Appendix E

Supplemental Funding Information

Table E-1
Boardman Area Transportation System Plan
Summary of Road-Related Transportation Funding Programs: Federal Sources

Program Name	Description
Community Development block Grants (CDBG)	Community Development Block Grants (CDBG) are administered by the Department of Housing and Urban Development (HUD) and potentially be used for transportation improvements in eligible areas.

Table E-1 (Continued)
Boardman Area Transportation System Plan
Summary of Road-Related Transportation Funding Programs: State Level

Program Name	Description
State Highway Fund	The State Highway Fund composed of gas taxes, vehicle registration fees, and weight-mile taxes assessed on freight carrier. In 1994, the state gas tax was $0.24 per gallon. Vehicle registration fees were $15 annually. Revenues are divided as follows: 15.57 percent to cities, 24.38 percent to counties, and 60.05 percent to ODOT. The city share of the State Highway Fund is allocated based on population. ORS 366.514 requires at least one percent of the State Highway Fund received by ODOT, counties and cities be expended for the development of footpaths and bikeways. ODOT administers the bicycle funds, handles bikeway planning, design, engineering and construction, and provides technical assistance and advice to local governments concerning bikeways.
Special Public Works Fund (SPWF)	The State of Oregon allocates a portion of revenues from the state lottery for economic development. The Oregon Economic Development Department provides grants and loans through the SPWF program to construct, improve and repair infrastructure to support local economic development and create new jobs. The SPWF provides a maximum grant of $500,000 for projects that will help create a minimum of 50 jobs.
Transportation Access Charges	The most familiar form of a transportation access charge is a bridge or highway toll. Transportation access charges are most appropriate for high-speed, limited access corridors; service in high-demand corridors; and bypass facilities to avoid congested areas. Congestion pricing, where drivers are charged electronically for the trips they make based on location and time of day, is the most efficient policy for dealing with urban congestion. It not only generates revenue for maintenance and improvements; but also decreases congestion and the need for capital improvements by increasing the cost of trips during peak periods. The Oregon Revised Statutes allow ODOT to construct toll bridges to connect state highways and improve safety and capacity. The Statues also allow private development of toll bridges. Recent actions by the Oregon legislature provide authority for developing toll roads. State authority for congestion pricing does not exist; new legislation would be required.
Immediate Opportunity Fund (IOF)	Financed at a level of $5 million per year to a maximum of $40 million through FY96. The fund is to support specific economic developments in Oregon through the construction and improvement of roads and is restricted for use in situations that require a quick response and commitment of funds. It is anticipated that the maximum amount available for a single project is $500,000 or 10 percent of the annual program level. This fund may be used only when other sources of financial support are unavailable or insufficient and are not a replacement or substitute for other funding sources.
OR Transportation Infrastructure Bank	As a pilot program for the USDOT, the Oregon Transportation Commission has made $10 million available from projects that will not be contracted in FY 1996. The OTIB will make loans for transportation projects and will offer a variety of credit enhancements. Initial loans must be for improvements on federal aid highways, repayments go into an account that will be made available for any mode. Ability to repay will be a key factor in all loans.
Traffic Control Projects	The State maintains a policy of sharing installation, maintenance, and operational costs for traffic signals and luminaire units at intersections between State highway and city streets (or county roads). Intersections involving a State highway and a city street (or county road) which are included on the state-wide priority list are eligible to participate in the cost sharing policy. ODOT establishes a statewide priority list for traffic signal installations on the State Highway System. The priority system is based on warrants outlined in the Manual for Uniform Traffic Control Devices. Local agencies are responsible for coordinating the statewide signal priority list with local road requirements.

Table E-1 (Continued)
Boardman Area Transportation System Plan
Summary of Road-Related Transportation Funding Programs: State Level

Program Name	Description
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Table E-1 (Continued)
Boardman Area Transportation System Plan
Summary of Road-Related Transportation Funding Programs: Local Sources

Program Name	Description
Special Assessments/Local Improvements Districts	Special assessments are charges levied on property owners for neighborhood public facilities and services, with each property assessed a portion of total project cost. They are commonly used for such public works projects as street paving, drainage, parking facilities and sewer lines. The justification for such levies is that many of these public works activities provide services to or directly enhance the value of nearby land, thereby providing direct and/or financial benefit to its owners. Local Improvement Districts (LIDs) are legal entities established by the City to levy special assessments designed to fund improvements that have local benefits. Through a local improvement district (LID), streets or other transportation improvements are constructed and a fee is assessed to adjacent property owners.
Systems Development Charges (Impact Fees)	Systems Development Charges (SDCs) are fees paid by land developers intended to reflect the increased capital costs incurred by a municipality or utility as a result of a development. Development charges are calculated to include the costs of impacts on adjacent areas or services, such as increased school enrollment, parks and recreation use, or traffic congestion. Numerous Oregon cities and counties presently use SDCs to fund transportation capacity improvements. SDCs are authorized and limited by ORS 223.297 - 223.314.
Local Gas Tax	A local gas tax is assessed at the pump and added to existing state and federal taxes. Tillamook, The Dalles and Woodburn are Oregon cities that have a local gas tax. Multnomah and Washington Counties also have gas taxes.
Local Parking Fees	Parking fees are a common means of generating revenue for public parking maintenance and development. Most cities have some public parking and many charge nominal fees for use of public parking. Cities also generate revenues from parking citations. These fees are generally used for parking-related maintenance and improvements.

