

# Metro | Agenda

Meeting: Metro Council  
Date: Thursday, January 29, 2015  
Time: 2 p.m.  
Place: Metro Regional Center, Council Chamber

---

## **CALL TO ORDER AND ROLL CALL**

### **1. CITIZEN COMMUNICATION**

### **2. CONSENT AGENDA**

- 2.1 **Resolution No. 15-4601**, For the Purpose of Confirming the Appointment of a New Member to the Nature In Neighborhoods Capital Grants Review Committee
- 2.2 Consideration of Council Meeting Minutes for January 15, 2015

### **3. RESOLUTIONS**

- 3.1 **Resolution 15-4597**, For the Purpose of Endorsing Regional Policy and Funding Priorities for 2015 State Transportation Legislation **Andy Cotugno, Metro**
- 3.2 **Resolution 15-4602**, For the Purpose of Providing Direction to Metro Concerning Bills Before the 2015 Oregon Legislature **Randy Tucker, Metro**

### **4. CHIEF OPERATING OFFICER COMMUNICATION** **Martha Bennett, Metro**

### **5. COUNCILOR COMMUNICATION**

**ADJOURN**

**Television schedule for January 29, 2015 Metro Council meeting**

<p><b>Clackamas, Multnomah and Washington counties, and Vancouver, WA</b>          Channel 30 – Community Access Network  <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a>  <i>Ph:</i> 503-629-8534          Call or visit web site for program times.</p>	<p><b>Portland</b>          Channel 30 – Portland Community Media  <i>Web site:</i> <a href="http://www.pcmtv.org">www.pcmtv.org</a>  <i>Ph:</i> 503-288-1515          Call or visit web site for program times.</p>
<p><b>Gresham</b>          Channel 30 - MCTV  <i>Web site:</i> <a href="http://www.metroeast.org">www.metroeast.org</a>  <i>Ph:</i> 503-491-7636          Call or visit web site for program times.</p>	<p><b>Washington County and West Linn</b>          Channel 30– TVC TV  <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a>  <i>Ph:</i> 503-629-8534          Call or visit web site for program times.</p>
<p><b>Oregon City and Gladstone</b>          Channel 28 – Willamette Falls Television  <i>Web site:</i> <a href="http://www.wftvmedia.org/">http://www.wftvmedia.org/</a>  <i>Ph:</i> 503-650-0275          Call or visit web site for program times.</p>	

**PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.** Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site [www.oregonmetro.gov](http://www.oregonmetro.gov) and click on public comment opportunities.

# Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at [www.trimet.org](http://www.trimet.org).

## Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1890 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

## Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1890 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

## Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1890（工作日上午8點至下午5點），以便我們滿足您的要求。

## Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullamada dadweyne, wac 503-797-1890 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

## Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1890를 호출합니다.

## Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1890（平日午前8時～午後5時）までお電話ください。

## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលំអររើសអើងសូមចូលទស្សនាការប្រកាស [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

## إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإبداء شكوى ضد التمييز، يرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1890 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

## Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1890 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan. Notificación de no discriminación de Metro.

## Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Si necesita asistencia con el idioma, llame al 503-797-1890 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

## Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1890 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

## Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1890 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

## Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1890 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lw m ua ntej ntawm lub rooj sib tham.

Agenda Item No. 2.1

**Resolution No. 15-4601**, For the Purpose of Confirming the  
Appointment of a New Member to the Nature In Neighborhoods  
Capital Grants Review Committee

*Consent Agenda*

Metro Council Meeting  
Thursday, January 29, 2015  
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE	)	RESOLUTION NO. 15-4601
APPOINTMENT OF A NEW MEMBER TO THE	)	
NATURE IN NEIGHBORHOODS CAPITAL	)	Introduced by Chief Operating Officer
GRANTS REVIEW COMMITTEE	)	Martha Bennett in concurrence with
	)	Council President Tom Hughes

WHEREAS, Metro Code 2.19.230 establishes the Nature in Neighborhoods Grants Review Committee whose members are to be appointed by the Metro Council President subject to confirmation by the Metro Council; and

WHEREAS, the Metro Council confirmed the appointments of the original committee by Metro Council Resolution No. 07-3879 (“Confirming the Appointment of Members to the Nature in Neighborhoods Capital Grants Review Committee”), adopted November 1, 2007; and

WHEREAS, the Metro Council most recently confirmed the reappointment of one member to the Nature in Neighborhoods Capital Grants Review Committee and added three additional members to the positions of Community Representative and Metro Staff by Metro Council Resolution No. 14-4575 (“Confirming the Appointment of Members of the Nature In Neighborhoods Capital Grants Review Committee”), adopted October 30, 2014; and

WHEREAS, the member of the committee that serves in the Fish Biologist position has resigned due to a change in employment; and

WHEREAS, another Fish Biologist has been invited to serve on the committee; and

WHEREAS, the Council President has appointed this individual to the committee; now therefore,

BE IT RESOLVED that the Metro Council confirms the appointment to the Nature in Neighborhoods Capital Grants Review Committee, as set forth in Exhibit A attached hereto.

ADOPTED by the Metro Council this 29th day of January 2015.

\_\_\_\_\_  
Tom Hughes, Council President

Approved as to Form:

\_\_\_\_\_  
Alison R. Kean, Metro Attorney

**EXHIBIT A TO RESOLUTION NO. 15-4601**

**Nature in Neighborhoods  
Capital Grants Review Committee**

**Committee Member Confirmation**

The following person shall serve one two-year term, and be eligible thereafter to serve one additional two-year term:

Jim Brick

Fish Biologist

## **STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 15-4601, FOR THE PURPOSE OF CONFIRMING THE APPOINTMENT OF A NEW MEMBER TO THE NATURE IN NEIGHBORHOODS CAPITAL GRANTS REVIEW COMMITTEE

---

Date: January 20, 2015

Prepared by: Heather Nelson Kent, 503-797-1739

## **BACKGROUND**

The Natural Areas Bond Measure provides \$15 million for a Nature in Neighborhoods Capital Grants Program to provide local organizations and public entities with additional funds for land acquisition and projects that protect and enhance natural resources in the urban environment.

The Metro Council created a Nature in Neighborhoods Capital Grants Review Committee in November 2007. The Capital Grants Review Committee consists of members appointed by the Council President and confirmed by the Metro Council.

Members of the committee hail from all areas of the region and a variety of technical and professional disciplines, including water quality specialists, community representatives, a fish biologist, and a landscape architect.

The grant review committee reviews grant applications with the support and due diligence of Metro staff and makes recommendations for funding to the Metro Council. The Metro Council awards all grants under this program.

This Resolution confirms the appointment of a new member to the committee who will fill a vacancy for a fish biologist.

## **ANALYSIS/INFORMATION**

### **1. Known Opposition**

None.

### **2. Legal Antecedents**

Metro Resolution No. 06-3672B, "For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection," adopted by the Metro Council on March 9, 2006.

Metro Code Section 2.19.230, "Nature in Neighborhoods Capital Grants Review Committee," which section establishes the purpose, authority, and member appointment process for the committee.

Metro Resolution No. 07-3879, "Confirming the Appointment of Members to the Nature in Neighborhoods Capital Grants Review Committee," adopted by the Metro Council on November 1, 2007.

Metro Resolution No. 07-3874, "Confirming the Appointment of the Chair of the Nature in Neighborhoods Capital Grants Review Committee," adopted by the Metro Council on December 6, 2007.

Metro Resolution No. 09-4027, “Confirming the Reappointment of Members to the Nature in Neighborhoods Capital Grants Review Committee, Designating the Chair, and Appointing a New Metro Natural Resources Staff Person,” adopted by the Metro Council on February 19, 2009.

Metro Resolution No. 09-4096, “Confirming the Reappointment of Members to the Nature in Neighborhoods Capital Grants Review Committee and Appointing a New Person in the Water Quality Specialist Position,” adopted by the Metro Council on December 10, 2009.

Metro Resolution No. 12-4318, “Confirming the Appointment of Members of the Nature in Neighborhoods Capital Grants Review Committee,” adopted by the Metro Council on January 12, 2012.

Metro Resolution No. 13-4408, “Confirming the Appointment of Members of the Nature in Neighborhoods Capital Grants Review Committee,” adopted by the Metro Council on February 14, 2013.

Metro Resolution No. 13-4485, “Confirming the Appointment of Members of the Nature in Neighborhoods Capital Grants Review Committee,” adopted by the Metro Council on December 19, 2013.

Metro Resolution No. 14-4575, “Confirming the Appointment of a New Member to the Nature in Neighborhoods Capital Grants Review Committee,” adopted by the Metro Council on October 30, 2014.

