
AGENDA

Rogue Valley Metropolitan Planning Organization Policy Committee



Date: *Tuesday, February 24, 2015*

Time: *2:00 p.m.*

Location: *Jefferson Conference Room, RVCOG 155 N. 1st Street, Central Point*

Transit: served by RVTD Route #40

Phone : *Sue Casavan, RVCOG, 541-423-1360*

RVMPO website : www.rvmpos.org

1. **Call to Order/Introductions/Review Agenda** **Mike Quilty, Chair**
2. **Review/Approve Minutes** (Attachment #1)..... **Chair**
3. **Public Comment**, Items not on the Agenda **Chair**
(Comments on Agenda Items allowed during discussion of each item)

Action Items:

4. **Elect Chair and Vice Chair** **Dan Moore**

Background: Policy Committee Bylaws call for the committee's election of chair and vice chair during the first meeting in February. Newly elected officials will serve for one year beginning at the close of today's meeting.

Action Requested: Elect chair and vice chair.

5. **RVMPO Public Advisory Council (PAC) Applications** **Chair**

Background: Michael Stanek, representing Eagle Point and Edgar Hee, representing Bicycle/Pedestrian submitted new member applications. The following members submitted renewal or change of representation applications:

- David Lewin, representing Phoenix
- Eric Heesacker, representing Talent
- Glen Anderson, representing East Medford
- Kay Harrison, representing Central Point
- Mark Earnest, formerly of Jacksonville, residence and representation changed to East Medford
- Mike Montero, changing representation from Central Point to Freight Industry
- Thad Keays, representing Talent

The Public Advisory Council recommends approval of the new members and the members requesting change of representation and renewal of their memberships.

Attachment: #2 – PAC applications

Action Requested: Consider approval of new members Michael Stanek and Edgar Hee; consider approval of renewal and change of representation member applications.

6. 2015 – 2016 RVMPO Dues, Work Program ReviewDan Moore

Background: The Policy Committee sets member dues annually as part of the adoption process for the Unified Planning Work Program (UPWP). Staff is seeking approval of the proposed dues for FY2016 and suggestions for changes to the draft work program. Approval of the UPWP will be sought in April. The TAC recommends approval of the dues as proposed.

Attachment: #3 – Memo

Action Requested: Approve dues and comment on proposed UPWP work tasks and budget.

7. Proposed Oregon MPO Consortium (OMPOC) Legislative PrioritiesDan Moore

Background: OMPOC is considering endorsement of a legislative package adopted by the Oregon Transportation Forum (OTF). OMPOC requests that each MPO review and decide whether to endorse the OTF transportation funding and policy package.

Attachment: #4 – Memo, OTF Transportation Funding and Policy Package, OTF Proposal Matrix.

Action Requested: Approve support of the Oregon Transportation Forum Transportation Funding and Policy Package.

8. RVMPO Planning Update.....Dan Moore

9. Public Comment.....Chair

10. Other Business / Local BusinessChair

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.

11. AdjournmentChair

The next MPO Policy Committee meeting is scheduled for Tuesday, March 24 at 2:00 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

- The next MPO PAC meeting is scheduled for Tuesday, March 17 at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next MPO TAC meeting is scheduled for Wednesday, March 11 at 1:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT SUE CASAVAN, 541-423-1360. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATION PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

**SUMMARY MINUTES
ROGUE VALLEY MPO POLICY COMMITTEE
DECEMBER 1, 2014**



The following attended:

<u>NAME</u>	<u>REPRESENTING</u>	<u>PHONE</u>
Al Densmore, Vice Chairman	City of Medford	772-1116
Art Anderson	ODOT	774-6353
Bill Cecil	City of Talent	535-1566
Bruce Sophie	City of Phoenix	535-1634
John Vail for Don Skundrick	Jackson County	774-6118
Jim Lewis	City of Jacksonville	899-7023
Paige Townsend for Julie Brown	RVTD	608-2143
Mike Quilty, Chairman	City of Central Point	664-7907
Rich Rosenthal	City of Ashland	941-1494
Ruth Jenks	City of Eagle Point	826-4212

Staff

Dan Moore	RVCOG	423-1361
Jonathan David	RVCOG	
Andrea Napoli	RVCOG	423-1369
Bunny Lincoln	RVCOG	944-2446
Mike Cavallero	RVCOG	

Others Present

Mike Faught, Mike Baker, John Vial, Mike Montero

1. Call to Order / Introductions/ Review Agenda -

Chairman Mike Quilty called the meeting to order at 2:04 p.m. Introductions followed.

