

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING AN ) RESOLUTION NO. 18-4866  
AGENDA FOR THE 2018 OREGON )  
LEGISLATIVE SESSION ) Introduced by Council President Tom Hughes

WHEREAS, Metro has an interest in bills before the 2018 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 2018 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, the attached Exhibit "B" states the Metro Council's principles regarding categories of potential legislation in order to provide guidance to staff in representing Metro; now therefore

BE IT RESOLVED that the Metro Council hereby directs the Metro Chief Operating Officer, the Metro Attorney, and Metro staff to communicate the agency's position on a variety of legislative proposals to the 2018 Oregon Legislature consistent with Exhibits "A" and "B" attached hereto.

ADOPTED by the Metro Council this 25 day of January, 2018.



Tom Hughes, Council President



Approved as to Form:



Alison Kean, Metro Attorney



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**METRO COUNCIL LEGISLATIVE PRIORITIES**  
**2018 Legislative Session**

**TOP PRIORITY ITEMS**

- **Urban growth management:** Ensure that the Legislature establishes the policy framework and process for local land use decisions and respects the authority of local governments, including Metro, to make specific decisions on local land use matters. Oppose efforts to legislatively determine specific land use designations in the region.
- **Affordable housing:** Support legislation asking voters to consider a constitutional amendment providing more flexibility in how affordable housing dollars raised through general obligation bonds may be spent. Support an increase in the document recording fee dedicated to affordable housing. Support other legislation increasing housing funding, improving tenant protections, and providing additional tools and authority to local governments to address housing affordability.
- **Climate:** Support legislation to create a “cap and invest” system to reduce greenhouse gas emissions and incentivize investment in clean energy. Seek specific provisions that support implementation of the Portland region’s Climate Smart Strategy to reduce transportation-related carbon emissions. Seek opportunities to support other climate-related investments related to Metro’s other areas of responsibility.
- **Household hazardous waste:** Support legislation establishing a program based on producer responsibility and product stewardship principles to manage household hazardous waste.

**OTHER ITEMS**

- **Brownfield cleanup and redevelopment:** Support establishment of a state brownfield cleanup tax credit.
- **Air quality:** Support proposals to establish requirements and incentives to reduce diesel particulate emissions, increase the use of clean diesel engines, and reduce diesel engine idling.
- **Qualification-based selection:** Support legislation establishing an alternative approach to contracting for certain categories of professional services that enables a contracting agency to consider price as a factor before selecting a contractor.
- **Tax Supervising and Conservation Commission:** Support legislation increasing the cap and growth factor for the TSCC’s budget.
- **Industrial site readiness:** Support allocation of funds to implement statute authorizing loans to local governments to make land inside the urban growth boundary available for industrial development and job creation through infrastructure investment, brownfield cleanup, land aggregation, and other means.

## METRO COUNCIL 2018 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.

### EQUITY

3. **Racial Diversity, Equity and Inclusion:** Metro envisions a region and state where a person's race, ethnicity or zip code does not predict their future prospects and where all residents can enjoy economic opportunity and quality of life.<sup>2</sup> Metro therefore supports legislation that acknowledges past discrimination, addresses current disparities and promotes inclusion in public programs, services, facilities and policies.

### LAND USE AND URBAN GROWTH MANAGEMENT:

4. **Local Authority:** The Legislature should take no actions that reduce or compromise Metro's land use and urban growth management authority.
5. **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>3</sup> The Legislature should exercise restraint and care when considering changes to Oregon's land use system.
6. **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>4</sup>
7. **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.
8. **Efficiency:** Land within the urban growth boundary should be used efficiently before the boundary is expanded.<sup>5</sup>
9. **Need:** The UGB should not be expanded in the absence of demonstrated need.<sup>6</sup>
10. **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>7</sup>

11. **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>8</sup>
12. **Annexation:** Cities are the preferred governing structure for providing public services to urban areas, and Metro supports reforms that will facilitate, or reduce barriers to, orderly annexation and incorporation.
13. **Rules/Statutes:** Administrative rules should not be adopted into statute.
14. **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>9</sup>
15. **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:**

16. **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.<sup>10</sup>

#### **TRANSPORTATION:**

17. **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.
18. **Transportation Funding:** Providing adequate funding for all transportation modes that move people 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 safe and 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:**

19. **Parks and Natural Areas:** Our region has invested heavily 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.<sup>11</sup>

#### **SUSTAINABILITY:**

20. **Climate Change:** Metro supports efforts to combat and adapt to climate change and to meet the state's goals for reducing greenhouse gas emissions. Metro and its regional partners are committed to the Climate Smart Strategy, which includes actions needed to achieve state targets for reducing greenhouse gas emissions from transportation.<sup>12</sup> The state should provide financial support for implementation of the Climate Smart Strategy.

21. **Species Conservation:** Metro supports efforts to protect and restore wildlife habitat, to recover threatened and endangered species, and to create a better future for wildlife, both in Oregon and globally.<sup>13</sup>
22. **Conservation Education:** Metro supports efforts to provide stable and reliable funding to conservation education.

**ECONOMIC PROSPERITY:**

23. **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.
24. **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:**

25. **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.
26. **Disaster Preparedness:** Metro supports legislative efforts to improve community disaster preparedness and resilience, with the goal of enabling the Portland region to provide for the immediate needs of its residents and businesses after a catastrophic event and facilitating the region's short- and long-term recovery.

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

<sup>2</sup> See [Strategic plan to advance racial equity, diversity and inclusion](#).

<sup>3</sup> See <http://oregonvaluesproject.org/findings/top-findings/> (specifically item 5, Natural Resource Protections for Future Generations)

<sup>4</sup> RFP Chapter 1 (Land Use).

<sup>5</sup> RFP Policy 1.1 (Compact Urban Form).

<sup>6</sup> RFP Policy 1.9 (Urban Growth Boundary).

<sup>7</sup> RFP Policy 1.3 (Housing Choices and Opportunities).

<sup>8</sup> RFP Policy 1.3.13 (Housing Choices and Opportunities); Transportation Goal 1 (Foster Vibrant Communities and Efficient Urban Form).

<sup>9</sup> RFP Policy 1.1 (Compact Urban Form); Policy 1.2 (Centers, Corridors, Station Communities and Main Streets).

<sup>10</sup> See [Metro Code 5.01.010](#)

<sup>11</sup> [Metro parks and natural areas levy 2016](#), Measure 26-178

<sup>12</sup> [Climate Smart Strategy](#), Section 2 Climate Smart Strategy Policies

<sup>13</sup> [Metro parks and natural areas levy 2016](#), Measure 26-178

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 18-4866, FOR THE PURPOSE OF ADOPTING AN AGENDA FOR THE 2018 OREGON LEGISLATIVE SESSION

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Date: January 11, 2018

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 priorities 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 have benefited 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 October 10 and December 14, 2017.

The legislative principles in Exhibit B were also discussed on October 10 and are essentially unchanged from the principles that were adopted prior to the 2017 legislative session after having been updated and amplified several times in recent years from principles adopted prior to previous 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 2018 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 2018 Oregon Legislature.
4. **Budget Impacts:** None.

#### RECOMMENDED ACTION

Staff recommends approval of Resolution No. 18-4866.