

REVENUE:

FISCAL:

SUBSEQUENT REFERRAL TO:

Action:

Vote:

Yeas:

Nays:

Exc.:

Prepared By: James LaBar, Administrator

Meeting Dates: 3/30

WHAT THE MEASURE DOES: Proposes amendment to Oregon Constitution to authorize use of motor vehicle-related revenue for infrastructure that reduces traffic burden of, or pollution from, motor vehicles on public roads in this state. Refers proposed amendment to people for their approval or rejection at next regular general election.

ISSUES DISCUSSED:

EFFECT OF COMMITTEE AMENDMENT:

BACKGROUND: Senate Joint Resolution 16 refers a constitutional amendment to Oregon's voters in November 2016 that would relax constraints on the use of motor vehicle revenue instituted decades ago. It would allow future legislation to use a portion of motor vehicle taxes and fees for purposes such as the following:

- Rural bus service.
- Safety and congestion relief projects that include transit.
- Bridge and road tolls could be spent on transit, pedestrian, and bicycle facilities that provide alternatives to highway travel.
- Local match for federal funds for non-highway transportation projects

Oregon's Constitution strictly limits what can be funded with motor vehicle taxes and fees, including carbon or mileage taxes if adopted in the future. These can only be spent on "construction, reconstruction, improvement, repair, maintenance, operation and use" of public highways and rest areas.

The proposed change under SJR 16 allows revenue to be spent on surface transportation infrastructure (such as certain bus, rail, bicycle and pedestrian facilities) that reduces the traffic burden of, or pollution from, motor vehicles on public highways, roads and streets in this state.