

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS
Study Session Worksheet

Presentation Date: 12/3/14 **Start Time:** 2:00 pm **Approx. Length:** 90 minutes
Presentation Title: Land Use & Transportation Legislative Priorities Discussion
Department: Public and Government Affairs, County Administration
Presenters: Gary Schmidt, Chris Lyons, Dan Chandler
Other Invitees: Barb Cartmill, Mike McCallister, Larry Conrad, Gary Barth, Catherine Comer, Stephen Madkour, Nate Boderman

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

Public and Government Affairs (PGA) staff is seeking further direction from the Board on their land use and transportation funding strategic priorities for the 2015 state legislative session.

EXECUTIVE SUMMARY:

On May 6, 2014, the Board of County Commissioners (BCC) provided staff with direction to research 4-5 possible legislative “strategic” priorities for the 2015 legislative session, including priorities focused on land use and transportation funding that are explained in more detail below.

Following the May study session, PGA established Special Operations Committees comprised of staff from all relevant departments who met regularly on these topics.

On September 9, 2014, the BCC further narrowed the list of possible legislative “strategic” priorities to two: land use and transportation funding.

The **land use priorities** included a focus on the following three issues:

1. Stafford
 - In mid-October, 374 residents of the Stafford Hamlet participated in an advisory vote on this issue. Of these, 317 residents voted for the Borland “employment” area to remain an urban reserve with the rest of the Hamlet becoming “undesignated”. 52 residents voted for the entire Stafford Hamlet to remain an urban reserve.
2. Employment Lands
 - The County hired a consultant to help determine the amount of land needed for the County to have and maintain a 20-year supply of serviceable non-retail employment land in the UGB by 2020. The results of that study were presented to the Board at a study session on November 12, 2014.
3. Road Improvements in Rural Reserves
 - On September 16, County staff had a conference call with Richard Whitman from the Governor’s office and Carrie MacLaren from the Oregon Department of Land Conservation and Development (DLCD) to discuss this issue. Following that call, staff has continued to work with DLCD to explore non-legislative solutions to this issue.

The **transportation funding issues** included a focus on two priority projects:

1. Sunrise Phase II

- The County's top transportation project, Sunrise Phase II would extend the Sunrise Corridor from 122nd Ave. to 172nd Ave. A likely request would include funding to pay for right-of-way acquisition.
2. I-205 Expansion
 - Identified by the BCC as the region's most important transportation project, this project would add an additional travel lane in each direction of I-205 between Stafford Road and the Abernethy Bridge in Oregon City. A likely request would include funding to pay for an Environmental Impact Statement (EIS) and preliminary engineering.

FINANCIAL IMPLICATIONS (current year and ongoing):

N/A

LEGAL/POLICY REQUIREMENTS:

N/A

PUBLIC/GOVERNMENTAL PARTICIPATION:

Public and Government Affairs (PGA) continues to maintain close working relationships with the County's legislative delegation, staff, and key state agencies, who would be instrumental in helping to advance any of these priorities.

OPTIONS:

1. Board develops a land use legislative ask, encompassing one or all of the above listed components.
2. Board develops a transportation funding ask in a potential 2015 transportation funding package.
3. Board has no legislative asks on these topics in 2015.

RECOMMENDATION:

- Staff recommends the BCC support the two transportation projects for inclusion in a possible 2015 transportation funding package.
- Staff recommends that the County make no specific land use legislative ask at this time and instead seek opportunities to convene relevant parties to resolve pending issues regarding urban and rural reserves.

ATTACHMENTS:

N/A

SUBMITTED BY:

Division Director/Head Approval _____

Department Director/Head Approval s/Gary Schmidt

County Administrator Approval _____

December 3, 2014

Supplemental Materials for:

**Transportation & Land Use Legislative Agenda
(Adoption) Policy Session with BCC**

Wilson, Trent

From: Schmidt, Gary
Sent: Tuesday, December 02, 2014 11:09 AM
To: Wilson, Trent
Subject: FW: Proposed Changes to Allocation of New State Highway Funds - Leg. Committee Discussion 12/8/14
Attachments: Legislative Committee memo; new allocation formula.xlsx
Importance: High

From: Mary Stern [mailto:Mstern@aocweb.org]
Sent: Monday, December 01, 2014 1:19 PM
To: 2014-aoc-commissioners-judges
Cc: roads-officials@list.aocweb.org (roads-officials@list.aocweb.org)
Subject: Proposed Changes to Allocation of New State Highway Funds - Leg. Committee Discussion 12/8/14
Importance: High

Happy December!

As you may know, the Oregon Transportation Forum, of which AOC is a member, has developed a proposed transportation package for the 2015 Legislature which will include increased revenues for the State Highway Fund. The specific amount of the increase is being left to the legislators. If the package passes, counties would receive 30% of the new revenues.

At the Annual Conference, the Transportation Steering Committee discussed a proposal from the Oregon Association of County Engineers & Surveyors (OACES) to change the formula for how counties would distribute the **NEW** funds among themselves. This new distribution would be based upon 1/3 equal shares, 1/3 road miles, 1/3 vehicle registration. Currently, funds are distributed based solely upon vehicle registration. The intent of this change is to provide the more rural, less-populated counties with the base level of funding necessary to address minimum operating needs. The steering committee recommended approval of the change in formula for any new funding. This proposal will be discussed at the Legislative Committee meeting on Monday, December 8.