### **3. Anticipated Effects**

By adopting Resolution No. 15-4601, the Metro Council will confirm the appointment of a new member to the committee. The expertise of these committee members helps ensure that the Metro Council awards grant funds to projects that best meet the goals and objectives of the Natural Areas Bond Measure.

### **4. Budget Impacts**

There are no budget impacts.

## **RECOMMENDED ACTION**

Staff recommends adoption of Resolution No. 15-4601



Agenda Item No. 2.2

**Consideration of Council Meeting Minutes for January 15,  
2015**

*Consent Agenda*

Metro Council Meeting  
Thursday, January 29, 2015  
Metro, Council Chamber

Agenda Item No. 3.1

**Resolution 15-4597, For the Purpose of Endorsing Regional  
Policy and Funding Priorities for 2015 State Transportation  
Legislation**

*Resolutions*

Metro Council Meeting  
Thursday, January 29, 2015  
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING ) RESOLUTION NO. 15-4597  
REGIONAL POLICY AND FUNDING )  
PRIORITIES FOR 2015 STATE ) Introduced by Councilor Craig Dirksen,  
TRANSPORTATION LEGISLATION ) JPACT Chair

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, economic prosperity, livability and environmental sustainability; and

WHEREAS, transportation investments that support private investment, job creation and long-term economic prosperity also bring increased revenues to local and state government budgets; and

WHEREAS, our region has a track record of working together to creatively finance 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, a combination of locational advantages, careful planning and strategic investments supported by local, regional, state and federal resources and partnerships has helped to make this region globally competitive, the economic engine of the state of Oregon and an example to the nation; and

WHEREAS, the Climate Smart Communities Scenarios Project has demonstrated that with an increase in transportation funding for all modes, this region can accomplish its many goals for economic prosperity, livability, social equity and environmental protection while reducing per capita greenhouse gas emissions from light-duty vehicles as directed by the Oregon Legislature; and

WHEREAS, the Climate Smart Strategy will be initially implemented through a short list of Climate Smart Actions for 2015 and 2016 related to transportation funding; and

WHEREAS, the region has cooperatively participated with the Oregon Transportation Forum to develop a broad base of statewide support for a legislative transportation funding package that addresses all modes to support the movement of people and freight; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) has recommended adoption of this resolution at their meeting on January 8, 2015; and

WHEREAS, the Metro Policy Advisory Committee (MPAC) has recommended adoption of this resolution at their meeting on January 28, 2015; now therefore

BE IT RESOLVED:

1. That the Metro Council, JPACT and MPAC adopt the following principles to guide the region's approach to transportation issues in the 2015 legislative session:
  - Jobs and Economic Prosperity: The regional and local governments and agencies of the Portland metropolitan region are committed to partnering with others to support economic prosperity through the maintenance, improvement and efficient operation of a robust transportation system.
  - Regional and Local Plans: The regional and local governments and agencies of the Portland metropolitan region are committed to taking the strategic actions needed to

implement regional and local plans, including reduction of greenhouse gas emissions from light-duty vehicles.

- Support Multi-Modal Investment: The regional and local governments and agencies of the Portland metropolitan region support adoption by the 2015 Oregon Legislature of a funding package designed to address the needs of all modes of transportation for both people and freight.
  - Stable and Reliable Funding: The need to improve and efficiently operate and maintain a multi-modal transportation system requires establishment of funding mechanisms that provide a reliable and stable on-going revenue source and the legislative package should support that objective.
  - 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, JPACT and MPAC endorse transportation funding and policy priorities for the 2015 legislative session as reflected in Exhibit A to this Resolution.
  3. That the Metro Council, JPACT and MPAC endorse the Oregon Transportation Forum Transportation Funding and Policy Package adopted November 6, 2014 as reflected in Exhibit B to this Resolution.

ADOPTED by the Metro Council this 29th day of January 2015.

---

Tom Hughes, Council President

Approved as to Form:

---

Alison R. Kean, Metro Attorney

**2015 Regional Transportation Agenda:  
Recommendations**

---

A transportation funding package should be implemented based upon the following principles:

- **Fix It First**
- **Invest in the Future**
- **Implement an All-Modes Approach**
- **Implement a Programmatic Approach**
- **Preserve Local Options**

The elements of the 2015 legislative funding package endorsed by the Portland metropolitan region are as follows:

1. **City/County/State “Fix-It” Program (“catch up and keep up”):** Increase highway trust fund revenues to catch up with needed maintenance, operations and preservation on the city/county/state road system, and index the resource to avoid future losses of revenue.
2. **State and Regional “Enhance” Program:** ODOT consolidated their various road and non-road categories of funds intended for modernization of the multi-modal transportation system into a combined “Enhance” program to facilitate the selection of priority projects most important to each region regardless of mode. Expand the ODOT “Enhance” Program and establish a complementary Regional/Local “Enhance” Program.
3. **Orphan Highway Program:** Establish a pilot funding program to facilitate the transfer of roads between ODOT and local governments to align responsibility with authority.
4. **Elderly and Disabled Transit Service:** Provide funding for transit services to elderly and disabled persons statewide.
5. **Connect Oregon VI:** Support a sixth round of Connect Oregon funding for non-road multi-modal transportation projects.
6. **Youth Transit Service:** Provide grant funding to support improved transit service to meet youth’s transportation needs and provide free or reduced transit fares to youth.
7. **AMTRAK Cascades Passenger Rail Service:** Provide funds to operate the AMTRAK Cascades service between Eugene, Albany/Corvallis, Salem, Oregon City, and Portland to Washington State and Vancouver, B.C.
8. **10-year multi-modal strategic transportation needs assessment:** Develop a 10-year, multi-modal, statewide strategic transportation needs assessment to provide the basis for future legislative funding proposals.

***OREGON TRANSPORTATION FORUM DRAFT  
TRANSPORTATION FUNDING AND POLICY PACKAGE  
Adopted at the November 6, 2014 Annual Membership Meeting***

Oregon's roads are crumbling. Freight movement faces serious bottlenecks. Many bridges need reinforcement to withstand earthquakes. Our public transit agencies are unable to keep up with demand for service. Some rural communities do not have easy access to essential services. Many Oregonians are unable to safely walk or bicycle in their neighborhoods. Past transportation decisions have failed to adequately consider impacts on public health and the environment. Federal funding is more and more tenuous, and instead of financing new projects, a large portion of current funds must pay off earlier investments.

While transportation is not an end in itself, a safe and reliable transportation system provides a critical foundation for our prosperity and quality of life. It is our responsibility to invest in a better transportation system, immediately and over the long run, to ensure the health and economic wellbeing of our state's residents and communities.

It is for these reasons that the following proposal is being considered.

**GOALS OF THE PROPOSAL**

- Put Oregonians to work creating cutting-edge multimodal transportation networks to connect people to jobs, attract new talent, and compete on a global scale.
- Address costly and time-consuming bottlenecks and improve connections to ports and freight yards to better serve agriculture, forestry, manufacturing and other key Oregon industries.
- To keep goods and people moving safely and reliably, maintain the transportation system in a state of good repair and increase its resiliency to natural disasters.
- Improve public health and air quality by making our neighborhoods walkable and bikeable and improving access to transit.
- Serve all Oregonians in every part of the state without regard to age, race, disability, or income.
- Reduce transportation-related pollution, preserve our natural environment, and make our transportation system more resilient to the impacts of climate change.

***PRINCIPLES***

- **FUND ALL MODES:** There is an urgent need to provide adequate funding for all transportation modes that move passengers and freight to improve the safety and reliability of the system and to support economic prosperity, community livability, and environmental quality.

- **FIX IT FIRST:** The State of Oregon’s first priority should be to maintain, rehabilitate and operate existing transportation facilities before building new ones.
- **PROVIDE RELIABLE FUNDING:** Stable and predictable revenues are critical to support ongoing road operations and maintenance as well as transit service enhancements.
- **SHARE COSTS FAIRLY:** The State of Oregon should raise revenue from system users, as appropriate, based on the benefits they derive or the costs they impose on the system.
- **PRESERVE LOCAL OPTIONS:** Addressing our transportation needs will require new funding at all levels of government. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions.

## ***PACKAGE FUNDING AND POLICY ELEMENTS OF THE PACKAGE***

### **HIGHWAY**

- **Prevent loss of highway fund revenue by indexing gas taxes to increases in fuel efficiency of the automobile fleet.**

**Comments:** This form of indexing acts as a stop-gap measure to prevent further erosion of automobile taxes due to increased fuel efficiency of the fleet until a road user charge can be fully implemented. It does not address the issue of some vehicles that do not pay the fuels tax (e.g. electric vehicles), and it does not impact truck taxes as the indexing will only prevent reduction of revenue owed by automobiles as a class under the cost responsibility requirement of the constitution. Increased revenues from indexing for fuel efficiency would be spent to stabilize revenues available for maintenance and operations.

