

RESOLUTION NO. 1012

A RESOLUTION APPROVING THE OREGON TRANSPORTATION PLAN AND CALLING FOR LEGISLATIVE APPROVAL OF THE TRANSPORTATION FUNDING PACKAGE.

WHEREAS, the Oregon State Legislature has directed the development of a long-range transportation plan for the State of Oregon; and

WHEREAS, the State, in partnership with cities and counties and with the full participation of user and interest groups and the public, has developed the Oregon Transportation Plan (OTP), a plan that envisions the creation over a 20-year period of a fully integrated, balanced system that encompasses all modes of transportation; and

WHEREAS, implementation of the OTP is essential to improving and protecting Oregon's economic competitiveness and quality of life, and Oregon now has a unique opportunity to avoid the transportation conditions that have plagued urban areas the across the nation while enhancing mobility for Oregon's small communities; and

WHEREAS, implementation of the OTP will create and maintain jobs in the state, strengthen the economy, preserve and extend the infrastructure investment of the past, provide better and faster connections and mobility for people and freight throughout the state, improve air quality and the environment and reduce traffic congestion in heavily populated areas; and

WHEREAS, the cities of Oregon support a transportation plan that recognizes the partnership among transportation jurisdictions; that calls for transportation facilities appropriate to each area of the state; that makes the most efficient use possible of available and potential funding sources; and that provides adequate and stable sources to fund priority needs for each mode of the transportation system, including roads and bridges, air service, local bus and transit systems, ports, rail service, and bicycle and pedestrian facilities; and

WHEREAS, the cities of Oregon acknowledge and appreciate the actions of past legislatures that have allowed progress in addressing a backlog of transportation needs within the state, but believe that a comprehensive funding solution for all transportation modes is required to achieve an efficient transportation system that is not in continual danger of falling further and further behind; and

WHEREAS, the Transportation '93 Committee - an alliance of state and local governments, other transportation providers, business and civic leaders, and transportation construction and user groups - has developed and put before the 1993 Legislature a package of legislative measures that would initiate the OTP and provide sources of funding to begin its implementation; and

WHEREAS, the cities of Oregon believe that the OTP and the proposed legislative funding package represent prudent public policy.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. That the City of Wilsonville supports the Oregon Transportation Plan and the funding proposal now before the 1993 Legislative Assembly and strongly urges the Legislature to provide adequate funding sources to implement the OTP, not just to preserve and maintain the past investment in transportation infrastructure, but to extend and expand that infrastructure to create the integrated, multi-modal transportation system needed in the State of Oregon.

ADOPTED by City Council of the City of Wilsonville at a regular meeting thereof this 21st day of June, 1993 and filed with the Wilsonville City Recorder this same date.


GERALD A. KRUMMEL, Mayor

ATTEST:


VERA A. ROJAS, CMC/AAE, City Recorder

SUMMARY of Votes:

| | |
|-------------------|---------------|
| Mayor Krummel | <u>AYE</u> |
| Councilor Van Eck | <u>ABSENT</u> |
| Councilor Carter | <u>AYE</u> |
| Councilor Hawkins | <u>AYE</u> |
| Councilor Lehan | <u>AYE</u> |

THE OREGON TRANSPORTATION PLAN

The League **supports** the Oregon Transportation Plan and the legislative package designed to fund its implementation over the next six years.

What Is the OTP?

- It is a 20-year blueprint for development of a transportation system for Oregon.
- It envisions a truly multi-modal transportation system, including plans for roads and bridges, airports, public transportation, rail service, ports and bicycle and pedestrian facilities.
- The plan targets the highest priority needs for each mode and for each part of the state, based on minimum acceptable levels of service.

Why Do We Need It?

