

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROVIDING) RESOLUTION NO. 09-4024
DIRECTION TO METRO CONCERNING BILLS)
BEFORE THE 2009 OREGON LEGISLATURE) Introduced by Chief Operating Officer
) Michael J. Jordan, with the concurrence of
) Council President David Bragdon

WHEREAS, Metro has an interest in bills before the 2009 Oregon Legislature;

WHEREAS, the Metro Councilors and Metro staff will represent Metro's interest during the upcoming legislative session;

WHEREAS, the Metro Council wishes to establish a united position on important legislative proposals and provide direction to its staff in order to represent the will of the agency; and

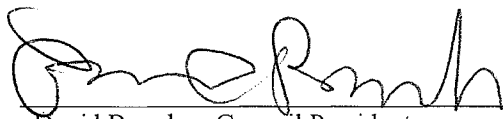
WHEREAS, the attached Exhibit "A" of this resolution lists specific issues that are of concern to Metro and the metropolitan region and gives guidance to staff on the Metro Council's position on these issues; and

WHEREAS, on December 11, 2008, the Joint Policy Advisory Committee on Transportation on endorsed priorities for a transportation funding package that are also reflected in Exhibit "A"; and

WHEREAS, the attached Exhibit "B" states the Metro Council's principles regarding categories of potential legislation in order to provide guidance to staff in representing Metro; now therefore

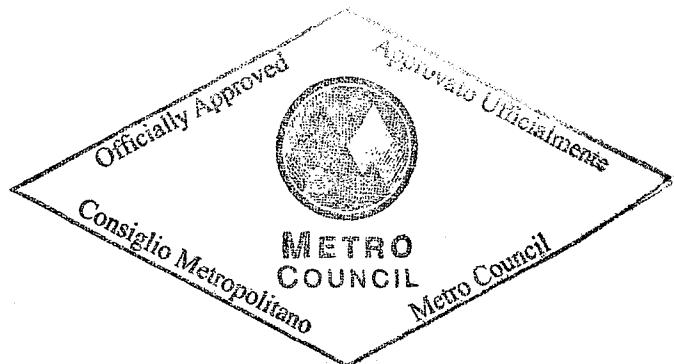
BE IT RESOLVED that the Metro Council hereby directs the Metro Chief Operating Officer, the Metro Attorney, and Metro staff to make the agency's position on a variety of legislative proposals clear with the 2009 Oregon Legislature consistent with Exhibits "A" and "B" attached hereto.

ADOPTED by the Metro Council this 12th day of February 2009.


David Bragdon, Council President

Approved as to Form:


Daniel B. Cooper, Metro Attorney





METRO COUNCIL LEGISLATIVE PRIORITIES
2009 Legislative Session

➤ [indicates legislation that may be initiated by Metro]

TOP PRIORITY ITEMS

• **Transportation finance and policy**

- New revenues for roads and bridges: support increase in gas tax, registration fee, and other funding sources; support indexing of gas tax; focus on maintenance and preservation; secondary focus on freight movement; support continuation of current 50%-30%-20% formula for allocation of new revenues to state, counties, and cities.
- Transit funding: institutionalize public transit (and other non-road transportation investments) as integral element of overall transportation system; establish regular funding stream and increase local authority to support transit with payroll taxes.
 - Funding for non-motorized transportation: establish state funding program for bicycle and pedestrian facilities not in the road right-of-way (trails, paths, bicycle highways, greenways, etc.).
- Connect Oregon III: support lottery-based program for funding multimodal transportation facilities as part of a comprehensive transportation funding effort that includes funding for roads and bridges, public transit, and non-motorized transportation.
 - Local flexibility: support increase in or elimination of cap on local vehicle registration fees.

OTHER ITEMS, BY ISSUE AREA

Land Use/Community Development

- **Infrastructure**: Seek authorization needed to raise new revenue for targeted investments in infrastructure in order to accommodate expected growth, assist communities in achieving local aspirations, and implement the 2040 Growth Concept. Finance tools should be regional in scope; resources should be targeted to areas expected to accommodate population and employment growth (centers, corridors, employment areas, expansion areas).
- **Urbanization**: Support legislation making it easier to bring urban and urbanizable land into cities.

Housing

- **Housing Alliance legislative agenda**: Support agenda calling for allocation of \$100 million in ongoing and new resources to affordable housing. Key element is a \$15 document recording fee; successful passage should result in state contribution to Regional Housing Choice Revolving Fund.

Transportation

- **Regional Transit Options funding**: Support the continued inclusion of funding in ODOT's Public Transit Division budget for implementing the Drive Less/Save More campaign in the Portland region; support increasing the allocation to bring the campaign to other cities in Oregon; oppose reducing the

allocation to the Portland region to bring the campaign to other cities; support policy changes that facilitate transportation options.

Solid Waste

- **Diesel retrofit:** Introduce legislation expanding allowed use of regional solid waste fees to address environmental and climate impacts of solid waste system, including retrofitting of garbage trucks to reduce harmful emissions.
- **Product stewardship:** Support legislation to create a framework for handling additional waste streams through a product stewardship approach similar to the approach used for beverage containers and electronic waste. As appropriate, also support proposals to create or improve framework for specific items (e.g., beverage containers, pharmaceuticals, paint, retail pesticides).
- **Pesticide use reporting:** Support legislation lifting sunset on Oregon's pesticide use reporting system and improving its effectiveness by strengthening reporting requirements.
- **Children's health, healthy schools:** Support legislation addressing the use of toxic chemicals in children's products and schools, and encouraging green building practices for schools (Children's Safe Products Act and Healthy Schools Initiative).

