

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING )  
THE OREGON TRANSPORTATION )  
FINANCE PACKAGE )

RESOLUTION NO. 95-2072

Introduced by  
Rod Monroe, Chair  
JPACT

WHEREAS, Metro adopted the Regional Transportation Plan by Ordinance No. 92-433 identifying a comprehensive system of transportation improvements; and

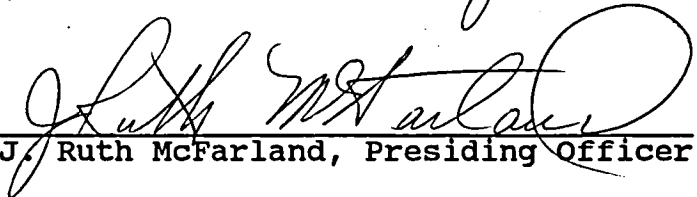
WHEREAS, Metro adopted Resolution No. 94-2009 establishing a 5 and 10-year transportation finance strategy; and

WHEREAS, Metro has participated with the Oregon Transportation Finance Coalition in the development of a state finance proposal; now, therefore,

BE IT RESOLVED,

That the Metro Council endorses the Oregon Transportation Finance Package as reflected in Exhibit A.

ADOPTED by the Metro Council this 19 day of Jan.,  
1995.

  
J. Ruth McFarland, Presiding Officer

## Proposed Oregon Transportation Finance Package

*The Oregon Transportation Finance Committee is a group of Oregonians made up of representatives from the Association of Oregon Counties, the League of Oregon Cities, Oregon Department of Transportation, the Oregon Public Ports Association and the Oregon Transit Association.*

*The Committee has been working since the end of the last legislative session to put together a comprehensive transportation finance package for the 1995 session that has a broad base of public support. It would fund only the state's highest priority needs.*

*Input from consumers, providers and interest groups across the state has been incorporated into the funding package that follows.*

### Highlights

- \* An increase in the state gas that will fund critical road and bridge maintenance, safety and capacity projects.
- \* Fifty-percent of the new gas tax fees would go directly to cities and counties for local road and bridge projects.
- \* A source of stable funding for public and special transportation.
- \* An amendment to the Oregon Constitution to allow flexibility in the way fees on the use of the automobile can be used.
- \* A lottery request to finance aeronautics, freight, rail, light rail and freight mobility projects linked to economic development.

### Benefits

37% of the package for road maintenance, safety and improvements.  
25% of the package for earthquake retrofit of bridges.  
25% improvements for public and special transportation for elderly/disabled.  
13% for improved rail, freight and airport facilities.

### Cost

- \* 2-cent gas tax increase in each of two years for roads.
- \* 2-cent gas tax increase in each of two years to strengthen Oregon bridges against earthquakes.
- \* \$20 increase in passenger vehicle registration for public transportation.
- \* The package would cost the average Oregon driver less than \$6 per month.

November, 1994

# Package Elements

## Roads and Bridges:

- \* A 2 cent gas tax increase (January 1996, and 1997) raises \$94 million per year (fully implemented). The priority road and bridge needs that are unfunded in the next twenty years total \$19.2 billion.
- \* Will fund high-priority road and bridge maintenance and construction projects.
- \* Will fund high-priority "freight mobility projects" linked to expanded commerce.
- \* Fifty-percent of the new dollars collected are passed through directly to cities and counties for local road and bridge maintenance and improvements.

## Earthquake Retrofit for Bridges:

- \* A 2 cent gas tax increase (January 1996, and 1997) for seismic retrofit raises \$70 million per year. Estimate for retrofitting Oregon bridges is \$1.2 billion.
- \* Will finance strengthening Oregon bridges against earthquakes.
- \* Will retrofit bridges connecting lifeline routes and routes critical to commerce.

## Public and Special Transportation:

- \* \$20 annual increase in passenger vehicle registration fee raises \$60 million annually.
- \* Constitutional amendment to allow fees on the use of the automobile to be used for public transportation.
- \* Funding distributed to counties and transit and transportation districts for public transportation and special transportation for elderly and disabled citizens. Dollars may also be used for roads if public transportation needs are met.

## Airport Improvements:

- \* \$7 million request could leverage up to \$60 million in federal funds.
- \* Funding for expansion and improvement of rural and urban airports.
- \* Projects selected for regional balance.

## Freight Mobility Improvements:

- \* \$30 million lottery request (leverages \$19 million in federal funds).
- \* Funding for road, rail and port projects that improve commercial links.
- \* Projects selected for regional balance.

## High Speed Rail, Light Rail and Other Passenger Improvements

- \* \$64 million lottery request for track, terminal and service improvements for rail and intercity buses; state match for South /North light rail planning and vehicle purchase;
- \* Leverages \$168 million in federal funds.

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## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 95-2072 FOR THE PURPOSE OF ENDORISING THE OREGON TRANSPORTATION FINANCE PACKAGE

Date: January 3, 1995

Presented by: Andrew Cotugno

#### PROPOSED ACTION

Endorsement of the Oregon Transportation Finance Package establishing a comprehensive, multi-modal funding strategy for consideration by the 1995 Oregon Legislature.

#### FACTUAL BACKGROUND AND ANALYSIS

The Oregon Transportation Finance Coalition is comprised of representatives from the Oregon Department of Transportation (ODOT), the Association of Oregon Counties (AOC), the League of Oregon Cities (LOC), the Oregon Public Ports Association and the Oregon Transit Association. They have developed a proposal for consideration by the 1995 Oregon Legislature to help fund critical statewide transportation needs which include the following elements:

1. A 2¢ gas tax increase to be implemented in January 1996 and 1997 (2 x 2) to be shared between ODOT, the counties and cities on a 50/30/20 split for state and local road and bridge needs.
2. A 2¢ gas tax increase to be implemented in January 1996 and 1997 (2 x 2) to fund an ODOT-administered bridge seismic retrofit program on the basis of criticality of lifelines regardless of jurisdiction.
3. Recognition of ODOT's updated study of truck cost responsibility calling for a decrease of the truck's share of the Highway Trust Fund from 38.7 percent to 37.5-38.0 percent. At this rate, the truck weight-mile tax would increase 5.0-8.5 percent with the above referenced gas tax increases.
4. An increase in the statewide vehicle registration fee of \$20/year dedicated to mass transit and local road needs. This would be allocated to Metropolitan Planning Organizations (MPOs) and counties and could be used for roads if all transit needs are met. This is only likely in the rural counties of Oregon.
5. Referral of a Constitutional Amendment to the voters to enable new vehicle fees (including the above referenced vehicle registration fee increase) excluding the gas tax and truck weight-mile tax to be used for transit.

6. Adoption of a lottery funding package for non-highway purposes statewide, including South/North LRT, high-speed rail, port improvements, aviation improvements, and freight rail improvements.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2072.

ACC:lmk  
1-3-95  
95-2072.RES