



Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, October 12, 2016
Time: 5 to 7 p.m.
Place: Metro Regional Center, Council Chamber

5:00 PM	1.	CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS	Tim Clark, Chair
	*	• Regional Leadership Forum #2 Recap	
5:15 PM	2.	CITIZEN COMMUNICATIONS	
5:20 PM	3.	COUNCIL UPDATE	Metro Council
5:30 PM	4.	MPAC MEMBER COMMUNICATIONS	
5:40 PM	5.	CONSENT AGENDA	
	*	• Consideration of September 14, 2016 Minutes	
	6.	INFORMATION/DISCUSSION ITEMS	
5: 45 PM	6.1	* Solid Waste Roadmap: Food Scraps Program Update	Matt Korot, Metro Jennifer Erickson, Metro
6:15 PM	6.2	* Metro Brownfield Program Update	Brian Harper, Metro
7:00 PM	7.	ADJOURN	

* Material included in the packet

Material will be provided at the meeting

Upcoming MPAC Meetings:

- Wednesday, October 26, 2016 - cancelled
- Wednesday, November 9, 2016
- Wednesday, December 14, 2016

For agenda and schedule information, please contact Nellie Papsdorf:
503-797-1916 or Nellie.Papsdorf@oregonmetro.gov.

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បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2016 MPAC Work Program

As of 10/05/16

*Items in italics are tentative; **bold** denotes required items*

<u>Wednesday, October 12, 2016</u> <ul style="list-style-type: none">• Regional Leadership Forum #2 Recap• Food Scraps Program Update (Jennifer Erickson, Metro; 30 min)• Metro Brownfield Project Update (Brian Harper, Metro; 45 min)	<u>Wednesday, October 26, 2016</u> – cancelled
<u>Wednesday, November 9, 2016</u> <ul style="list-style-type: none">• <i>2018 RTP: Project Update (Kim Ellis, Metro; 30 min)</i>• <i>2018 RTP: Background for Regional Leadership Forum #3 (Transforming Our Vision into Regional Priorities) (Kim Ellis, Metro; 30 min)</i>• <i>2018 RTP: Safety Strategies and Actions (Lake McTighe, Metro; 25 min)</i>• <i>2018 RTP: Draft Regional Transit Strategy (Jamie Snook, Metro; Stephan Lashbrook, SMART; Eric Hesse, TriMet; 40 min)</i>	<u>Wednesday, November 23, 2016</u> – cancelled <u>Dec. 2, 8am – 12pm (OCC): RTP Regional Leadership Forum #3 (Transforming Our Vision into Regional Priorities)</u>
<u>Wednesday, December 14, 2016</u> <ul style="list-style-type: none">• <i>Legislative Update (Randy Tucker, Metro; TBD)</i>	<u>Wednesday, December 28, 2016</u> – cancelled

Upcoming events:

- October 2017: RTP Regional Leadership Forum #4 (Drafting Our Shared Plan for the Region)
- June 2018: RTP Regional Leadership Forum #5 (Finalizing Our Shared Plan for the Region)

Parking Lot:

- Presentation on health & land use featuring local projects from around the region
- Greater Portland, Inc. update
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- Washington County Transportation Futures Study in January or February 2017
- Missing middle housing walking tour with Eli Spevak
- System development charges (SDCs)
- City of Portland inclusionary housing



Regional Leadership Forum 2 | Building the Future We Want | Oregon Convention Center, Portland OR | Sept. 23, 2016

The Metro Council convened MPAC, JPACT and community and business leaders to foster leadership and collaboration to address regional transportation challenges through the 2018 Regional Transportation Plan. Working together across interests and communities can help ensure every person and business in the Portland metropolitan region has access to safe, reliable, affordable and healthy ways to get around. Find out more at oregonmetro.gov/rtp.



Graphic recording of presentations and conversations heard at the Regional Leadership Forum 2, "Building the future we want," held on Sept. 23, 2016, at the Oregon Convention Center, Portland, OR. These illustrations were created by Darren Cools for Metro to support the 2018 Regional Transportation Plan. Find out more at oregonmetro.gov/rtp.



Graphic recording created by Darren Cools for Metro to support the 2018 Regional Transportation Plan. Find out more at oregonmetro.gov/rtp.





