METRO



2000 S.W. First Avenue Portland, OR 97201-5398 503/221-1646

Date: July 22, 1992

To: Betsy Bergstein, Senior Management Analyst Office of Government Relations

From Andrew C. Cotugno, Planning Director

Re: Legislative Proposal

I. Issue

Metro's authority to levy a local government dues sunsets effective June 30, 1993. The recently adopted budget levies \$.43 per capita for fiscal year 92-93. New legislation will be required in order to budget this resource for FY 93-94.

Memorandum

The local government dues have generally been extended in four-year increments and have, as such, been renewed a number of times. At the last renewal ('89 Legislature), there was a Metro commitment to reduce the dues and seek alternative sources. Since then, we have reduced the rate from \$.51 to \$.43 per capita and significantly increased the Metro General Fund contribution to Planning. We have also eliminated <u>all</u> general government uses of these funds and dedicate this source strictly to planning purposes.

The law requires that Metro "consult with local officials" when determining whether to levy the dues. For a number of years, we did this through a special once-a-year committee. For the past three years, we have done this through JPACT and RPAC (previously UGMPAC) since these groups provide oversight for the pertinent programs.

FY 92-93 use of the funds are as follows:

Transportation Planning	•	•	•	•	•	•	•	•	•	•	\$197 , 308
Land Use Planning											
Data Resource Center	•	•	•	•	•	•	•	•	•	•	275,727
,											\$581 , 157

II. Who is impacted?

A. Metro -- if it cannot meet its obligations or needs to provide an alternate source.

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- B. Local governments -- if we have to reduce our services to them as a result of this funding cut. In the transportation area, approximately \$250,000 of these funds is highly leveraged as local match. This provides the ability to deliver approximately \$1.25 million in services needed to meet federal transportation planning requirements. As the MPO, these requirements must be met in order for Tri-Met, local governments and ODOT to continue receiving federal highway and transit dollars.
- III. Relative importance -- very high.
- IV. Proposal -- extend the sunset clause to June 30, 1999 or remove it altogether.

ACC: 1mk