2. Review / Approve Minutes -

On a motion by Al Densmore, seconded by Bruce Sophie, the minutes of the previous meeting were unanimously approved as presented. Julie Brown abstained.

3. Public Comment -

None.

4. Amendment to Public Advisory Council (PAC) Bylaws

Jonathan David presented the amendment proposing the addition of a non-jurisdictional Bike-Ped position on the RVMPO Public Advisory Council. The Policy Committee and PAC wanted the representation formulas to remain the same.

On a motion by Jim Lewis, seconded by Don Skundrick, the amendment was approved. The voice vote was unanimous.

5. Surface Transportation Program (STP) Funding/LMP

Jonathan David presented a review of the cost (\$68,000), potential funding sources and consultation quote for the project. ODOT will fund 50% of the cost. \$11,000 in STP funding was returned by ODOT.

On a motion by Al Densmore, seconded by Bruce Sophie, the Committee proposed \$11,000 STP Funding and \$10,000 from dues.

It was noted that CMAQ funds cannot be used. Dan Moore stipulated that \$11,000 was left over from the Household Activity Survey.

The motion passed unanimously by voice vote.

6. MPO Planning Update –

- **Alternative Measures:** Dan Moore reviewed the measures and the need to show 5% per capita reduction in VMT. Data analysis is now being done, and must be completed by the end of the fiscal year in June, 2015. Analysts were caught off guard with transit mode share not meeting the target. The ODOT model (4.1) for mode shares is being revised.
- **Strategic Assessment:** Jonathan David will continue to work on fitting the SA work into the COG staff schedule.
- **Statewide MPO Funding Issues:** This issue is ongoing, with those involved looking for an equitable solution to securing adequate funding sources for the various MPOs.

7. Public/Audience Comment –

Mike Montero provided updated information that another CMAQ application has been submitted to the State for maintenance and additional infrastructure for alternative fuel stations. ODOT has reviewed the application, and approved for it to proceed forward through the process. No letter of continued support is required from the MPO.

8. Other Business / Local Business

Mike Quilty spoke about returned funds (approx. \$2 million), and the reconvening of the Oversight Committee. The Committee must prioritize additional projects. The members briefly discussed details of some of the projects, and the need for keeping the MPO member jurisdictions informed as further decisions are made on the various projects still remaining on the “table”.

Al Densmore announced that this would be his last Policy Committee meeting, and offered his thanks to the members for their support during his tenure. He will continue to advocate for creation of a Regional Transportation project package and addressing an enhanced public information and education scenario.

OMPOC will have an open seat. Mr. Densmore offered to go to the January meeting.

The membership expressed thanks to Mr. Densmore and Mr. Skundrick for their invaluable

service to the Policy Committee.

Art Anderson said that there are funds available for State bridge repairs, and there may be an opportunity to resurface some I-5 structures. ODOT is also working on the 15-18 and 18-21 STIPs.

Julie Brown brought RVTD issues to the Committee's attention:

- The tax levy lost in the last election
- Reserves are now being used to fund the system
- The reserves (\$3.5 million) could be gone in eighteen (18) months if alternatives are not found.
- Service reductions are imminent and the outlook is not good
- The impact on Valley residents, especially low income, will be very significant
- Another, smaller levy is being considered
- Fixed routes may have to be dissolved, with a "dial a ride" service instead
- The public is unaware of these impacts and consequences
- A public education program is essential
- Additional State funds may be forthcoming for elderly and disabled
- The State doesn't fund transit (except for ADA and senior citizens)
- It is imperative to educate the full State legislature, many newly elected, specifically about transit issues, and all aspects of transportation, in general

A brief discussion ensued about the reasons that the levy did not pass, allowed uses for fare box revenues, educating the business and residential communities about what will happen to the economy if the transit system fails and the specific ramifications for RVTD employees and the system's customer base.

Mike Quilty suggested a letter from the RVMPO Policy Committee to the State legislature, outlining the current transit problems, and encouraging them to open a dialog on the overall issue. 50% of local STP dollars are currently given to RVTD by local jurisdictions (approx. \$900,000).

Mike Montero pointed out that the new **Transportation Options Topics Plan** would speak to air quality and the aging of the population, as well as transit deficiencies, thereby creating some good talking points and tools for resolving the ongoing situation.

Julie Brown will draft a data sheet outlining the impacts and possible solutions on behalf of RVTD to accompany the RVMPO Policy Committee letter to the State.

