

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING)
BALLOT MEASURE 1)

RESOLUTION NO. 90-1256
Introduced by Councilor
Mike Ragsdale

WHEREAS, The Metropolitan Service District (Metro)
adopted the Regional Transportation Plan by Ordinance No. 89-282
calling for a balanced transit/highway improvement program for
the region; and

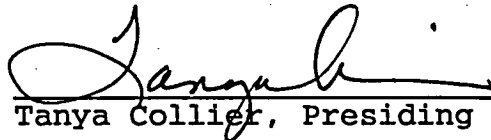
WHEREAS, The Metro Council adopted Resolution No. 89-
1035 defining a comprehensive transportation finance strategy;
and

WHEREAS, Resolution No. 89-1035 included endorsement of
the request to the 1989 Legislature for SJR 12 amending the
Oregon Constitution to allow local voters to approve the use of a
local vehicle registration fee for transit purposes; now,
therefore,

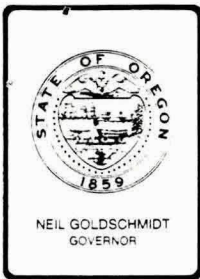
BE IT RESOLVED,

That the Council of the Metropolitan Service District
endorses Ballot Measure 1 in the May 15, 1990 election.

ADOPTED by the Council of the Metropolitan Service
District this 26th day of April, 1990.


Tanya Collier, Presiding Officer

ACC:lmk
90-1256
4-23-90



Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer To
File No.:

Ballot Measure 1 Fact Sheet

Summary

Ballot Measure 1 will be on the statewide ballot May 15, 1990.

Ballot Measure 1 proposes to amend Oregon's Constitution, allowing local voters to decide the type of transportation program local vehicle fees can be spent on in their community.

The measure addresses how local revenues can be used--it does not increase any vehicle fee nor permit any fee.

Background

In 1989, an alliance of the Oregon Department of Transportation, the Association of Oregon Counties, the League of Oregon Cities and business and labor groups prepared a comprehensive plan to address how transportation needs will be met in the coming decade. A cornerstone of the plan was the recognition that Oregon's local communities each have unique local transportation needs--and that local voters can best determine their local transportation needs and priorities.

Current law allows counties and certain regional transportation districts to enact a local vehicle registration fee, subject to voter approval. Under the Oregon Constitution, these fees are restricted to road uses only. As a result, if a local community determines that the best use of their local vehicle fee is a transportation program that balances road and transit improvements, the constitution does not allow voters to fund that option using registration fees.

Ballot Measure 1 would amend the constitution to allow local voters to decide whether vehicle fees raised by their community can be used for public transportation purposes in addition to the road purposes already permitted.

What Does the Constitutional Amendment do, if enacted?

The proposed constitutional amendment gives counties and regional transportation districts the option of asking local voters to approve using local vehicle fees for public transportation purposes. It does not automatically permit vehicle fees to be used for public transportation purposes--it does, however, permit a local vote on that issue.

Vehicle fees already may be used to meet highway and road needs; the amendment does not affect these uses.

The proposed amendment addresses the use of vehicle fees--it does not increase any fees nor does it authorize any new fees.

The amendment would allow voters only to decide how vehicle fees levied by their community will be used--it does not affect the State Highway Trust Fund.

The amendment prohibits counties and regional transportation districts from raising a vehicle fee that exceeds the limit established by state law.

For more information contact Denny Moore
Oregon Department of Transportation
378-8201 (Salem)

PERMITS USING LOCAL VEHICLE TAXES
FOR TRANSIT IF VOTERS APPROVE

"QUESTION: Shall constitution allow voters of counties, transportation districts to authorize use of local motor vehicle tax revenues for mass transit?

"SUMMARY: Amends state constitution. Allows voters to authorize counties, public transportation districts to use local vehicle tax revenues for mass transit facilities and vehicles, including light rail and buses, in addition to highways, roads and streets. Use of local vehicle tax revenues for mass transit requires majority vote in county or district. Amendment affects only use of revenues from vehicle taxes levied by counties and districts. Taxes subject to limitation by state law. Legislature may require procedures for expenditure of such revenues on regional basis."