- Oregon has an opportunity right now to avoid the traffic congestion and gridlock that have plagued many urban areas, but only if we act quickly.
- We expect that approximately 1,000,000 people will move to Oregon in the next 20 years, concentrated mostly in the northern Willamette Valley. (Oregon presently has a population of about 3,000,000). We can't build enough roads fast enough to accommodate that level of growth, and we have to provide alternatives to the single-occupancy vehicle in the most heavily congested areas.
- We have to have enough stable funding to protect our past investment in transportation infrastructure. This means preserving our existing roads, bridges, rails and waterways and expanding them where necessary.
- The OTP would allow Oregon to make maximum use of available federal funds and to leverage every transportation dollar to achieve the most good.
- If we don't address our air quality problems immediately, the federal government could impose sanctions that would restrict the growth of business and industry, impairing the development of a healthy economy.

Isn't It Expensive?

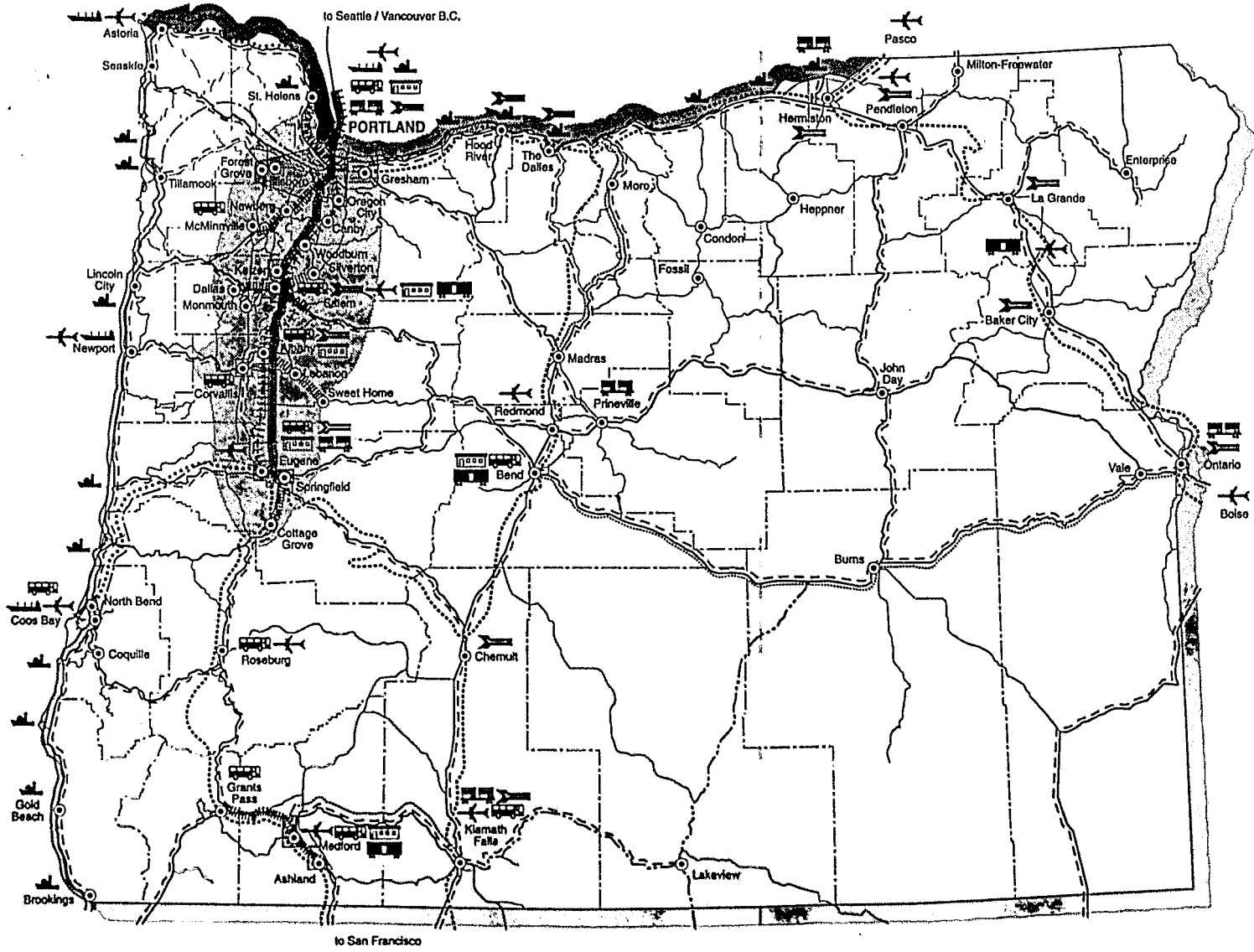
Yes, it means additional gas taxes, higher registration fees and other transportation-related increases. But if we don't make the investment right now, we will fall farther and farther behind. In two or five or ten years, it will be much more expensive to build an acceptable transportation system. There is a gap of more than \$27 billion in current dollars between priority needs and anticipated revenues over the next 20 years, partly because of critical decisions being deferred in the past.

