

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROVIDING ) RESOLUTION NO. 13-4403  
DIRECTION TO METRO CONCERNING BILLS )  
BEFORE THE 2013 OREGON LEGISLATURE ) Introduced by Council President Tom Hughes  
)  
)

WHEREAS, Metro has an interest in bills before the 2013 Oregon Legislature; and

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

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 expected and potential 2013 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

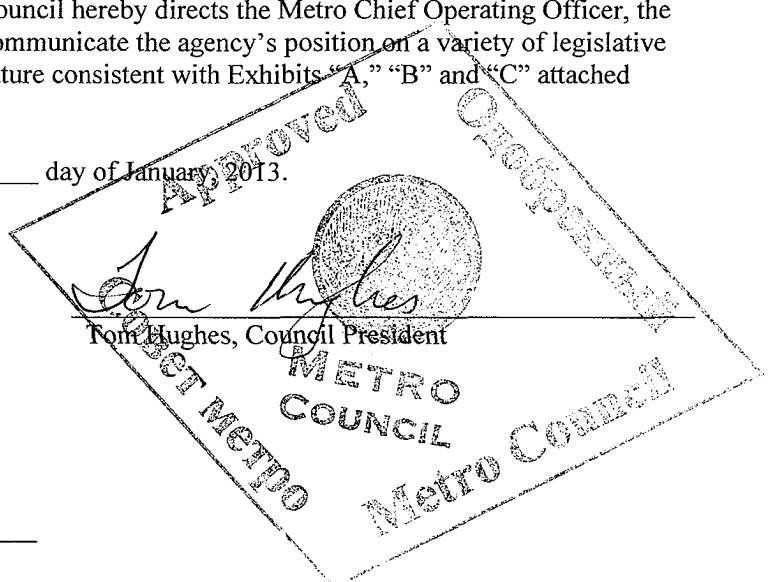
WHEREAS, on January 10, 2013, the Joint Policy Advisory Committee on Transportation endorsed legislative priorities for transportation policy and funding that are reflected in the attached Exhibit "B"; and

WHEREAS, the Metro Council adopted these transportation priorities by passing Resolution 13-4402 on January 24, 2013; and

WHEREAS, the attached Exhibit "C" 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 communicate the agency's position on a variety of legislative proposals to the 2013 Oregon Legislature consistent with Exhibits "A," "B" and "C" attached hereto.

ADOPTED by the Metro Council this 24 day of January, 2013.



*Tom Hughes*  
Tom Hughes, Council President

Approved as to Form:

*[Signature]*  
Alison Kean Campbell, Metro Attorney

## METRO COUNCIL LEGISLATIVE PRIORITIES 2013 Legislative Session



### TOP PRIORITY ITEMS

- **I-5 Replacement bridge over the Columbia River:** Support adoption of an equitable state finance package that reflects the importance of this project to the state while protecting the interests of the Portland region and addressing the project's impacts on the local community.
- **Oregon Convention Center headquarters hotel:** Pursue state participation in finance package for development of headquarters hotel needed to attract national conventions to Oregon.
- **Paint stewardship:** Lift the sunset on Oregon's paint stewardship program while incorporating improvements in convenience, public outreach and accountability.
- **Willamette Falls Legacy Project:** Pursue allocation of funds identified in Governor's Balanced Budget for redevelopment of Blue Heron paper mill site in Oregon City.
- **Industrial site readiness:** Support creation of state financial tools to help make land inside the urban growth boundary available for industrial development and job creation through infrastructure investment, brownfield cleanup, land aggregation, and other means.
- **Property tax reform:** Support changes in Oregon's property tax system that enhance the fairness of the system and improve the ability of local voters to effectively approve increases in local revenue without inadvertently affecting the ability of other jurisdictions to provide services to their residents.
- **Service provision in unincorporated areas:** Support legislation moving "Area 93" from Multnomah County to Washington County upon adoption of intergovernmental agreement between the counties. Oppose legislation allowing landowners to demand services outside local planning processes.

### OTHER ITEMS, BY ISSUE AREA

#### Transportation Finance and Policy

- **Funding for non-highway transportation:** Support adoption of Connect Oregon V and development of "Connect Plus" package that provides ongoing funding for investment in air, rail, marine, transit, bicycle and pedestrian capital projects as well as transit operations.
- **TriMet collective bargaining:** Support legislation restoring collective bargaining to transit districts.
- **Clean Fuels Program:** Support legislation lifting the sunset on Oregon's Clean Fuels Program.
- **Local revenue authority:** Preserve and expand local options so local governments have the flexibility to build, operate and fund transportation systems that support prosperous, livable and sustainable communities.

#### Land Use/Community Development

- **Urban growth management:** Oppose efforts to force larger urban growth boundary expansions by legislatively removing certain areas from the buildable lands inventory.

- **Affordable housing:** Support legislation clarifying that receipt of federal rent subsidies like Section 8 vouchers is not grounds for denying tenancy.
- **Brownfields:** Support creation of policy tools including tax credits and tax abatements to facilitate brownfield redevelopment.

