



## ***OTC Workshop, October 10, 2007*** ***Transportation Funding***

- **Part One**, presentation from Adam Davis and Tim Hibbitts on their findings on the attitudes of Oregonians on transportation issues
- **Part Two**, discussion of what other jurisdictions are doing
- **Part Three**, roundtable discussion of the future of a funding proposals



## ***Oregon is Not Alone***

- "Heartburn" over roads: State fears \$1.5 billion shortfall
- By Andrew Garber
- Seattle Times, October 3, 2007
- OLYMPIA — Washington could fall about \$1.5 billion short of what's needed to pay for state transportation projects over the next 16 years because drivers are expected to buy less gasoline than the state had forecast.



## ***Oregon is Not Alone (cont.)***

- New state projections indicate rising gas prices will temper demand for fuel, and that in turn means less revenue from state and federal gas taxes. The trend is not expected to improve over time.



## ***City of Salem***

- City is considering a transportation bond to go to voters in 2008 in the range of \$40-100 million
- Voters last approved a bond in 1995 for \$36 million
- Other funding options they are considering: street utility fee or local gas tax
- Decision will likely occur in spring or early summer



## ***Washington County***

- The Washington County Coordinating Committee, consisting of mayors, county commissioners and other elected officials, was formed two decades ago to make decisions about transportation issues of countywide significance.
- The WCCC is presently considering two important steps to help lessen the gap between their projected 20-year needs (\$3.7 billion) and the reality of the income they expect to receive (\$1.5 billion).



## ***Washington County (cont.)***

- Options they may consider: Ask the voters to increase the Transportation Impact Fund (TIF). By doubling the TIF approximately \$30-35 million would be generated annually (i.e., \$15-17 million in new resources) in revenue and credits to help address system capacity needs that accompany growth.
- Ask voters to establish a new MSTIP levy. Like the first MSTIP, the funding request would be tied to specific projects and a specific number of years. (In Washington County, \$1.00 per \$1,000 in property taxes generates approximately \$40 million annually.)



## ***City of Portland***

“There is a growing understanding about the problem and it is now time to come up with a solution.”

*City Commissioner Sam Adams*

Commissioner Adams has made improvement to the transportation system a major focus of his efforts. Adams held a series of town hall meetings in June to present his proposals. Possible funding plans include a city gas tax and a street maintenance fee charged against properties and collected through the city's combined water and sewer bills. His polling also shows strong support for a local increase in the vehicle registration fee. A decision to move forward for a May 2008 implementation is pending. A possible joint city/county funding proposal could raise nearly \$509 million over the next 10 years.



## ***Other jurisdictions***

- Junction City (has a 5-cent tax proposal on the Nov '07 ballot)
- Sandy (has a 1.9-cent increase on the Nov '07 ballot)
- Tillamook (is considering a 1.5-cent increase)
- Florence



## ***Other jurisdictions (cont.)***

- Veneta
- Sisters
- Lane and Jackson counties are discussing county-wide gas taxes



# City Gas Tax Ordinances

City	Population	Year Passed	Cents / Gallon	# of Gas Stations	Revenue 2006-07
Astoria	9,970	2007	3	10	N/A
Coburg	1,075	2007	3	2	N/A
Coquille	4,210	2007	3	4	N/A
Cottage Grove	9,275	2003	3	6	\$335,905
Dundee	3,010	2003	2	1	\$47,071
Eugene	148,595	2003	5	62	\$3,359,536
Milwaukie	20,835	2007	2	5	N/A
Oakridge	3,700	2004	3	2	\$44,260
Sandy	7,070	2002	1	6	\$126,850
Springfield	57,065	2003	3	21	\$1,082,674
Stanfield	2,155	1999	1	2	\$148,187
The Dalles	12,520	1980	3	10	\$320,000 (budgeted)
Tigard	46,300	2006	3	13	\$170,000 <sub>2</sub>
Tillamook	4,675	1982	1.5	9	\$121,805
Veneta	4,240	2004	3	4	\$112,885
Warrenton	4,460	2007	3	5	N/A
Woodburn	22,615	1989	1	9	\$223,713