Although we face financial difficulties, we can't afford to wait. Funding the OTP now will allow us to preserve and protect what we already have and to prepare for a future that truly will provide livable communities in Oregon.

Please ask your Legislators to support the Oregon Transportation Plan funding package.

OREGON TRANSPORTATION PLAN

Transportation System by the year 2012



MAJOR TRANSPORTATION FACILITIES
Red indicates changes in system by 2012

- HIGHWAY INTERSTATE / STATEWIDE
 - - - New Statewide
 - Scenic Byway (National)
 - Highway Freight Corridor
 - IVHS Highways
 - TRANSIT SERVICE (+25,000 pop.)
 - Hourly Intercity Service
 - Commuter Transit Service
 - Intercity Bus
 - Intercity Passenger Terminal
 - MAJOR RAIL LINES
 - Amtrak Stops
 - Higher Speed Passenger Train
 - Truck/Rail Freight Facility*
 - Roload Freight Facility*
 - Rail - Port Access
 - DEEP DRAFT WATERWAY
 - Ocean Port*
 - Inland Waterway
 - Port Facility*
 - Channel Improvements
 - AIR CARRIER SERVICE*
 - - - NATURAL GAS PIPELINE
 - METROPOLITAN AREA
 - WILLAMETTE VALLEY TRANS. CORRIDOR AREA
- Not shown on map:
STATEWIDE BIKEWAY SYSTEM
PEDESTRIAN SYSTEM
TELECOMMUNICATION IMPROVEMENTS
RAILROAD BRANCH LINES
- * Intermodal Facility

OREGON TRANSPORTATION PLAN

1993 LEGISLATIVE PROGRAM

THE CHALLENGE

The newly adopted Oregon Transportation Plan (OTP), reinforced by the 1993 Oregon Roads Finance Study and other transportation planning conducted during the past biennium, envisions a statewide transportation system that supports jobs, strengthens our economy, fosters clean air and arises from sound land use decisions.

This system takes advantage of the inherent efficiencies of each transportation mode, strengthens all modes, and encourages interconnection between modes. The system is responsive to Oregon land use goals for transportation, especially in achieving reduction of vehicle miles traveled.

Planning calls for managing, not just meeting, demand on the system, and prioritizing needs to address the most urgent requirements and make the wisest investments.

The challenge is to implement the plan through a stable but flexible financing program, adhering to the Oregon transportation funding principle of user pays and providing equity among alternative transportation modes.

THE UNMET NEED

Authorization for added financial resources will be required to cover long-term transportation needs in Oregon.

Some \$3.5 billion* in additional funding -- beyond current levels -- will be required to meet the projected transportation needs of the first six years.

More than \$27.7 billion* in new funding will be needed over the 20 years, to be added to the estimated \$40 billion to be collected in that period for transportation in Oregon under the current authority.

**inflated dollars*

The 1993 Oregon Roads Finance Study, dealing with the largest component of the statewide transportation system, established a shortfall in funding for priority roads and bridges projects of \$19.2 billion between available revenue and costs of high priority needs between 1993 and 2012.