- **Highway Maintenance and Preservation (“Fix-It”) Tax Increase \$ \_\_\_\_\_**

**Comments:** This proposal is intended to address the ongoing cost of maintaining the existing highway system and preventing increased costs caused by postponing maintenance efforts. Any revenue proposal by reference will include provisions for taxation that maintain heavy/light vehicle cost responsibility.

- **Highway Modernization (“Enhance”) Tax Increase \$ \_\_\_\_\_**

**Comments:** This proposal will help to resolve costly and time-consuming bottlenecks and improve connections to ports and freight yards to better serve agriculture, forestry,

manufacturing and other key Oregon industries as well as reduce congestion for those travelling to and from their place of employment.

- **Address “orphan highways” and freight corridors by adopting a 1-cent gas tax for a pilot program to facilitate the transfer of road miles between ODOT and local governments to better align ownership and responsibility with state vs. local interests.**

**Comments:** Jurisdiction over segments of roadway could be more efficiently and appropriately aligned so that those affected by the roadway have decision making authority over it. The State should transfer “orphan highways” – segments of state highway that function more like urban arterials to local governments. Local governments find themselves responsible for local roads and streets that have become statewide freight corridors in practice. Jurisdiction transfers can realign responsibility and authority. However, transfers are not frequent, mostly because of the inability of the receiving entity to pay for maintenance and enhancement of the transferred asset. This proposal seeks to eliminate that obstacle. It is anticipated that a program of this sort would be evaluated after ten years to determine whether it is still needed; if not, the revenue stream could be redirected to the general highway fund.

## NON-HIGHWAY

- **Increase funds to enhance non-highway modal infrastructure by restoring the *Connect Oregon* multi-modal funding level to \$100 million in lottery bonds for the 2015-17 biennium. Funds would be used for grants and loans to support capital projects that involve one or more of the following modes of transportation: air; marine; freight rail; passenger rail; public transit; bicycle; and pedestrian.**

**Comments:** This is a short-term step to be taken while we progress toward the creation of a Multi-Modal Trust Fund analogous to the Highway Trust Fund, with dedicated revenues evenly split between passenger and freight investments.

- **Provide \$22.6 million per biennium for Cascades AMTRAK service.**

**Comments:** This proposal requests state general funds to cover the lost federal funds that were used to operate and maintain Oregon’s portion of the Cascades AMTRAK service. This amount is in addition to \$6.8 million from custom license plate revenue and \$3.16 million from gas taxes on lawn mowers and other non-road equipment.

- **Provide \$75 million per biennium of state funds to cover the cost of elderly and disabled transit service.**

**Comments:** This proposal is intended to provide stability to funding for elderly and disabled transit services and provide a nexus for transit related state planning efforts. The rationale is that the state already has significant responsibility for providing services to vulnerable populations. Most of the funding for those services come from the General Fund.



- **Provide up to \$20 million per biennium for Youth Transit Passes**

**Comments:** This proposal helps high-school-aged youth get to school, weekend and evening educational opportunities, extracurriculars and employment through better access to transit. Transit agencies can use the funds to support increased transit service that might be needed to transport youth quickly and dependably, as well as to provide free or reduced-cost transit passes for youth.

## **POLICY**

- **Develop a 10-year multi-modal transportation needs assessment to establish and quantify the need to operate, maintain and improve the system on a consistent statewide basis. This will serve as the basis for funding proposals to be considered by future Legislatures.**

**Comments:** This proposal is intended to provide a thoughtful framework of clearly defined system needs and quantification of costs and benefits associated with such needs in such a way that allows policy makers to make informed future decisions about transportation funding.

- **Recommend that state transportation planning efforts (a) include findings regarding how each mode should best interconnect with other modes to maximize use of system resources and (b) evaluate the impact of the plans' findings on other transportation modes.**

**Comments:** This proposal attempts to alleviate siloing effect of modal planning so that it allows for a fuller consideration of modal connectivity in a systemic and holistic manner.

- **Direct ODOT to enter into agreements with other state agencies or local governments to share the costs of facilities and equipment, to the extent that the facilities and equipment meet the needs of both entities and provide efficiencies to taxpayers. ODOT shall attempt to develop one facility and/or equipment sharing project in each of the five ODOT Regions.**

**Comments:** This proposal provides direction to ODOT to look for those opportunities where co-locations of facilities and sharing of equipment can work well for both parties or for all parties. Co-location could reduce the overall cost of providing roadway maintenance and operations. Surplus facilities and equipment would be disposed of or repurposed.

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 15- 4597, FOR THE PURPOSE OF ENDORING REGIONAL POLICY AND FUNDING PRIORITIES FOR 2015 STATE TRANSPORTATION LEGISLATION

---

Date: January 8, 2015

Prepared by: Randy Tucker (xt. 1512)  
Andy Cotugno (xt. 1763)

## BACKGROUND

### THE CASE FOR INVESTING IN TRANSPORTATION

There is a significant need for investment in improved transportation infrastructure to meet the region's goals for economic prosperity, livability and environmental sustainability. A brief overview of the need is as follows:

- The Portland metropolitan region is viewed as a livable, economically competitive and environmentally sustainable region and is therefore growing in population and jobs. To support this growth while maintaining the qualities that attract people and jobs to our region, investments in transportation infrastructure are essential.
- Growing congestion throughout the region limits the region's global economic competitiveness, increases the cost of doing business within the region, reduces access to freight and intermodal terminals serving global and national markets and reduces access to labor for businesses and to jobs for households.
- Implementing the region's adopted land use and transportation plans mitigate the impacts of congestion with an economic value by 2040 of \$684 million/year in increased business output or sales, \$403 million/year in increased business income (above their increased costs) and \$287 million/year in increased wages for the workers. These are the amounts associated with economic growth due to congestion relief above the level of growth expected otherwise. The return on these investments in just economic terms is greater than 1.7 to 1.
- Investing in transportation infrastructure within the Portland metropolitan region also improves the ability of businesses statewide to access global and national markets through the region's marine, air cargo, rail and truck terminals.
- The prized cohort of young, highly educated individuals places a high value on vibrant, livable communities with walkable and bikeable neighborhoods and downtowns and a range of transportation choices. These investments attract people who drive the creativity of the region's labor force and enhance the region's global competitiveness.
- Accommodating the region's growth consistent with adopted plans results in an efficient use of urban land thereby containing the cost of infrastructure expansion into a much larger urban area and preserving highly successful agricultural economies outside the urban growth boundary.

- Investing in transportation infrastructure not only mitigates growth in congestion, it also provides improved multi-modal transportation options for the public to access thereby providing another options to avoid congestion and reduce their cost of travel.
- Strategic investments in transportation infrastructure can make shovel-ready land available for business expansion.
- At the direction of the 2009 Jobs and Transportation Act, the region has completed the Climate Smart Communities Scenarios project and determined that the region’s adopted plans, if implemented, will exceed the state’s adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel, while also achieving a number of co-benefits. It also showed that a lack of investment in needed transportation infrastructure will result in falling short of the goal and other desired outcomes the region has been working to achieve.
- Implementation of the region’s adopted land use and transportation plans will help people live healthier lives and save businesses and households money by reducing public health care costs associated with fatal and severe injury crashes for all modes of travel and illness from air pollution and a lack of physical activity. The monetized value of reduced health care costs related to illness alone equates to \$100-125 million saved per year by 2035. Society values the lives saved through implementation of the Climate Smart Strategy at more than \$1 billion per year by 2035.
- There is a need to invest in the operation, maintenance, rehabilitation and seismic upgrade of existing infrastructure to avoid much higher costs due to failure at a later date. In particular, the state is vulnerable to a major seismic event which could lead to \$405 billion of economic losses during the following seven-year recovery period. Hardening of key state bridges and landslide areas would mitigate this impact and make recovery more feasible.
- ODOT forecasts that existing revenues will result in continued deterioration of bridge and pavement conditions on the state highway system and that an increased investment of \$100 million per year could avoid a cost of \$3.4 – 5.2 billion after 20 years of decreasing investment and worsening bridge and pavement conditions. Allowing bridges and pavements to fail costs 70 to 160 percent more than routine maintenance due to the need to completely replace the facility.

