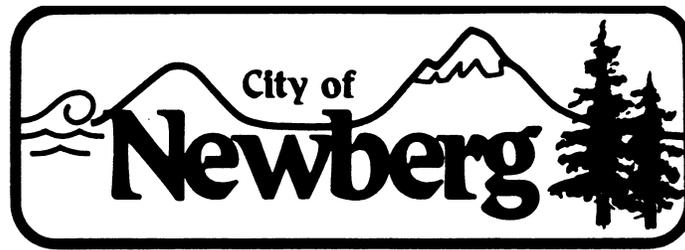


City Manager
(503) 537-1207

City Attorney
(503) 537-1206



414 East First St.
PO Box 970
Newberg, OR 97132

**CITY OF NEWBERG
CITY COUNCIL WORK SESSION
JULY 6, 2010
6:00 P.M.
NEWBERG PUBLIC SAFETY BUILDING
401 EAST THIRD STREET**

THE CITY COUNCIL OF THE CITY OF NEWBERG WILL HOLD A WORK SESSION TO REVIEW THE COUNCIL AGENDA ITEMS AND TO HEAR REPORTS FROM BOARDS, COMMISSIONS, AND COMMITTEES. NO ACTION WILL BE TAKEN ON THE AGENDA ITEMS.

DISCUSSION ON THE LEAGUE OF OREGON CITIES (LOC) LEGISLATIVE AGENDA 2011.

DATED THIS 6TH DAY OF JULY, 2010.

DANIEL DANICIC
CITY MANAGER

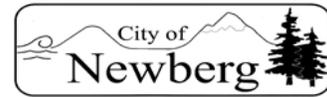
ACCOMMODATION OF PHYSICAL IMPAIRMENTS:

In order to accommodate persons with physical impairments, please notify the City Recorder's Office of any special physical accommodations you may need as far in advance of the meeting soon as possible and no later than 48 hours prior to the meeting. To request these arrangements, please contact the city recorder, at (503) 537-1283. For TTY service please call (503) 554-7793.

● City Manager's Office: e-mail: dan.danicic@newbergoregon.gov Fax: 537-5013 ●
Admin: 537-1261 ● Building: 537-1240 ● Public Works: 537-1273 ● Finance: 538-9421 ● Fire: 537-1230
Library: 538-7323 ● Municipal Court: 537-1203 ● Police: 538-8321 ● Maintenance: 537-1234 ● Utilities: 537-1205
Municipal Court Fax: 538-5393 ● Public Works Fax: 537-1277 ● Library Fax: 538-9720

"Working Together For A Better Community-Serious About Service"

MEMORANDUM
CITY OF NEWBERG



To: Mayor and Council
From: Daniel Danicic, City Manager
CC:
Subject: League of Oregon Cities Legislative Priorities
Discussion at 7/6/10 Council Work Session
Date: 6/23/10

The League of Oregon Cities (LOC) has requested the Council to select the top four legislative priorities for the upcoming 2011 session. Included is the May 24, 2010 letter and documentation from the League. In the 7/6/10 Council work session, please be prepared to develop a consensus of the Council's top four priorities.

The Department Heads also reviewed and discussed the LOC list of issues. Out top four items, in no particular priority order is:

- A: Urban Growth Boundary management system. Reforms in this area may directly assist Newberg with its current URA expansion efforts.
- D: TPR Improvements: Addressing TPR and Land Use goal conflicts would be beneficial to our URA process and the By-Pass project.
- F: Property Tax System: The inequities caused by the current disparity between assessed value and market value are a burden to local governments. Many have it much worse than Newberg and need help.
- G: State Revenue Sharing: The City relies on the revenue sharing to support the General Fund

The following areas were identified by staff as areas of interest:

- E: BETC program – The City has used this program in the past and has two pending applications for future projects. The local and county transit programs have benefited as well.
- I: 911 Tax on Cell Phones: Potential revenue source to offset reduction in land-line franchise fees
- R: State Telecommunications Laws: There was talk at one time to have the State develop a cellular franchise fee that would be shared with all jurisdictions. Again this would provide additional revenue to offset franchise fee reductions from land-lines.



