

FILED

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MAY 22 1997

BEFORE THE LANE COUNTY BOARD OF COMMISSIONERS

BY COUNTY CLERK
Sam Petwille

RESOLUTION NO. 97-4-3-1

(In the Matter of Supporting
(Transportation Enhancement
(by the 1997 Oregon
(Legislative Assembly

WHEREAS, the transportation system in the State of Oregon is critical to maintaining the economic viability and quality of life for our citizens; and

WHEREAS, the transportation system is not adequately financed to maintain and improve the basic system needed to move goods, services and people; and

WHEREAS, transportation needs have been identified throughout the State of Oregon as a result of the Oregon Transportation Initiative conducted in 1996; and

WHEREAS, the State, cities, and counties have a major responsibility to provide for the transportation demands for increasing population and a growing economy; and

WHEREAS, failure to address transportation finance in the 1997 Legislative Assembly will adversely impact the citizens of the State of Oregon; and

WHEREAS, the Legislative Assembly has an opportunity to provide for improvement of our shared transportation system; and

WHEREAS, Lane County supports cost effective, safe, and efficient transportation for state and local needs; NOW, THEREFORE,

BE IT RESOLVED that the Lane County Board of Commissioners supports the Association of Oregon Counties position on transportation funding that: 1. Maintains the current gas tax and weight-mile and registration fees and the current allocation to the State 60.5%, counties 24.38%, and 15.57% to cities; and 2. Support increases in gas taxes and equivalent increases for weight-mile taxes as well as increased registration fees of vehicles to meet transportation gaps and recognize a distribution relationship for the new revenues of 50% to the State, 30% to counties, and 20% to cities; and 3. Support indexing of vehicle taxation that will allow rates to keep pace with inflation cost and fuel efficiency increases; and 4. Support cost recovery of damage to our roads from utility pavement cuts; and 5. Support rights-of-way fees for counties as is currently allowed for cities; and 6. Support a \$10 dollar vehicle registration surcharge imposed by the Legislature for all counties with unique Urban Growth Needs or special needs, such as Lane, Deschutes, Jackson, and Josephine along with Clackamas, Marion, Washington, and Multnomah, and those counties that have and will experience unusual flooding.; and 7. Support special allocation formula increases for small cities and counties and the Eastern Oregon Road Fund Safety Net.

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IN THE MATTER OF SUPPORTING TRANSPORTATION ENHANCEMENT
BY THE 1997 OREGON LEGISLATIVE ASSEMBLY

BE IT FURTHER RESOLVED that the Lane County Board of Commissioners recognizes that funding for alternative transportation modes cannot be funded from gas or weight-mile taxes and vehicle registration fees; and

A special source of revenue is needed to address transit, rail, freight mobility, ports, and other elements critical to meeting transportation demands within our county. We support attempts to find flexible funds for meeting transportation needs which do not qualify for expenditure under the State Highway Trust Fund; and

We place special emphasis on high-speed rail, elderly, and handicapped transit along with other unmet transportation elements which must be recognized in a balanced transportation system.; and

BE IT FURTHER RESOLVED that the Lane County Board of Commissioners supports development of methods to share in decision making on our transportation needs with the State, cities, and citizens within defined geographical areas that are logical transportation based geographical areas and support development of enabling legislation for shared decision making on a regional basis in partnership with other governmental and private sector representation.

DATED this 3 day of April, 1997


Chair, Lane County Board of Commissioners