**DEVELOPING THE OREGON TRANSPORTATION FORUM’S PROPOSAL**

In consideration of this, the region encourages the 2015 Oregon Legislature to enact a comprehensive, “all modes” transportation funding package. Because of the statewide character of the transportation need and the widespread impact of transportation investment and disinvestment, the Portland region joined together to help form and support the Oregon Transportation Forum (OTF). The OTF was created as a broad-based coalition of public sector, private sector, and community organizations that are responsible for delivery of an effective transportation system or significantly impacted by its outcomes. Membership of the OTF is comprised of the following organizations:

<ul style="list-style-type: none"> <li>• 1000 Friends of Oregon</li> <li>• AAA Oregon/Idaho</li> <li>• American Council of Engineering Companies</li> <li>• Associated General Contractors</li> </ul>	<ul style="list-style-type: none"> <li>• Oregon Department of Transportation</li> <li>• Oregon Environmental Council</li> <li>• Oregon Public Ports Association</li> <li>• Oregon Refuse and Recycling Association</li> <li>• Oregon State Building &amp; Construction</li> </ul>
---	---

<ul style="list-style-type: none"> <li>• Associated Oregon Industries</li> <li>• Association of Oregon Counties</li> <li>• Bicycle Transportation Alliance</li> <li>• BNSF Railway</li> <li>• Business Oregon</li> <li>• City of Beaverton</li> <li>• City of Bend</li> <li>• City of Portland</li> <li>• City of Tigard</li> <li>• City of Wilsonville</li> <li>• Clackamas County</li> <li>• Coos Siskiyou Shippers Coalition</li> <li>• Lane Transit District</li> <li>• League of Oregon Cities</li> <li>• Metro</li> <li>• Oregon Concrete &amp; Aggregate Producers Assoc.</li> </ul>	<ul style="list-style-type: none"> <li>Trades Council</li> <li>• Oregon Transit Association</li> <li>• Oregon Travel Experience</li> <li>• Oregon Trucking Association</li> <li>• Oregon Vehicle Dealer Association</li> <li>• Portland Cement Association</li> <li>• Portland &amp; Western Railroad</li> <li>• Port of Coos Bay</li> <li>• Port of Portland</li> <li>• State Street Solutions</li> <li>• Transportation for America Committee</li> <li>• Tri-Met</li> <li>• Upstream Public Health</li> <li>• Union Pacific Railroad</li> <li>• Washington County</li> <li>• Western States Petroleum Association</li> </ul>
---	--

**KEY FEATURES OF THE OREGON TRANSPORTATION FORUM PACKAGE AND PRIORITY INTERESTS FOR THE PORTLAND REGION**

The OTF package recommended for adoption by the 2015 Legislature is designed to be an “all modes” package to address the needs described above. The package includes proposals for “Fix-It” to maintain, operate, rehabilitate and seismically retrofit the existing system; proposals for “Enhance” to upgrade and improve the system in support of growth and economic development; and policies to more efficiently and strategically guide future investments. Unlike nearly every other state, Oregon cannot address its transportation needs by simply increasing the sales tax. Rather, due to the characteristics of Oregon’s tax system, the package is comprised of a series of targeted revenue increases supporting the highway trust fund for road-related purposes and allocation of general funds/lottery funds for targeted non-road purposes. Key features (which are described more fully in Attachment 1 to this Staff Report) are as follows:

1. **City/County/State “Fix-It” Program (“catch up and keep up”):** The region acknowledges and supports the principle of “Fix It First” and therefore supports an increase in highway trust fund revenues to support operations, maintenance, rehabilitation and seismic upgrades. This increased level of funding is needed by all road jurisdictions statewide from the smallest to the largest and therefore the region supports distribution through the historical 50/30/20 split between ODOT/Counties/Cities. Further, the region supports indexing of the taxes on light duty vehicles (cars and small trucks) for changes in the fuel efficiency of the fleet. However, the region also acknowledges that the state will never fully meet local maintenance needs and therefore continued pursuit of local sources will be essential.
2. **State and Regional “Enhance” Program:** In addition to taking care of what we have, the region urgently recognizes the need to invest in expansion and improvement of the transportation system to support growth and economic development. The Portland region is the economic engine of the state and the portal for goods and services produced statewide to access national and global markets. Lack of investment will result in negative impacts on economic prosperity, livability, environmental sustainability, health costs and climate. The region supports an increase in highway trust fund revenues to expand the ODOT “Enhance” Program and establish a complementary Regional/Local “Enhance” Program.

3. **Orphan Highway Program:** The region supports the creation of an “Orphan Highway Program” as a 10-year pilot to facilitate the alignment of ownership with function and to provide for improvement to key facilities that fall between the jurisdictional ownership cracks.
4. **Elderly and Disabled Transit Service:** To meet the region’s goals, especially related to greenhouse gas reductions to address climate change, there is an urgent need to increase transit operations funding to expand service. In addition, these costs are currently predominantly borne locally and the State of Oregon is amongst the lowest in the country for its contribution toward transit. The proposed increase in state funding for services to the elderly and disabled populations is closely related to other social service responsibilities of the state and would relieve local transit providers of this growing obligation. This would, in turn, free up local funding capacity to upgrade transit services throughout the region. Services to the elderly and disabled populations are needed throughout urban and rural Oregon and a state contribution is consistent with the state interest.
5. **Connect Oregon VI:** Connect Oregon is the non-road source to address the multi-modal improvement aspects of the “all modes” package. Connect Oregon I-V were awarded to non-road projects on a competitive basis throughout the state. Authorization at the historic level of \$100 million per biennium is important in recognition of the economic importance of these investments. Further refinement to the program is needed to better align the program to the five ODOT regions and to incorporate improvements for passenger rail facilities in addition to freight rail.
6. **Youth Transit Service:** Although youth passes are provided within the Portland Public School system (based upon a cost sharing arrangement between Portland Public Schools, the City of Portland and TriMet), youth access to transit elsewhere is very limited. This program would fill in for the canceled Business Energy Tax Credits (BETC) to provide grants to localities to improve the service needed for youth access to school and after school activities, including jobs, and/or to provide access to service with free or discounted passes. This would make it possible to provide benefits statewide beyond the limited area in Portland.
7. **AMTRAK Cascades Passenger Rail Service:** This would allow continuation of the existing AMTRAK Cascades service under a cost sharing arrangement with the State of Washington and the Province of British Columbia. Funding to continue this service is needed because of the decision of the federal government to no longer assume responsibility for these costs. The federal government will continue to fund and operate the long distance trains (i.e. Portland to Chicago and Seattle to San Diego) but not the regional trains (Eugene to Vancouver, BC). The current service level is an essential platform for future upgrades to service frequency, reliability and speed.
8. **10-year multi-modal strategic transportation needs assessment:** This would draw from existing plans to establish a consistent definition of needs and benefits for all aspects of the multi-modal transportation system regardless of service provider. The focus on a 10-year horizon is intended to produce a realistic proposal to fund improvements and operations that can be feasibly funded and delivered.

## ANALYSIS/INFORMATION

1. **Known Opposition:** This resolution endorses increased taxes by the Oregon Legislature which always draws opposition.

2. **Legal Antecedents:** State funding toward transportation is established in state law and this proposal would also require state legislation.
3. **Anticipated Effects:** Adoption of the proposal by the 2015 Legislature would provide funds to implement multi-modal projects and transit service improvements called for in the Regional Transportation Plan.
4. **Budget Impacts:** Metro's budget includes the cost of a lobbyist and this resolution would establish transportation related legislation that the lobbyist would pursue.

#### **RECOMMENDED ACTION**

Recommend adoption of Resolution No. 15-4597

**2015 Regional Transportation Agenda:  
Specific Recommendations**

---

**A transportation funding package should be implemented based upon the following principles:**

- **Fix It First:** First priority should be to take care of what we already have with sufficient resources targeted toward maintaining, operating, preserving and seismically upgrading the existing multi-modal transportation system. We must adequately fund the existing system in order to realize the benefits for which it was built and avoid the much higher cost at a later date of reconstruction due to deferred maintenance.
- **Invest in the Future:** Transportation investments are a key aspect of all of the region’s plans and contribute significantly to meeting goals relating to enhancing livability and economic prosperity, effectively managing growth to maintain and improve vibrant communities while protecting farm and forest lands outside the urban growth boundary, and protecting and improving clean air and water, including reduction of greenhouse gases from light duty vehicles. In addition, the Portland region serves as a gateway for goods and serves throughout Oregon to access national and global markets.
- **Implement an “All Modes” approach to transportation funding:** A successful region depends upon a successful multi-modal transportation system and it is important to maintain and improve all parts of that system. As such, this 2015 legislative package should provide funding for all modes; implementation of one part of the package should not come at the expense of another part of the package.
- **Implement a Programmatic Approach:** The proposed 2015 legislative package is structured around tying certain funding sources to certain programmatic purposes, thereby facilitating on-going implementation consistent with these purposes into the future. Priority projects will be selected and implemented within each program.
- **Preserve Local Options:** The state is one partner, together with the federal government and regional and local governments and agencies, in funding the multi-modal transportation system. State resources are important to implement systems and services of state significance and to ensure a baseline system can be maintained and operated at the local level. In addition to state sources, a significant funding contribution has and will continue to come from regional and local governments and agencies. Accordingly, the Legislature should remove existing and avoid enacting new local funding limitations or pre-emptions.