I have attached the memo to the Legislative Committee outlining the changes and the spreadsheet, which shows the new and old formulas using a 4 cent gas tax increase. The 4 cent number was randomly selected and is provided merely as an example. If you would like to see how your revenues would be impacted under a different scenario, you may play with the numbers at the link below.

<http://www.aocweb.org/aoc/CRPMainSub/DummyCRP/Redistribution/tabid/1821/Default.aspx>

I suggest you talk with your co-commissioners and road officials about the proposal before next Monday's meeting to determine your county's position on this matter. Although only members of the Legislative Committee can vote, the opinions of all commissioners and judges are welcome during discussion of this item.

If you have any questions for me, I will be out of the office at a Transportation Symposium for the remainder of the week, but I will be checking my e-mail regularly. I'll get back to you as soon as possible.

See you next week!
Mary



Mary Stern
Policy Manager
(Office) 503-585-8351
(Cell) 503-474-7567
www.aocweb.org

Spam
Not spam
Forget previous vote

LEGISLATIVE COMMITTEE MEMO

DATE: December 8, 2014

TO: AOC LEGISLATIVE COMMITTEE

FROM: TRANSPORTATION STEERING COMMITTEE

STAFF: MARY STERN, POLICY MANAGER

SUBJECT: CHANGE IN ALLOCATION FORMULA FOR POTENTIAL NEW FUNDS

ATTACHMENT: ALLOCATION FORMULA SPREADSHEET

REQUESTED ACTION:

Approve recommendation of the Transportation Steering Committee to **change the allocation formula for the distribution of any new funds** received through increases in the State Highway Fund.

BACKGROUND:

In October of this year, the Oregon Association of County Engineers and Surveyors (OACES) approved the updated AOC County Roads Needs Study, which revealed that Oregon Counties need more than \$505 million annually in additional funds to maintain and preserve existing county roads and to adequately address issues of congestion, safety, and natural disasters. It is estimated that counties will receive approximately \$432 million each year for the next five years, yet the total need is \$937 million per year. Without more funding, county roads will continue to deteriorate to the point where economic growth becomes choked, communities and neighborhoods become disconnected, and the ability to respond to safety needs and natural disasters becomes unmanageable.

Through the process of updating the County Road Needs Study, two issues became increasingly clear:

1. To some degree, every county is struggling to maintain and operate the road network. This is not urban vs. rural, East vs. West; all are struggling and all are losing ground.
2. While every county is struggling, the problem is particularly acute for rural counties with low populations and significant road networks to maintain. In several instances, some less-populated rural counties receive an unacceptably small percentage of the State Highway Fund distributions— less than 1/10 of 1%.

In the Spring of 2014, OACES formed a committee to discuss funding challenges and possible solutions. The committee was comprised of one road official and an alternate from each of the AOC districts. This Road Funding Committee reviewed several options to address the issue of rural, less-populated counties

receiving too small a portion of the State Highway Fund, which is currently distributed based solely upon the number of registered vehicles within each county.

The committee recommended that any new legislation which increases the State Highway Fund should include language that changes the distribution of new funds added to the Fund to individual counties based upon a three part formula:

1. One third of new funds will be distributed in equal shares to each county;
2. One third of new funds will be distributed based on vehicle registration;
3. One third of new funds will be distributed based upon county road miles.

It should be noted that the Funding Committee, OACES, the AOC Transportation Steering Committee, and the Legislative Committee all supported the concept of an increase in the State Highway Fund in order to maintain and preserve Oregon's transportation system. Without some additional funding, our interconnected road system will fail to operate optimally.

The attached spreadsheet shows distribution of new funds based on the current formula (vehicle registration only) and under the proposed formula. [The amount of new funds in the spreadsheet, which is shown a 4 cent gas tax increase, is for example purposes only. New funding sources may include gas tax, weight/mile tax, license fees, and/or vehicle registration fee increases.] This proposed allocation formula will help the less-populated counties attain a base level of funding necessary to address minimum operating needs.

OACES voted to support the change in the allocation formula for new funds and brought the recommendation to the AOC Transportation Steering Committee at the Annual Conference on November 19, 2014. The Transportation Steering Committee, which was well-attended by many commissioners/judges and public works directors, voted to move the recommendation to the Legislative Committee. Two commissioners abstained from voting and one voted no; all three felt they needed to speak with their boards before casting an informed vote.

Information regarding the recommendation was forwarded to all commissioners and judges in advance of today's meeting so that everyone would have ample opportunity to review the materials and have any questions answered by staff.