#### **Resource Conservation and Recycling:**

- **Product stewardship:** Support creation of systems for collection and recycling of batteries and mercury-containing fluorescent light bulbs based on producer responsibility.
- **Diesel emissions reduction:** Update state law to allow federal Diesel Emissions Reduction Act funds to be spent on most effective means of reducing diesel emissions.
- **Labeling of compostable materials:** Support legislation to improve information to households and businesses about the compostability and environmental impact of products and packaging.
- **Toxics:** Support legislation requiring disclosure and removal of toxic chemicals in children's products and expanding the use of integrated pest management by state agencies.

#### **Regional Parks and Natural Areas**

- **Allocation of RV fees:** Support change in the formula for allocation of recreational vehicle fees to increase percentage allocated to county parks, including Multnomah County parks owned and operated by Metro.
- **Abandoned vessels:** Support legislation that improves Metro's ability to address problems associated with abandoned or derelict vessels at Metro facilities.

#### **Smart Government**

- **Transient lodging tax:** Support legislation requiring internet travel companies to pay transient lodging tax on full consideration paid for lodging.
- **Efficient government:** Maintain or enhance local control related to public retirement and benefit costs.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING	)	RESOLUTION NO. 13-4402
REGIONAL POLICY AND FUNDING	)	
PRIORITIES FOR 2013 STATE	)	Introduced by Councilor Carlotta Collette
TRANSPORTATION LEGISLATION	)	

WHEREAS, the governments of the Portland metropolitan region recognize the importance of investing strategically in public infrastructure, particularly transportation infrastructure, as a way to support private investment and economic recovery in these difficult economic times; and

WHEREAS, transportation investments that contribute to economic recovery also bring increased revenues to local and state governments, thereby helping to ease the crisis in public budgets; and

WHEREAS, our region has a track record of creatively financing forward-looking transportation investments that address the needs of both the present and the future, and of combining smart investment with policy innovations that support good jobs, livable communities and a sustainable environment; and

WHEREAS, the Columbia River Crossing represents the most important transportation investment in the Portland metropolitan region in a generation, providing benefits to the economy, the environment and the safety of the traveling public; and

WHEREAS, the Columbia River Crossing is poised to receive federal support once the states of Oregon and Washington have secured their share of the overall funding package for the project; and

WHEREAS, the Governor’s Vision Committee, which in 2008 developed the framework that led to the passage of the landmark 2009 Jobs and Transportation Act, included in that framework a recommendation that the state identify a source of dedicated funding to support multimodal transportation investments that cannot be paid for with highway fund dollars; and

WHEREAS, subsequent efforts have advanced that recommendation by attempting to quantify the funding gaps for various non-roadway transportation modes and proposing potential institutional structures and funding sources to close those gaps; and

WHEREAS, a combination of careful planning and strategic investments supported by local, regional, state and federal resources has helped to make this region the economic engine of the state and an example to the nation; and

WHEREAS, in the face of today’s challenges, we need to extend this tradition of leadership by pursuing supportive policy and funding proposals in the 2013 legislative session; now, therefore,

BE IT RESOLVED:

1. That the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) adopt the following principles to guide the region’s approach to transportation issues in the 2013 legislative session:
  - Jobs and Economic Recovery: The local governments of the Portland metropolitan are committed to partnering with others to support economic recovery through the creation and efficient operation of a robust transportation system.
  - Support Multimodal Investment: Oregon should build upon its lottery-backed program of investment in multimodal capital projects that support freight mobility and transit by identifying new, ongoing state funding that supports those projects as well as transit operations and pedestrian and bicycle facilities.

- Preserve and Expand Local Options: The transportation challenge will require innovative policy and new funding commitments at all levels of government, including additional local funding to repair and maintain existing transportation facilities. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority; avoid enacting new limitations or pre-emptions; and explore new structures and authorities that give local governments the flexibility to build, operate and fund transportation systems that support prosperity, livability and sustainability.
2. That the Metro Council and JPACT endorse transportation funding and policy priorities for the 2013 legislative session as reflected in Exhibit A to this resolution.

ADOPTED by the Metro Council this \_\_\_\_\_ day of January, 2013.

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Tom Hughes, Council President

Approved as to Form:

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Alison Kean Campbell, Metro Attorney

**2013 Regional Transportation Agenda:  
Specific Recommendations**

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**Columbia River Crossing** – The Columbia River Crossing represents the most important transportation investment in the Portland metropolitan region in a generation, providing benefits to the economy, the environment and the safety of the traveling public. JPACT and the Metro Council urge the Legislature to commit the state’s share of the project finance plan as follows:

- The funding approach must recognize the statewide importance of this project and not come at the expense of other projects in the region.
  - The funding approach must reflect a commitment to build the full project, including road, bike, pedestrian and transit elements.
  - Improvements intended to mitigate the impact of the project on local communities in the project area should not be deferred until an undefined and unfunded later phase of construction.
  - Follow through on the creation of a Community Enhancement Fund.
  - The funding package must not extend the current pre-emptions against local gas taxes or registration fees.
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**ConnectOregon V** – Support a fifth round of *ConnectOregon* funding.

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**Non-roadway funding** – Support the creation of a permanent funding stream for non-highway transportation.

