

Metro

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Metro

Minutes

Thursday, June 1, 2017

3:30 PM

Metro Regional Center, Council Chamber

Council work session

3:30 Call to Order and Roll Call

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

Councilors Excused: None

Council President called the Metro Council work session to order at 3:43 p.m.

3:35 Work Session Topics:

3:35 Legislative Update

Mr. Andy Shaw, Government Affairs Manager, provided Council an update on legislation. He indicated that there had been two separate land use bills that did not pass onto their full committees for voting. Mr. Shaw indicated that the joint committee on SB 2017, the transportation bill, had provided oversight to the language of the bill and Metro staff were reviewing sections of the bill to verify its consistency with Metro goals. Mr. Shaw acknowledged that the bill has a strong chance of not passing, due to the size of the package along with stakeholder resistance to certain elements of the package. For example, the trucking association(s) had challenged a potential weight/mile tax and regional taxation that is involved with the bill. Moreover, Mr. Shaw noted that there is little time to formulate amendments before the bill appears for a vote towards the end of the current legislative session. Overall, Mr. Shaw conveyed that most elements of the package were strong, though there were amendments that were remaining in order to fully provide a comprehensive plan for regional needs. Mr. Shaw requested feedback on the transit operations tax that would finance part of the transportation package for the metropolitan area; these taxes would potentially result in \$45 million in revenue. The transportation package, according to Mr.

Shaw, would involve a state imposed surcharge. As for the governance of this surcharge, there would be a committee made up of Joint Policy Advisory Committee on Transportation (JPACT) members and Metro Councilors. There would be no vote or regional referral option for this state imposed surcharge, though there could be a state referral. As for local authority for imposing tax (authority granted by the state of Oregon), the governance would be provided by JPACT members (minus Washington state members) and three Metro Councilors; this group would be called the Congestion Relief District (CRD). Though there would be no vote for the local authority option, there was the opportunity for a referral. Also, the local authority surcharge could also be brought to a state referral as well. Mr. Shaw reiterated that the main goal was to have the state impose the surcharge with a governing body regulating the surcharges and allocation of funds for regional transportation projects. Though not likely, Mr. Shaw indicated that Metro had authority to impose a regional surcharge. The governance would be local since it would be a regional surcharge overseen by Metro. However, there was potential for the surcharge measure to be brought to a vote or a referral. Moreover, the state legislature could provide Metro the surcharge authority, though there would be a similar situation of a regional vote and referral that would arise from Metro applying a regional surcharge. Mr. Shaw noted that certain elements of the package such as tolling areas and the spread of tax rates over a period of the 10 year investment framework would be under review as well by Metro staff and state legislators.

Council discussion:

Councilor Dirksen noted that the state imposed surcharge had the potential of facing a state referral though there would be no regional vote and referral. Also, he indicated that there would be potential for a state referral for the option of having the state granting local authority to Metro for imposing a surcharge. Councilor Hughes indicated that it would be easier for the state to carry the burden of a

potential referral because most voters belong to the metropolitan region and that the region would be able to expend energy on campaigning for the surcharge. He mentioned that the weakness of the state providing local authority to Metro involved a regional and statewide referral; the state imposed surcharge would only involve a state referral. Councilor Craddick requested clarification on the governance structure of a state imposed surcharge versus the state providing local authority for imposing a surcharge. Councilor Harrington wanted to clarify whether the CRD would appear as a governing body for the state imposed or local authority. Councilor Craddick inquired upon the structure of the CRD and verified that only elected officials would be able to vote on allocating projects and funding for transportation projects. Councilor Chase asked Mr. Shaw whether Oregon Department of Transportation (ODOT), Oregon Department of Environmental Quality (DEQ), TriMet, and Port of Portland would be part of the CRD; Mr. Shaw reiterated that these members would be part of the district, though they would not have voting power. Councilor Stacey communicated his approval of the overall support for the transportation bill, though he feared that it may be too late to implement enough change to formulate a comprehensive transportation bill. Councilor Harrington conveyed her discomfort with potential requests of reducing Metro's representation in the CRD from three councilors to only one; Councilor Chase shared this sentiment as well.

4:35 Adjourn

Seeing no further business, Council President Hughes adjourned the Metro Council work session at 4:48 p.m.
Respectfully submitted,

Amaanjit Singh