INVESTMENT GOALS

• PRESERVE SAFE ROADS

Facility preservation is the highest priority for road funding. Meeting this need, as well as serving the expected demand for truck, bus and automobile travel, requires increased road funding. Discussions of road funding should also consider that roads provide the basic infrastructure for transit bus service and provide essential feeder service to non-road modes of travel. A balance of rural and urban road needs is met, assuring equity in the allocation of road funds.

• FULFILL TRANSIT'S ROLE

Under the OTP, the primary role of transit providers is to alleviate road needs through expanded service levels. At the same time, transit agencies must address a backlog of fleet replacement needs and meet the requirements of the Americans with Disabilities Act. While this will require significant increases in funding for transit capital, finding the financial support to fund transit operations is essential. Flexibility of funding transit along with roads under new federal transportation law is utilized.

• ENSURE OREGON SHIPPERS CAN EFFICIENTLY SHIP FREIGHT TO DOMESTIC AND INTERNATIONAL MARKETS

This will be accomplished through channel deepening, state support of high priority port and port access improvements, and rehabilitation of rail branchlines when the branchlines can be self-supporting.

• REDUCE DEMAND FOR TRANSPORTATION CAPACITY

Many activities can reduce the need for (expensive) peaking capacity on our transportation system. These may include construction of park and ride lots, rideshare programs, encouragement of alternative work hours, congestion pricing, mixed use patterns of land development and the encouragement of telecommuting. The funding for such transportation demand management (TDM) programs will come out of budgets for road and transit programs. TDM will be a key component of efforts to meet the requirements of the State's Transportation Planning Rule to reduce growth in vehicle miles traveled (VMT), and to limit the need for highway capacity improvements.

• REVIVE INTERCITY PASSENGER SERVICE AS A TRANSPORTATION ALTERNATIVE

Effective statewide, intercity passenger access is the goal; a service which does not exist today. Intercity bus links to rural areas can be revived when linked to a statewide system. The centerpiece of this concept is the development of relatively high speed rail service between Eugene and Seattle, backed by hourly service (bus and rail) between Eugene and Portland, coordinated with intracity bus services. Intercity bus links to rural areas will then connect to this "trunk" system.

• ENHANCE DEVELOPMENT OF BASIC COMMERCIAL AIR SERVICES TO ISOLATED URBAN AREAS AS WELL AS MAJOR AVIATION HUBS IN OREGON

This package begins the process of ensuring that regions of the state with market potential for commercial air service have adequate and safe airport infrastructure.

• DEVELOP EFFICIENT BICYCLE TRANSPORTATION NETWORKS

Currently, bicycle projects on roadway right-of-way are reasonably well funded from the Highway Fund. However, there are many bicycle route connections off the roadway right-of-way that cannot be made because there is no funding source. The new bicycle registration fee will provide this source.

PROGRAM BENEFITS

- **JOB CREATION AND ECONOMIC DEVELOPMENT,**
promoting expansion and diversity of the Oregon economy. \$400 million annual net savings in transportation costs to Oregon's economy.

35.9 jobs created per \$1 million spent on new construction (AGC estimate).
- **IMPROVED QUALITY OF LIFE,**
supportive of livability goals in both urban and rural areas; reduced congestion, improved air quality, more efficient land use.
- **AN INTEGRATED AND EFFICIENT STATEWIDE TRANSPORTATION SYSTEM**
that's balanced, serves urban and rural communities statewide, and is safe.
- **BEST USE OF NEW FEDERAL TRANSPORTATION FUNDING PROGRAMS.**
Federal match requirements can be met, and the flexibility offered by new federal programs for meeting transit as well as highway needs can be fully utilized.
- **IMPROVED MOBILITY.**
Modest increases in vehicle operating speeds are achieved in congested areas; improved service to those who must rely on transit (senior citizens and disabled persons).
- **REDUCED AIR POLLUTION EMISSIONS,**
from mobile sources, by 14%. Traffic congestion, a major reason for the emission problem, will be relieved. Opens limited airsheds to new industry.
- **SAVINGS FOR AUTO AND TRUCK OPERATORS,**
on average of 38 hours per year driving the same miles. Each vehicle operator saves an average of \$322 in operating costs per year; the average driver saves 75 gallons of gasoline per year.
- **REDUCED ROAD AND BRIDGE REPAIR COSTS,**
as maintenance is performed on a timely basis. Net additional cost of maintenance deferral is a four to five times cost increase.