Potential New Formula Distribution for State Highway Funds

This option is based on the three part formula to split Federal STP funds between the counties, but modifies the formula of rural mileage, equal shares, and registered vehicle splits as follows:

New Distribution:

33.3% Total Road Mileage

33.3% Equal Shares

33.3% Registered Vehicles

Gas Tax Increase:	\$0.04
County Share:	\$29,284,936.89

COUNTY	Current Distributions					Proposed New Formula and Distributions					Percent Increase w/ Proposed Formula
	Total Road Mileage	Registered Vehicles	Current SHF Distribution	Additional funds w/ 4¢ increase		33.3% Equal Shares	33.3% Registered Vehicles	33.3% Total Road Mileage	Sub-Total Distribution		
BAKER	904.62	23,383	0.57%	\$1,217,201	\$166,486	\$271,157	\$55,495	\$331,102	\$657,754		54.04%
BENTON	447.46	79,094	1.92%	\$4,117,235	\$563,145	\$271,157	\$187,715	\$163,776	\$622,648		15.12%
CLACKAMAS	1,413.35	416,553	10.13%	\$21,683,648	\$2,965,836	\$271,157	\$988,612	\$517,303	\$1,777,072		8.20%
CLATSOP	228.92	42,527	1.03%	\$2,213,741	\$302,790	\$271,157	\$100,930	\$83,788	\$455,874		20.59%
COLUMBIA	537.97	63,162	1.54%	\$3,287,895	\$449,710	\$271,157	\$149,903	\$196,904	\$617,964		18.80%
COOS	530.80	73,798	1.79%	\$3,841,552	\$525,438	\$271,157	\$175,146	\$194,279	\$640,582		16.68%
CROOK	469.31	32,262	0.78%	\$1,679,397	\$229,704	\$271,157	\$76,568	\$171,773	\$519,498		30.93%
CURRY	224.06	29,832	0.73%	\$1,552,903	\$212,402	\$271,157	\$70,801	\$82,009	\$423,966		27.30%
DESCHUTES	939.59	206,081	5.01%	\$10,727,538	\$1,467,286	\$271,157	\$489,095	\$343,901	\$1,104,154		10.29%
DOUGLAS	1,138.18	132,966	3.23%	\$6,921,539	\$946,711	\$271,157	\$315,570	\$416,588	\$1,003,315		14.50%
GILLIAM	403.52	3,682	0.09%	\$191,666	\$26,216	\$271,157	\$8,739	\$147,693	\$427,589		223.09%
GRANT	488.55	11,451	0.28%	\$596,081	\$81,531	\$271,157	\$27,177	\$178,815	\$477,149		80.05%
HARNEY	811.32	11,202	0.27%	\$583,120	\$79,758	\$271,157	\$26,586	\$296,953	\$594,696		101.99%
HOOD RIVER	209.91	29,795	0.72%	\$1,550,977	\$212,139	\$271,157	\$70,713	\$76,830	\$418,699		27.00%
JACKSON	960.41	228,535	5.56%	\$11,896,380	\$1,627,157	\$271,157	\$542,386	\$351,522	\$1,165,064		9.79%
JEFFERSON	600.88	26,440	0.64%	\$1,376,333	\$188,251	\$271,157	\$62,750	\$219,929	\$553,837		40.24%
JOSEPHINE	558.85	101,389	2.47%	\$5,277,800	\$721,884	\$271,157	\$240,628	\$204,546	\$716,331		13.57%
KLAMATH	868.33	84,287	2.05%	\$4,387,556	\$600,119	\$271,157	\$200,040	\$317,819	\$789,016		17.98%
LAKE	700.92	13,038	0.32%	\$678,693	\$92,830	\$271,157	\$30,943	\$256,545	\$558,645		82.31%
LANE	1,441.82	355,923	8.65%	\$18,527,556	\$2,534,153	\$271,157	\$844,718	\$527,724	\$1,643,598		8.87%
LINCOLN	339.38	52,475	1.28%	\$2,731,584	\$373,619	\$271,157	\$124,540	\$124,217	\$519,914		19.03%
LINN	1,102.83	138,004	3.36%	\$7,183,792	\$982,581	\$271,157	\$327,527	\$403,649	\$1,002,333		13.95%
MALHEUR	1,734.62	36,734	0.89%	\$1,912,187	\$261,544	\$271,157	\$87,181	\$634,892	\$993,230		51.94%
MARION	1,116.18	322,402	7.84%	\$16,782,622	\$2,295,485	\$271,157	\$765,162	\$408,536	\$1,444,854		8.61%
MORROW	959.37	15,673	0.38%	\$815,857	\$111,591	\$271,157	\$37,197	\$351,141	\$659,495		80.83%
MULTNOMAH	293.41	701,965	17.07%	\$36,540,758	\$4,997,954	\$271,157	\$1,665,985	\$107,392	\$2,044,533		5.60%
POLK	500.54	76,025	1.85%	\$3,957,478	\$541,294	\$271,157	\$180,431	\$183,204	\$634,792		15.04%
SHERMAN	446.59	3,786	0.09%	\$197,080	\$26,956	\$271,157	\$8,985	\$163,457	\$443,600		225.09%
TILLAMOOK	328.41	33,835	0.82%	\$1,761,279	\$240,903	\$271,157	\$80,301	\$120,202	\$471,660		26.78%
UMATILLA	1,670.23	90,400	2.20%	\$4,705,768	\$643,643	\$271,157	\$214,548	\$611,325	\$1,097,029		23.31%
UNION	595.81	33,207	0.81%	\$1,728,589	\$236,432	\$271,157	\$78,811	\$218,074	\$568,041		32.86%
WALLOWA	712.94	11,676	0.28%	\$607,794	\$83,133	\$271,157	\$27,711	\$260,945	\$559,812		92.11%
WASCO	673.54	31,646	0.77%	\$1,647,331	\$225,318	\$271,157	\$75,106	\$246,524	\$592,787		35.98%
WASHINGTON	1,393.09	491,929	11.96%	\$25,607,943	\$3,502,509	\$271,157	\$1,167,503	\$509,888	\$1,948,548		7.61%
WHEELER	259.40	2,416	0.06%	\$125,765	\$17,202	\$271,157	\$5,734	\$94,944	\$371,834		295.66%
YAMHILL	665.16	105,510	2.57%	\$5,492,318	\$751,226	\$271,157	\$250,409	\$243,457	\$765,022		13.93%
Totals	26,670.27	4,113,083	100.00%	\$214,106,357	\$29,284,937	\$9,761,646	\$9,761,646	\$9,761,646			