Table E-1 (Continued)
Boardman Area Transportation System Plan
Summary of Road-Related Transportation Funding Programs: Local Sources

Program Name	Description
Street Utility Fee	Most city residents pay water and sewer utility fees. Street user fees apply the same concept to city streets. A fee would be assessed to all businesses and households in the city for use of streets based on the amount of use typically generated by a particular use. For example, a single-family residence might, on average, generate 10 vehicle trips per day compared to 130 trips per 1,000 square feet of floor area for retail uses. Therefore, the retail use would be assessed a higher fee based on higher use. Street services fees differ from water and sewer fees because usage cannot be easily monitored. Street user fees are typically used to pay for maintenance more than for capital projects.
Vehicle Registration Fees	Counties can implement a local vehicle registration fee. The fee would operate similar to the state vehicle registration fee. A portion of the County fee would be allocated to the City.
Property Taxes	Local property taxes could be used to fund transportation, although this is limited by Ballot Measure 5 and 47.
Revenue Bonds	Revenue Bonds are bonds whose debt service is financed by user charges, such as service charges, tolls, admissions fees, and rents. If revenues from user charges are not sufficient to meet the debt service payments, the issuer generally is not legally obligated to levy taxes to avoid default, unless they are also based by the full faith and credit of the insuring governmental unit. In that case, they are called indirect general obligation bonds. Revenue bonds could be secured by a local gas tax, street utility fee, or other transportation-related stable revenue stream.

Table E-2
Currently Used Revenue Sources For Cities (millions of 1995 dollars)

Facility	Revenue Source	Importance (not 100%)	3-Year Trend	Dedication	Rate
Streets/Bridges/ Sidewalks/ Bike Lanes	Oregon Highway Trust Fund	51% of total road or $89.	Growing about 1.75% per year.	Constitutionally limited to funding activities that benefit autos & trucks.	24¢/gal. for gas; $30/biennium registration fee.
	General Fund Transfers	9% or $15.	Varies but assume growth @ 3%/yr. But not used by all cities.	May be used for any purpose.	Varies widely.
	Special Property Tax Levies	5% or $7.	Increasing, only used by about 18 cities.	May be used for purpose described in election.	Varies widely.
	Improvement District Assessments	7% or $12.5.	Varies but increases when local development increases.	May be used for construction of adjacent streets-sidewalks.	Varies with construction cost & local ordinances.
	Systems Development Charges/Traffic Impact Fees	4% or $7.	Varies but increases when local development increases, only used by about 2 dozen cities.	May be used for construction of new streets.	Varies with construction cost & local ordinances. Rates generally higher in Portland Metro area.
	Utility Franchise Fees	3% or $4.	Grows roughly w/population and inflation.	Is a general revenue used by some cities for streets.	Statutory limit of 5% of utility gross receipts.
	Interest Earnings	4% or $6.	Varies w/current interest rates.	Have same Constitutional limits as Highway Fund.	Used as general street revenue.
	Local Gas Tax	0.44% or $0.7	Unchanged.	Have same Constitutional limits as Highway Fund.	Used by Tillamook, The Dalles, and Woodburn.
	Private Contributions	3% or $4.3	Varies widely.	Usually contributions are related to specific development street impacts.	Negotiated individually.

Table E-2: (Continued)
Currently Used Revenue Sources For Cities (millions of 1995 dollars)

Facility	Revenue Source	Importance (not 100%)	3-Year Trend	Dedication	Rate
	Misc. - permit fees, finds, fines, parking, Motel Tax, other	8% or $14.5.	Gradual growth.	General revenues used for streets.	Varies widely by City.
	Federal - FHWA+HUD	3% or $5.6.	Relatively stable	Used mainly for new construction w/some rehab.	Based on federal allocation to Oregon.
	Misc. State Revenues - mainly Lottery funds.	2% or $3.	Varies, no trend.	Used mainly for economic development capital improvements.	Specific grants to individual cities each year.
Off-street Bike Paths	Misc. general funds & ISTEA	??	Varies from year to year.	ISTEA & General Funds used for construction, General Funds used for maintenance & repair.	Varies from year to year.

Table E-3
Boardman Area Transportation System Plan
Currently Used Revenue Sources in Oregon

Transit Service Type/Function	Funding Source	Status
Urban Public Transportation (Portland & Eugene) (operating & capital)	1. Local Payroll Tax - operating 2. Federal grants - capital 3. Federal grants - operating 4. Fares & advertising	1. Major Source - $100 million/yr. Growing - Sensitive to Economic Conditions 2. Major source - $10 million/yr - Stable 3. Minor source - $5 million/yr - Declining 4. Minor source - Growing w/ridership
Urban Public Transportation (Salem, Corvallis, Medford, K-Falls)	1. Property tax (typically a taxbase or stand-alone levy w/in $10 cap for local gov't services) 2. Federal grants - capital 3. Federal grant - operating 4. Fares & advertising	1. Major Source - Growing Slowly 2. Major Source - $2 million/yr. - Stable 3. Major Source - $2 million/yr. - Declining 4. Minor Source - Growing w/ridership
Small City & Rural (Astoria, Union County, etc.) (operating & capital)	1. Federal grants - capital & operating 2. Local Property Tax (typically w/in city or county operating levy) 3. Fares, donations & advertising	1. Major Source - Declining 2. Major Source - Stable 3. Minor Source - Stable
Mobility for Seniors & People with Disabilities - (operating & capital)	1. Special Transportation Fund (2¢ state cigarette tax) - operating & capital 2. Social Service Agency grants / contracts - operating 3. Local Property Tax (typically w/in city or county operating levy) 4. Federal grants - capital & operating 5. Fares, donations advertising	1. Major Source - $5 million/yr. - Declining 2. Major Source - Declining 3. Minor Source - Stable 4. Major Source - Declining 5. Minor - Stable
Intercity Bus (operating & capital)	1. Major Interstate Routes: Fares 2. Branch & feeder routes: Private capital, Fares	1. Sole Source - Declining 2. Private