

2020 STATE LEGISLATIVE AGENDA

Date: November 22, 2019
Department: Government Affairs and
Policy Development
Meeting Date: December 3, 2019

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Length: 30 minutes

ISSUE STATEMENT

This work session is the first opportunity to discuss the Metro Council's objectives for the 2020 Oregon legislative session. Proposed legislative priorities will be discussed; additional concepts may be presented at a subsequent work session in early January.

ACTION REQUESTED

The Council may wish to discuss specific legislative concepts or principles or direct staff to develop additional concepts. In January 2020, staff will propose a legislative agenda for the Council to adopt prior to the start of the legislative session.

POLICY QUESTION(S)

- Does the Council wish to confirm previous policy direction under which staff is currently operating with respect to issues that are likely to surface in 2020?
- Are there topics on which the Council would like to adopt legislative positions aside from those described here?
- Does the Council wish to make changes to previously adopted Legislative Principles that guide the actions of staff on issues that may arise during a legislative session?

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Preparations are under way for the short 2020 legislative session, which convenes on February 3 and will run for no more than five weeks. Among these preparations are several different efforts to develop legislation on carbon reduction that can get through a deeply divided Legislature. Metro staff have not requested any free-standing bills for the 2020 session but are working on various issues that already have legislative vehicles.

Most of the priorities staff expects to propose for the 2020 session reflect well-established Council policy and/or legislative priorities that have previously been included in the Council's agenda. Some issues where legislative activity may be anticipated:

- **Carbon:** Staff is actively working to carry forward the policy direction unanimously supported by JPACT last winter in Res. 19-4969. That resolution called for a direct allocation to the region of transportation-specific funding from a carbon “cap and invest” bill, for the purpose of supporting implementation of the Climate Smart Strategy.
- **Product stewardship for mattresses:** Metro staff helped develop legislation on this topic in 2019 that came close to passage. This legislation is being introduced again and staff anticipates working with its sponsor to get it through the process.
- **Willamette Falls Locks:** Efforts to fund the repair and reopening of the Locks failed in 2019, at least partially because of unanswered questions about ownership of the facility. Legislation being developed for 2020 will establish a public corporation to take ownership of the Locks and seek the funding necessary to repair and reopen them.
- **Transportation:** Funding was not provided in 2019 for the Southwest Corridor or I-205 projects. Staff intends to collaborate with regional partners as appropriate on efforts to secure funding for or otherwise advance these projects, and may seek opportunities to provide additional revenue authority to Metro in advance of an expected 2020 regional ballot measure.
- **Affordable housing:** In addition to continuing to support legislation providing additional funding and policy tools to address housing affordability, staff may seek opportunities for technical amendments to housing legislation passed in 2019.

Staff may require Council direction on at least one issue where previously established policy may not provide clear guidance. As some of you may recall, the 2016 Legislature increased the state transient lodging tax from 1% to 1.8% for four years, after which it was slated to drop to 1.5%. This represented a compromise after a great deal of controversy. At the time, Metro agreed to this compromise on the condition that the tax actually drop back to 1.5% as scheduled in 2020. Various proposals are now circulating to allow the tax to remain at 1.8% permanently. Different parties have different ideas about how the increment in question should be spent in the future, and different programs within Metro may have different interests with respect to this topic. Staff will provide a more substantive basis for Council consideration in a separate document.

Other legislation considered in the 2019 session is not likely to surface in 2020 but might return in 2021. A few examples:

- **Product stewardship for household hazardous waste:** Prospects for this legislation are not good in the short session due to the need to get through the Ways and Means process. Staff recommends reintroducing this proposal in 2021.
- **Brownfields tax credit:** Staff has concluded that the prospects of the Legislature approving any new tax credit are not good in the foreseeable future and will work with the Brownfields Coalition to restructure this proposal as a grant program.

- **Emerging transportation technologies:** Metro joined several partners in 2019 to oppose legislation that would have preempted local authority to regulate transportation network companies. An interim work group has been convened to try to work through the issues on this topic and possibly recommend legislation for the 2021 session; Metro staff is participating in this conversation.
- **Urban growth management:** The 2019 session was fairly quiet on land use and staff is not currently aware of any forthcoming legislation of significant interest to Metro.
- **Geographic data:** Legislation to support the development of a central state repository for standardized geographic data is being prepared for 2021.

ATTACHMENTS

- Is legislation required for Council action? ☒ Yes ☐ No
- If yes, is draft legislation attached? ☐ Yes ☒ No
- What other materials are you presenting today? Draft legislative principles