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT) Finance Subcommittee
Date: Monday, November 24
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, room 370 A

1. Welcome and introductions
2. Continue discussion on identifying potential regional priorities from Oregon Transportation Forum straw man proposal
 - a. Review draft resolution and staff report for JPACT legislative priorities
 - b. Update on conversation at November 6th OTF board meeting
 - c. Discussion on draft list of potential regional priorities
3. Wrap up and next steps

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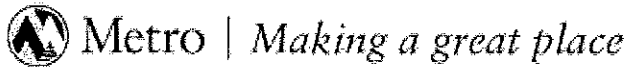
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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
FINANCE SUBCOMMITTEE
October 16, 2014
Metro Regional Center, Room 370 A

JPACT MEMBERS PRESENT

Craig Dirksen, Chair
Neil McFarlane
Steve Novick
Roy Rogers
Susie Lahsene
Shirley Craddick

AFFILIATION

Metro Council
TriMet
City of Portland
Washington County
Port of Portland
Metro Council

STAFF: Beth Cohen, Andy Cotugno, Elissa Gertler, John Williams, Noah Siegel, Randy Tucker, Ramona Perrault

WELCOME AND INTRODUCTIONS

Chair Craig Dirksen called the meeting to order at 7:38 a.m. Chair Dirksen re-capped the discussion from the last JPACT finance subcommittee meeting around Mr. Craig Campbell's presentation on the Oregon Transportation Forum (OTF) straw man and set the stage for a discussion about regional priorities for a transportation package. Chair Dirksen noted his hope that JPACT will be able to rally around advancing a common agenda during the legislative session unlike previous sessions where JPACT developed a legislative agenda, but failed to work together to advance it in the legislature.

DISCUSSION ON IDENTIFYING POTENTIAL REGIONAL PRIORITIES FROM OREGON TRANSPORTATION FORUM STRAW MAN PROPOSAL

Chair Dirksen introduced the framework behind a proposal for regional priorities around a state transportation package, guided by identifying the issues that most align with JPACT's regional responsibility coordinating capital investments in multi-modal projects, those that require support from the Metro region to advance and the elements that help us implement our vision around climate smart communities.

Mr. Andy Cotugno outlined potential elements for regional priorities including an emphasis on an enhance program, indexing, incentives for jurisdictional transfers of orphan highways and elderly and disabled transit. Mr. Randy Tucker shared recent conversations around refining the OTF package.

Members of the subcommittee discussed the proposal shared by Mr. Cotugno and raised questions about whether it would be more important to support an enhance program focused on capital investments over a fix-it program focused on maintenance. Members noted that our region still needs a lot of money for maintenance and that some jurisdictions don't have money to match

enhance dollars. Members detailed some of the risks of focusing on an enhance program as opposed to a fix-it program, noting that the rest of the state will be much more focused on supporting a fix-it program. Mr. Cotugno clarified that supporting fix-it should still be important to the region, but supporting an enhance program to fund capital investments in multi-modal projects aligns with JPACT's role in the region. Commissioner Novick noted that the current proposal to incentivize the jurisdictional transfer of orphan highways doesn't include enough funding to address the problem.

The group discussed what items they might like to see in an enhance program including adding a requirement for local match, exempting rural counties, ensuring the allocation formula distributes funds 50% to ODOT and 50% to MPOs and ACTs, and identifying a regional priority list to tell the story of why this funding is so important to the region and its economy. The group recommended being strategic about any future earmark conversations that arise and also discussed the importance of crafting a compelling story about why the region needs increased funding for transportation projects including how transportation impacts the regional and state economy.

WRAP UP AND NEXT STEPS

After coalescing around the need to lead with a list of regional priorities, the group discussed how to move that conversation forward through the subcommittee and JPACT by the deadline for adopting a JPACT legislative agenda at the end of January. Next steps discussed included the subcommittee developing a list of regional project priorities to share with JPACT for approval.

ADJOURN

Chair Dirksen adjourned the meeting at 8:58 a.m.

Respectfully Submitted,



Beth Cohen, Council Policy Coordinator

 Metro | *Memo*

Date: November 18, 2015
To: JPACT Finance Subcommittee
From: Andy Cotugno
Subject: 2015 Legislative Proposals

Attached are materials for the Subcommittee meeting scheduled for Monday, November 24:

- The Oregon Transportation Forum adopted 2015 legislative package with a press release releasing the proposal. The question on the table will be whether to endorse the OTF proposal and work toward a 2015 package as part of the OTF coalition.
- A draft resolution for consideration by JPACT and the Metro Council. This could provide the instrument for identifying those elements of the OTF package that are of priority to the Metro region. In particular, see the highlighted sections for topics that should be discussed further by the Subcommittee.

