



Louisville Metro Government

Legislation Details (With Text)

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Type: Resolution **Status:** Passed

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On agenda: 3/11/2021 **Final action:** 3/11/2021

Title: AN [EMERGENCY] RESOLUTION URGING THE KENTUCKY GENERAL ASSEMBLY TO ENACT LEGISLATION TO MODERNIZE KENTUCKY'S TRANSPORTATION FUNDING MECHANISMS TO ENSURE ADEQUATE FUNDING FOR ALL OF THE COMMONWEALTH'S TRANSPORTATION NEEDS (AS AMENDED).

Sponsors: Markus Winkler (D-17)

Indexes:

Code sections:

Attachments: 1. R-165-20 V.2 CAM 030221 Res RE Transportation Funding Mechanism Modernization.pdf, 2. R-165-20 PROPOSED CAM 030221 Res RE Transportation Funding Mechanism Modernization.pdf, 3. R-165-20 V.1 121020 Emerg. Res RE Transportation Funding Mechanism Modernization.pdf, 4. RES 019 2021.pdf

Date	Ver.	Action By	Action	Result
3/11/2021	2	Metro Council	adopted	
3/2/2021	1	Public Works Committee	recommended for approval	
3/2/2021	1	Public Works Committee	amended	
2/16/2021	1	Public Works Committee	held	
2/2/2021	1	Public Works Committee	held	
1/4/2021	1	Metro Council	referred	
12/10/2020	1	Metro Council	assigned	
12/8/2020	1	Committee on Committees		

RESOLUTION NO. _____, SERIES 2021

AN EMERGENCY RESOLUTION URGING THE KENTUCKY GENERAL ASSEMBLY TO ENACT LEGISLATION TO MODERNIZE KENTUCKY'S TRANSPORTATION FUNDING MECHANISMS TO ENSURE ADEQUATE FUNDING FOR ALL OF THE COMMONWEALTH'S TRANSPORTATION NEEDS (AS AMENDED).

SPONSORED BY: COUNCIL MEMBER WINKLER

WHEREAS, all of Kentucky benefits from an interconnected, multi-modal transportation network that contains 57 airports, 2,600 freight rail miles, 8 operating public river ports, a statewide transit network, more than 14,000 bridges, and nearly 80,000 center-line miles of roadways; and

WHEREAS, safe, efficient transportation is deemed an essential public service provided to all

Kentucky communities; and

WHEREAS, all Kentucky communities depend on a safe, reliable transportation network to enhance economic development opportunities; and

WHEREAS, all Kentuckians depend on the transportation network for access to education, health care, employment, and other necessities; and

WHEREAS, Kentucky cities are responsible for more than 10,000 miles of public roads; and

WHEREAS, because more people live in Kentucky's cities, city streets are utilized more frequently, and they have a much higher cost of maintenance per mile; and

WHEREAS, city spending on streets increased 35% from FY 2010 to FY 2019, while state and federal funding dropped nearly 24%; and

WHEREAS, since 2015, due to falling gas prices and reduced fuel tax revenues, state transportation funding dropped nearly \$200M per year; and

WHEREAS, in Louisville/Jefferson County Metro Government, road funding received from the state has decreased from \$12,576,577 in Fiscal Year 2019 to \$12,200,000 projected for Fiscal Year 2021; and

WHEREAS, Louisville/Jefferson County Metro Government identified \$1.4 billion in transportation improvements in the *Move Louisville* plan; and.

WHEREAS, of that \$1.4 billion of needed investment, more than \$300 million are needed to maintain the existing transportation network, a \$5 billion asset, in Louisville/Jefferson County Metro Government; and

WHEREAS, according to the Kentucky Transportation Cabinet, Kentucky's Road Fund requires an additional \$900 million per year to address current maintenance and construction needs; and.

WHEREAS Kentucky's airports, railroads, river ports, and transit system require sustained,

adequate investments for maintenance and improvements; and

WHEREAS, the road funding formulas that determine how motor fuels tax revenues are allocated to cities and counties have not changed in almost 50 years, and Kentucky has not changed its motor fuels tax since 2015; and

WHEREAS, the current funding mechanisms are overly dependent on travel as demonstrated by an estimated 53% decline in driving from March through April of 2020 during the height of shutdowns due to the COVID-19 pandemic in Louisville/Jefferson County Metro; and

WHEREAS, it is anticipated other disruptions could occur at the national, state and regional levels due to shocks and stresses caused by climate change; and

WHEREAS, Louisville/Jefferson County Metro Government affirms and supports in the strongest terms the Resolution pre-filed by Representative Sal Santoro for the 2021 Regular Session urging the Kentucky General Assembly to adequately fund transportation in the Commonwealth; and

~~**WHEREAS**, this Resolution requires emergency consideration as authorized by Council Rule 7.01 because the Kentucky General Assembly convenes on January 5, 2021, and it is critical to make our position known on this vital issue at the outset of their regular legislative session.~~

NOW, THEREFORE, BE IT RESOLVED BY THE LEGISLATIVE COUNCIL OF THE LOUISVILLE/JEFFERSON COUNTY METRO GOVERNMENT (“COUNCIL”) AS FOLLOWS:

SECTION I: The Louisville Metro Council supports legislation to modernize Kentucky's transportation funding mechanisms to increase existing sources of funding and provide a more equitable allocation of revenue needed for safety, maintenance, and construction of vital city transportation infrastructure.

SECTION II: The Louisville Metro Council strongly encourages the Kentucky General Assembly to pass legislation in the 2021 Regular Session of the General Assembly that addresses Kentucky's growing infrastructure needs and addresses all of Kentucky's transportation funding needs to avoid further erosion of the transportation network.

SECTION III: This Resolution shall take effect upon its passage and approval.

Harward Metro Council Clerk

Sonya _____
James President of the Council

David _____

Fischer Mayor

Greg _____
Approved Date

APPROVED AS TO FORM AND LEGALITY:

Michael J. O'Connell
Jefferson County Attorney

BY: _____

R-165-20 PROPOSED CAM 030221 Res RE Transportation Funding Mechanism Modernization