

## **REGIONAL ISSUES**

### **Promotion of Orderly Metropolitan Government**

(2000, 1994, revised 1979, 1967)

The Leagues of Women Voters of Portland and Clackamas County believe that a sense of regional community is vital in dealing with regional issues. We support efforts aimed at developing and expanding this sense of regional community among all residents of the Portland metropolitan region.

We support coordination, cooperation and the delivery of services at a broader level (including bi-state), when needs justify it.

We support a regional government with power to enforce its decisions and with adequate and equitable financing. We support changes in state legislation and the Metro charter which are justified in order for Metro to carry out its prescribed functions.

We recognize that Clark County, Washington, is an integral part of the Portland metropolitan region, and we support Clark County being a participant in regional decision-making, should it wish to do so.

### **Metropolitan Government** (2000, revised 1994, 1992)

The Leagues of Women Voters of Portland and Clackamas County support a regional government composed of:

1. A council of not more than 13 councilors elected from defined districts; and
2. An Executive Director, preferably to be appointed by the council.

Metro should continue to perform the following services and functions: Oregon Zoo, solid waste management, Oregon Convention Center, Metropolitan Exposition-Recreation facilities, transportation planning, surface water run-off coordination, planning and development, and information and assistance to local governments. The Leagues of Women Voters of Portland and Clackamas County support Metro's involvement in planning for: a parks system, sewage systems, and water supply and distribution systems, in conjunction with local jurisdictions.

The Leagues of Women Voters of Portland and Clackamas County support the following revenue sources for Metro: service or user fees; an excise tax on users of district services or facilities; per capita dues paid by counties, the Port of Portland and Tri-Met; federal and state funds; and general obligation and revenue bonds. The Leagues of Women Voters of Portland and Clackamas County also support Metro's consideration of the use of an income tax for additional funding.

Metro should strive to develop visibility and foster communication with the public and local governments by the use of government officials and private citizens on advisory committees, and by creative methods of providing information about its activities to its constituents.

### **Regional Planning and Governance (1996)**

The Leagues of Women Voters of Portland and Clackamas County believe the following issues are of regional concern:

- **Growth management**  
affordable housing, long-term planning, parks/open space, urban growth boundaries/densities, economic development
- **Natural systems management**  
water, air quality, solid waste/recycling
- **Regional infrastructure**  
transportation including ports and airports, sewers, storm water drainage
- **Human services and amenities**  
arts, libraries, education, health service, mental health
- **Public safety** corrections, police, emergency preparedness

We believe that efficiency, political feasibility, and economy should be determining factors in cooperative efforts among local governments. Intergovernmental agreements are one method of resolving issues that local governments cannot solve by themselves.

We believe that the entire area benefits from having regional attractors for arts, sports, and recreation. User fees and hotel-motel taxes should be part of the funding for these facilities.

### **Urban Growth Management (2000, revised 1994, 1992)**

The Leagues of Women Voters of Portland and Clackamas County support the concept of the Urban Growth Boundary (UGB), including designation of urban reserve lands for future needs. The UGB should be difficult to change to ensure well-managed growth. Metro should work closely with local jurisdictions to ensure that funding is identified for planning, infrastructure, and services to urban reserves.

Requests for amendments to the UGB should be allowed from Metro, counties and cities with jurisdiction, and landowners. Notice of proposed amendments should be provided to the petitioners, affected property owners, cities and counties, neighborhood associations, and the Land Conservation and Development Commission (LCDC). In addition, notice must be published in local newspapers.

Public hearings should be held at all stages of the amendment process, including the city/county level before that governing body makes its recommendation, the Metro hearings officer, the

Metro Council before its final decision, and the Metro Council when it hears an appeal. Notice of public hearings should be sent at least 30 days before the scheduled hearing.

The Leagues of Women Voters of Portland and Clackamas County support the concept of Regional Urban Growth Goals and Objectives. We support the development and maintenance of functional wildlife and recreation corridors to create metropolitan greenspace. We also support retention and development of well-planned economic communities, which can include the following components: a mix of housing options, employment, social services, industry, and amenities.

Existing urban land should undergo continuous redevelopment and infill where appropriate.