For immediate release: November 10, 2014
Contact: Craig Campbell, (503) 510-6911

**OREGON TRANSPORTATION FORUM ADOPTS RECOMMENDATION FOR
LEGISLATIVE TRANSPORTATION PACKAGE**

**Broadly supported proposal calls for increased funding to
maintain, improve transportation system statewide**

A broad coalition of public and private interests that advocate before the Oregon Legislature on transportation funding and policy has unanimously recommended that legislators approve a significant transportation investment package in 2015.

The action came at the annual meeting of the Oregon Transportation Forum (OTF) on November 6. OTF is a nonprofit organization made up of approximately 40 member organizations including local and regional governments; transit agencies; ports; transportation-oriented associations such as AAA Oregon/Idaho, the Bicycle Transportation Alliance and the Oregon Trucking Associations; railroads; business organizations; and environmental and community organizations from around the state. The group re-formed in 2009 when members of the Oregon Highway Users Alliance decided to rename and reconstitute their organization with a broader mission that recognized the increasing importance of multimodal transportation investments.

OTF members and other interested parties have spent much of 2014 developing a proposal that would provide support for all modes of passenger and freight transportation: air, rail, marine, walking, transit, auto, bike, truck. Interested legislators, including the chairs of the House and Senate transportation committees, have been kept informed about the development of the proposal.

"This proposal is a starting point for discussion, not an ending point," said Craig Campbell, president of OTF and a lobbyist who represents AAA. "While many details remain to be developed, this recommendation represents a consensus among transportation stakeholders that significant investment in our transportation system is critical to Oregon's economy and to the livability of communities statewide. We encourage the Legislature to make increased transportation funding a high priority in 2015."

Key elements of the proposal include:

- New revenues to repair existing roads and bridges and to build essential new links to respond to growth and economic opportunity
- Increased state funding to help address the costs of federally mandated transit service for elderly and disabled Oregonians
- Indexing of the gas tax to offset the loss of road repair funds as cars become more fuel efficient
- Continuation of the "ConnectOregon" program of investments in air, rail, marine, transit, bicycle and pedestrian facilities, supported by lottery bonds
- Creation of a fund to facilitate jurisdictional transfers of roads to better align ownership with function

The proposal as adopted by the OTF is attached. More background can be found at www.oregontransportationforum.wordpress.com.

###

OREGON TRANSPORTATION FORUM
TRANSPORTATION FUNDING AND POLICY PACKAGE
Adopted at the November 6, 2014 Annual Membership Meeting

Oregon's roads are crumbling. Freight movement faces serious bottlenecks. Many bridges need reinforcement to withstand earthquakes. Our public transit agencies are unable to keep up with demand for service. Some rural communities do not have easy access to essential services. Many Oregonians are unable to safely walk or bicycle in their neighborhoods. Past transportation decisions have failed to adequately consider impacts on public health and the environment. Federal funding is more and more tenuous, and instead of financing new projects, a large portion of current funds must pay off earlier investments.

While transportation is not an end in itself, a safe and reliable transportation system provides a critical foundation for our prosperity and quality of life. It is our responsibility to invest in a better transportation system, immediately and over the long run, to ensure the health and economic wellbeing of our state's residents and communities.

It is for these reasons that the following proposal is being considered.

GOALS OF THE PROPOSAL

- 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 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.

PRINCIPLES

- **FUND ALL MODES:** There is an urgent need to provide adequate funding for all transportation modes that move passengers and freight to improve the safety and reliability of the system and to support economic prosperity, community livability, and environmental quality.

- **FIX IT FIRST:** The State of Oregon’s first priority should be to maintain, rehabilitate and operate existing transportation facilities before building new ones.
- **PROVIDE RELIABLE FUNDING:** Stable and predictable revenues are critical to support ongoing road operations and maintenance as well as transit service enhancements.
- **SHARE COSTS FAIRLY:** The State of Oregon should raise revenue from system users, as appropriate, based on the benefits they derive or the costs they impose on the system.
- **PRESERVE LOCAL OPTIONS:** Addressing our transportation needs will require new funding at all levels of government. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions.

PACKAGE FUNDING AND POLICY ELEMENTS OF THE PACKAGE

HIGHWAY

- **Prevent loss of highway fund revenue by indexing gas taxes to increases in fuel efficiency of the automobile fleet.**

Comments: This form of indexing acts as a stop-gap measure to prevent further erosion of automobile taxes due to increased fuel efficiency of the fleet until a road user charge can be fully implemented. It does not address the issue of some vehicles that do not pay the fuels tax (e.g. electric vehicles), and it does not impact truck taxes as the indexing will only prevent reduction of revenue owed by automobiles as a class under the cost responsibility requirement of the constitution. Increased revenues from indexing for fuel efficiency would be spent to stabilize revenues available for maintenance and operations.

- **Highway Maintenance and Preservation (“Fix-It”) Tax Increase \$ _____**

Comments: This proposal is intended to address the ongoing cost of maintaining the existing highway system and preventing increased costs caused by postponing maintenance efforts. Any revenue proposal by reference will include provisions for taxation that maintain heavy/light vehicle cost responsibility.

