

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING) RESOLUTION NO. 82-324
STATE BALLOT MEASURE 4 TO)
INCREASE HIGHWAY USER FEES) Introduced by JPACT

WHEREAS, Metro's recommended Regional Transportation Plan identifies the need for additional major highway investments to support economic development in the metropolitan area; and

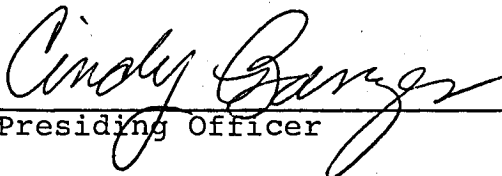
WHEREAS, The current state gas tax and truck weight-mile taxes are inadequate to fund needed improvements; and

WHEREAS, The proposed increase will generate a portion of the revenues needed and should result in an increase in highway revenues to the metropolitan area; now, therefore,

BE IT RESOLVED,

That the Metro Council endorses State Ballot Measure 4 to increase highway user fees as a critical element of the economic viability of the Portland metropolitan area.

ADOPTED by the Council of the Metropolitan Service District
this 22nd day of April, 1982.


Presiding Officer

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: JPACT
SUBJECT: Endorsing State Ballot Measure 4 to Increase Highway
User Fees

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adoption of the attached resolution endorsing Ballot Measure 4 in the May primary election. The measure would increase the state gas tax and truck weight-mile tax.
- B. POLICY IMPACT: This resolution is consistent with the findings of the recommended Regional Transportation Plan in terms of the need for increased highway revenues.
- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: Ballot Measure 4 calls for a one cent increase to the current five cents per gallon state gas tax to be added each year for the next three years, for a total three cent increase. It also includes a commensurate increase in truck weight-mile tax and other excise taxes. This proposal was initiated by the 1981 Oregon legislature along with a one cent increase that has already gone into effect.

This measure is intended to address two problems: (1) the need for increased revenues to meet growing statewide transportation needs, and (2) the loss of purchasing power with the current gas tax due to lower gasoline consumption and inflating construction costs. As a result of this gas tax increase, direct payments to local cities and counties will increase and revenue for improvements by the Oregon Department of Transportation within the metropolitan area should be available.

This resolution was initiated by Metro's Joint Policy Advisory Committee on Transportation (JPACT), the key elected and appointed officials responsible for implementation of the Regional Transportation Plan.

- B. ALTERNATIVES CONSIDERED: The proposed ballot measure was initiated by the State legislature after consideration of a variety of revenue options. The alternatives now are to support or not support the ballot measure that is to be voted on in the primary election on May 18.
- C. CONCLUSION: Adopt proposed resolution.