

HB 2666: Solves key issues focused on fairness and equity of TriMet’s collection of employer-paid transit payroll tax without providing transit service, and future City-guided industrial jobs development



For over a decade, the City of Wilsonville and our South Metro Area Regional Transit (SMART) agency have sought to amicably negotiate a solution for SMART to collect transit payroll tax in areas of the City and adjacent UGB areas that are currently in the TriMet district territory—but not served by TriMet.

The issues raised by TriMet’s collection of unearned employer-paid payroll tax without providing transit service raises a number of issues:

- **Is it fair to take the money and provide No service?** For the past 22 years—since the opening of the Oregon Dept. of Corrections Coffee Creek Correctional Facility in 2001—TriMet has collected State payment in lieu of transit tax while providing no service.

TriMet continues to collect transit-tax revenues within the City of Wilsonville and adjacent UGB areas but provides no transit service for funds received. Rather, the City of Wilsonville picks-up the tab for providing transit service to areas of North Wilsonville, including Coffee Creek Correctional Facility, via SMART.

- **Is it equitable and fair for TriMet to capitalize on Wilsonville’s future urban development as a free cash-cow while providing no service?**

The City of Wilsonville is spending millions of dollars of taxpayer funds to plan and build infrastructure to serve future urbanizing areas located in TriMet district territory that will be within Wilsonville city limits. Without a modification of the TriMet district boundary, TriMet will continue to unfairly reap the transit-tax collections for jobs directly created by investments of the City and served by SMART.

While TriMet could modify the district boundary on its own to accommodate Wilsonville’s current and future urban areas, TriMet refuses to do so. TriMet concedes that current statutory routes to modify district territory are not available to Wilsonville.

Only with the introduction of HB 2666 did TriMet indicate after 10+ years a willingness to discuss these issues. However, Wilsonville found that TriMet was not negotiating in good faith over the past couple of months, and therefore only a legislative remedy may fix the problem that otherwise will hinder providing transit service to new areas of the City.

For more information about HB 2666 for SMART transit-service territory alignment with City of Wilsonville boundaries; adjustment of TriMet district territory, see: www.ci.wilsonville.or.us/AboutHB2666.