucks.	Includes two possible revenue scenarios. One relies on a 2-cent gas tax increase for only \$58 million of the \$499 million in increased road funding; the other envisions an 8-cent gas tax increase for an annual total of \$232 million. Each scenario contemplates a modest first-time title fee that varies based on vehicle fuel economy. Over the longer term, the draft report contemplates replacing the fuel tax with a VMT-based fee or tax. In the short run, it recommends implementing a congestion pricing pilot project and extending the tax credit for Pay As You Drive auto insurance.	Establish More Sustainable Funding: With per-capita gas tax revenues in decline, Oregon should continue efforts to establish use-based transportation revenue from sources such as congestion pricing, tolls, and/or vehicle-miles-traveled fees, while maintaining cost responsibility between light vehicles and trucks.
Jurisdictional Transfers: The state should work in partnership with local jurisdictions by supporting the transfer of state-owned district highways that define arterial or multi-modal corridors, including road rehabilitation and permanent funding for maintenance.	Recommends a “review of jurisdictional responsibilities ... to determine if some form of ownership rationalization would better insure overall system performance.”	Jurisdictional Transfers: The state should work in partnership with local jurisdictions by supporting the transfer of state-owned district highways that <u>define on</u> arterial or and multi-modal corridors; <u>which</u> includes ing <u>funding for</u> road rehabilitation and permanent funding for <u>roadway</u> maintenance.

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PDX METRO DRAFT PRIORITIES	VISION COMMITTEE REPORT	PROPOSED OMPOC POSITION
NEW REVENUES		
<p>Road Maintenance and Construction: New state investments in our transportation system are desperately required to address backlogged maintenance, critical safety and freight mobility projects, demand management, and bike/pedestrian projects. The equivalent of a 12-cent gas tax increase merely returns the buying power of the fuel tax to 1993 levels. Oregon should increase annual funding for the state's roads and highways by at least \$550 million, using a variety of revenues sources, such as gas taxes, registration and titling fees, and indexing of taxes and fees to stay ahead of inflation.</p>	<p>The region's proposed total of \$550 million/year is somewhat higher than, but in the same ballpark as, the draft report's recommended annual revenue increase of \$499 million. The draft report does not include indexing of the gas tax; it places relatively less emphasis on the gas tax and more emphasis on registration fees, title fees, and a new first-time title fee that might vary based on vehicle fuel economy.</p>	<p>Invest in Transportation: New state investments in our transportation system are desperately required to address backlogged maintenance, critical safety and freight mobility projects, demand management, and bike/pedestrian projects. Oregon should increase annual funding for transportation by at least \$550 million using a variety of sources, indexed to keep pace of inflation.</p>
<p>Invest in Transit: Devote new resources (including new lottery funds) to expanding bus, light rail, commuter rail, streetcar, and other public transit services and facilities that support the state's CO₂ emissions reduction goals and efficient land use.</p>		<p>Invest in Transit: Devote new resources equal to 20% of overall transportation funding to expanding bus, light rail, commuter rail, streetcar, and other public transit services and facilities, and establish all six MPOs as Transit Districts in support the state's CO₂ emissions reduction goals and efficient land use.</p>
<ul style="list-style-type: none"> • New Commitment to Transit: Identify new, ongoing state funding to support transit. 	<p>Suggests that the state create a dedicated non-highway transportation fund, with an ongoing investment of 15% of lottery dollars as a first step toward meeting an ultimate objective of transit and other multimodal investments representing 20% of transportation spending. Also suggests increasing the payroll tax cap from .7% to .8%.</p>	<ul style="list-style-type: none"> • New Commitment to Transit: The state should create a dedicated non-highway transportation fund, with an ongoing investment of 15% of lottery dollars as a first step toward meeting an ultimate objective of transit and other multimodal investments representing 20% of transportation spending. Also suggests increasing the payroll tax cap from .7% to .8%.
<ul style="list-style-type: none"> • Flexible Funds: Instruct ODOT to use more flexible federal funds for public transit. 	<p>Proposes to redirect all federal flexible funds currently being used for the highway program (\$44 million) to multimodal investments, and to restore this amount to the highway program with new road-related revenues.</p>	<ul style="list-style-type: none"> • Flexible Funds: Instruct ODOT to use more flexible federal funds for public transit
<ul style="list-style-type: none"> • Elderly and disabled transit: Increase funding for the state's Elderly & Disabled transit program. 	<p>Calls for \$10-20 million in additional funding for E&D transit. (The multimodal funding section of the report is unclear about specific spending priorities.)</p>	<ul style="list-style-type: none"> • Elderly and disabled transit: Increase funding for the state's Elderly & Disabled transit program.
<ul style="list-style-type: none"> • Transit Oriented Development (TOD): Leverage private development and maximize the value of transit investments by supporting local TOD projects. 	<p>Not included.</p>	<ul style="list-style-type: none"> • Transit Oriented Development (TOD): Leverage private development and maximize the value of transit investments by supporting local TOD projects through programs such as tax credits for energy efficiency or trips saved.
		<ul style="list-style-type: none"> • Statewide Rideshare Program: Establish a statewide rideshare system that allows for passenger trip planning across local and MPO boundaries.
<p>Invest in Trails: Oregon should create a comprehensive state plan to support the acquisition, construction, and maintenance of urban and intercity trails and other non-motorized transportation corridors,</p>	<p>Multimodal subcommittee recommended investing \$20 million/year in trails based on a competitive, match-based approach similar to ConnectOregon. Full report lists this as one of many possible multimodal investments but does not specifically recommend it.</p>	<p>Invest in Trails: Oregon should create a funding program to support the acquisition, construction, and maintenance of urban and intercity trails and other non-motorized transportation corridors, patterned on the ConnectOregon competitive program.</p>
		<p>Promote High-Speed Rail: The state should increase funding for the long-term development of high-speed rail in the state's major travel corridors.</p>
		<p>Preserve Short-Line Railroads: The state should establish a fund to protect the state's short-line railroads through acquisition or partnership with local operators.</p>
<p>ConnectOregon III: The state's successful multi-modal investment program should be continued with a third round of project funding.</p>	<p>Contemplates a Connect Oregon III that would fund \$150 million in marine, air, rail, and transit projects.</p>	<p>ConnectOregon III: The state's successful multi-modal investment program should be continued with a third round of project funding.</p>