

Funding Proposal for Oregon Intercity Passenger Services (V. 5)

Adopted by the **AORTA** Board, August 31 2019

Increase the State Transportation Improvement Fund (STIF) Payroll Tax by .1% or \$.001 to be dedicated to Oregon Intercity Passenger Services. This will increase the total STIF Payroll Tax to .2% or \$.002. The original portion of the STIF will continue to support public transit services statewide as defined in HB 2017 of 2017.

The Intercity Passenger Services portion of the STIF shall be administered and managed by the Oregon Department of Transportation (ODOT). ODOT shall have authority to issue bonds for intercity rolling stock, equipment and infrastructure projects not to exceed nine hundred fifty million dollars (\$950,000,000), to be repaid from the STIF. Bonds for rolling stock and equipment shall mature in ten years or less. Bonds for infrastructure shall not exceed a term of more than twenty years.

Intercity Passenger Service shall be defined as:

1. Offers routes that are between multiple cities and communities not located in the same county or metropolitan area.
2. Offers interline ticketing and/or connections to the regional and national network.
3. Must offer service at least five days a week excluding holidays.
4. Compliant with the Americans with Disability Act (ADA) for intercity passenger carriers.
5. Shall not be a transit or government agency receiving funds from the STIF created by HB2017 of 2017. ODOT as administrator and manager of projects supported by these funds shall be exempt from this restriction.
6. Is a common carrier surface transportation mode (road, rail, water).

The new STIF shall be allocated as follows:

1. A maximum of 2% of the new funds shall be dedicated to ODOT for program administration, network connectivity, service marketing and supplies such as statewide timetables.
2. A minimum of 15% of the new funds shall be dedicated to support rural services serving communities outside the Willamette Valley, e.g., I-84 corridor, Rogue Valley, Eastern and Central Oregon, service to and along the Oregon coast. These routes may operate to cities in the Willamette Valley to provide links to the regional and national network and access to urban based services. However the main purpose of these routes must be to provide passenger access to rural areas of the state.
3. Funds may be used to support passenger operations, increased frequency, infrastructure improvements, rolling stock (buses and trains) and equipment.
4. A minimum of 35% of the new funds shall be dedicated for rail capacity infrastructure improvements on the Willamette Valley Rail Corridor between Eugene and the Columbia River. These funds would be used for installation of double track, removal of road crossing hazards, and Positive Train Control to produce, more frequencies, shorter run times and better on time performance. After ten years this mandatory percentage may be reduced if funds are needed for other significant passenger rail projects of statewide significance.
5. Commuter Rail projects such as the WES extension to Salem, a Rogue Valley corridor or a Bend area corridor will qualify for these funds.
6. I-5 Corridor services south of Eugene/Springfield providing essential links to passenger rail service at Eugene and Klamath Falls.