Al Densmore reiterated that consistent, PERSONAL contact with state legislators and others will ultimately be the key to success with transportation and transit issues.

9. Adjournment

The meeting was adjourned at 3:10 p.m.



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

DATE: February 17, 2015
TO: Policy Committee
FROM: Dan Moore, Planning Coordinator
SUBJECT: FY 2016 RVMPO Dues Recommendation and UPWP Discussion

This memo addresses two related items for the coming fiscal year: setting RVMPO member dues and providing input on the draft Unified Planning Work Program (UPWP). Staff is seeking Policy Committee approval on the dues for the coming year. The Technical Advisory Committee (TAC) reviewed the proposed FY 2016 dues at their February 11th meeting and recommends approval. Remaining UPWP information is provided for discussion and future comment.

RVMPO Member Dues

Staff proposes maintaining the dues formula and rate that was approved by the Policy Committee in February 2013. The rate, \$0.16 per capita, would generate a total of \$27,532 for the 2016 fiscal year. Table 1, below, summarizes population and proposed dues for each jurisdiction. Population estimates are certified July 1, 2014 from Portland State University.

Table 1

RVMPO Proposed 2015-16 Dues			
Member Jurisdictions	Population	Dues Rate per Capita	Proposed FY2016 Dues
Ashland	20,340	\$0.16	\$3,254
Central Point	17,375	\$0.16	\$2,780
Eagle Point	8,635	\$0.16	\$1,382
Jacksonville	2,840	\$0.16	\$454
Medford	76,650	\$0.16	\$12,264
Phoenix	4,580	\$0.16	\$733
Talent	6,230	\$0.16	\$997
White City*	8,335	\$0.16	\$1,334
Jackson County**	27,089	\$0.16	\$4,334
<i>Total</i>	172,074		\$27,532

All population estimates are Portland State University certified (July, 2014)

*White City estimated population is 4% of total county population

** Jackson County estimated population w/in RVMPO boundary & excluding cities is 13 percent of total population

Total Jackson County estimated population: 208,375

Dues provide funding for general operations, primarily activities that require local funds including lobbying and local match obligations. Dues pay for Policy Committee participation in advocacy activities for which federal funds cannot be used, including the Oregon MPO Consortium, the Association of Metropolitan Planning Organizations and the West Coast Corridor Coalition. Dues can also be used to supplement the MPO's planning budget.

Table 2 summarizes anticipated use of FY2015 member dues.

Table 2

Policy Committee Dues, Travel; state, regional, national	\$11,250.00
UPWP Work Activities Support	\$16,282.00
	\$27,532.00

Draft UPWP

Tables on the next two pages summarize spending proposed in the draft 2016 UPWP (Table 3), and the status and changes in program activity (Table 4).

The draft UPWP will be submitted for review by federal and state planning partners (Federal Highway Administration, Federal Transit Administration and ODOT). Staff is asking jurisdictions, to suggest changes to the draft UPWP, which could be incorporated into a final draft for public hearing in April. The Policy Committee will be asked to adopt the work plan at that time.

Table 3: Summary FY2016 Draft UPWP Activities

RVMPO FY 2016 UPWP BUDGET					
Transportation Planning Funds by Source and Activity					
	FHWA MPO Planning Funds (1)	FTA 5303 (2)	MPO Dues (3)	In-Kind Match (2)	Total Budget (4)
Work Tasks					
1. Program Management					
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$120,000	\$10,988	\$12,500	\$2,747	\$146,235
1.2 UPWP Development & UPWP Progress	\$12,000	\$1,000	\$250	\$250	\$13,500
1.3 Public Education and Involvement Program	\$19,000	\$1,000	\$250	\$250	\$20,500
1.4 Interagency & Jurisdictional Coordination	\$18,000	\$3,000	\$750	\$750	\$22,500
1.5 Grant Writing	\$3,000	\$0	\$0	\$0	\$3,000
Totals	\$172,000	\$15,988	\$13,750	\$3,997	\$205,735
2. Short Range Planning					
2.1 TIP Activities	\$15,000	\$8,000	\$1,500	\$2,000	\$26,500
2.2 Air Quality Conformity	\$23,000	\$6,000	\$0	\$1,500	\$30,500
2.3 Local Jurisdiction Technical Assistance	\$3,000	\$2,000	\$0	\$500	\$5,500
2.4 STP & CMAQ Project Funds Management	\$10,000	\$5,000	\$750	\$1,250	\$17,000
Totals	\$51,000	\$21,000	\$2,250	\$5,250	\$79,500
3. Long Range Planning					
3.1 ITS Operations & Implementation Plan Coordination	\$6,750	\$7,000	\$250	\$1,750	\$15,750
3.2 RTP Implementation/Safety, Regional Problem Solving Integration	\$8,000	\$8,000	\$1,500	\$2,000	\$19,500
3.3 2017 - 2042 RTP Development	\$31,399	\$14,000	\$1,211	\$3,500	\$50,110
Totals	\$46,149	\$29,000	\$2,961	\$7,250	\$85,360
4. Data Development					
4.1 Research & Analysis Program	\$21,000	\$16,534	\$4,224	\$4,134	\$45,892
4.2 Data collection/analysis for Title 6 & EJ	\$3,000	\$1,000	\$4,347	\$250	\$8,597
Totals	\$24,000	\$17,534	\$8,571	\$4,384	\$54,489
5. Transit					
5.1 (No project identified)	\$0	\$0	\$0	\$0	\$0
Totals	\$0	\$0	\$0	\$0	\$0
Totals	\$293,149	\$83,522	\$27,532	\$20,881	\$425,084

(1) FHWA MPO Planning funds are allocated to the RVMPO by formula and consist of 89.73% federal funds and 10.27% state match. Federal Share: \$263,043; Oregon Match: \$30,106; Total \$293,149 for FY 2016.

(2) FTA Section 5303 funds are provided for metropolitan planning activities. Total 2016 allocation consists of 80% federal (\$83,522) and a required 20% local share (\$20,881) provided by RVMPO member in-kind contributions (meetings & technical document reviews).

(3) MPO annual dues are paid by MPO member jurisdictions: Ashland, Talent, Jacksonville, Eagle Point, Medford, Central Point, Phoenix, Jackson County.

4) RVCOG acting on behalf of the the RVMPO will apply for and otherwise obtain these funds. RVCOG will carry out the tasks described in this UPWP.

Note: The revenues contained in the UPWP represent the best estimates of expected funding and planning priorities at this time. These priorities and funding levels may change over time. Actual ODOT funding commitments are finalized through specific IGAs. The identified dollar amounts may include subcontracted activities.

Table 4: 2015 UPWP Status, 2016 Proposed Program Activity

	Total Budget	Activity in 2014-15	Proposed 2016 Budget	Proposed for 2015-16
Work Tasks				
1. Program Management				
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$205,735	Continued tasks from 2015; maintained committees and records. Published updated Citizen's Guide brochures. Developed new website.	\$205,735	Generally, continue tasks from 2015; maintain committee and records. Continue website updates. Anticipate MAP-21 rulemaking; track & implement required federal changes
1.2 UPWP Development & UPWP Progress				
1.3 Public Education and Involvement Program				
1.4 Interagency & Jurisdictional Coordination				
1.5 Grant Writing				
2. Short Range Planning				
2.1 TIP Activities	\$92,000	Maintain current MTIP and fund balances/project tracking. Publish Annual Listing of Obligated Projects FFY2014. Coordinate with Sierra Research and agencies to implement EPA's MOVES software for air quality conformity and CO LMP. Assist jurisdictions as requested on planning. Adopted 2015-18 TIP and Air Quality Conformity Determination.	\$79,500	Maintain current MTIP and fund balances/project tracking. Publish Annual Listing of Obligated Projects FFY2015. Coordinate with Sierra Research and agencies on CO LMP and air quality conformity. Assist jurisdictions as requested on planning.
2.2 Air Quality Conformity				
2.3 Local Planning Technical Assistance to Jurisdictions				
2.4 STP & CMAQ Project Funds Management				
3. Long Range Planning				
3.1 ITS Operations & Implementation Plan Coordination	\$174,949	Began update and maintenance of the ITS Plan; RTP 2038 - amended and maintained plan. Developed timeline and workplan for the 2017-42 RTP; Maintained Safety Profile, RVMPO Freight Plan updated; Develop CO Limited Maintenance Plan (LMP); Conducted Alternative Measures benchmark analysis. Completed freight plan update	\$85,360	Work with ODOT and FHWA on MPO performance measures; begin work on 2017-42 RTP. Maintain Safety Profile, Seek funding for 2015 Alternative Measures benchmark analysis. Continue with ITS plan update. Follow-up on any issues identified in 2015 Freight Plan update.
3.2 RTP Implementation, Safety, RPS Integration				
3.3 2017-2042 RTP Development				
3.4 RVMPO Freight Plan Update				
3.5 PM10 & CO Limited Maintenance Plans				
3.6 Alternative Measures Benchmark Analysis				
4. Data Development/Maintenance				
4.1 Research & Analysis Program	\$54,489	Research & Analysis Continued support for development, improvement of travel demand model, focusing on transit forecasting, land use, and traffic count data management. Coordinated with TPAU on the strategic plan for RVMPO modeling improvements for 2017 re-calibration. Began scoping model update needs for next RTP update. Continued model training by ODOT as available. Proceeding with a Strategic Assessment and other requirements for greenhouse gas reductions. Continue GIS activities. Updated the Public Involvement Plan and Title 6/EJ Plan.	\$54,489	Research & Analysis Continue support for development, improvement of travel demand model, focusing on transit forecasting, land use, and traffic count data management. Coordinate with TPAU on the strategic plan for RVMPO modeling improvements for 2017 re-calibration. Review process for local land use data for model. Begin work on model update for 2017-42 RTP update. Continue model training by ODOT as available. Continue Strategic Assessment work. Continue GIS activities. Conduct outreach to environmental justice populations to better understand the transportation needs of target populations.
4.2 Data collection/analysis for Title 6 & EJ				
5. Transit				
5.1 Hwy 99 Transit Service Conceptual Development (RVTD Project)	\$25,000	For RVTD identified use (funded with MPO FTA carryover (FY2012, 2013))	\$0	No project identified.
Totals				
2014-15 Total (excluding Task 5)	\$527,173		2015-16 Proposed Total	\$425,084