**The elements of the 2015 legislative funding package endorsed by the Portland metro region are as follows:**

1. **City/County/State “Fix-It” Program (“catch up and keep up”):** Increase highway trust fund revenues to catch up with needed maintenance, operations and preservation on the city/county/state road system and index the resource to avoid future losses of revenue.
  - a. Increase auto and truck taxes and fees to be distributed 50% to ODOT for the state highway system, 30% to counties for county roads and 20% to cities for city streets.
  - b. Index the state highway trust fund revenue sources on light duty vehicles (autos and small trucks) to ensure they don’t lose revenue due to the rapidly changing vehicle fleet of

electric cars and highly fuel efficient cars. Dedicate the revenues from indexing to ensure the existing highway, road and street systems continue to be adequately maintained into the future.

Indexing based upon the improvement in average fleet fuel efficiency is viewed as a stop-gap measure until the gas tax can be replaced with a per-mile road user charge. In the short term, increases in the number of highly fuel efficient vehicles will place a greater gas tax burden on less fuel efficient vehicles. In the long term, a per-mile road user charge, including an option to allow variable pricing by time and location, would spread the burden more uniformly across vehicles that differ in fuel efficiency. Consider sunseting the gas tax for a date certain when the per-mile road user charge would replace it.

- c. Provide for an increased small cities grant program in recognition of the very small allocations those cities receive from the state Highway Trust Fund.
2. **State and Regional “Enhance” Program:** ODOT recently consolidated its various road and non-road categories of funds intended for modernization of the multi-modal transportation system into a combined “Enhance” program to facilitate the selection of priority projects most important to each region regardless of mode. Increase highway trust fund revenues to expand the ODOT “Enhance” Program and establish a complementary Regional/Local “Enhance” Program.

### 3. **Orphan Highway Program:**

- a. Increase auto and truck taxes and fees to support a 10-year pilot program to facilitate the voluntary transfer of roads between ODOT and local governments to better align ownership and authority with function.
- b. Provide for improvements that facilitate the transfer to local governments of state highways that function as local streets.
- c. Provide for improvements that facilitate the transfer to ODOT of city/county roads that are of state significance.
- d. Establish a panel of stakeholders to select facilities to be transferred and to broker the terms of the transfer subject to the acceptance of both parties. Use the experience of the pilot program to establish policies and practices for continuation of the program.
- e. At the end of the 10-year pilot either continue with policies and practices established based upon the pilot or cancel the program and return the funding to the City/County/State Fix-It Program.

### 4. **Elderly and Disabled Transit Service:**

- a. Increase state funding from \$10 million to \$75 million to fund transit services for elderly and disabled persons statewide, including in metropolitan areas and large and small urban and rural areas throughout the state.
- b. Commit to continued state funding beyond the 2015-17 biennium.
- c. Coordinate funding for elderly and disabled persons with other social service programs administered by the state.



**5. Connect Oregon VI:**

- a. Fund a sixth round of the Connect Oregon multi-modal capital program and restore the funding level to \$100 million in lottery bonds for the 2015-17 biennium.
- b. Provide for authorized uses of the funds for improvements to the air cargo, marine cargo and freight and passenger rail systems and person travel improvements to the transit, bike and pedestrian systems.
- c. Fund the highest priority projects while assuring a minimum target amount of 10% to each of five regions.
- d. Align the five regions with the ODOT region boundaries.
- e. Continue to investigate establishment of a multi-modal trust fund (comparable to the highway trust fund) with a dedicated funding source.
- f. Place a stronger priority on loans (rather than just grants) thereby incentivizing investment by others and establishing a revolving fund.

**6. Youth Transit Service**

- a. Provide \$20 million per biennium to create a grant program to fund improved transit service and free or reduced transit fares to youth in both rural and urban communities around the state.

**7. AMTRAK Cascades Passenger Rail Service:**

- a. Support stable statewide inter-city transit service by providing \$22.6 million for operating support of the AMTRAK Cascades service between Eugene, Albany/Corvallis, Salem, Oregon City, and Portland to Washington State and Vancouver, B.C.
- b. Commit to continued state funding beyond the 2015-17 biennium.

**8. 10-year multi-modal strategic transportation needs assessment:**

- a. Develop a 10-year multi-modal strategic transportation needs assessment to quantify needs vs. expected revenues to operate, maintain, preserve and improve the multi-modal system on a consistent statewide basis.
- b. Provide the basis for future transportation funding requests to the Legislature.

Agenda Item No. 3.2

**Resolution 15-4602**, For the Purpose of Providing Direction to  
Metro Concerning Bills Before 2015 Oregon Legislature

*Resolutions*

Metro Council Meeting  
Thursday, January 29, 2015  
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROVIDING ) RESOLUTION NO. 15-4602  
DIRECTION TO METRO CONCERNING BILLS )  
BEFORE THE 2015 OREGON LEGISLATURE ) Introduced by Council President Tom Hughes  
)  
)

WHEREAS, Metro has an interest in bills before the 2015 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 2015 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 8, 2015, 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 15-4597 on January 29th, 2015;

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; and 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 2015 Oregon Legislature consistent with Exhibits “A,” “B” and “C” attached hereto.

ADOPTED by the Metro Council this 29th day of January, 2015.

\_\_\_\_\_  
Tom Hughes, Council President

Approved as to Form:

\_\_\_\_\_  
Alison Kean, Metro Attorney

**METRO COUNCIL LEGISLATIVE PRIORITIES  
2015 Legislative Session**



**TOP PRIORITY ITEMS**

- **Transportation funding and policy:** Support passage of the comprehensive transportation funding and policy package recommended by the Oregon Transportation Forum to improve economic competitiveness, community livability, and environmental quality by addressing the needs of all modes of passenger and freight transportation.
- **Urban growth management:** Ensure that the Legislature establishes the policy framework and process for local land use decisions and supports the authority of local governments, including Metro, to make specific decisions on local land use matters.
- **Willamette Falls Legacy Project:** Pursue allocation of funds to support development of facilities providing public access to Willamette Falls at the former Blue Heron paper mill site in Oregon City.
- **Brownfield cleanup and redevelopment:** Support creation of policy and funding tools to facilitate brownfield redevelopment, including: recapitalization of Oregon's Brownfields Redevelopment Fund; local authority to create land banks and provide tax abatements; and establishment of a state brownfield cleanup tax credit.
- **Industrial site readiness:** Support allocation of funds to implement 2013 legislation which created 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.

**OTHER ITEMS**

- **Toxics:** Support legislation requiring disclosure and removal of toxic chemicals in children's products.
- **Household hazardous waste:** Support legislation establishing a program based on producer responsibility and product stewardship principles to manage household hazardous waste.
- **Clean Fuels Program:** Support legislation lifting the sunset on Oregon's Clean Fuels Program.
- **DEQ materials management program:** Support updates to policy framework and funding structure to ensure successful implementation of DEQ's 2050 Vision for materials management.
- **Technical amendments to HB 4078 reserves map:** Support legislation to correct errors in location of urban and reserves boundaries in HB 4078 (2014).

