



# Central Oregon Intergovernmental Council

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**Date:** July 26, 2016  
**Re:** CET Governance Legislative Concept

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## **Summary of Proposed ORS 190 Concept**

COIC proposes that the Oregon legislature approve changes to ORS 190.083 within the 2017 legislative session to allow COIC as an intergovernmental organization formed under ORS 190 to propose a permanent or local option levy to voters in one or more Central Oregon communities. The concept would be structured so that each community independently will have the opportunity to develop dedicated transit funding while retaining the regional CET system under COIC governance. Specific components of this concept include:

- Allow eligible ORS 190 organizations authorization to propose property tax funded operating levies for transit operations within areas served by the organization, when authorized by the city council and/or county commission within the proposed taxing boundary.
  - Limited to ORS 190 organizations that are direct recipients of federal transit funding.
- This legislation would grant eligible ORS 190 organizations the authorities and powers of transportation districts, as defined within ORS 267.
- COIC's board of directors would be authorized to serve as the governance body of the property tax funded system.
- Only upon action by both the COIC board of directors and the city council(s)/board of commissioners within a proposed taxing boundary, would COIC proceed in proposing a voter approved operating levy. The election process would mirror and align with the existing processes for establishing an operating levy within a district.
- Levy must be expended within the geographic area approved through the vote, and can only be used for the purposes specified in the measure.
- Allows authority to propose different rates in different communities, allowing for the tailoring of service levels and local investment to align with community needs and priorities.

## **Primary Benefits of Proposed ORS 190 Concept**

- Protects current coordinated system from fragmenting into multiple transit districts which could be an outcome if one City needed property tax to support local transit before other Cities were ready.
- Retains one government entity with one management staff and one Board, creating economies of scale, and also ensuring streamlined/coordinated regional service to customers.
- Promotes regional cooperation of equitable use of dollars for transit instead of creating a competitive environment for a small amount of federal/state resource and turf issues over service.
- Assures development of each Cities transit supports economic development and aligns with each Cities plan for development of their infrastructure.
- Allows each City to choose the appropriate funding tool for transit including, but not limited to property tax.
- Limits the applicability to ORS 190 organizations that have met a very high threshold of administrative and financial capacity. At this time COIC would be the only eligible organization.
- Ensures local flexibility and local control while protecting the regional benefits of a coordinated system.