P.O. Box 928 • Salem, Oregon 97308
(503) 588-6550 • (800) 452-0338 • Fax: (503) 399-4863
www.orcities.org

May 24, 2010

Dear Chief Administrative Official:

For the last three months eight policy committees have worked very diligently to identify and propose specific actions as part of the League's effort to develop a pro-active legislative agenda for the 2011 session. They have identified 28 legislative objectives as set forth in the enclosed ballot and legislative recommendations materials. These objectives span a variety of issues and differ in the potential resources required to seek their achievement. Therefore, it is desirable to prioritize them in order to ensure that efforts are focused where they are most needed.

Each city is being asked to review the recommendations of the policy committees and provide input to the Board of Directors as it prepares to adopt the League's 2011 legislative agenda. After your city council has had the opportunity to review the 28 proposals and discuss them with your staff, please return the enclosed ballot (please note that the ballot is double sided) indicating the top four issues that your city council would like to see the League focus on in the 2011 session. **The deadline for response is July 16, 2010.** The Board of Directors will then review the results of this survey of member cities, along with the recommendations of the policy committees, and determine the League's 2011 legislative agenda.

Your city's participation and input will assist the Board in creating a focused set of specific legislative targets that reflect the issues of greatest importance for cities. Thank you for your involvement, and thanks to those among you who gave many hours of time and expertise in developing these proposals.

Do not hesitate to contact me or any member of the Intergovernmental Relations Department with questions.

Sincerely,

Craig S. Honeyman
Legislative Director

cc: Oregon Mayors (letter only)

"Getting it done for Oregon's cities!"

INSTRUCTIONS

1. Each city should submit one form that reflects the consensus opinion of its city council on the **top four** legislative priorities for 2011.
2. Simply place an X in the space to the left of the city's top four legislative proposals.
3. The top four do not need to be prioritized.
4. Return by **July 16th** via mail, fax or e-mail to:

Angela Carey
League of Oregon Cities
P.O. Box 928
Salem, Oregon 97308

Fax – (503) 399-4863

acarey@orcities.org

Thank you for your participation.

City of: _____

Please mark 4 boxes with an X that reflect the top 4 issues that your city recommends be the priorities for the League's 2011 legislative agenda.

Community Development

- A. Support an urban growth boundary agenda that would provide for a more efficient urban growth management system (as outlined in the full Community Development Committee long-term recommendation).
- B. Support legislation that would: 1) create an exception to allow cities to propose and adopt population forecasts using a specified methodology, taking into consideration certain factors; 2) include conflict resolution procedures between cities and counties when adopting or amending population forecasts.
- C. Support legislation that provides conflict resolution procedures between cities and counties when adopting or amending an urban growth boundary or urban reserve area.
- D. Continue efforts to resolve the conflicts between the Transportation Planning Rule (TPR) and other statewide land use planning goals by changes to Oregon Department of Transportation/Department of Land Conservation and Development (ODOT/DLCD) procedures and rules, or by legislative action. (Note: this priority is duplicative of priority "S" forwarded by the Transportation Committee. Both priorities are brought forward here, representing the discussion of the Community Development and the Transportation policy committees.)

Energy

- E. Reauthorize the Business Energy Tax Credit (BETC) to leverage local investments in energy conservation, fuel conservation, renewable energy projects, as well as recruitment and expansion of renewable energy resource equipment manufacturing facilities.

Finance & Taxation

- F. Take an active role in facilitating and promoting processes and measures to bring about an overhaul of the state property tax system. The outcomes of this overhaul must create a system which taxes property equitably, brings assessed values closer to real market values, and is stable and predictable to both governments and taxpayers.
- G. Maintain and strengthen the state's historic commitment to the State Shared Revenue funding formula. Any additional taxes or surcharges on these items must be incorporated into the current formula so cities may continue to provide services related to these revenues.
- H. Allow local governments a more flexible use of transient lodging tax to meet the increased demands placed both on essential services and infrastructure created by tourism activities.