- **Highway Modernization (“Enhance”) Tax Increase \$_____**

Comments: This proposal will help to resolve costly and time-consuming bottlenecks and improve connections to ports and freight yards to better serve agriculture, forestry, manufacturing and other key Oregon industries as well as reduce congestion for those travelling to and from their place of employment.

- **Address “orphan highways” and freight corridors by adopting a 1-cent gas tax for a pilot program to facilitate the transfer of road miles between ODOT and local governments to better align ownership and responsibility with state vs. local interests.**

Comments: Jurisdiction over segments of roadway could be more efficiently and appropriately aligned so that those affected by the roadway have decision making authority over it. The State should transfer “orphan highways” – segments of state highway that function more like urban arterials to local governments. Local governments find themselves responsible for local roads and streets that have become statewide freight corridors in practice. Jurisdiction transfers can realign responsibility and authority. However, transfers are not frequent, mostly because of the inability of the receiving entity to pay for maintenance and enhancement of the transferred asset. This proposal seeks to eliminate that obstacle. It is anticipated that a program of this sort would be evaluated after ten years to determine whether it is still needed; if not, the revenue stream could be redirected to the general highway fund.

NON-HIGHWAY

- **Increase funds to enhance non-highway modal infrastructure by restoring the *Connect Oregon* multi-modal funding level to \$100 million in lottery bonds for the 2015-17 biennium. Funds would be used for grants and loans to support capital projects that involve one or more of the following modes of transportation: air; marine; freight rail; passenger rail; public transit; bicycle; and pedestrian.**

Comments: This is a short-term step to be taken while we progress toward the creation of a Multi-Modal Trust Fund analogous to the Highway Trust Fund, with dedicated revenues evenly split between passenger and freight investments.

- **Provide \$22.6 million per biennium for operation of Amtrak Cascades service.**

Comments: This proposal requests state general funds to cover the lost federal funds that were used to operate and maintain Oregon's portion of the Amtrak Cascades service. This amount is in addition to \$6.8 million from custom license plate revenue and \$3.16 million from gas taxes on lawn mowers and other non-road equipment.

- **Provide \$75 million per biennium of state funds to cover the cost of elderly and disabled transit service.**

Comments: This proposal is intended to provide stability to funding for elderly and disabled transit services and provide a nexus for transit related state planning efforts. The rationale is that the state already has significant responsibility for providing services to vulnerable populations. Most of the funding for those services comes from the General Fund.

- **Provide up to \$20 million per biennium for Youth Transit Passes**

Comments: This proposal helps high-school-aged youth get to school, weekend and evening educational opportunities, extracurriculars and employment through better access to transit. Transit agencies can use the funds to support increased transit service that might be needed to transport youth quickly and dependably, as well as to provide free or reduced-cost transit passes for youth.

POLICY

- **Develop a 10-year multi-modal transportation needs assessment to establish and quantify the need to operate, maintain and improve the system on a consistent statewide basis. This will serve as the basis for funding proposals to be considered by future Legislatures.**

Comments: This proposal is intended to provide a thoughtful framework of clearly defined system needs and quantification of costs and benefits associated with such needs in such a way that allows policy makers to make informed future decisions about transportation funding.

- **Recommend that state transportation planning efforts (a) include findings regarding how each mode should best interconnect with other modes to maximize use of system resources and (b) evaluate the impact of the plans' findings on other transportation modes.**

Comments: This proposal attempts to alleviate siloing effect of modal planning so that it allows for a fuller consideration of modal connectivity in a systemic and holistic manner.

- **Direct ODOT to enter into agreements with other state agencies or local governments to share the costs of facilities and equipment, to the extent that the facilities and equipment meet the needs of both entities and provide efficiencies to taxpayers. ODOT shall attempt to develop one facility and/or equipment sharing project in each of the five ODOT Regions.**

Comments: This proposal provides direction to ODOT to look for those opportunities where co-locations of facilities and sharing of equipment can work well for both parties or for all parties. Co-location could reduce the overall cost of providing roadway maintenance and operations. Surplus facilities and equipment would be disposed of or repurposed.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING) RESOLUTION NO. 14-XXXX
REGIONAL POLICY AND FUNDING)
PRIORITIES FOR 2015 STATE) Introduced by Councilor Craig Dirksen,
TRANSPORTATION LEGISLATION) JPACT Chair

WHEREAS, the governments of the Portland metropolitan region recognize the importance of investing strategically in public infrastructure, particularly transportation infrastructure, as a way to support private investment and economic prosperity; and

WHEREAS, transportation investments that support private investment, job creation and long-term economic prosperity also bring increased revenues to local and state government budgets; and

WHEREAS, our region has a track record of creatively financing forward-looking transportation investments that address the needs of both the present and the future, and of combining smart investment with policy innovations that support good jobs, livable communities and a sustainable environment; and

WHEREAS, a combination of careful planning and strategic investments supported by local, regional, state and federal resources has helped to make this region the economic engine of the state and an example to the nation; and

WHEREAS, the Climate Smart Communities Project has demonstrated that with an increase in transportation funding for all modes, this region can accomplish its many goals for economic prosperity, livability and environmental protection while reducing the emission of greenhouse gases from light duty vehicles to the target level adopted by the Oregon Legislature; and

