

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO 97-2451B
METRO 1997 OREGON LEGISLATIVE)
PRINCIPLES AND PRIORITIES) Introduced by Mike Burton, Executive Officer
) and Councilor Naito

WHEREAS, the 1997 Oregon Legislature convened on Monday, January 13, 1997; and

WHEREAS, Metro has certain legislation which it is requesting be introduced into the 1997 Session of the Oregon Legislature for consideration; and

WHEREAS, the 1997 Oregon Legislature may consider other legislation which may have an impact on Metro; and


WHEREAS, Metro is represented at the Oregon Legislature by Western Strategies; and

WHEREAS, there are procedures and principles which have been developed to guide Metro's involvement in the 1997 Session of the Oregon Legislature, and a beginning list of priorities (Exhibit A), which the Metro Executive Officer has approved, and the Metro Council is to adopt, to guide Metro's lobbyist; now, therefore,

BE IT RESOLVED:

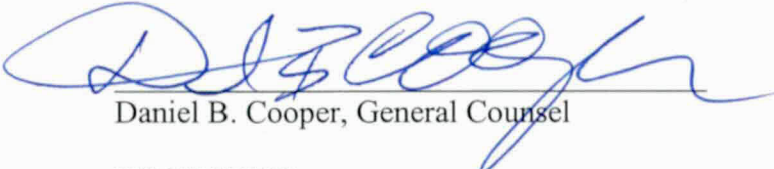
That the Metro Council adopts the principles and priorities outlined in Exhibit A, and directs its representatives to follow the principles, and to report on the status of priorities listed above and additional priorities as the 1997 Session proceeds.

ADOPTED by the Metro Council this 23rd day of January 1997.



Jon Kvistad, Presiding Officer

APPROVED AS TO FORM:



Daniel B. Cooper, General Counsel

January 23, 1997

METRO
LEGISLATIVE PRIORITIES
(Exhibit A to Resolution No. 97-2451A)

Metro has considerable interest in the 1997 Legislative Session, and will be monitoring its developments and actively participating as a constructive voice on behalf of the metropolitan region. Numerous areas of legislative activity will be of importance to Metro, and several bills will be introduced at Metro's request.

To further Metro's mission, it will be important to pursue the following this Session:

A. Implementation of Ballot Measure 47

The dramatic impact of Ballot measure 47 will be felt not only by Metro, but also by its regional partners. The Zoo will suffer a minimum loss of \$1.5 million, a 28% reduction in the operating budget, if the region's allocation of Ballot Measure 47 losses is proportional. Metro must work closely with others to minimize the severity of impact on Metro, and to ensure that other local governments have resources and authority sufficient to provide services to the region's citizens. Absent adequate resources, Metro's regional partners may not be in a position to meet the burgeoning needs of a growing region nor implement effective growth management policies.

B. Growth Management

1. Boundary Commission revision legislation (*Metro bill*).

Request introduction of legislation to provide Metro with the responsibility for boundary, annexation and urban service decisions, consistent with the results of the charter mandated Boundary Commission study as adopted by the Council.

2. Retention of growth management and land use planning authority.

Support efforts to retain Metro's authority to perform its growth management and land use planning functions, and oppose attempts to limit Metro's local control, diminish the regionally adopted Charter, and circumvent the policy established by the Metro Council.

3. Monitor annexation legislation.

Monitor annexation legislation, and work with Metro's regional partners to ensure that annexations, and the efficient provision of essential urban services, occur in a manner which meets the needs of local jurisdictions, the region's citizens and Metro policy.

4. Support an adequate DLCD budget.

The policy established by the Land Conservation and Development Commission, and the work of the Department of Land Conservation and Development, complements much of what Metro is trying to accomplish in the region. Accordingly, Metro supports adequate funding of the DLCD budget, subject to council review of the actual budget proposal.

