

**Testimony by Wilsonville Mayor Tim Knapp
in Support of HB 2281-B7:**

**Proposed Legislation Provides Resources to State and
Local Governments for Transportation and Transit
Improvements Benefiting Economy and Mobility**



For Public Hearing Scheduled on June 24, 2015, Before the
Senate Special Committee on Sustainable Transportation

To Chair Edwards, Vice Chair Girod and Members of the Committee:

The City of Wilsonville, which operates the South Metro Area Regional Transit (SMART) agency, supports the concepts for new transportation-funding resources embodied in HB 2281-B7.

As federal support for transportation has waned and Oregon’s population continues to increase, both state and local governments are hard-pressed to maintain and improve transportation options for businesses, residents and visitors. Improving transportation and transit services benefits the economy and mobility for timely moving freight and providing commute options for the workforce — both of which are key competitive factors in a global economy.

By providing additional resources for public transit services, the proposed bill can help implement additional and improved transit services that are demonstrated to produce overall reductions in greenhouse-gas generation and an increase in commuter exercise, thereby assisting public goals focused on sustainability and healthy living.

One item of concern of the current language of the bill pertains to specific references to “mass transit districts,” and therefore may not be applicable to cities that operate municipal transit agencies. The current language of HB 2281-B7 does not appear to apply to city transit agencies such as those operated by Wilsonville, Sandy, Canby, etc., that are not organized as “districts,” or as a separate governmental jurisdiction. The “Oregon Sustainable Transportation Act Transportation Investments” summary explicitly names the cities of Wilsonville, Sandy and Canby to be beneficiaries of this legislation; however, the language of the B7 amendment appears to fall short of that laudable goal.

Following is proposed language to amend HB 2281-B7 so that the original intent for the bill is implemented to include municipal transit agencies:

PROPOSED NEW SECTION 36 (that re-numbers the current Section 36 et. seq.)

SECTION 36

(1) The provisions of Sections 31, 32, 33, 34 and 35 of this 2015 Act hereby apply to a:

(a) “Public transportation entity,” as described in 184.675(7), that includes a city, county, transportation district, mass transit district, metropolitan service district, Indian tribe as defined in ORS 391.802 or private nonprofit corporation operating a public transportation system.

(b) Municipal transportation agency authorized by its city charter or ordinance.

The City believes that this language makes the payroll-tax provisions of the Mass Transit District sections 31-35 of HB 2281-B7 apply to other transit agencies that have the authority to implement a payroll tax. And in the alternate, the proposed language specifically clarifies that city transit agencies are eligible and treated in an equitable manner to transit districts. The proposed amending language is not intended to make the payroll tax provision of HB 2281-B7 applicable to transit agencies without the authority to implement a payroll tax.

The City of Wilsonville respectfully urges a “Do Pass” vote on HB 2281-B7 with the proposed clarifying amendment by the Senate Special Committee on Sustainable Transportation. Thank you for your time and consideration.

Sincerely,



Tim Knapp, Mayor
City of Wilsonville