OTP LEGISLATIVE PROGRAM

*As Adopted by the Oregon Transportation Commission
December 15, 1992*

HIGHWAY MEASURES

HB 2415

Gas tax increase \$.04 per year for 4 years with a comparable weight mile factor increase.

HB 2416

Increase annual vehicle registration fee by \$15 (30 per biennium) effective January 1, 1995.

HB 2421

Transportation access fee (system development charge) in the form of a \$200 fee on net additions to existing fleet.

HB 2422

\$2 studded tire fee for damage to state, county and city roads.

HB 2423

Accelerates sunset provision for special \$.05 gas tax rate reduction for ethanol blended fuels from January 1, 1998 to January 1, 1994.

HB 2424

Expand ODOT's revenue bonding authority to give the OTC authority to advance projects for which the increase in benefits from advancement exceeds increased financing costs.

TRANSIT MEASURES

Expand transit use of flexible federal funds (i.e. STP funds).

HB 2419

Portland area vehicle emission fee based on actual emission rating and miles driven. Initial rates will range from \$5 to \$125 per vehicle per year.

HB 2420

Extension of payroll tax authority to transportation districts and change in implementation requirements to allow implementation by district boards.

HB 2428

Expand state in-lieu of payroll payments for transit to all fixed route systems receiving public support.

HJR 7

Constitutional amendment to allow use of emissions fee for transit and other vehicle emission reduction measures with provisions to ensure regional equity.

HB 2425

Allocation of lottery funds for light rail transit capital.

HB 2426

Set up rail fund and bonding authority for high speed and light rail.

HB 2427

Institute a tire and battery fee similar to HB 3055 of 1989 not to exceed \$2 each.

AVIATION MEASURES

HB 2417

\$.005 increase in jet fuel taxes for commercial airports similar to HB 2313 in 1991 effective January 1, 1994.

HB 2418

\$.02 aviation gasoline tax increase similar to HB 2717 in 1991 effective January 1, 1994.

PORTS AND RAIL FREIGHT

HB 2429

Allocation of lottery funds for marine/rail access. Up to \$25 million for Port and Marine Navigation fund, up to \$5 million for freight rail improvements.

CONGESTION PRICING

Authorize the OTC to approve two pilot projects for congestion pricing. Permit toll roads or other measures on an experimental basis in conjunction with these projects.

BICYCLES

HB 2430

New bicycle registration fee for 24" tire and larger, administered by retailers.

OTP LEGISLATIVE PROGRAM

Update: May 12, 1993

EMERGING HOUSE LEGISLATION

HIGHWAY MEASURES

The following bills have been moved by the Revenue Subcommittee to the full committee.

HB 2415

Amended Proposal: Gas tax increase \$.03 per year for 2 years with a comparable weight-mile increase.

HB 2416

Amended Proposal: Increase annual vehicle registration fee by \$15 effective January 1, 1994. Increase annual fee by \$20 effective January 1, 1995 and make flexible if HJR 7 passes.

HB 2456 (HB 2423)

Amended Proposal: Accelerate sunset provision for special \$.05 gas tax rate reduction for ethanol blended fuels from December 31, 1997 to October 1, 1993. Merges HB 2423.

HB 2424

Amended Proposal: Expand ODOT's revenue bonding authority to give the OTC authority to advance projects for which the increase in benefits from advancement exceeds increased financing costs.