5. Regional and local planning funding.

Metro will support efforts to provide funding for land use planning on both the regional and local levels, to ensure that the region can effectively accommodate and manage the growth which is occurring, subject to council review of specific legislative proposals.

6. Natural disaster planning and response.

The state's experience over the past year underscores the importance of having mechanisms in place to plan for and respond to natural disasters. Metro will support legislation offered by Oregon's emergency managers to provide funding for natural disaster planning and response.

7. Seismic standards.

Metro will support efforts or proposed programs to assist property owners complying with seismic standards for buildings.

C. Transportation

Transportation and transit planning are essential components of Metro's growth management responsibilities. Transportation plans must be developed to support land use policies and, ultimately, move people and goods throughout the region in an efficient manner. Increased funding will be an important goal if the region is to be able to meet the needs imposed by growth.

1. Support enhancement of Oregon's transportation programs.

Metro will support efforts to enhance Oregon's and the region's transportation programs. The specific elements of such proposals will be presented separately by the Transportation Department to the Council for approval.

2. Continue transportation components of regional growth management.

Metro will support efforts to sustain policy and funding for transportation components of regional growth management. Specifically, Metro will support continuation of the Oregon Department of Transportation's Transportation/Growth Management grant program.

3. Preserve local and regional control/authority.

Metro will work with its regional partners to maintain regional and local control and preserve regional and local authority to develop funding for transportation needs. This would include preserving local and regional options for generating revenues, such as vehicle registration fees and gas taxes.

D. Solid Waste and Recycling

Metro is responsible for solid waste disposal, as well as solid waste reduction and recycling. Metro will continue to work with its regional partners to provide cost-effective disposal and promote waste reduction. In the wake of a recent occurrence at a transfer station where employees were injured as they were handling chlorine, Metro will work to ensure safe disposal and transporting of hazardous or potentially hazardous materials.

1. Flow Control.

Metro will oppose attempts to erode Metro's authority over solid waste flow control in the region.

2. Metro fee avoidance.

Metro will oppose industry specific attempts to evade Metro fees on solid waste.

3. Minimum recycled material content requirements.

Metro will support efforts to increase the requirements for minimum recycled material content and to continue encouragement of markets for recycled materials. With adequate markets in place the recycling program costs borne by the public can be offset to a greater degree.

4. Maintain successful recycling programs.

The region is well on its way to accomplishing the recycling goals established by Metro. This success—due to the state’s policies and local and regional recycling programs—should continue. Accordingly, Metro will support maintaining the components of these successful recycling programs, and oppose efforts to weaken them. Additionally, Metro will actively participate in deliberations on legislation which could dramatically reduce the region’s recovery of beverage containers by promoting redemption centers.

5. Disposal of hazardous or potentially hazardous materials.

Metro will work closely with state and local officials to identify measures to improve employee and public safety in disposing or transporting hazardous or potentially hazardous materials. This is necessitated by the recent incident with chlorine at one of Metro’s transfer stations.

E. Regional Parks and Greenspaces

Metro has the considerable responsibility to acquire, plan, operate and manage a system of regional parks and greenspaces. With the 1994 transfer of parks functions from Multnomah County, and the approval of the 1995 bond measure to acquire and protect open spaces, parks and streams, Metro operates 21 regional parks and natural areas, as well as 14 pioneer cemeteries. Metro will ask for several statutory changes to reflect these increased responsibilities.

1. Metro and parks statutes (*Metro bill*)

Metro will request introduction of housekeeping legislation to add Metro to the listing of public entities in the parks statutes.

2. Authorization of Metro receipt of parks revenues (*Metro bill*)

Metro will request introduction of legislation to allow Metro to directly receive Multnomah County’s share of state revenues for local parks. This action is pursuant to the express provisions of the Intergovernmental Agreement between Multnomah County and Metro.

3. Acquiring property with farm/forest deferral designation (*Metro bill*)

Metro will request introduction of legislation which would add Metro to the list of entities allowed to purchase, for a public purpose, property

bearing a farm and forest deferral designation without exposing Metro to a tax obligation.

