

IMPACT STATEMENT

Legislation title: City of Portland 2015 State Legislative Agenda Report

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Purpose of proposed legislation and background information:

The purpose of the 2015 State Legislative Agenda is to advance the City's legislative priorities to the Oregon State Legislature. The Office of Government Relations opened the state legislative agenda building process in May 2014. Two work sessions were held with Council, one on June 25, 2014 and the other on December 2, 2014. This report will provide guidance for lobbying efforts during the 2015 State Legislative Session.

Financial and budgetary impacts:

Several items in the State Legislative Agenda could have a positive direct or indirect impact on City finances.

Community impacts and community involvement:

The Office of Government Relations, in partnership with the Office of Neighborhood Involvement, hosted a community event called "Advocacy 101" on December 15, 2014. The purpose of the event is to help community members become effective advocates at both the state and federal levels. The event featured a panel of state legislators and staff from Oregon's congressional delegation and was attended by more than 70 members of the public. The Office of Neighborhood Involvement conducted broad outreach to a diverse set of community groups and all neighborhood associations in advance of the event.

Budgetary Impact Worksheet

Does this action change appropriations?

- ☐ **YES:** Please complete the information below.
☐ **NO:** Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

Affordable Housing

Objective:

Support legislation to repeal the state preemption on inclusionary zoning and restore funding to critical housing resources.

Issue:

Inclusionary Zoning

Inclusionary zoning is a practical tool that allows local jurisdictions to require that affordable housing units be built along with market-rate housing. Inclusionary zoning is not a one-size-fits-all solution. It allows local communities to customize a housing policy that meets the needs of their residents. This tool is an effective response to “exclusionary” development practices which prioritize market-rate urban development at the expense of affordable housing.

A lack of affordable homes means many families are unable to live in resource rich communities and are segregated to more distressed areas. These areas are often far from jobs, concentrating poverty and causing traffic congestion and high commuting costs. Inclusionary zoning policy is a proven way to change this challenging community dynamic.

Repealing the preemption and restoring local control would enable local jurisdictions to use this tool and work with developers and communities to find balanced approaches. The City of Portland will support legislation to repeal the preemption on inclusionary zoning.

Housing Funding

The City also supports funding critical housing resources such as the Emergency Housing Account (EHA) and the State Homeless Assistance Program (SHAP), as well as support for state bonding authority to be used for the development of affordable housing. Housing stability increases educational outcomes, community health, and public safety.

The EHA was created to assist persons who are homeless or at risk of becoming homeless, targeting those who are elderly, disabled, farm workers, or Native Americans. Designated lead agencies coordinate the use of these funds through an inclusive community planning process. SHAP funds emergency shelters and related auxiliary services. Community action agencies administer the program at the local level, encouraging people to access permanent solutions.

The City of Portland will support state funding for these critical housing resources and the use of state bonding authority for the development of affordable housing.

Transportation

Objective:

Support funding to maintain and support transportation infrastructure across all modes and make Oregon's roadways safer.

Issue:

A safe, reliable and well-maintained transportation system provides a critical foundation for our economic development and community livability. However, financial support from the federal government for transportation is waning and the need for ongoing safety and maintenance projects outpaces available revenue at the state and local levels. The City of Portland supports a multi-faceted approach to enhancing the state transportation funding model to better meet basic needs. These reforms include:

Gas Tax

As vehicles become more efficient and people drive less, the gas tax is unable to keep pace with roadway maintenance needs. Indexing the gas tax in a way that considers fuel efficiency and inflation would act as a stop-gap measure to prevent further erosion of maintenance and operations funds.

Median Barriers

Highway crashes are incredibly dangerous, and when vehicles can cross into oncoming traffic the result is often much worse. Washington State aggressively pursued a cable median barrier program over a decade ago and has seen a 75 percent reduction in the fatal and disabling crash rate. While the Portland metropolitan area mostly has these protections in place, policies and funding are needed to erect median barriers along highways across all of Oregon.

ConnectOregon

ConnectOregon provides state funding for non-roadway transportation modes, including investments in public transit operations and pedestrian, bicycle, and passenger rail transportation in addition to marine, freight rail, and aviation investments. Robust funding of this multi-modal transportation infrastructure tool is critical.

Orphan Highways

Jurisdictional transfer can help realign responsibility and authority over orphan highways, however the process can be expensive due to necessary upgrades to roadways and ongoing maintenance costs of the newly transferred lanes. Dedicated state funding to assist in the transfer of orphan highways is necessary to help transfer more orphan highways.

Studded Tires

Studded tires produce a disproportionate amount of wear on our roadways and lead to unsafe pavement rutting. The recently released ODOT 2014 Studded Tire Study shows that while studded tire use is declining, their impact will cost the state highway system \$44.2 million in repairs between 2012 and 2022. Local authority to recoup costs from this disproportionate wear will help keep roadways safer.

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