

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING 2017) RESOLUTION NO. 17-4818
STATE TRANSPORTATION LEGISLATION)
) Introduced by Councilor Craig Dirksen,
JPACT Chair

WHEREAS, the governments of the Portland metropolitan region recognize the importance of investing strategically in public infrastructure, particularly transportation infrastructure, as a way to support private investment, economic prosperity, livability and environmental sustainability; and

WHEREAS, transportation investments that support private investment, job creation and long-term economic prosperity also bring increased revenues to local and state government budgets; and

WHEREAS, our region has a track record of working together to creatively finance forward-looking transportation investments that address the needs of both the present and the future, and of combining smart investment with policy innovations that support good jobs, livable communities and a sustainable environment; and

WHEREAS, a combination of locational advantages, careful planning and strategic investments supported by local, regional, state and federal resources and partnerships has helped to make this region globally competitive, the economic engine of the state of Oregon and an example to the nation; and

WHEREAS, the region's continuing economic success has created new challenges in the form of congestion, air quality and safety concerns; and

WHEREAS, the region has identified the top transportation priorities across all modes and invested regional funds to develop a bundle of projects that aim to relieve congestion for Oregon's economy, even as state and federal funds have continued to decline; and

WHEREAS, the Climate Smart Strategy has demonstrated that with an increase in transportation funding for all modes, this region can accomplish its many goals for safety, economic prosperity, livability, social equity and environmental protection while reducing per capita greenhouse gas emissions from light-duty vehicles as directed by the Oregon Legislature; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) recommended adoption on February 16, 2017, and the Metro Council adopted on March 2, 2017, Resolution 17-4772 for the purpose of endorsing regional funding and policy priorities for 2017 state transportation legislation; and

WHEREAS, Resolution 17-4772 recommended adoption of a legislative funding package based on the following principles: Fix It First, Address Metropolitan Area Congestion, Invest in Multi-Modal Solutions for Congestion Relief, Prioritize Transit, Improve Regional Air Quality, and Support and Expand Local Options; and

WHEREAS, the Oregon Legislature has been working for over a year to develop a transportation package of sufficient scale to match the need that has been identified by the Governor's Transportation Vision Panel, the Oregon Transportation Commission, and local and regional governments around the state; and

WHEREAS, on May 31, 2017, the Legislature's Joint Committee on Transportation Preservation and Modernization released a draft of House Bill 2017, which, if enacted, would constitute the most ambitious transportation funding package in Oregon history; and

WHEREAS, a key element of the draft is a proposed structure for a joint regional-state effort to fund highway improvements to address key bottlenecks in the Portland region; and

WHEREAS, to fund these and other improvements, in addition to gas taxes and vehicle registration fees imposed statewide, additional taxes and fees would be imposed only in the Portland metropolitan region and spent on projects to relieve congestion in the region; and

WHEREAS, these state and regional taxes and fees would be phased in over the coming decade; and

WHEREAS, the proposed state and regional gas tax increases could total 23 cents per gallon at full implementation in 2026; and

WHEREAS, state and regional vehicle registration fees could increase by a total of \$45 or more at full implementation in 2026; and

WHEREAS, to provide increased ongoing funding for transit operations around the state, the draft proposes a new employee payroll tax of one-tenth of one percent; and

WHEREAS, the proposed package also contains other elements that reflect the region's priorities as expressed in Resolution 17-4772, including critical ongoing funding for basic road maintenance, multimodal freight investments, active transportation and Safe Routes to Schools; and

WHEREAS, the proposed package also includes elements that would advance innovative approaches like jurisdictional transfer, congestion pricing and variable tolling; now, therefore

BE IT RESOLVED:

1. That the Metro Council and JPACT endorse the direction and scope of the Legislature's proposed transportation funding package; and
2. That the Metro Council and JPACT pledge to take action in conjunction with the Legislature to enact a transportation package that meets the needs of the people and communities of our region and our state.

ADOPTED by the Metro Council this _____ day of June 2017.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney