

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Study Session Worksheet

Presentation Date: November 4, 2014 **Start Time:** 1:30 pm **Length:** 1 hour

Presentation Title: Oregon Transportation Forum (OTF) Transportation Funding & Policy Proposal ("Straw Man")

Department: Public and Government Affairs

Presenters: Gary Schmidt and Chris Lyons

Other Invitees: Mike Bezner and Karen Buehrig

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

Input into the following question:

- Does the BCC have input on any of the proposed Straw Man concepts that have received majority support from the Oregon Transportation Forum membership?

EXECUTIVE SUMMARY:

Oregon currently faces a considerable lack of transportation funding. As a result, there is talk of a possible transportation funding package being considered by the State Legislature during the 2015 session. Should it become a reality, the package could look similar to the Jobs and Transportation Act (JTA) of 2009, through which Clackamas County received \$100 million for the Sunrise System, phase I.

Since early 2014, the Oregon Transportation Forum (OTF) has been working to develop a comprehensive list of statewide transportation funding priorities. The final list of proposals is intended to provide legislators with a set of stakeholder-supported options for possible inclusion in a legislative package. The goals of the OTF proposal include:

- Put Oregonians to work creating cutting-edge multimodal transportation networks to connect people to jobs, attract new talent, and compete on a global scale.
- Address costly and time-consuming freight bottlenecks and improve connections to ports and freight yards to better serve agriculture, forestry, manufacturing and other key Oregon industries.
- To keep goods and people moving safely and reliably, maintain the transportation system in a state of good repair and increase its resiliency to natural disasters.
- Improve public health and air quality by making our neighborhoods walkable and bikeable and improving access to transit.
- Serve all Oregonians in every part of the state without regard to age, race, disability, or income.
- Reduce transportation-related pollution, preserve our natural environment, and make our transportation system more resilient to the impacts of climate change.

On September 10, OTF members discussed, voted on, and prioritized each of the proposals in the final draft document known as the Straw Man. Clackamas County is a

member of the OTF and participated in the vote. The results of that vote are included as an attachment.

All proposed concepts received a majority of support from the membership, with varying levels of priority.

FINANCIAL IMPLICATIONS (current year and ongoing):

Depending on action by the Legislature, the County may see an increase in state revenues for transportation projects.

LEGAL/POLICY REQUIREMENTS:

N/A

PUBLIC/GOVERNMENTAL PARTICIPATION:

Public and Government Affairs (PGA) continues to work closely with County departments to monitor this issue and participate in efforts that may impact the county. On November 6, PGA will attend OTF's Annual Meeting and participate in a continued discussion of these Straw Man proposals.

OPTIONS:

N/A

RECOMMENDATION:

Staff recommends the Board discuss the Straw Man proposals and provide input for County staff to articulate at the November 6 OTF meeting.

ATTACHMENTS:

- 9/10/14 Straw Man OTF Vote Matrix

SUBMITTED BY:

Division Director/Head Approval _____
Department Director/Head Approval s/Gary Schmidt
County Administrator Approval _____

OTF Straw Man Voting Summary

	Funding Estimate	Support	Exclude	Avg. Priority (1-4)
Indexing transportation fees and taxes to inflation		97%	3%	3.3
<i>Modified version (dedicate revenue from indexing to maintenance & operations)</i>		41%		
Indexing gas tax based on fleet efficiency		72%	28%	2
<i>Modified version (revenue dedicated to maintenance & operations)</i>		31%		
Highway Maintenance and Preservation ("Fix-It") Tax Increase (\$300 million) (5-cent gas tax + \$25 VRF)	\$300 million	93%	7%	2.7
<i>Modified version (increase amount to \$360 million)</i>	\$360 million	41%		
Funding for Amtrak Service (\$22.6 million)	\$22.6 million	79%	10%	2.3
Elderly and Disabled Transit Service (\$75 million)	\$75 million	93%	3%	3.2
<i>Modified Version (reduce amount to \$25 million)</i>	\$25 million	21%		
Highway Modernization ("Enhance") Tax Increase (5 cent gas tax = -\$130 million)	\$130 million	86%	14%	2.6
<i>1st Modified version, Option 1: 5 cent increase</i>		55%		
<i>1st Modified version, Option 2: 2.5 cent increase</i>		17%		
<i>1st Modified version, Option 3: 10 cents over 3 years</i>		14%		
<i>2nd Modified version, Option 1: STIP formula distribution</i>		52%		
<i>2nd Modified version, Option 2: 50/30/20 distribution</i>		34%		
\$100 Million Connect Oregon (traditional single-session lottery-funded program)	\$100 million	76%	14%	2.7
Multi-modal Trust Fund (dedicated ongoing 18% lottery set-aside distributed 50/50 freight/passenger)	\$180 million	55%	41%	2.1
<i>Modified version, Option 1: Set-aside of 18% distributed 50/50 freight/passenger</i>	\$180 million	28%		
<i>Modified version, Option 2: Set-aside of 9% distributed 50/50 freight/passenger</i>	\$90 million	7%		
<i>Modified version, Option 3: Set-aside of 18%, distributed 50/50 capital/operations</i>		24%		
1-cent gas tax for orphan highway and freight corridor jurisdictional transfers	\$26 million	79%	21%	2.0
10-year Multi-modal Transportation Needs Assessment		79%	17%	1.8
Multi-modal Connectivity Findings in Modal Plans		79%	17%	2.0
Cost Sharing of Facilities and Equipment		76%	21%	1.7
<i>Modified version (add stronger language directing ODOT to enter into agreements for sharing facilities & equipment)</i>		48%		
Road User Charge Program Advancement		86%	7%	2.7
<i>Modified version (add stronger language calling for legislative action to transition from a voluntary program to a required road user charge)</i>		69%		
Extension of MPO Greenhouse Gas Reduction Planning Efforts		52%	45%	2.2
Youth Transit Passes (\$20 million)	\$20 million	62%	17%	2.5
Eliminate Cap on Local Registration Fees		59%	17%	1.9

RANGE OF COSTS \$700-\$850 million