## Exhibit A to Resolution 15-4602

- **Clean Car rebate:** Support legislation to spur increased use of electric and plug-in hybrid cars by providing a rebate to purchasers of zero-emission vehicles.
- **Vertical Housing Development Program:** Support legislation extending the sunset of this program, which authorizes local governments to provide tax abatements to encourage multi-story, mixed use commercial/residential development in specified zones.
- **Rehabilitation tax credit:** Support passage of a 25% state Rehabilitation Tax Credit (RTC) to restore and reuse historic commercial and apartment buildings.
- **Statement of economic interest:** Support legislation to eliminate a statutory oversight and require the Metro Auditor to file a statement of economic interest.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING	)	RESOLUTION NO. 15-4597
REGIONAL POLICY AND FUNDING	)	
PRIORITIES FOR 2015 STATE	)	Introduced by Councilor Craig Dirksen,
TRANSPORTATION LEGISLATION		JPACT Chair

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, economic prosperity, livability and environmental sustainability; and

WHEREAS, transportation investments that support private investment, job creation and long-term economic prosperity also bring increased revenues to local and state government budgets; and

WHEREAS, our region has a track record of working together to creatively finance 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, a combination of locational advantages, careful planning and strategic investments supported by local, regional, state and federal resources and partnerships has helped to make this region globally competitive, the economic engine of the state of Oregon and an example to the nation; and

WHEREAS, the Climate Smart Communities Scenarios Project has demonstrated that with an increase in transportation funding for all modes, this region can accomplish its many goals for economic prosperity, livability, social equity and environmental protection while reducing per capita greenhouse gas emissions from light-duty vehicles as directed by the Oregon Legislature; and

WHEREAS, the Climate Smart Strategy will be initially implemented through a short list of Climate Smart Actions for 2015 and 2016 related to transportation funding; and

WHEREAS, the region has cooperatively participated with the Oregon Transportation Forum to develop a broad base of statewide support for a legislative transportation funding package that addresses all modes to support the movement of people and freight; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) has recommended adoption of this resolution at their meeting on January 8, 2015; and

WHEREAS, the Metro Policy Advisory Committee (MPAC) has recommended adoption of this resolution at their meeting on \_\_\_\_\_ ; now therefore

BE IT RESOLVED:

1. That the Metro Council and JPACT adopt the following principles to guide the region’s approach to transportation issues in the 2015 legislative session:
  - Jobs and Economic Prosperity: The regional and local governments and agencies of the Portland metropolitan region are committed to partnering with others to support economic prosperity through the maintenance, improvement and efficient operation of a robust transportation system.
  - Regional and Local Plans: The regional and local governments and agencies of the Portland metropolitan region are committed to taking the strategic actions needed to

**Exhibit B to Resolution No. 15-4602**

implement regional and local plans, including reduction of greenhouse gas emissions from light-duty vehicles.

- Support Multi-Modal Investment: The regional and local governments and agencies of the Portland metropolitan region support adoption by the 2015 Oregon Legislature of a funding package designed to address the needs of all modes of transportation for both people and freight.
  - Stable and Reliable Funding: The need to improve and efficiently operate and maintain a multi-modal transportation system requires establishment of funding mechanisms that provide a reliable and stable on-going revenue source and the legislative package should support that objective.
  - 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 2015 legislative session as reflected in Exhibit A to this Resolution.
  3. That the Metro Council and JPACT endorse the Oregon Transportation Forum Transportation Funding and Policy Package adopted November 6, 2014 as reflected in Exhibit B to this Resolution.

ADOPTED by the Metro Council this            day of January, 2015.

---

Tom Hughes, Council President

Approved as to Form:

---

Alison R. Kean, Metro Attorney

**2015 Regional Transportation Agenda:  
Recommendations**

---

**A transportation funding package should be implemented based upon the following principles:**

- **Fix It First**
- **Invest in the Future**
- **Implement an All-Modes Approach**
- **Implement a Programmatic Approach**
- **Preserve Local Options**

**The elements of the 2015 legislative funding package endorsed by the Portland metropolitan region are as follows:**

1. **City/County/State “Fix-It” Program (“catch up and keep up”):** Increase highway trust fund revenues to catch up with needed maintenance, operations and preservation on the city/county/state road system, and index the resource to avoid future losses of revenue.
2. **State and Regional “Enhance” Program:** ODOT consolidated their various road and non-road categories of funds intended for modernization of the multi-modal transportation system into a combined “Enhance” program to facilitate the selection of priority projects most important to each region regardless of mode. Expand the ODOT “Enhance” Program and establish a complementary Regional/Local “Enhance” Program.
3. **Orphan Highway Program:** Establish a pilot funding program to facilitate the transfer of roads between ODOT and local governments to align responsibility with authority.
4. **Elderly and Disabled Transit Service:** Provide funding for transit services to elderly and disabled persons statewide.
5. **Connect Oregon VI:** Support a sixth round of Connect Oregon funding for non-road multi-modal transportation projects.
6. **Youth Transit Service:** Provide grant funding to support improved transit service to meet youth’s transportation needs and provide free or reduced transit fares to youth.
7. **AMTRAK Cascades Passenger Rail Service:** Provide funds to operate the AMTRAK Cascades service between Eugene, Albany/Corvallis, Salem, Oregon City, and Portland to Washington State and Vancouver, B.C.
8. **10-year multi-modal strategic transportation needs assessment:** Develop a 10-year, multi-modal, statewide strategic transportation needs assessment to provide the basis for future legislative funding proposals.



***OREGON TRANSPORTATION FORUM DRAFT  
TRANSPORTATION FUNDING AND POLICY PACKAGE  
Adopted at the November 6, 2014 Annual Membership Meeting***

Oregon's roads are crumbling. Freight movement faces serious bottlenecks. Many bridges need reinforcement to withstand earthquakes. Our public transit agencies are unable to keep up with demand for service. Some rural communities do not have easy access to essential services. Many Oregonians are unable to safely walk or bicycle in their neighborhoods. Past transportation decisions have failed to adequately consider impacts on public health and the environment. Federal funding is more and more tenuous, and instead of financing new projects, a large portion of current funds must pay off earlier investments.

While transportation is not an end in itself, a safe and reliable transportation system provides a critical foundation for our prosperity and quality of life. It is our responsibility to invest in a better transportation system, immediately and over the long run, to ensure the health and economic wellbeing of our state's residents and communities.

It is for these reasons that the following proposal is being considered.

**GOALS OF THE PROPOSAL**

- Put Oregonians to work creating cutting-edge multimodal transportation networks to connect people to jobs, attract new talent, and compete on a global scale.
- Address costly and time-consuming bottlenecks and improve connections to ports and freight yards to better serve agriculture, forestry, manufacturing and other key Oregon industries.
- To keep goods and people moving safely and reliably, maintain the transportation system in a state of good repair and increase its resiliency to natural disasters.
- Improve public health and air quality by making our neighborhoods walkable and bikeable and improving access to transit.
- Serve all Oregonians in every part of the state without regard to age, race, disability, or income.
- Reduce transportation-related pollution, preserve our natural environment, and make our transportation system more resilient to the impacts of climate change.

***PRINCIPLES***

- **FUND ALL MODES:** There is an urgent need to provide adequate funding for all transportation modes that move passengers and freight to improve the safety and reliability of the system and to support economic prosperity, community livability, and environmental quality.

- **FIX IT FIRST:** The State of Oregon’s first priority should be to maintain, rehabilitate and operate existing transportation facilities before building new ones.
- **PROVIDE RELIABLE FUNDING:** Stable and predictable revenues are critical to support ongoing road operations and maintenance as well as transit service enhancements.
- **SHARE COSTS FAIRLY:** The State of Oregon should raise revenue from system users, as appropriate, based on the benefits they derive or the costs they impose on the system.
- **PRESERVE LOCAL OPTIONS:** Addressing our transportation needs will require new funding at all levels of government. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions.

## ***PACKAGE FUNDING AND POLICY ELEMENTS OF THE PACKAGE***

### **HIGHWAY**

- **Prevent loss of highway fund revenue by indexing gas taxes to increases in fuel efficiency of the automobile fleet.**

**Comments:** This form of indexing acts as a stop-gap measure to prevent further erosion of automobile taxes due to increased fuel efficiency of the fleet until a road user charge can be fully implemented. It does not address the issue of some vehicles that do not pay the fuels tax (e.g. electric vehicles), and it does not impact truck taxes as the indexing will only prevent reduction of revenue owed by automobiles as a class under the cost responsibility requirement of the constitution. Increased revenues from indexing for fuel efficiency would be spent to stabilize revenues available for maintenance and operations.

- **Highway Maintenance and Preservation (“Fix-It”) Tax Increase \$ \_\_\_\_\_**

**Comments:** This proposal is intended to address the ongoing cost of maintaining the existing highway system and preventing increased costs caused by postponing maintenance efforts. Any revenue proposal by reference will include provisions for taxation that maintain heavy/light vehicle cost responsibility.

- **Highway Modernization (“Enhance”) Tax Increase \$ \_\_\_\_\_**

**Comments:** This proposal will help to resolve costly and time-consuming bottlenecks and improve connections to ports and freight yards to better serve agriculture, forestry,

manufacturing and other key Oregon industries as well as reduce congestion for those travelling to and from their place of employment.

- **Address “orphan highways” and freight corridors by adopting a 1-cent gas tax for a pilot program to facilitate the transfer of road miles between ODOT and local governments to better align ownership and responsibility with state vs. local interests.**

**Comments:** Jurisdiction over segments of roadway could be more efficiently and appropriately aligned so that those affected by the roadway have decision making authority over it. The State should transfer “orphan highways” – segments of state highway that function more like urban arterials to local governments. Local governments find themselves responsible for local roads and streets that have become statewide freight corridors in practice. Jurisdiction transfers can realign responsibility and authority. However, transfers are not frequent, mostly because of the inability of the receiving entity to pay for maintenance and enhancement of the transferred asset. This proposal seeks to eliminate that obstacle. It is anticipated that a program of this sort would be evaluated after ten years to determine whether it is still needed; if not, the revenue stream could be redirected to the general highway fund.