General Government

- I. 9-1-1 tax for pre-paid cell phones.
- J. Restore the Department of Public Safety Standards and Training (DPSST) Regional Training program and protect DPSST from further cuts.
- K. Attach municipal court fines to tax returns.

Human Resources

- L. "Manager" designation for local governments.
- M. Lengthen time for last best offer submission from 14 days to 28 days.
- N. Allow employers to require paperless pay.
- O. Work to achieve healthcare cost containment and protect local decision making authority in benefit design.
- P. Allow employees to choose alternative retirements option and protect the integrity and stability of Public Employee Retirement System (PERS).
- Q. Eliminate the requirement for employers to provide identical health benefits for retirees as they do for active employees.

Telecommunications

- R. Address tax equity issues in the context of state telecommunications laws including removing existing preemptions that have led to declining revenues. Work towards an alternative revenue system for telecommunications providers. Oppose preemption of city franchising, rights-of-way and taxing authority.

Transportation

- S. Resolve the disconnect between the Transportation Planning Rule (TPR) and other statewide land use planning goals. (Note: this priority is duplicative of priority "D" forwarded by the Community Development Committee. Both priorities are brought forward here, representing the discussion of the Community Development and the Transportation policy committees.)

Turn over for more issues

- T. Ensure that transportation/land use planning requirements, especially those established to address greenhouse gas emissions and other air quality issues, are developed with certain caveats (as outlined in the full Transportation Committee recommendation).
- U. Advocate for sustainable alternatives to fuel taxes to address decreasing State Highway Fund revenues as a result of an increase in automobile efficiency and the development of new technologies.
- V. Seek funding distribution mechanisms and formulas that reflect need as determined by system demand, function and condition.
- W. Seek additional funding, efficiencies and program support for multi-modal transit and rail projects.
- X. Increase the funding allocation to Oregon's small cities for road and street development and maintenance from \$1 million to \$5 million without unfairly impacting larger cities' share of the State Highway Fund.
- Y. Enact legislation establishing a "shared road" designation allowing cities to reduce speed limits below the state-mandated minimum of 25 mph on roads that have limited capacity but are utilized by other modes.

Water/Wastewater

- Z. Support establishing statewide product stewardship programs to ensure recycling or proper disposal of toxic products at the end of their lifecycle.
- AA. Recapitalize state municipal infrastructure funds to fully meet local demand on a sustained basis and fully leverage federal matching funds for water and wastewater infrastructure.
- BB. Protect existing and future water rights from conditions that would prevent municipalities from meeting current or future demands.

LOC Policy Committees' Legislative Recommendations

Priority	Description
Community Development	
<p>A. Support an urban growth boundary agenda that will:</p> <ul style="list-style-type: none"> ○ Determine problems to the current urban grown boundary and urban reserve system from a statewide perspective; ○ Consider different policies for the annexation of areas that are pre-urbanized (those that receive services annexations vs. greenfield annexations (those without current services); ○ Evaluate upcoming Court of Appeals decision re: <i>1,000 Friends v. LCDC/City of Woodburn</i> for parameters to codify clear standards/rational basis in ORS 197.298 for the use of higher priority land with less appeal opportunity; ○ Streamline the Oregon Land Conservation and Development's (LCDC) review of urban growth boundary and urban reserve decisions by adding a "raise it or waive it" requirement to such reviews. ○ Propose conflict resolution procedures between cities and counties when adopting or amending urban growth boundaries or urban reserves; ○ Consider legislation that would allow the sequential adoption of urban growth boundary expansion components for cities over 25,000. ○ Consider the effects of the transportation planning rule on urban growth boundary management; ○ Consider the concerns of individual cities per their recent urban growth boundary, urban reserve and annexation experiences; and ○ Propose appropriate legislation. 	<p>Appeals of urban growth management amendments are growing exponentially, and are time-consuming and expensive for cities. The Community Development Committee recognizes that long term solutions require a broad, systemic approach that may take extensive evaluation.</p> <p>Surveys, work groups, focus groups, and professional and technical assistance from city planners and attorneys will be used to evaluate and formulate appropriate changes to existing statutes to provide a more efficient urban growth boundary management system.</p>

