

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING ) RESOLUTION NO. 08-3956  
REGIONAL PRIORITIES FOR STATE )  
TRANSPORTATION FUNDING ) Introduced by Councilor Rex Burkholder  
LEGISLATION )

WHEREAS, an efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout the state of Oregon; and

WHEREAS, the Portland metropolitan region has become a national model for how strategic transportation investments combined with regional land use planning can improve community livability and environmental quality while supporting a strong economy; and

WHEREAS, despite the important investments that have been made possible since 2001 by three Oregon Transportation Improvement Acts and two "ConnectOregon" multimodal packages, the state and the Portland region remain several billion dollars short of what is needed to adequately address essential transportation needs over the next 20 years; and

WHEREAS, investments in maintaining and expanding transportation facilities in the Portland region are especially critical in light of the fact that the region's population is expected to grow by approximately one million people by 2030; and

WHEREAS, freight volumes are expected to increase even more quickly than population over that same time period; and

WHEREAS, additional funding to address these transportation needs will create or sustain thousands of jobs and help stimulate the economy of the region and the state; and

WHEREAS, it is critical that we plan and fund the region's transportation system in such a way as to confront the challenge posed by global climate change; and

WHEREAS, it is in the interest of local governments inside Metro to jointly seek additional transportation funding from the 2009 Oregon Legislature; and

WHEREAS, Governor Kulongoski and legislative leaders have declared that passage of a transportation funding package will be a top legislative priority in 2009; and

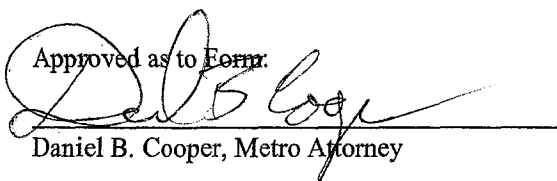
WHEREAS, by Resolution No. 08-3921, the region adopted "Metropolitan Region Principles for Legislative Transportation Funding Package in 2009," adopted by the Metro Council on March 13, 2008; and

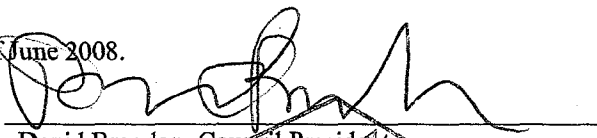
WHEREAS, the priorities for funding established by this resolution are consistent with those principles; now therefore

BE IT RESOLVED that the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) endorse transportation funding priorities for the 2009 legislature as reflected in Exhibit A to this resolution.

ADOPTED by the Metro Council this 26<sup>th</sup> day of June 2008.

Approved as to Form:

  
Daniel B. Cooper, Metro Attorney

  
David Bragdon, Council President



**Portland Metro Area Transportation Priorities for the 2009 Oregon Legislature**

**Policy**

**Do No Harm:** Do not enact preemptions of local government revenue-raising authority. The transportation funding challenge will require new funding commitments at all levels of government.

**50-30-20 Funding Distribution:** Protect the established state funding formula to ensure distribution of new state-wide transportation resources as follows: 50 percent to the state, 30 percent to counties, and 20 percent to cities (“50-30-20”).

**Protect Existing Assets:** Oregon should protect its billions of dollars of existing transportation assets by prioritizing maintenance and preservation. New modernization projects should be funded from the state’s 50% share of new resources.

**Remove Local Restrictions:** Remove the requirement that county-approved vehicle registration fees must be agreed to by neighboring counties in the region.

**Remove Willamette Bridge Tolling Restrictions:** Eliminate existing statutory restrictions on local authority to establish tolls on Willamette River bridges in the region.

**Establish A Sustainable Funding Model:** With per-capita gas tax revenues in decline, Oregon should continue efforts to establish use-based transportation revenue from sources such as congestion pricing, tolls, and/or vehicle-miles-traveled fees, while maintaining cost responsibility between light vehicles and trucks.

**Jurisdictional Transfers:** The state should work in partnership with local jurisdictions by supporting the transfer of state-owned district highways that define arterial or multi-modal corridors, including road rehabilitation and permanent funding for maintenance.

**New Revenues**

**Road Maintenance and Construction:** New state investments in our transportation system are desperately required to address backlogged maintenance, critical safety and freight mobility projects, demand management, and bike/pedestrian projects. A 12-cent gas tax merely returns the buying power of the fuel tax to 1993 levels.

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|--|-------------------------------|
| ➤ <b>Raise the gas tax 14¢</b>           | <b>\$400 million per year</b> |
| ➤ <b>Increase the annual VRF to \$54</b> | <b>\$150 million per year</b> |
| ➤ <b>Index the gas tax to inflation</b>  | <b>+\$20 million per year</b> |

**Invest in Transit:** Devote new resources (including new lottery funds) to expanding bus, light rail, commuter rail, streetcar, and other public transit services and facilities that support the state’s CO<sub>2</sub> emissions reduction goals and efficient land use.

- **New Commitment to Transit:** Identify new, ongoing state funding to support transit.
- **Flexible Funds:** Instruct ODOT to use more flexible federal funds for public transit.
- **Elderly and disabled transit:** Increase funding for the state’s Elderly & Disabled transit program.
- **Transit Oriented Development (TOD):** Leverage private development and maximize the value of transit investments by supporting local TOD projects.

**ConnectOregon III:** The state’s successful multi-modal investment program should be continued with a third round of project funding.