## *Street User Fees*

City	2006 Population	Fee Title	Year Passed
Ashland	21,430	Transportation Utility Fee	1989
Bay City	1,195	Street Maintenance & Repair Fee	2003
Clatskanie	1,675	Street Utility Fee	1999
Corvallis	53,900	Transportation Maintenance Fee	2005
Dufur	630	Street Maintenance Fee	2001
Eagle Point	8,340	Transportation Utility Fee	1990
Grants Pass	30,930	Transportation Utility Fee	2001
Hubbard	2,960	Transportation Utility Fee	2001
La Grande	12,540	Street User Fee	1985
Lake Oswego	36,350	Street Maintenance Fee	2003
Medford	73,960	Street Utility Fee	1991
Milwaukie	20,835	Street Maintenance Fee	2007
North Plains	1,755	Transportation Utility Fee	2003
Philomath	4,460	Road Maintenance Fee	2003
Phoenix	4,740	Transportation Utility Fee	1994
Talent	6,415	Transportation Utility Fee	2000
Tigard	46,300	Street Maintenance Fee	2003
Tualatin	25,650	Road Utility Fee	1990
Wilsonville	16,885	Road Maintenance User Fee	1996

Is your city not listed here? Please contact:

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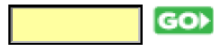
## ***Proposition One, November 2007***

- Citizens of King, Pierce and Snohomish counties are being asked this November to approve Proposition One which would increase the sales tax and car-tab fees to improve highways and extend light rail. The measure would raise approximately \$18 billion over the next 20 years.
- Highway spending would be \$7 billion
- Transit spending \$10.8 billion, which would extend Sound Transit light rail east to Redmond's Overlake area, south to Tacoma and north past Lynnwood in Snohomish County

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- [Why Vote YES!](#)
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VOTE YES ON NOVEMBER 6  
**GO contribute GO volunteer GO endorse**



## WHY VOTE YES

On the ballot this November, Roads & Transit is a balanced and comprehensive approach to solving our region's traffic problems.

**A comprehensive transportation system will improve our quality of life.**

- Addressing major chokepoints will reduce congestion.
- Building a fast, safe and reliable light rail system across the region will help lift people out of congestion and make it easier to live and do business here.

## More transportation choices means a cleaner environment

- Building an additional 50 miles of light rail to connect Bellevue, Redmond, Overlake area, Mercer Island, Northgate, Shoreline, Mountlake Terrace, Lynnwood, Alderwood, the 164th Street/Ash Way area, Des Moines, Federal Way and Tacoma will take cars off the road and provide better mobility options.
- Creating nearly 12,000 park and ride slots at bus, commuter rail and light rail stations will help commuters get out of their cars.

## Upgrading our infrastructure improves safety

- Replacing and retrofitting overpasses and bridges vulnerable to earthquakes.
- Reducing congestion will allow first responders to move more quickly during an emergency.

## Investing in transportation drives our economy

- Building transit and fixing chokepoints will help improve traffic and move people and goods more quickly and reliably.
- Improving freight mobility will allow our region to compete in an expanding global economy.



## ***Governor's Vision for Transportation***

"As we look to the 2009 legislative session, I see one of the most important issues facing the long-term economic prosperity and quality of life is our transportation system. I – like you – want to see Oregon on a path that will lead to better jobs, less congestion and a cleaner and more sustainable environment, which is why in the coming months we must work together to develop a plan that helps us make that vision a reality."

Governor Kulongoski, August 17, 2007



## ***Key Dates in next 6 months***

- **December 2007**, Oregon Business Council Leadership Summit. Transportation will be a major focus of the Summit and the Governor plans to ask for business and legislative leadership to make transportation a priority for the 2009 session.
- **February 2008**, Oregon Legislative Session. There has been talk of including transportation funding as part of the 2008 legislative session, but the Governor would like to ensure that any major funding discussions be part of the 2009 regular session.



## ***Key Objectives in next 12 months***

- Continue to meet with stakeholders
- Galvanize the business community
- Work with local government on their efforts
- Tell the story of ODOT