LOC Policy Committees' Legislative Recommendations

<p>B. Support legislation that would: 1) create an exception to allow cities to propose and adopt population forecasts using a specified methodology, taking into consideration certain factors; 2) include conflict resolution procedures between cities and counties when adopting or amending population forecasts.</p>	<p>Statutes require counties to provide “coordinated” population forecasts to urban and rural areas, but for a variety of reasons, either have not or do not provide timely updates. Statutes provide cities certain alternatives, but cities in particular situations have experienced untimely and inadequate remedy. Currently there are no statutory remedies, enforcement actions, or conflict resolution procedures for counties that do not comply with the requirements.</p>
<p>C. Support legislation that provides conflict resolution procedures between cities and counties when adopting or amending an urban growth boundary or an urban reserve area.</p>	<p>Both a county and a city must adopt amendments to their comprehensive plans when a city adopts or amends an urban growth boundary or an urban reserve area. There is no statutory conflict resolution process when a county and a city can't agree on urban growth management decisions- which can become contentious and may not be sufficiently guided by urban growth management agreements.</p>
<p>D. Continue efforts to resolve the conflicts between the transportation planning rule and other statewide land use planning goals by changes to ODOT/DLCD procedures and rules, or by legislative action. (Note: this priority is duplicative of priority “S” forwarded by the Transportation Committee. Both priorities are brought forward here, representing the discussion of the Community Development and the Transportation policy committees.)</p>	<p>Interpretations of the Transportation Planning Rule (TPR) has led to direct conflicts with the implementation other statewide planning goals, including Goal 10 (Housing) and Goal 9 (Economic Development). Declining financial resources has made the situation worse; as cities look at efficiency measures for how to grow more densely within urban growth boundaries, many areas are eliminated from consideration because of TPR requirements.</p>
<p>Energy</p>	
<p>E. Reauthorize the Business Energy Tax Credit (BETC) to leverage local investments in energy conservation, fuel conservation, renewable energy projects, as well as recruitment and expansion of renewable energy resource equipment manufacturing facilities.</p> <ul style="list-style-type: none"> ○ Extend the program sunset dates; ○ Maintain BETC access for public projects; ○ Ensure funding for a full range of manufacturing, renewable energy, energy conservation, and fuel conservation projects; ○ Make the pass-through process more predictable and market-driven; and ○ Maximize certainty for BETC applicants. 	<p>The Business Energy Tax Credit provides a powerful incentive for Oregon communities and businesses to become more energy efficient, develop renewable energy, and foster a clean energy economy. In recent years, dozens of Oregon cities have leveraged funds using the BETC “pass-through” to invest in projects such as high-efficiency lighting, HVAC system upgrades, transit systems, photovoltaic energy production, and efficiency upgrades at wastewater treatment plants. The BETC has also been instrumental for local efforts to attract new businesses, foster job creation, and make local economies more efficient. The BETC is currently scheduled to sunset as early as 2012, however, and recently has been hampered by a lack of certainty for BETC applicants.</p>