## NON-HIGHWAY

- **Increase funds to enhance non-highway modal infrastructure by restoring the *Connect Oregon* multi-modal funding level to \$100 million in lottery bonds for the 2015-17 biennium. Funds would be used for grants and loans to support capital projects that involve one or more of the following modes of transportation: air; marine; freight rail; passenger rail; public transit; bicycle; and pedestrian.**

**Comments:** This is a short-term step to be taken while we progress toward the creation of a Multi-Modal Trust Fund analogous to the Highway Trust Fund, with dedicated revenues evenly split between passenger and freight investments.

- **Provide \$22.6 million per biennium for Cascades AMTRAK service.**

**Comments:** This proposal requests state general funds to cover the lost federal funds that were used to operate and maintain Oregon’s portion of the Cascades AMTRAK service. This amount is in addition to \$6.8 million from custom license plate revenue and \$3.16 million from gas taxes on lawn mowers and other non-road equipment.

- **Provide \$75 million per biennium of state funds to cover the cost of elderly and disabled transit service.**

**Comments:** This proposal is intended to provide stability to funding for elderly and disabled transit services and provide a nexus for transit related state planning efforts. The rationale is that the state already has significant responsibility for providing services to vulnerable populations. Most of the funding for those services come from the General Fund.

- **Provide up to \$20 million per biennium for Youth Transit Passes**

**Comments:** This proposal helps high-school-aged youth get to school, weekend and evening educational opportunities, extracurriculars and employment through better access to transit. Transit agencies can use the funds to support increased transit service that might be needed to transport youth quickly and dependably, as well as to provide free or reduced-cost transit passes for youth.

## **POLICY**

- **Develop a 10-year multi-modal transportation needs assessment to establish and quantify the need to operate, maintain and improve the system on a consistent statewide basis. This will serve as the basis for funding proposals to be considered by future Legislatures.**

**Comments:** This proposal is intended to provide a thoughtful framework of clearly defined system needs and quantification of costs and benefits associated with such needs in such a way that allows policy makers to make informed future decisions about transportation funding.

- **Recommend that state transportation planning efforts (a) include findings regarding how each mode should best interconnect with other modes to maximize use of system resources and (b) evaluate the impact of the plans' findings on other transportation modes.**

**Comments:** This proposal attempts to alleviate siloing effect of modal planning so that it allows for a fuller consideration of modal connectivity in a systemic and holistic manner.

- **Direct ODOT to enter into agreements with other state agencies or local governments to share the costs of facilities and equipment, to the extent that the facilities and equipment meet the needs of both entities and provide efficiencies to taxpayers. ODOT shall attempt to develop one facility and/or equipment sharing project in each of the five ODOT Regions.**

**Comments:** This proposal provides direction to ODOT to look for those opportunities where co-locations of facilities and sharing of equipment can work well for both parties or for all parties. Co-location could reduce the overall cost of providing roadway maintenance and operations. Surplus facilities and equipment would be disposed of or repurposed.

## METRO COUNCIL 2015 LEGISLATIVE PRINCIPLES<sup>1</sup>

### LOCAL AUTHORITY

1. **Pre-emption:** With respect to issues related to solid waste management, land use, transportation planning and other matters of regional concern, Metro's authority should not be pre-empted or eroded.
2. **Funding:** To ensure a prosperous economy, a clean and healthy environment, and a high quality of life for all of their citizens, Metro and the region's counties, cities, and other service providers must have the financial resources to provide sustainable, quality public services. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions, and all state mandates should be accompanied by funding.

### LAND USE AND URBAN GROWTH MANAGEMENT:

3. **Local Authority:** The Legislature should take no actions that reduce or compromise Metro's land use and urban growth management authority.
4. **Oregon's Land Use System:** Oregon's land use planning system provides an important foundation for the prosperity, sustainability and livability of our region; this system reflects the values of Oregonians and enjoys strong public support.<sup>2</sup> The Legislature should exercise restraint and care when considering changes to Oregon's land use system.
5. **Successful Communities:** Metro supports legislation that facilitates the achievement of the six desired outcomes for successful communities that have been agreed upon by the region: 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>3</sup>
6. **Local Land Use Decisions:** Management of the urban growth boundary is a complex undertaking that involves extensive analysis, public input, and a balancing of many factors. Urban growth management decisions have profound impacts not just on land at the boundary, but on communities within the boundary and on farms and other rural lands outside the boundary. For these reasons, the Legislature should establish the process and policy framework for local land use decisions and should affirm the authority of local governments, including Metro, to make specific decisions on local land use matters.
7. **Efficiency:** Land within the urban growth boundary should be used efficiently before the boundary is expanded.<sup>4</sup>
8. **Need:** The UGB should not be expanded in the absence of demonstrated need.<sup>5</sup>
9. **Affordable Housing:** Metro supports efforts to ensure that housing choices are available to people of all incomes in every community in our region, and to reduce the number of households that **must** spend more than 50 percent of their income on housing plus transportation.<sup>6</sup>
10. **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 or inefficient land uses.<sup>7</sup>
11. **Annexation:** Cities are the preferred governing structure for providing public services to urban areas, and the inability to annex land brought into the urban growth boundary to

accommodate urbanization prevents efficient development of livable communities. For these reasons, Metro supports reforms that will facilitate, or reduce barriers to, orderly annexation and incorporation.

12. **Rules/Statutes:** Administrative rules should not be adopted into statute.
13. **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>8</sup>
14. **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:**

15. **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:**

15. **Transportation Governance:** The Legislature should take no actions that reduce or compromise Metro's or JPACT's authority in the areas of transportation policy and funding.
16. **Transportation Funding:** Providing adequate funding for all transportation modes that move passengers and freight supports economic prosperity, community livability, public health and environmental quality. For these reasons, Metro supports an increase in overall transportation funding, investments in a balanced multimodal transportation system that addresses the needs of all users, and flexibility in the system to provide for local solutions to transportation problems.

#### **PARKS AND NATURAL AREAS:**

17. **Parks and Natural Areas:** Our region believes in protecting water quality and wildlife habitat and providing residents with access to nature and outdoor activity. Parks and natural areas are regional assets that support public health, environmental quality, strong property values and economic prosperity. For these reasons, 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:**

18. **Climate Change:** Metro supports efforts to combat and adapt to climate change and to meet the state's goals for reducing greenhouse gas emissions.
19. **Conservation Education:** Metro supports efforts to provide stable and reliable funding to conservation education.

#### **ECONOMIC PROSPERITY:**

20. **Infrastructure Finance:** Metro supports measures, including funding or revenue measures, which 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.

21. **Metro Venues:** Because the Oregon Convention Center, Expo Center, Portland's Centers for the 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:**

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

---

<sup>1</sup> Unless otherwise noted, endnotes refer to applicable policy statements in Metro's Regional Framework Plan (RFP).

<sup>2</sup> See <http://oregonvaluesproject.org/findings/top-findings/> (specifically item 5, Natural Resource Protections for Future Generations)

<sup>3</sup> RFP Chapter 1 (Land Use).

<sup>4</sup> RFP Policy 1.1 (Compact Urban Form).

<sup>5</sup> RFP Policy 1.9 (Urban Growth Boundary).

<sup>6</sup> RFP Policy 1.3 (Housing Choices and Opportunities).

<sup>7</sup> RFP Policy 1.3.13 (Housing Choices and Opportunities); Transportation Goal 1 (Foster Vibrant Communities and Efficient Urban Form).

<sup>8</sup> RFP Policy 1.1 (Compact Urban Form); Policy 1.2 (Centers, Corridors, Station Communities and Main Streets).

## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO. 15-4502, FOR THE PURPOSE OF PROVIDING DIRECTION TO METRO CONCERNING BILLS BEFORE THE 2015 OREGON LEGISLATURE**

---

Date: January 20, 2015

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, the Metro Council 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 B 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. These issues were discussed with the Metro Council in work sessions that occurred on September 2, September 23, November 25 and January 8.

The legislative principles in Exhibit B were discussed on September 23 and January 8 and represent an update of principles that have been adopted prior to earlier legislative sessions. Where applicable, these principles also reflect previously adopted Metro policy as embodied in the Regional Framework Plan.