WHEREAS, the region has cooperatively participated with the Oregon Transportation Forum to develop a broad base of statewide support for a legislative transportation funding package that addresses all modes; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) has recommended adoption of this resolution at their meeting on _____, 2015; now therefore

BE IT RESOLVED:

1. That the Metro Council and JPACT adopt the following principles to guide the region's approach to transportation issues in the 2015 legislative session:
 - Jobs and Economic Prosperity: The regional and local governments and agencies of the Portland metropolitan area are committed to partnering with others to support economic prosperity through the maintenance, improvement and efficient operation of a robust transportation system.
 - Regional and Local Plans: The regional and local governments and agencies of the Portland metropolitan area are committed to implement the strategic actions needed to implement regional and local plans including reduction of greenhouse gas emissions from light duty vehicles.
 - Support Multi-Modal Investment: The regional and local governments and agencies of the Portland metropolitan area support adoption by the 2015 Oregon Legislature of a

funding package designed to address all modes of transportation for both people and freight.

- Stable and Reliable Funding: The need to improve and efficiently operate and maintain a multi-modal transportation system requires establishment of funding mechanisms that provide a reliable and stable on-going revenue source and the legislative package should support that objective.
 - Preserve and Expand Local Options: The transportation challenge will require innovative policy and new funding commitments at all levels of government, including additional local funding to repair and maintain existing transportation facilities. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority; avoid enacting new limitations or pre-emptions; and explore new structures and authorities that give local governments the flexibility to build, operate and fund transportation systems that support prosperity, livability and sustainability.
2. That the Metro Council and JPACT endorse transportation funding and policy priorities for the 2015 legislative session as reflected in Exhibit A to this Resolution.

ADOPTED by the Metro Council this [insert date] day of [insert month] 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

**2015 Regional Transportation Agenda:
Recommendations**

A transportation funding package should be implemented based upon the following principles:

- **Fix It First**
- **Implement Regional and Local Plans.**
- **Implement an All-Modes Approach**
- **Implement a Programmatic Approach**
- **Preserve Local Options**

The elements of the 2015 legislative funding package endorsed by the Portland metro region are as follows:

1. **City/County/State “Fix-It” Program (“catch up and keep up”):** Increase highway trust fund revenues to catch up with meeting needed maintenance, operations and preservation on the city/county/state road system and index the resource to avoid future losses of revenue.
2. **State and Regional “Enhance” Program:** ODOT consolidated their various road and non-road categories of funds intended for modernization of the multi-modal transportation system into a combined “Enhance” program to facilitate the selection of priority projects most important to each region regardless of mode. Expand the ODOT “Enhance” Program and establish a complementary Regional “Enhance” Program.
3. **Orphan Highway Program:** Establish a funding program to facilitate the transfer of roads between ODOT and local governments to align responsibility with authority.
4. **Elderly and Disabled Transit Service:** Provide funding for transit services to elderly and disabled persons statewide.
5. **Connect Oregon VI:** Support a sixth round of Connect Oregon funding for non-road multi-modal transportation projects.
6. **Youth Transit Passes???**
7. **AMTRAK Cascades Passenger Rail Service:** Provide funds to operate the AMTRAK Cascades service between Eugene, Portland, Seattle and Vancouver, BC.
8. **10-year multi-modal strategic transportation needs assessment:** Develop a 10-year, multi-modal, statewide strategic transportation needs assessment to provide the basis for future legislative funding proposals.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14- XXXX, FOR THE PURPOSE OF
ENDORING REGIONAL POLICY AND FUNDING PRIORITIES FOR 2015 STATE
TRANSPORTATION LEGISLATION

Date: [insert date]

Prepared by: [insert staff name, insert
phone number or
alternative contact
information]

BACKGROUND

[provide background on the issue under consideration]

ANALYSIS/INFORMATION

1. **Known Opposition** [identify known opposition to the proposed legislation]
2. **Legal Antecedents** [identify legislation related to the proposed legislation, including federal, state, or local law and Metro Code, using appropriate resolution or ordinance numbers, ballot measure numbers, etc.]
3. **Anticipated Effects** [identify what is expected to occur if the legislation is adopted]
4. **Budget Impacts** [identify the cost to implement the legislation]

RECOMMENDED ACTION

[identify what action(s) you wish Council to take]

**2015 Regional Transportation Agenda:
Specific Recommendations**

A transportation funding package should be implemented based upon the following principles:

- **Fix It First:** First priority should be taking care of what we already have with sufficient resources targeted toward maintaining, operating and preserving the existing multi-modal transportation system. We must adequately fund the existing system in order to realize the benefits for which it was built and avoid the much higher cost at a later date of deferred maintenance.
- **Implement Regional and Local Plans:** Transportation investments are a key aspect of all of the region's plans and contribute significantly to meeting goals relating to enhancing livability and economic prosperity, effectively managing growth to maintain and improve vibrant communities while protecting farm and forest lands outside the urban growth boundary and protecting and improving clean air and water, including reduction of greenhouse gases from light duty vehicles.
- **Implement an "All Modes" approach to transportation funding:** A successful region depends upon a successful multi-modal transportation system and it is important to maintain and improve all parts of that system. As such, this 2015 legislative package should provide funding for all modes and implementation of one part of the package should not be at the expense of another part of the package.
- **Implement a Programmatic Approach:** The proposed 2015 legislative package is structured around tying certain funding sources to certain programmatic purposes, thereby facilitating on-going implementation consistent with these purposes into the future. Priority projects will be selected and implemented within each program.
- **Preserve Local Options:** The state is one partner, together with the federal government and regional and local governments and agencies, in funding the multi-modal transportation system. State resources are important to implement systems and services of state significance and to ensure a baseline system can be maintained and operated at the local level. In addition to state sources, a significant funding contribution has and will continue to come from regional and local governments and agencies. Accordingly, the Legislature should remove existing and avoid enacting new local funding limitations or pre-emptions.