LOC Policy Committees' Legislative Recommendations

Finance & Taxation	
F. Take an active role in facilitating and promoting processes and measures to bring about an overhaul of the state property tax system. The outcomes of this overhaul must create a system which taxes property equitably, brings assessed values closer to real market values, and is stable and predictable to both governments and taxpayers.	Severe limitations imposed on local governments by Measure 5 and 50 to raise revenue have seriously jeopardized the ability of cities to provide essential services and foster economic growth. A comprehensive property tax fix is necessary which, along with equity, stability, and a stronger correlation between assessed value and real market value, should include an allowance for local control in setting appropriate long term local tax rates and grant consideration of the impact of the state's school funding methods on the property tax system. To this end, in a multi-year effort, the League of Oregon Cities will take a lead and active role in forming a coalition to facilitate conversations across the state and develop an education program to inform legislators and the public of the current crisis and the options available.
G. Maintain and strengthen the state's historic commitment to the State Shared Revenue funding formula. Any additional taxes or surcharges on these items must be incorporated into the current formula so cities may continue to provide services related to these revenues.	State Shared Revenue stand as a historical commitment by the state to local governments; cities accepted preemptions on certain taxes and fees in exchange for a state promise to share in their revenues of liquor, cigarettes, 9-1-1, and gasoline taxes. These distributions are a critical facet of each cities' ability meet increased demands on local services from alcohol related incidences, traffic impacts, and public safety issues. Any further cuts to State Shared Revenue will jeopardize the ability of cities to provide essential services. The state should respect local government's reliance on State Shared Revenue and honor its historic commitment.
H. Allow local governments a more flexible use of transient lodging tax to meet the increased demands placed both on essential services and infrastructure created by tourism activities.	Current preemption restricts cities to control of just 30 percent of their own local transient lodging revenue. Tourism activities can place increased demands on city infrastructure and services, but this preemption necessitates these added costs be borne by local residents rather than tourists and may jeopardize the ability of cities to provide other essential services. Increasing city flexibility in the use of local transient lodging revenue lessens the burden on local residents.
General Government	
I. 9-1-1 tax for pre-paid cell phones.	Support legislation to require pre-paid cell phones to contribute to pay 9-1-1 tax as all other telephones capable of dialing 9-1-1 do.
J. Restore the Department of Public Safety Standards and Training (DPSST) Regional Training program and protect DPSST from further cuts.	Work to restore regional training services and other critical services provided by DPSST.
K. Attach municipal court fines to tax returns.	Support legislation to allow municipal and other local courts to seize income tax returns to pay delinquent municipal court fines.
Human Resources	
L. "Manager" designation for local governments.	Allow cities to designate an employee as a "managerial employee" under the PECBA for purposes of collective bargaining (currently limited to only the State).
M. Lengthen time for last best offer submission from 14 days to 28 days.	<p>Currently when a strike-prohibited union advances their collective bargaining to Interest Arbitration, the parties' Last Best Offers (LBOs) are not due until 14 days prior to the actual hearing. ORS 243.746(3). This leads to a number of problems/issues:</p> <ul style="list-style-type: none"> ○ If the parties' submit their LBO just 2 weeks prior to the actual hearing, only to discover that they are "very close" to a possible settlement, they can be discouraged from settling since the 14-day time frame is beyond most arbitrators cancellation policy. In other words, the parties still have to pay the full cost of the arbitrator fees for each day of the scheduled hearing and any non-refundable travel costs. ○ The 14-day period does not encourage either party to get to their "bottom-line" until just before a hearing. ○ Most hearing exhibits are developed in conjunction with a parties LBO, including costing of the LBOs. Therefore, many of the exhibits are unnecessarily delayed in development until you see the other party's LBO. This would also apply to the decision