4. Authority to partition parks and greenspaces property (*Metro bill*)

Metro will request introduction of legislation granting authority to partition property purchased by Metro for parks and greenspaces purposes. This would encourage acquisition of property where the seller desires to maintain a personal residence on a portion of the property.

5. Parks funding and stream protection programs

Metro will monitor legislative efforts to provide funding for state and local parks systems, and enhance stream protection programs. While generally supportive of securing stable funding for the state parks system, Metro would prefer the development of new programs and revenues that would also be made available to meet the considerable acquisition, operation and maintenance needs of regional and local parks systems.

F. Metro Washington Park Zoo

The Metro Washington Park Zoo will be facing some of the greatest challenges and threats in its 110 year history. Although the full impact of Ballot Measure 47 will not be known until this Spring, the Zoo is facing dramatic cuts in its operating budget—assuming proportional allocation of losses throughout the region, the Zoo will lose at least \$1.5 million. It is likely to be more. Along with its regional partners, Metro will take an active role in the legislative deliberations surrounding the implementation of Ballot Measure 47 to minimize the impact on the Zoo, allow it to continue to operate on an entrepreneurial basis, and to help craft collaborative responses to the region's needs.

G. Utility Deregulation

Metro will monitor legislation and deliberations concerning the deregulation of utilities in Oregon. This issue is of importance to Metro because it is a substantial consumer of utility services. Additionally, many of the local governments in the region rely, or hope to rely, upon utility franchise fees as a major source of funding. As the region continues to grow, Metro's regional partners will require reliable revenues to plan and provide services for all of our constituents.

H. Public Contracting

Several public contracting issues may arise this Session which might have a significant impact on the way the Metro conducts its business.

1. Oppose efforts to restrict regional and local authority.

Metro will join other jurisdictions and oppose efforts to change public contracting laws in such a way as to undermine Metro's ability to protect the public's interest. Such efforts may include proposals to separate local government Contract Review Boards from their governing bodies, and to restrict government's use of negotiated construction contracts.

2. Support State's efforts to improve contracting laws.

Metro will support proposals by the State to improve ORS Chapter 279. Such proposed changes would allow the use of electronic advertising instead of newspapers, and implement the recommendations of the regional disparity study by changing the definitions of Minority and Women-Owned Businesses (M/WBE) and Emerging Small Businesses (ESB).

3. Monitor efforts to improve QRF statutes.

Metro will monitor any legislation intended to improve the rules and statutes governing Qualified Rehabilitation Facilities (QRF's).



METRO

GOVERNMENT AFFAIRS COMMITTEE REPORT:

CONSIDERATION OF RESOLUTION NO. 97-2451A, FOR THE PURPOSE OF ADOPTING THE METRO 1997 OREGON LEGISLATIVE PRINCIPLES AND PRIORITIES.

Date: January 23, 1997

Presented by Councilor: Naito

Committee Recommendation: At the January 21, 1997 meeting, the Government Affairs Committee voted unanimously to recommend Resolution No. 97-2451 for Council adoption. Voting in favor: councilors McCaig, Morissette and Naito.

Committee Issues/Discussion: Presentation of the draft legislative package was made by Brad Higbee, Metro lobbyist. Department heads were also available to comment on the package, which was arranged for the most part to correspond to department related subjects, e.g. growth, transportation, etc.

Several items were held over for further discussion and are not included in this package. These items include measure 47, and certain aspects related to the Zoo, Growth and MERC. The committee will take up these items at future meetings and may amend this package at a later date.

Councilor Morissette expressed general support for many items in this package, while reserving the right to express different opinions when specific bills were introduced at the legislature. The committee agreed to this approach.

This resolution does not contain specifics as to how the council might want to handle some measures on an expedited basis, and the committee will take this up later as well.