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DATE: February 17, 2015
TO: RVMPO Policy Committee
FROM: Dan Moore, Planning Coordinator
SUBJECT: Oregon Transportation Forum Funding & Policy Package Endorsement

Background

The Oregon Legislature is in full session and will be considering transportation funding and policy issues that are of interest to the RVMPO and the Oregon MPO Consortium (OMPOC).

At their July and October 2014 and January 2015 meetings, OMPOC reviewed and discussed the Oregon Transportation Forum's (OTF) Transportation Funding and Policy Package (attached). The OTF is a non-profit membership organization that "encourages full development, maintenance and integration of all transportation modes, including highway, pedestrian, bicycle, air, transit, marine and rail, for the safe and efficient movement of people and products." The OTF membership includes both the private and public sectors.

OMPOC will be considering formally supporting the OTF transportation funding and policy package at their April 2015 meeting. The Policy Committee is being asked to provide direction to the RVMPO's OMPOC members when OMPOC considers supporting the OTF package.

The attached final approved Oregon Transportation Forum *Transportation Funding and Policy Package* adopted at their November 6, 2014 annual membership meeting includes the group's legislative priorities. Also attached is a matrix that summarizes the package.

Funding elements of proposal adopted by the Oregon Transportation Forum, Nov. 6, 2014

	Road Funding	Non-Road Funding
<p>Fix-It:</p> <p>Safely operate and maintain the existing transportation system with improved reliability and efficiency</p>	<ul style="list-style-type: none"> • Index the gas tax for fuel efficiency to avoid continued loss of revenue • Increase Highway Trust Fund Revenues for maintenance and operations <ul style="list-style-type: none"> ◦ Distribute to ODOT/Counties/Cities 50/30/20 	<ul style="list-style-type: none"> • Provide \$22.6 million per biennium to continue operation of the Amtrak Cascades service between Eugene and Vancouver, BC • Increase the state funding contribution to transit services for the elderly and disabled to \$75 million per year (currently approximately \$10 million per year) • Provide up to \$20 million per biennium of state general funds for a youth access to transit program
<p>Enhance:</p> <p>Upgrade the transportation system to meet goals for economic development and livability</p>	<ul style="list-style-type: none"> • Increase the gas tax (with a corresponding increase in the weight-mile tax to maintain cost responsibility for trucks) for an expanded multi-modal “Enhance” program • Increase the gas tax and weight-mile tax by 1 cent for a 10-year pilot “Orphan Highway” program to facilitate the transfer of road jurisdiction between ODOT and local governments. 	<ul style="list-style-type: none"> • Restore Connect Oregon funding to the \$100 million per biennium level
<p>Policy:</p> <p>Implement policy/programs to improve the efficiency and effectiveness of transportation service delivery and the safety and sustainability of the transportation system</p>	<ul style="list-style-type: none"> • Direct the development of a 10-year multi-modal strategic transportation needs assessment to serve as the basis for future funding proposals. • 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. • Direct ODOT to enter into agreements with local governments for the co-location of ODOT and local government road maintenance facilities, as appropriate. 	

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.