### **Metropolitan Transportation** (1998, revised 1994, 1987, 1977)

**Transportation of People** The Leagues of Women Voters of Portland and Clackamas County support a metropolitan mass transportation system which is regional, serving all surrounding communities. The system should be integrated into a well-planned metropolitan community and should be a help in preserving the vital city core. It should be a means of equal access for drivers, non-drivers, students, elderly, and handicapped to metropolitan areas, especially to those areas of high employment. The system should be designed with consideration for economy of land use and should not significantly add to sight, sound, or air pollution, nor destroy the livability of the area involved. It should be competitive in convenience, duration and quality of ride with private cars to reduce traffic congestion. The system should be efficient and economical, with attention to cost control and financing; it should be flexibly financed.

We believe financing for a metropolitan mass transportation system should be from a combination of national, state and regional sources. We support diversion of designated gasoline tax funds and use of motor vehicle license fees for mass transit, recognizing that this may mean an increase in these taxes. We support vehicle taxes based on energy efficiency. Keeping in mind special considerations for special categories of service, we believe that mass transit riders should contribute toward the cost of their ride through fare differentials for different levels and types of service. We support a no-fare system within the city core.

In order to shift emphasis from automobile use to mass transportation, we endorse peripheral parking instead of additional core parking. To increase efficiency, small mass transit vehicles whenever feasible should be used for neighborhood districts and outlying communities; better use should be made of buses off-peak hours, and mass transit routes should enable movement directly from one outlying area to another.

Bicycle racks should be located at park and ride stations. We favor continual public education with respect to the mass transit system, conservation and efficient use of energy by public and private transportation, and traffic safety.

**Transportation of Goods** The Leagues of Women Voters of Portland and Clackamas County support the transportation of goods by a variety of modes, realizing the unique capabilities of each mode. Whenever possible, and taking into consideration the commodity and situation, we encourage the use of the most economic and energy-efficient mode, and also the use of multi-modal transportation systems. We believe that communities should have access to some mode of transportation for goods.

**Transportation Routes** Transportation routes must be an integral part of all land use planning. Planning for the location and construction of transportation routes must weigh all social and environmental costs, including economy of land use, fuel shortages, and sight, sound and air pollution. Individual citizens and neighborhood groups must be kept informed and insured input and active participation in the planning, development and operation of any transportation program, especially for their own area. To minimize overlapping of functions, governmental agencies should coordinate transportation planning.

**TriMet** The TriMet Board of Directors should be appointed by the governor with consideration of regional recommendations and broad district representation. The directors should be compensated for board-approved, out-of-district expenses.

TriMet should continue to be a separate entity and should work with the regional government for planning and resource utilization.

We support a payroll tax within the TriMet service district boundaries, that is broadly based and is equitably shared between employer and employee.

### **Port of Portland** (revised 1994, 1975)

The Leagues of Women Voters of Portland and Clackamas County support planned and regulated economic growth. When planning for economic expansion to accommodate population, government should balance economic needs with environmental concerns. The public should be consulted in all planning. Regulatory agencies should continue to enforce the law in their special spheres. We agree that voluntary association of the lower Columbia River ports in Oregon and Washington for planning and marketing might be beneficial. Any movement towards consolidation of the lower Columbia River ports should be initiated by the smaller ports. We agree that Port of Portland commissioners should be appointed by the Governor and to ensure continuity their terms should be staggered.

### **Solid Waste** (revised 1994, revised 1985, 1972)

The Leagues of Women Voters of Portland and Clackamas County support an environmentally sound solid waste management plan. To conserve our resources as much as possible, it should provide for maximum re-use and recycling. In support of this, local units of government should use recycled products whenever economically feasible. Industry should produce less unnecessary

packaging, and more standardized and bio-degradable containers. It is industry's obligation to discard the "built-in obsolescence" theory and to manufacture better quality products. Local government should foster the use of neighborhood shredders, encourage research for alternatives to burning, and enforce existing laws.

Education of the public about solid waste problems is a primary need. The consumer should be educated to exercise care in purchasing, to demand quality products, to recycle, and to change the throw-away philosophy.

Financing of the solid waste management program must be adequate, economical, efficient, manageable and flexible, covering present and future needs. Financing should be supported by private and commercial interest together with local and regional governments. Financing should be provided by user fees and charges, licensing fees, disposal fees on car bodies and appliances, by bonds, and by federal and state grants and moneys.

The State should have authority over planning, regulation and enforcement of the solid waste program. Collection should be done by private industry with local government (city, county) handling the franchising. Transfer stations, recycling and disposal sites should be under regional jurisdiction.

Regional government should have the authority to initiate the process of siting regional landfills. Local government (city and/or county) land use plans must make it possible to site landfills within their own geographical boundaries. The state shall direct the appropriate state-level authority to accomplish the siting should the regional governing body be unsuccessful in providing a landfill.