Metro | *Making a great place*

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

September 14, 2016

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Sam Chase
Tim Clark
Carlotta Collette
Betty Dominguez
Andy Duyck
Mark Gamba
Jeff Gudman
Jerry Hinton
Gordon Hovies
Dick Jones
Craig Prosser
Bob Stacey
Jerry Willey

AFFILIATION

Metro Council
City of Wood Village, Other Cities in Multnomah Co.
Metro Council
Citizen of Clackamas County
Washington County
City of Milwaukie, Other Cities in Clackamas Co.
City of Lake Oswego, Largest City in Clackamas Co.
City of Gresham, 2nd Largest City in Multnomah Co.
Tualatin Valley Fire & Rescue, Special Districts in Washington Co.
Oak Lodge Water District, Special Districts in Clackamas Co.
TriMet
Metro Council
City of Hillsboro, Largest City in Washington County

ALTERNATES PRESENT

John Griffiths
Emerald Bogue
Carrie MacLaren

AFFILIATION

Tualatin Hills Park & Recreation District, Special Districts in Washington Co.
Port of Portland
Oregon Department of Land Conservation and Development

OTHERS PRESENT: Adam Barber, Jennifer Donnelly, Kathryn Harrington, Zoe Monahan, Bill Peterson

STAFF: Ernest Hayes, Shaina Hobbs, Jeff Frkonja, Nellie Papsdorf, Ramona Perrault

1. CALL TO ORDER. SELF INTRODUCTIONS. CHAIR COMMUNICATIONS

MPAC Chair Tim Clark called the meeting to order at 5:05p.m. All attendees introduced themselves.

Councilor Bob Stacey gave an extended self introduction.

Chair Clark informed the committee that the second Regional Leadership Forum would be on Friday, September 23rd at the Oregon Convention Center. He noted that the opening speaker would be Cyreena Boston Ashby. He shared that there would be two panels at the forum: one to discuss technology's role in the future of the transportation system, and another to explore successful funding in other cities, such as Los Angeles and Seattle. He noted that the final forum of the year would take place on December 2nd.

2. CITIZEN COMMUNICATIONS

There were none.

3. COUNCIL UPDATE

- Councilor Sam Chase noted that there was an opening reception for Chehalem Ridge Nature Park on September 9th, at which Metro staff unveiled three design options. He added that there would be an open house for regional residents to share feedback before the Metro Council is expected to adopt a plan for the park in summer of 2017.
- Councilor Chase shared that Council President Hughes convened an Urban Growth Readiness Task Force in May of 2016. He informed MPAC that the Task Force would be meeting for the third time on September 21st and would be reviewing the concepts provided in the meeting packet.
- Chair Andy Duyck expressed concern that materials for the Urban Growth Readiness Task were released to MPAC before being reviewed by . He noted that materials have been released before being seen by the task force. Councilor Stacey noted that four of the councilors are not on the task force and have similar concerns. Mr. John Williams shared that MTAC is the technical committee that has been working on the Urban Growth Readiness Task Force.
- Councilor Chase shared that \$2.5 million of Metro's 2017-2019 Regional Travel Options grant applications were open and due by September 23rd, and any questions should be directed to Marne Duke at Metro.

4. MPAC MEMBER COMMUNICATION

There were none.

5. CONSENT AGENDA

- **Consideration of June 8, 2016 MPAC Minutes**
- **MTAC Member and Alternate Nominations**

MOTION: Councilor Jeff Gudman moved, and Mayor Mark Gamba seconded, to adopt the consent agenda.

ACTION: With all in favor, the motion passed.

6. ACTION ITEMS

6.1 Ordinance No. 16-1371, Growth Distribution Forecast Update

Chair Clark called on Mr. Jeff Frkonja, Metro staff, to share the Growth Distribution Forecast, which had been updated in accordance with feedback from the April 27, 2016 MPAC meeting.

Key elements of the presentation included:

- Mr. Jeff Frkonja explained that the 2040 Distributed Forecast directly informs transportation planning projects in the region, including the 2018 Regional Transportation Plan. He added that the forecast numbers, many of which were produced in joint effort with staff from other jurisdictions, can be used for jurisdictional transportation system plan (TSP) updates and other purposes.
- Mr. Frkonja noted that staff hoped to get Council through both the first and second read of the ordinance by October 6th, after MPAC's recommendation.
- He noted that after MPAC's feedback in May, Metro staff made the process for creating estimates clearer.
- Mr. Frkonja noted that the forecast was based on estimates of future infrastructure availability.

Member discussion included:

- Councilor Jeff Gudman asked whether the Traffic Analysis Zones (TAZ) were the same as they were five years ago for comparability purposes. Mr. Frkonja noted that the zones changed slightly with population growth.
- Mayor Willey shared that there were ongoing efforts to build housing in Hillsboro to encourage more Intel employees to move to Hillsboro.

MOTION: Mayor Willey moved, and Mr. Gordon Hovies seconded, to recommend the adoption of the Growth Distribution Forecast by the Metro Council.