As issues arise and develop during the 2015 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**

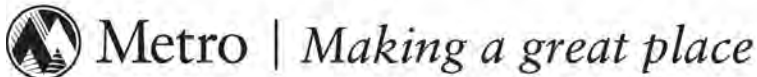
1. **Known Opposition:** none
2. **Legal Antecedents:** none applicable
3. **Anticipated Effects:** Provide direction to Metro staff with respect to issues before the 2015 Oregon Legislature
4. **Budget Impacts:** None

## **RECOMMENDED ACTION**

Staff recommends approval of Resolution No. 15-4602.



Materials following this page were distributed at the meeting.



**METRO COUNCIL MEETING**  
Meeting Minutes  
Jan. 15, 2015  
Metro Regional Center, Council Chamber

Councilors Present: Council President Tom Hughes, and Councilors Sam Chase, Kathryn Harrington, Shirley Craddick, Carlotta Collette, Craig Dirksen and Bob Stacey

Councilors Excused: None

Council President Tom Hughes called the regular council meeting to order at 2:06 p.m.

**1. CITIZEN COMMUNICATIONS**

Derek Ruckman, Republic Waste Services, Wilsonville: Mr. Ruckman, General Manager for Republic Services, gave a presentation about an anaerobic digestion project to deal with current processing capacity issues. He provided details of the project through a PowerPoint presentation, which will be located in St. Helens and will specifically handle commercial food waste.

Stephen Bates, Boring: Mr. Bates addressed the Metro Council on the petition to withdraw the City of Boring from Metro, requesting that Metro support the passage of House Bill 2640 which would remove the city from Metro's jurisdictional boundary.

Michael Fitz, Boring: Mr. Fitz addressed the Metro Council on the petition to withdraw the City of Boring from Metro and supported Stephen Bates' previous testimony.

Les Poole, Gladstone: Mr. Poole addressed the Metro Council on the petition to withdraw the City of Boring from Metro, requesting support for the passage of House Bill 2640.

***Council Discussion***

Councilors discussed the petition to withdraw Boring from Metro, Urban and Rural Reserves, and potential options and issues relating to incorporation of the area in Boring that is not within the Metro jurisdictions boundary.

**2. NATURAL AREAS PROGRAM PERFORMANCE OVERSIGHT COMMITTEE ANNUAL REPORT**

Council President Hughes introduced the Director of Metro's Sustainability Center, Jim Desmond, to provide a presentation on the Natural Areas Program Performance Oversight Committee's Annual Report. Mr. Desmond described the make-up of the volunteer committee as experts in real estate, land use, finance/accounting, auditing and philanthropy, specifically noting their tremendous value to the region and Metro staff. Mr. Desmond recognized and introduced Drake Butsch, committee chair, thanking him for his hard work and service to the committee. Mr. Butsch presented the annual report, describing the program's progress on their primary goals, explaining how the committee

reviews and monitors bond measure fund expenditures and describing the review process for applications.

***Council Discussion***

Councilors thanked Mr. Butsch for their work as well as the time and effort of other committee members. In response to councilor inquiries, Mr. Desmond and Mr. Butsch clarified a few points of the report regarding fundraising and timing of acquiring properties. Mr. Butsch also expressed appreciation to the Metro Council for their support and work on the region’s natural areas. After the presentation, the Metro Council, Metro’s COO and Attorney each provided closing comments, expressing appreciation and gratitude for the hard work, dedication and great leadership of Mr. Desmond, as it would be his last Metro Council meeting before departing Metro.

**CONSENT AGENDA**

- 2.1 **Resolution No. 14-4524**, For the Purpose of Confirming the Appointment of B. Jonas Biery to the Investment Advisory Board
- 2.2 **Resolution No. 15-4600**, For the Purpose of Delegating to the Chief Operating Officer to Execute Employment Agreement with the Interim Zoo Director
- 2.3 Consideration of Council Meeting Minutes for December 18, 2014

Motion:	Councilor Craig Dirksen moved to adopt the consent agenda items.
Second:	Councilor Bob Stacey seconded the motion.

Vote: Council President Hughes, and Councilors Harrington, Dirksen, Chase, Collette, Craddick and Stacey voted in support of the motion. The vote was 7 ayes, the motion passed.

**3. RESOLUTIONS**

- 3.1 **Resolution No. 15-4599**, For the Purpose of Renewing the Historic Cemeteries Advisory Committee

Motion:	Councilor Shirley Craddick moved to approve Resolution No. 15-4599.
Second:	Councilor Bob Stacey seconded the motion.

Council President Hughes introduced Melisa McDonald, Metro staff, and Dr. Verne Duncan, committee chair, to provide a brief staff report and presentation. Ms. McDonald also introduced Hannah Allen, vice chair of the committee. Dr. Duncan provided an update on the committee’s previous work as well as continued work that needs to be done at the historic cemeteries, requesting that the Metro Council renew the volunteer committee. Ms. McDonald explained that the reauthorizing of the committee is one year at a time, so this decision will need to be made again at the end of this year or beginning of the following year.

**Council discussion**

Councilors discussed public engagement goals of the committee and the historic significance of the cemeteries, as well as thanking the committee for helping Metro preserve them and serve the public in the best possible way.

Vote: Council President Hughes, and Councilors Craddick, Dirksen, Harrington, Collette, Chase and Stacey voted in support of the motion. The vote was 7 ayes, the motion passed.

**3.2 Resolution No. 14-4541, For the Purpose of Authorizing the Chief Operating Officer to Sell Certain Real Property as Part of the Natural Areas Program**

Motion:	Councilor Sam Chase motioned to postpone the resolution until April 2, 2015.
Second:	Councilor Bob Stacey seconded the motion.

**Council discussion**

Council President Hughes called on Councilor Sam Chase, who requested that the resolution be postponed until April 2, 2015, which would allow for more time to consider the Exhibit B to the resolution. He stated that postponing would allow the Council to consider some revisions to guidelines relating to disposal of properties in Metro-owned natural areas. Council President Hughes called on Kathleen Brennan-Hunter, Metro staff, to provide any additional comments. Ms. Brennan-Hunter stated that the delay wouldn't create any problems for staff or projects.

Vote: Council President Hughes, and Councilors Craddick, Dirksen, Harrington, Collette, Chase and Stacey voted in support of the motion. The vote was 7 ayes, the motion passed.

**4. CHIEF OPERATING OFFICER COMMUNICATION**

Ms. Martha Bennett, COO, provided an update on the following events or items: memo from Tim O'Brien, Metro staff, on the annual report on minor adjustments to the Urban Growth Boundary, upcoming Metro closures for Dr. Martin Luther King, Jr. holiday, the MLK Annual Breakfast at the Oregon Convention Center, and volunteer opportunities on the holiday such as one at Glendoveer Fitness Trail.

**5. COUNCILOR COMMUNICATION**

Councilors provided updates on the following events or items: JPACT finance subcommittee meeting, the quarterly OMPOC meeting in Albany, City of Tigard's upcoming State of the City Address, Killen Wetland stakeholder event and upcoming open house in February, Clackamas County Business Alliance meeting, and the 4<sup>th</sup> Annual Milwaukie Watershed Film Festival.

6. **ADJOURN**

There being no further business, Council President Hughes adjourned the regular meeting at 4:19p.m. The Metro Council will convene the next regular council meeting on Thursday, January 29, 2015 at 2 p.m. at the Metro Regional Center, Council Chamber.

Respectfully submitted,

A handwritten signature in cursive script that reads "Alexandra Eldridge".

Alexandra Eldridge, Regional Engagement & Legislative Coordinator

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JAN. 15, 2015**

<b>Item</b>	<b>Topic</b>	<b>Doc. Date</b>	<b>Document Description</b>	<b>Doc. Number</b>
1.0	Testimony/ Handout	01/15/2015	Handout from Derek Ruckman: Presentation on St. Helens Organics Recycling	011515c-01
1.0	Testimony/ Handout	01/08/2015	Handout from Stephen Bates: Petition for withdrawal from Metro on behalf of Boring	011515c-02
1.0	Testimony/ Handout	01/15/15	Handout from Stephen Bates: House Bill 2640	011515c-03
2.0	Handout	12/01/2014	Closing In: Annual Report from the Natural Areas Program Performance Oversight Committee	011515c-04
3.3	Minutes	12/18/2014	Council Meeting Minutes from December 18, 2014	011515c-05
4.1	Handout	01/15/2015	Resolution No. 15-4599	011515c-06
4.1	Handout	01/15/2015	Exhibit A to Resolution No. 15- 4599	011515c-07
4.1	Handout	01/15/2015	Staff Report to Resolution No. 15- 4599	011515c-08
4.1	Handout	01/15/2015	Metro Historic Cemetery Program: Cemetery Advisory Committee Annual Report – 2014	011515c-09
5.1	Handout	01/05/2015	Memo: End of Calendar Year Urban Growth Boundary Minor Adjustment Report	011515c-10