LOC Policy Committees' Legislative Recommendations

	<p>as to who your needed witnesses are.</p> <ul style="list-style-type: none"> o The expanded time frame would provide for a more meaningful time frame within which to consider the other parties position and/or to seek mediation assistance.
N. Allow employers to require paperless pay.	Develop legislation that will allow employers to require employees to accept electronic or payroll card payment and eliminate the requirement that a paper check be a payment option.
O. Work to achieve healthcare cost containment and protect local decision making authority in benefit design.	<p>Oregon cities, as responsible employers and leaders for healthy communities, have a vested interest in ensuring that Oregonians have access to affordable medical and preventative care. Oregon cities have proven to be innovators in providing wellness and healthcare benefits in challenging economics times to employees and have invested substantially in the health of employees. The League of Oregon Cities will support healthcare reform that:</p> <ul style="list-style-type: none"> o Respects the right of Oregon's city leaders to determine the manner of providing health insurance benefits in consultation with their employees; o Reduces unrecoverable medical care costs for providers by expanding coverage to uninsured Oregonians; o Ensures that capitalization in the healthcare market place is based on community need; o Incentivizes the use of evidence/value based medicine; o Fosters innovation and rewards creativity in reducing costs and promoting wellness; and o Promotes transparency in costs and quality.
P. Allow employees to choose alternative retirements option and protect the integrity and stability of Public Employee Retirement System (PERS).	<p>Support changes to the PERS system that allows employees to opt for alternative retirement plans. Additionally, the League should ensure that any PERS legislation passed by the Legislature:</p> <ul style="list-style-type: none"> o Does not shift additional costs to employers; o Respects the needs for predictable rates while not destabilizing the system; and o Allows PERS to provide an attractive retirement benefit for employees while being fiscally sustainable.
Q. Eliminate the requirement for employers to provide identical health benefits for retirees as they do for active employees.	Eliminate the requirement for public employers to provide the same health benefit plans for retirees as for active employees and at the same premium rates as paid by active employees.
Telecommunications	
R. Address tax equity issues in the context of state telecommunications laws including removing existing preemptions that have led to declining revenues. Work toward an alternative revenue system for telecommunications providers. Oppose preemption of city franchising, rights-of-way and taxing authority.	<p>Technology has rapidly advanced in the last decade and will continue to evolve in ways that cities cannot predict. This has led to significant implications for city rights-of-way authority and telecommunications revenues affecting the provision of local services. Cities have experienced an onslaught of challenges to franchising, rights-of-way management and taxing authority through local referrals, state and federal legislation and litigation. Meanwhile, the predominate system of franchising telecommunications providers has not kept pace with technology. In particular, the shift from landline telephones to wireless technologies has resulted in an erosion of telecommunications revenues. To protect city rights-of-way authority and preserve critical telecommunications revenues, cities need to consider moving to an alternative revenue system. The alternative revenue system proposal developed by a task force of city officials is a gross revenues tax specific to telecommunications providers. The League began discussions during the 2009 legislative session, but recognized that the issue would be a multi-session effort. While this move to an alternate system remains the ultimate goal, there are several incremental steps that can be taken to both address local revenue issues as well as set the stage for future discussion of an alternate telecommunications revenue system.</p>

LOC Policy Committees' Legislative Recommendations

Transportation	
<p>S. Continue efforts to resolve the disconnect between the Transportation Planning Rule (TPR) and other statewide land use planning goals. The TPR should:</p> <ul style="list-style-type: none"> ○ Be used as a growth management tool that avoids burdening cities with unintended transportation consequences which unduly add to the cost of city infrastructure; ○ Be consistent with land use decisions; ○ Not be used to effect a moratorium on growth; ○ Encourage partnerships to avoid disproportional funding contributions from local jurisdictions. <p>(Note: this priority is duplicative of priority “D” forwarded by the Community Development Committee. Both priorities are brought forward here, representing the discussion of the Community Development and the Transportation policy committees.)</p>	<p>Oregon has a strong commitment to planning, and the nexus between land use and transportation planning has become very evident. While this has properly contributed to good coordination between land use and transportation development, it also creates adverse impacts due to the mismatch between planning requirements, development timelines and the availability of financial and other resources. This can sometimes impede development and create conflicts with other statewide land use goals.</p> <p>The sheer complexity of issues attendant to land use and transportation planning can result in confusion or even conflict between competing goals and priorities. Objectives such as reduction of vehicle miles traveled, transit-based land use, increased population density in some urban areas (UGBs), reduction in greenhouse gas emissions, compliance with other clean air standards, and interchange and access management are but a few of the interests, sometimes competing, that factor into transportation / land use policy discussions.</p>
<p>T. Ensure that existing and new transportation/land use planning requirements, especially those established to address greenhouse gas emissions and other air quality issues, are developed with the following caveats:</p> <ul style="list-style-type: none"> ○ Cities are stakeholders in the policy-making process and are to be included in all discussions. ○ A sense of proportionality should be maintained, taking into account the transportation sector’s contribution to the problem. ○ There must be a commitment to identifying and collecting <u>new</u> revenue to assist cities with compliance. ○ There is clarity with regard to governance authority and accountability. 	