TRANSIT MEASURES

HJR 7 and HB 3659

Amended Proposal: Constitutional amendment to limit use of gas taxes to roads and allow use of other vehicles fees like registration fees for traffic reduction and elderly and disabled transportation. Amended by Revenue Subcommittee and moved to full committee. HB 3659 sets ballot title for HJR 7. Referred to Revenue Committee.

HB 2425

Proposal: Allocation of lottery funds for long-range transit capital. Referred to House Appropriations Committee-A. No action to date.

HB 2426

Proposal: Set up rail fund and bonding authority for high speed and light rail. Referred to General Government Committee with subsequent referral to Revenue and School Finance. No action to date.

TRANSIT MEASURES (Con't.)

HB 2428

Amended Proposal: Expand state in-lieu of payroll payments for transit to all fixed route systems receiving public support. Amended by Revenue Subcommittee and moved to full committee.

AVIATION MEASURES

The following bills have been moved by the Revenue Subcommittee to the full committee.

HB 2417

Amended Proposal: \$.005 increase in jet fuel taxes for commercial airports similar to HB 2313 in 1991 effective July 1, 1994.

HB 2418

Proposal: \$.02 aviation gasoline tax increase similar to HB 2717 in 1991 effective January 1, 1994.

PORTS AND RAIL FREIGHT

HB 2429

Amended Proposal: Allocation of lottery funds for marine/rail access to Marine Navigation Improvement Fund. Amended by General Government Committee and moved to House Appropriations Committee-A.

HB 3174

Proposal: Allocation of up to \$5 million for freight rail improvements. Referred to House Appropriations Committee-A.

CONGESTION PRICING

HB 3299 (SB 636)

Proposal: Authorizes Metro, following a thorough public involvement process, to establish a congestion pricing pilot project. Referred to General Government Committee. No action to date. Note: SB 636 incorporates HB 3299. Amended by Senate Transportation Committee and moved to the full Senate.

INACTIVE BILLS

HIGHWAY MEASURES

HB 2421

Transportation access fee (system development charge) in the form of a \$200 fee on net additions to existing fleet. Referred to General Government Committee.

HB 2422

\$2 studded tire fee for damage to state, county and city roads. Referred to General Government Committee with subsequent referral to Revenue and School Finance Committee.

TRANSIT MEASURES

HB 2419

Portland area vehicle emission fee based on actual emission rating and miles driven. Initial rates will range from \$5 to \$125 per vehicle per year. Referred to Natural Resources Committee with subsequent referral to Revenue and School Finance.

HB 2420

Extension of payroll tax authority to transportation districts and change in implementation requirements to allow implementation by district boards. Referred to Revenue and School Finance .

TRANSIT MEASURES (Con't.)

HB 2427

Institute a tire and battery fee for transit similar to HB 3055 of 1989 not to exceed \$2 each. Referred to General Government with subsequent referral to Revenue and School Finance.

HB 3173

Statewide vehicle emission fee based on the age of the vehicle.. Fee to range from \$2 to \$4 per vehicle per year with revenue distributed to ensure regional equity. Referred to Natural Resources with subsequent referral to Revenue and School Finance.

BICYCLES

HB 2430

New bicycle registration fee for 24" tire and larger administered by retailers. Referred to General Government with subsequent referral to Revenue and School Finance.

Benefits - Portland Metro Area

Clackamas, Multnomah, & Washington Counties

Vision

To meet Oregon's future population needs, the Oregon Transportation Plan (the state's transportation policy) envisions the development of an expanded and integrated transportation network of highways, intercity bus, transit, rail, marine, aviation, bicycle and pedestrian facilities.

Oregon Transportation Plan Benefits

The Oregon Transportation Plan (OTP) contains the following benefits for Portland metropolitan area residents. Funding from the OTP 1993 legislative financial package will advance these proposals.

Aviation

- Support improvements to increase commercial air service connections between Portland, smaller Oregon cities and other national international cities.
- Support intercity connections by improving services at general aviation airports.
- Support expansion of air freight handling capabilities at Portland International Airport.