## METRO COUNCIL 2013 LEGISLATIVE PRINCIPLES<sup>1</sup>

### LOCAL AUTHORITY

1. **Pre-emption:** The Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions. Within the context of Oregon's land use system, Metro's authority should not be pre-empted.
2. **Funding:** State mandates should be accompanied by funding.

### LAND USE:

3. **Efficiency:** Land within UGBs should be used efficiently before UGBs are expanded.<sup>2</sup>
4. **Need:** The UGB should not be expanded in the absence of demonstrated need.<sup>3</sup>
5. **Transportation:** Land use and transportation planning should be coordinated so land uses do not undermine the efficiency and reliability of the transportation system and transportation investments do not lead to unintended land uses.<sup>4</sup>
6. **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.
7. **Rules/Statutes:** Administrative rules should not be adopted into statute.
8. **Successful Communities:** Metro supports legislation that facilitates the achievement of the region's six desired outcomes for successful communities: vibrant, walkable communities; economic competitiveness and prosperity; safe and reliable transportation choices; leadership in minimizing contributions to global warming; clean air, clean water and healthy ecosystems; and equitable distribution of the burdens and benefits of growth and change.<sup>5</sup>
9. **Non-Regulatory Tools:** State efforts at regulatory streamlining should include funding to support development of non-regulatory tools for achieving desired land use outcomes.<sup>6</sup>
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. **Product stewardship:** Metro supports efforts to minimize the health, safety, environmental, economic and social risks throughout all lifecycle stages of a product and its packaging, and believes that the producer of the product has the greatest ability, and therefore the greatest responsibility, to minimize those adverse impacts.

### 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 NATURAL AREAS:

13. **Parks and Natural Areas:** Metro supports measures to increase local and regional authority to raise revenues to support parks and natural areas and 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 and adapt to climate change and to meet the state's goals for reducing greenhouse gas emissions.
- 15. Conservation Education:** Metro supports efforts to provide stable and reliable funding to conservation education.

**ECONOMIC PROSPERITY:**

- 16. Infrastructure Finance:** Metro supports measures, including funding or revenue measures, that facilitate state, regional or local investments in the public structures needed to accommodate population and economic growth in a way that helps the region achieve its six desired outcomes for successful communities.
- 17. Metro Venues:** Because the Oregon Convention Center, Expo Center, Portland Center for the Performing Arts and Oregon Zoo are assets that contribute millions of dollars to the state and regional economies, Metro supports legislative measures that facilitate the success of these venues in attracting visitors and enhancing the quality of their experiences.

**AGENCY OPERATIONS:**

- 18. Firearms and public facilities:** Metro supports legislation that increases Metro's authority to regulate the carrying of firearms on Metro properties, and opposes legislation that limits or reduces that authority.

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<sup>1</sup> Footnotes refer to applicable policy statements in Metro's Regional Framework Plan (RFP).

<sup>2</sup> RFP Policy 1.1 (Compact Urban Form).

<sup>3</sup> RFP Policy 1.9 (Urban Growth Boundary).

<sup>4</sup> RFP Policy 1.3.13 (Housing Choices and Opportunities); Transportation Goal 1 (Foster Vibrant Communities and Efficient Urban Form).

<sup>5</sup> RFP Chapter 1 (Land Use).

<sup>6</sup> Policy 1.1 (Compact Urban Form); Policy 1.2 (Centers, Corridors, Station Communities and Main Streets).



## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO. 13-4403, FOR THE PURPOSE OF PROVIDING DIRECTION TO METRO CONCERNING BILLS BEFORE THE 2013 OREGON LEGISLATURE**

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Date: January 15, 2013

Prepared by: Randy Tucker

## **BACKGROUND**

The Metro Council has taken formal positions on legislation since its inception. The first such action taken by the Council was in Resolution No. 79-23 in which it took a position on SB 66, which dealt with economic development. Since that time, Metro has taken formal and informal positions on legislation (state and federal) that it feels impacts the agency and the region.

The agenda and principles described in Exhibits A and C were developed by Randy Tucker (Legislative Affairs Manager) in consultation with the Metro Council. Most of the specific legislative issues described in Exhibit A resulted from consultation with legislative liaisons and other staff in Metro departments; others emerged from Council discussions. These issues were discussed with the Metro Council in work sessions that occurred on November 6, November 27 and January 8.

Where applicable, the principles in Exhibit C also reflect existing Metro policy as embodied in the Regional Framework Plan.

Exhibit B includes the transportation-related agenda approved by the Joint Policy Advisory Committee on Transportation on January 10, which the Metro Council will consider in the form of Resolution 13-4402 on January 24.

As issues arise and develop during the 2013 legislative session, the Council will have the opportunity to take positions on specific pieces of legislation and to modify its agenda as it sees fit.

## **ANALYSIS/INFORMATION**

1. **Known Opposition:** none
2. **Legal Antecedents:** none applicable
3. **Anticipated Effects:** Provide direction to Metro staff with respect to issues before the 2013 Oregon Legislature
4. **Budget Impacts:** None

## **RECOMMENDED ACTION**

Staff recommends approval of Resolution No. 13-4403.