



PRESS RELEASE

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House Approves \$5.3 Billion, 10-Year Transportation Funding Package *HB 2017 will preserve and modernize Oregon's transportation infrastructure*

Today, after a year and a half of input, the Oregon House of Representatives passed a comprehensive, bipartisan transportation package that will keep Oregon moving forward safely and efficiently.

[House Bill 2017](#), which passed 39-20 is the result of a statewide, 11-stop tour undertaken by the Joint Transportation Preservation and Modernization Committee, which was formed in 2016 by House Speaker Tina Kotek (D – North Portland) and Senate President Peter Courtney (D – Salem). The committee met with community members and transportation stakeholders across the state, and held numerous public hearings in the Capitol throughout the session. The committee incorporated that public input into the final transportation package.

“Transportation means access to a better life and a better future for Oregonians,” says **Rep. Caddy McKeown (D-Coos Bay)**, who led the joint committee with Rep. Cliff Bentz (D-Ontario), co-vice-chair; Sen. Lee Beyer (D-Springfield), co-chair; and Sen. Brian Boquist (R-Dallas), co-vice-chair. “Every day, people rely on our roads to get to their jobs, to school, to the doctor, to the grocery store, to social services, and to be with their families. A well-maintained transportation system brings us all together.”

HB 2017 will raise \$5.3 billion for infrastructure over the next ten years. It will modernize and improve Oregon's transportation infrastructure by addressing four of the priorities heard most consistently around the state: reducing congestion, increasing alternate transportation options, investing in maintenance and preservation, improving safety of existing infrastructure, and ensuring accountability in how taxpayer dollars are spent.

“In our travels around the state last summer, we heard universal support of the need for additional investment in our roads and bridges. Also in all regions, local leaders strongly supported funding for transit, multi-modal, bicycle and pedestrian paths,” says **Rep. John Lively (D-Springfield)**. “HB 2017 takes a very comprehensive multi-year approach to all the areas for more funding.”

Reducing Congestion

Reducing congestion in the Portland-metro area was a big priority at every one of the 11 stops the joint committee made last year. Clogged interstates in Portland slow down both commuter and freight traffic; products take longer to get to market, workers are less productive, and quality of life is degraded.

HB 2017 eases congestion by:

- Making a full investment in bottleneck relief on OR-217;
- Widening northbound I-205 from Powell Boulevard to I-84;
- Using technology to ease congestion;
- Requiring planning to widen the freeway from Stafford Road to the Abernethy Bridge;

- Investing in new lanes to address issues of gridlock on I-5 through the Rose Quarter;
- Directing the Oregon Transportation Commission to create a Congestion Relief Program and specifically target solutions for metro area congestion.

Increasing Alternative Transportation

HB 2017 will make a substantial new investment in public transit to improve the connectivity and frequency of bus service in communities across the state by instituting a statewide payroll tax of one tenth of one percent of wages. In 2018, that is expected to raise \$103 million for public transit, with an emphasis on increasing reach, frequency, and access for low-income transit riders, as well as bridging the gap in between communities in rural areas.

The package will create a funding mechanism to permanently fund Connect Oregon. It creates a dedicated investment for bicycle and pedestrian commuter paths in Connect Oregon, plus an additional 1 percent for bike and pedestrian projects on the highway system. A new excise tax on adult bicycles (that cost \$200 or more) will produce an average of \$1.2 million each year for additional bike and pedestrian infrastructure. The package also provides \$12 million per year for rebates for electric and other zero emission vehicles to promote their use in Oregon.

Investing in Preservation and Maintenance

HB 2017 funds critical seismic improvements and fix many of the state's bridges, highways, and culverts by raising vehicle registration fees, title fees, and fuels taxes incrementally over the next seven years.

Promoting Safety

This package also provides \$10 million per year for Safe Routes to Schools. That funding increases to \$15 million in 2023.

Ensuring Accountability and Transparency

HB 2017 promotes transparency and accountability by directing the Transportation Commission to:

- Create a Continuous Improvement Advisory Committee for ODOT;
- Measure and report on transportation system conditions for all jurisdictions;
- Create a transparency website;
- Conduct benefit cost analysis for capacity building projects, and
- Create a stronger connection between the commission and the internal auditor of ODOT. Finally, the last three increases in the gas tax and fees will be conditioned on accountability.

“It was an honor to work on this bipartisan project for investment for our roads, for our light rails and transits, for our pathways, for our freight and commercial activity, and for addressing congestion in our communities,” says Rep. Susan McLain (D-Forest Grove). “The package provides a wide variety of inter-modal improvements and maintenance, and a commitment over a 7-year period to continue to build and improve the infrastructure across the State of Oregon.”

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