

## Support a Robust, Multimodal Transportation Package

*Oregon needs to continue investing in transportation infrastructure at the state and local levels. Investments in Oregon's entire transportation infrastructure system are critically important to neighborhood livability, safety, access to housing, and the state's export-dependent economy. The Legislature must be bold and provide needed stable funding and revenue tools capable of meeting the needs of local governments and the state.*

### **\$5.3 Billion Invested in 2017**

During the 2017 session, the Legislature passed HB 2017, which provided significant funding for key local and state transportation systems and established a stable funding mechanism for public transit that expanded transit options for communities to connect and larger, urban-based transit systems.

**If the Legislature Fails to Pass** a transportation package in 2025, communities across the state will see more potholes, unmaintained streets and traffic signals, and other critical failures for both the local and state systems. This would also threaten the completion of critical project investments.

**Urgency is Needed** to build support for a robust transportation package in 2025 that reinforces the state's investment in Oregon's entire transportation system across all modes. The 2025 transportation package can and should be a statewide investment that includes local governments as a full partner.

**There are fundamental elements** that must be considered when building a transportation package in 2025. The process will require a return to the basics and a fundamental investment in Oregon's transportation system that includes local governments as full partners sharing in the transportation revenues generated in local communities across Oregon.

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## **TRANSPORTATION NEEDS**

*Oregon's 241 Cities are responsible for **11,300 miles** of roads. Based on member surveys, the LOC estimates that over 40% of city roads are in "poor" to "very poor" condition.*

*The LOC estimates an annual operations and maintenance gap of **\$633 million** and an annual capital construction need of **\$1 billion** to meet 20 years of expected growth.*

*The average vehicle owner contributes approximately \$300 annually to Oregon's transportation infrastructure.*

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## **These fundamental elements must include:**

**Transportation Safety** – this remains a top concern, as traffic fatalities and serious injuries have continued to rise over the last few years. Increasing investments in safety improvements that minimize conflicts between transportation options, such as improved pedestrian crossings, are necessary to make Oregon communities safer.

Investment in transportation safety is most critically needed on our high-traffic roads and near our schools. Over the last five years, cities have faced significant increases in the loss of life along roadways. This includes fatal vehicular crashes, bike crashes, and those involving pedestrians. Increased investment in safety projects will make a significant difference.

**Start the Transition to a Road User Fee** - Oregon must reduce the continued erosion of buying power from the gas tax and stabilize revenue for transportation investments. This will create a fee structure based on the true impact of vehicles that utilize Oregon's transportation infrastructure.

**Finish Projects from HB 2017** - 43 projects across Oregon were part of the commitments made in 2017. The scale of these investments was historic and resulted from a significant bipartisan effort, but not all have been completed. These unfinished projects must be completed because they remain critical for all communities in Oregon.

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