Bicycle/Pedestrian

- Construct additional bikeways and pedestrian walkways in urban areas.

Highway

- Expand use of demand management techniques, including ridesharing and high occupancy vehicle lanes on freeways and arterials, to improve highway capacity and reduce congestion.
- Continue to implement the Access Oregon Highway program for U.S. 26 and 30 and Oregon Highway 99W.

Intercity Bus and Transit

- Expand urban transit services including park and ride facilities. Complete the light rail system already planned.
- Expand commuter transit service to nearby communities.
- Establish hourly intercity bus service to major cities along I-5 in the Willamette Valley.
- Develop intercity passenger bus services that allow at least one round trip to be made within a day between Portland and Astoria/Seaside and Tillamook.
- Provide direct connections between intercity bus, air, rail, airport limousine services and local transit services; and intercity passenger connections with local public transit services and elderly and disadvantaged service providers.

- Develop an intermodal passenger terminal.

Port

- Connect railroads and trucking lines to port facilities to enable the Port of Portland to operate in the international marketplace.
- Deepen the Columbia River channel. The project depends on the results of the Corps of Engineers' feasibility study.

Rail - Freight

- Provide uncongested highway freight access to intermodal truck/rail terminals during off-peak periods.
- Develop intermodal rail/truck facilities in Portland as the market demands.

Rail - Passenger

- Implement high speed train service traveling between Seattle and Eugene and running at increased frequencies.

Additional Improvements

- Make specific regional transportation improvements that are included in the Metro Regional Transportation Plan. This plan will become part of the OTP when it meets performance guidelines. Improvements are expected to carry out LCDC Transportation Planning Rule 12 reductions in vehicle miles travelled per capita and local land use plans for compact cities within the urban growth boundaries.

Six-Year Program Benefits

The Six-Year Transportation Improvement Program for 1993-1998 schedules a number of improvements that will benefit Portland metropolitan area residents. The following are examples of projects that the Department of Transportation will carry out during the next six years.

Bicycle/Pedestrian

- Construct bikeways and walkways whenever, in general, highways, roads or streets are being constructed, reconstructed or relocated.
- Widen Barbur Boulevard to provide bike lanes between Terwilliger Boulevard and SW Hamilton Street, and add bike lanes to Multnomah Boulevard between SW 71st Avenue and Barbur.

Highway

- Retrofit the Marquam Bridge (I-5) with earthquake fittings.
- Complete projects related to the westside light rail project:
 - Widen U.S. 26 from Cedar Hills Boulevard to S.W. 76th Avenue.
 - Construct the Golf Creek Access Road.
 - Widen U.S. 26 and improve the zoo interchange.
 - Widen Oregon Highway 217 and reconstruct interchange ramps near Sunset Highway.
 - Provide funds to construct the Hillsboro light rail transit facility.
 - Widen U.S. 26 from Murray Road to Oregon Highway 217 to six lanes.

- Widen I-84 from NE 181st to Troutdale to six lanes and construct interchanges.
- Provide motorist advisory message signs on I-5 and U.S. 26.
- Widen and realign Oregon Highway 47 to tie into the Forest Grove bypass.
- Reconstruct the Stafford interchange and the bridge over I-5.
- Widen Oregon Highway 8, and construct sidewalks and a bikeway in Hillsboro.
- Provide rockfall protection for five miles on Oregon Highway 99E near Oregon City.
- Construct a freeway to freeway interchange on I-5 and Oregon Highway 217/Kruse Way.
- Construct ramps from Marquam Bridge (I-5) to Grand and Union Avenues.
- Construct the Sunnybrook interchange on I-205.
- Repair joints on the St. Johns Bridge.

Transit (during federal fiscal year 1993)

- Provide matching funds to construct the westside light rail.
- Purchase small buses and accessible vehicles, and fund planning and demonstration projects for Tri-Met.
- Provide support for special transportation services for senior citizens and people with disabilities in the tri-county area. (not shown in TIP)