



# 2013 Legislative Agenda

Tigard, Oregon

*"She flies with her own wings."*  
—Judge Jessie Quinn Thornton, 1854



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## Tigard City Council

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City of Tigard  
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## Economic Development/Jobs

### Jobs/Economic Development Initiative

Endorse the League of Oregon Cities (LOC) Jobs/Economic Development Initiative to support three policy options in the Oregon Business Development Department's budget:

- The Brownfields Redevelopment Fund for gap funding to clean up industrial sites.
- Patient Capital for Industrial Lands Pilot Program for funding to cities to install infrastructure and conduct feasibility studies needed for sites to be "shovel ready."
- The Employment Site Re-Use/Redevelopment Pilot Program to assist communities with funding incentives to reuse/redevelop existing industrial lands.

### Downtown Brownfield Development

In addition to supporting the LOC's Jobs/Economic Development Initiative, pursue available federal funding to clean brownfield sites.

## Transportation

### Defeat legislation that would extend or make permanent the moratorium on raising existing or levying new local gas taxes and/or any legislation that proposes to restrict or pre-empt cities' ability to charge any transportation-related fee or tax.

In 2009, legislation was adopted that prohibited local governments from enacting or amending charter provisions, ordinances or resolutions related to the collection of local motor vehicle taxes until Jan. 2, 2014. The legislation did not apply to Tigard because our local motor vehicle tax was in place. Oppose any legislation that pre-empts the city's ability to charge any transportation-related fee or tax.

### Seek additional funding, efficiencies and program support for multimodal transportation and rail projects.

Pursue state and federal grants and other funding sources, and regional, state and federal support for multimodal transportation investments including high-capacity transit (HCT) and the Columbia River Crossing project.

### Tigard Street Trail

Work with ODOT Rail and Portland & Western Railroad to secure the property rights for the former rail bed land paralleling Tigard Street. Pursue regional, state and federal funds for construction of a trail.

## Financial Stability

### ■ **Local Control Amendment**

This constitutional amendment would allow local voters to consider a local option levy outside of compression and extend the duration from 5–10 years. (HJR 26 in the 2011 legislative session.)

### ■ **Maintain and strengthen the state’s commitment to the State Shared Revenue funding formula.**

Prevent erosion of the formula for distribution of state liquor, cigarette and gas tax revenue to cities. At a minimum retain the current distribution formula.

### ■ **Address tax equity issues in the context of state telecommunications laws including removing existing pre-emptions that have led to declining revenues.**

The predominant system of franchising telecommunications providers has not kept pace with technology. In particular, the shift from land line telephones to wireless technologies has resulted in an erosion of telecommunications revenues in Tigard and throughout Oregon cities. Over the last three years, Tigard has seen a 45 percent decrease in telecommunications franchise revenues.

### ■ **Allow local governments a more flexible use of transient lodging tax to meet the increased demands placed on both essential services and infrastructure created by tourism activities.**

Current law prohibits cities from imposing new local transient lodging taxes. Cities’ share of state transient lodging taxes may fund city or county services without restriction. Retain the current distribution formula of state transient tax dollars and fund city services without restriction.

### ■ **9-1-1 Tax Renewal**

Renew the 9-1-1 emergency tax beyond its expiration in 2014 and extend the tax to prepaid cell phones and VoIP services. As these services become a higher share of the market, the tax revenues to 9-1-1 centers is declining which shifts the financial burden for operating 9-1-1 centers to cities even though the demand for service increases. It is estimated that extension of the 9-1-1 tax would generate \$700,000 for WCCA to pay for increased service demand.

## Growth and Development

### ■ **Support an urban growth boundary agenda that would provide for a more efficient urban growth management system.**

Support a requirement that concept and community planning for urban growth boundary expansion areas is conducted by the jurisdiction that will ultimately govern the area, and that those final plans be adopted and annexation occur prior to development.