The elements of the 2015 legislative funding package endorsed by the Portland metro region are as follows:

1. **City/County/State "Fix-It" Program ("catch up and keep up"):** Increase highway trust fund revenues by \$X to catch up with needed maintenance, operations and preservation on the city/county/state road system and index the resource to avoid future losses of revenue.
 - a. Increase auto and truck taxes and fees to be distributed 50% to ODOT for the state highway system, 30% to counties for county roads and 20% to cities for city streets.
 - b. Index the state highway trust fund revenue sources to ensure they don't continue to lose purchasing power due to inflation and due to the rapidly changing vehicle fleet of electric cars and highly fuel efficient cars. Dedicate the revenues from indexing to ensure the existing highway, road and street systems continue to be adequately maintained into the

future. Indexing based upon the improvement in average fleet fuel efficiency is viewed as a stop gap measure until the gas tax can be replaced with a per-mile road user charge. In the short-term, increases in the number of highly fuel efficient vehicles will place a greater burden on low fuel efficient vehicles. In the long-term, a per-mile road user charge would place the burden more uniformly across vehicle fuel efficiency.

- c. Provide for an increased small cities grant program in recognition of the very small allocations those cities receive from the state Highway Trust Fund.

2. State and Regional "Enhance" Program: ODOT consolidated their various road and non-road categories of funds intended for modernization of the multi-modal transportation system into a combined "Enhance" program to facilitate the selection of priority projects most important to each region regardless of mode. Increase highway trust fund revenues by \$X to expand the ODOT "Enhance" Program and establish a complementary Regional "Enhance" Program.

- a. Increase auto and truck taxes and fees to support an expanded and more comprehensive "Enhance" program.
- b. Distribute 50% of the increase to expand the ODOT "Enhance" Program for projects of statewide significance.
- c. Distribute 50% of the increase to metropolitan areas and cities and counties outside metropolitan areas to establish an "Enhance" Program for projects of regional significance.
- d. Distribute the Regional "Enhance" funds in a manner that maintains the funds in a large enough amount to actually fund improvement projects and to leverage and link up with the federal flexible funds that are also distributed to metropolitan areas and localities. In the Portland region, these funds would be incorporated into the Regional Flexible Fund Allocation with projects recommended by the Joint Policy Advisory Committee on Transportation.

3. Orphan Highway Program:

- a. Increase auto and truck taxes and fees to support a 10-year pilot program to facilitate the transfer of roads between ODOT and local governments to better align responsibility with authority.
- b. Provide for improvements that facilitate the transfer of state highways that function as local streets to local governments.
- c. Provide for improvements that facilitate the transfer of city/county roads that are of state significance to ODOT.
- d. Establish a panel of stakeholders to select facilities to be transferred and to broker the terms of the transfer subject to the acceptance of both parties.
- e. At the end of the 10-year pilot either continue with policies and practices established based upon the pilot or cancel the program and return the funding to the City/County/State Fix-It Program.

4. Elderly and Disabled Transit Service:

- a. Provide \$75 million to fund transit services to elderly and disabled persons statewide, including in metropolitan areas and large and small urban and rural areas throughout the state.
- b. Commit to continued state funding beyond the 2015-17 biennium.
- c. Coordinate funding for elderly and disabled persons with other social service programs administered by the state.

5. Connect Oregon VI:

- a. Fund a sixth round of the Connect Oregon multi-modal capital program and restore the funding level to \$100 million in lottery bonds for the 2015-17 biennium.
- b. Provide for authorized uses of the funds for improvements to the air cargo, marine cargo and freight and passenger rail systems and person travel improvements to the transit, bike and pedestrian systems.
- c. Fund the highest priority projects while assuring a minimum target amount of 10% to each of five regions.
- d. Align the five regions with the ODOT regional boundaries.
- e. Continue to investigate establishment of a multi-modal trust fund (comparable to the highway trust fund) with a dedicated funding source.

6. Youth Transit Passes

- a. Provide \$20 million per biennium to fund reduced transit fare Youth passes statewide.

7. AMTRAK Cascades Passenger Rail Service:

- a. Provide \$22.6 million in increased funding for operating support of the AMTRAK Cascades service between Eugene, Portland, Seattle and Vancouver BC.
- b. Commit to continued state funding beyond the 2015-17 biennium.

8. 10-year multi-modal strategic transportation needs assessment:

- a. Develop a 10-year multi-modal strategic transportation needs assessment to quantify needs vs. expected revenues to operate, maintain, preserve and improve the multi-modal system on a consistent statewide basis.
- b. Provide the basis for future transportation funding requests to the Legislature.