Smart Government

- **Jurisdictional boundary:** Introduce legislation to facilitate urbanization of land added to Metro's urban growth boundary by providing that such land is automatically included in Metro's jurisdictional boundary.
- **Boundary changes:** Extend Metro's current authority to regulate boundary changes within UGB and previously designated urban reserves to future urban reserves.

Finance

- **Tax Supervising and Conservation Commission:** Support legislation creating a new system under which taxing jurisdictions would share the costs of operating the TSCC.

Oregon Zoo

- **No Oregon Child Left Inside:** Support proposed legislation to establish an infrastructure for environmental education in Oregon.
- **Background checks:** Introduce legislation allowing Metro to require employees and volunteers with direct unsupervised access to children to enroll in Oregon Child Care Division's Criminal History Registry.

**Exhibit B to Resolution 09-4024
METRO COUNCIL 2009 LEGISLATIVE PRINCIPLES¹**

LAND USE:

1. **Efficiency:** Land within UGBs should be used efficiently before UGBs are expanded.²
2. **Need:** The UGB should not be expanded in the absence of demonstrated need.³
3. **Transportation:** Land use and transportation planning should be coordinated so land uses do not undermine the transportation system and transportation investments do not lead to inappropriate land uses.⁴
4. **Pre-emption:** Within the context of Oregon’s land use system, Metro’s authority should not be pre-empted.
5. **Annexation:** As cities are the preferred governing structure for providing public services to urban areas, Metro supports reforms that will facilitate, or reduce barriers to, orderly annexation and incorporation.
6. **Rules/Statutes:** Administrative rules should not be adopted into statute.
7. **Great Communities:** Metro supports legislation that facilitates development of great communities, including employment opportunities, choices of housing types affordable to people of all income levels, transportation choices, and parks and greenspaces accessible to all.⁵
8. **Non-Regulatory Tools:** State efforts at regulatory streamlining should include funding to support development of non-regulatory tools for achieving desired land use outcomes.⁶
9. **Funding:** State mandates to expand UGBs should be accompanied by funding for planning.
10. **Fiscal Responsibility:** Funding to support urban development should be generated at least in part by fees on those who directly benefit from that development.

SOLID WASTE:

11. **Toxicity and waste reduction:** Metro supports efforts to minimize the impact of the waste stream on the environment.

TRANSPORTATION:

12. **Transportation Funding:** Metro supports an increase in overall transportation funding, investments in a balanced multimodal transportation system, and flexibility in the system to provide for local solutions to transportation problems.

PARKS AND GREENSPACES:

13. **Parks and Greenspaces:** Metro supports measures to increase the level of state funding distributed to local governments for acquisition, capital improvements, and park operations.

SUSTAINABILITY:

14. **Climate Change:** Metro supports efforts to combat climate change and to meet the state’s goals for reducing greenhouse gas emissions.

¹ Footnotes refer to applicable policy statements in Metro’s Regional Framework Plan (RFP), July 2003.

² Numerous RFP references, including: p. 10, growth should occur inside the UGB in the form of infill and redevelopment with higher density where appropriate; policy 1.1, Urban Form; policy 1.6, Growth Management; policy 1.8, Developed Urban Land; policy 1.9, Urban Growth Boundary; policy 1.12, Protection of Agriculture and Forest Resource Lands. The RFP, on p. 36, also quotes the Future Vision statement: “Widespread land restoration and redevelopment must precede any conversion of land to urban uses to meet our present and future needs.”

³ P.11, UGB will be expanded only when a need for additional urban land is demonstrated; policy 1.1, Urban Form.

⁴Numerous RFP references, including: p. 10, by coordinating land uses with transportation system, the region embraces its locational advantage as trade hub; p. 17, growth concept links urban form to transportation to ensure the development of a regional plan that is based on efficient use of land and safe, efficient and cost effective transportation system; p. 59, integrating movement of goods and people with surrounding land uses is fundamental to RFP; policy 2.2, Consistency between Land Use and Transportation; policy 2.6, Urban Form; policy 2.7, Jobs/Housing Balance; policy 2.11, Street Design; policy 2.21, Adequacy of Transportation Facilities.

⁵ See p. 11 re: mixed-use centers of housing, employment, transit, with a range of services and amenities in a walkable environment; jobs/housing balance outside neighborhoods; and protection of open spaces. See also policy 1.3, Housing and Affordable Housing; policy 1.4, Economic Opportunity; policy 1.5, Economic Vitality; policy 1.7.2, Sense of Place; Chapter 2, Transportation, on transportation choices generally; Chapter 3, Parks, Natural Areas, Open Spaces And Recreational Facilities, recognizing “the importance of parks, natural areas and recreational facilities in the urban fabric of communities throughout the region.” The RFP, on p. 37, also quotes the Future Vision statement: “Focus public policy and investment on the creation of mixed-use communities that include dedicated public space and a broad-range [*sic*] of housing types affordable to all.”

⁶ Policy 1.1, Urban Form (on targeting public investments to reinforce a compact urban form); p. 92, a variety of strategies will be used to protect and manage parks and natural areas to support habitat and recreational opportunities, including acquisition, education, landowner incentives.