LOC Policy Committees' Legislative Recommendations

<ul style="list-style-type: none"> ○ Recognition that “one size does not fit all”, meaning that rules must be flexible enough to allow cities the right to determine and respond to local and regional needs. ○ Requirements are based on outcomes rather than formulas and honors regional transportation planning efforts. ○ Rules factor the effect of market forces (cost of fuel, availability of alternative technology, etc.) in achieving goals. ○ Attempt to reduce greenhouse gas emissions and improve air quality while still supporting economic development. 	
<p>U. Advocate for sustainable alternatives to fuel taxes to address decreasing State Highway Fund revenues as a result of an increase in automobile efficiency and the development of new technologies.</p>	<p>In 2009 the Legislature approved HB 2001, a major transportation policy and funding measure containing a 50 percent increase in road and street funding for cities. In 2011 transportation policy measures, especially related to planning, are more likely than transportation funding and program legislation.</p>
<p>V. Seek funding distribution mechanisms and formulas that reflect need as determined by system demand, function and condition.</p>	<p>Notwithstanding the new funding that HB 2001 is providing, city transportation budgets remain disproportionately underfunded. This has been exacerbated by the temporary preemption of a local funding mechanism. Long term, there remains the challenge of identifying and establishing more sustainable and equitable systems of raising and distributing funding in support of the expansion, preservation and maintenance of the state’s transportation system.</p>
<p>W. Seek additional funding, efficiencies and program support for multi-modal transit and rail projects that result in:</p> <ul style="list-style-type: none"> ○ Creation and funding of a State Rail Authority to clarify goals and objectives and to undertake planning for passenger and freight rail service. ○ Coordination between transit providers resulting in more efficient operations. ○ Augmentation of elderly/disabled transit funding in order to maximize fixed route service. 	
<p>X. Increase the funding allocation to Oregon’s small cities (population 5,000 or less) for road and street development and maintenance from \$1 million to \$5 million without unfairly impacting larger cities’ share of the State Highway Fund.</p>	

LOC Policy Committees' Legislative Recommendations

<p>Y. Enact legislation establishing a “shared road” designation allowing cities, within established criteria, to set speed limits below the state-mandated minimum of 25 mph on roads that have limited capacity but are nevertheless utilized by motor vehicles, bicyclists and pedestrians.</p>	
Water/Wastewater	
<p>Z. Support establishing statewide product stewardship programs to ensure recycling or proper disposal of toxic products at the end of their lifecycle.</p>	<p>Product stewardship programs improve water quality and reduce the environmental and health impacts of products that contain toxins through product-supported recycling and disposal programs. These programs reduce the burden on municipalities and others to implement water treatment technologies and other costly programs. The Oregon Legislature created an “E-Waste” product stewardship program for recycling computers and electronic waste in 2007 and a pilot product stewardship program for architectural paint in 2009. Additional stewardship programs could include products such as pharmaceuticals, batteries, and lighting that contains mercury.</p>
<p>AA. Recapitalize state municipal infrastructure funds to fully meet local demand on an as sustained basis and fully leverage federal matching funds for water and wastewater infrastructure.</p>	<p>The state’s Special Public Work Fund and the Water/Wastewater Fund are used to finance water and sewer systems, public buildings, road construction, downtown revitalization, energy and communications facilities, land acquisition, environmental clean-up, and port facilities. The state also must provide a 20 percent match to leverage federal funds available through the Safe Drinking Water State Revolving Fund and Clean Water State Revolving Fund. State revolving funds have failed to keep pace with growing local infrastructure demand that totals billions of dollars statewide.</p>
<p>BB. Protect existing and future water rights from conditions that would prevent municipalities from meeting current or future demands.</p> <ul style="list-style-type: none"> ○ Limit new ecological flow conditions to projects funded through HB 3369 (2009); and ○ Oppose water use limits that interfere with approved water rights. 	<p>Due to the unique nature of municipal water suppliers’ need to plan for growth and infrastructure investment, cities often “grow” into water rights over time before those rights become certificated water rights. Cities currently must develop a Water Management and Conservation Plan (WMCP) for approval by the state to maintain these water rights. Special interests, however, have called for new municipal water use standards and limits that would affect existing water rights.</p>