ACTION: With all in favor, the motion passed.

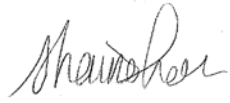
ADJOURN

Closing remarks of MPAC members included:

- Mayor Willey shared that the Washington County Transportation Futures Study was near completion and added that staff would be glad to give presentation to MPAC once completed.
- Mayor Gamba recommended a discussion of the effects of system development charges (SDC) on housing affordability in the region. Councilor Bob Stacey noted that it would be valuable for the City of Portland to discuss its process for developing an inclusionary zoning program at MPAC.
- Councilor Carlotta Collette shared that the grantees of Metro's Equitable housing planning and development grants would be announced soon and added that it might be good regional opportunity to address SDCs.
- Washington County Chair Andy Duyck shared that jurisdictions should consider paying the costs of SDCs in order to encourage more affordable development, rather than waive them completely.

MPAC Chair Tim Clark adjourned the meeting at 6:09 p.m.

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Shaina Hobbs".

Shaina Hobbs
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 14, 2016

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
N/A	Handout	September 2016	September Metro Hotsheet	091416m-01

MPAC Worksheet

Agenda Item Title Solid Waste Roadmap: Food Scraps Program Update

Presenter: Jennifer Erickson & Matt Korot, Property & Environmental Services Department

Contact for this worksheet/presentation: Jennifer Erickson, ext. 1647

Purpose/Objective

Update MPAC on the program since we last presented to them (April) and introduce the policy options staff will be discussing with the Metro Council at their Work Session on October 25.

Inform them of our ongoing work and future coordination with their staff as the project moves forward.

Action Requested/Outcome

Primarily this is information only, but we would like to hear MPAC's thoughts on the policy options staff will bring forward for Metro Council discussion and direction.

What has changed since MPAC last considered this issue/item?

In April, staff gave MPAC a broad overview of the Food Scraps Program and its importance in relation to the other Solid Waste Roadmap projects underway. MPAC asked staff to return for an update once policy options were further developed. Staff is preparing to take policy options to the Metro Council on October 25, and is returning to MPAC to share these options and get the committee's feedback and answer questions.

What packet material do you plan to include?

None. There will be a presentation/overview at the meeting, but no advance materials.

MPAC Worksheet

Agenda Item Title Metro Brownfield Program Update

Presenter: Brian Harper

Contact for this worksheet/presentation: Brian Harper, ext. 1833, brian.harper@oregonmetro.gov

Purpose/Objective

To give MPAC Members an informational update on the state of Metro's current Brownfield Program. Staff will update MPAC members on the status of the Oregon Brownfield Coalition, an organization of over 50 public, private, and non-profit members dedicated to addressing brownfield contamination through policy changes and implementation. Staff will highlight the successes of the Coalition, specifically the two new brownfield tools that are now available to local jurisdictions throughout the state. Additionally, Metro, in partnership with Clackamas County and Oregon City, was recently awarded a \$600,000 EPA Coalition Assessment Grant for a 9-mile stretch of the McLoughlin Corridor. Staff will update members on the status of the grant implementation.

Action Requested/Outcome

No action is necessary. This is an informational presentation to MPAC.

What has changed since MPAC last considered this issue/item?

Metro has helped form (and currently convenes) the Oregon Brownfield Coalition and has obtained a \$600,000 EPA Grant with our partners, Clackamas County and Oregon City.

What packet material do you plan to include?

Oregon Brownfield Coalition factsheet

Oregon Brownfield Coalition Fact Sheet

Every brownfield is different, which makes it critical to have a range of tools to solve Oregon's brownfield challenge. The Oregon Brownfield Coalition is a group of over 50 public, private, and non-profit organizations, formed in 2014, and dedicated to finding solutions to the statewide problem of brownfield contamination. The Oregon Brownfield Coalition has approached the creation of new tools through legislative proposals that attempt to address brownfields remediation and clean-up in Oregon. The Coalition successfully advocated for bills in the Oregon Legislature and supported other successful bills introduced by outside parties.

2015: Coalition proposes the creation of land bank authority in Oregon.

The Coalition introduced a bill asking the Oregon Legislature to authorize enabling legislation allowing local jurisdictions to create a public authority that can acquire, hold, manage and transfer property to new owners. Land banks aim to return brownfield sites neglected by the open market back into productive use. They do this by:

- acquiring titles to contaminated, vacant, or blighted properties
- facilitating remediation and/or site improvements to eliminate barriers to redevelopment
- transferring properties to owners who will develop the property in a way that supports community priorities

A land bank works in cooperation with local governments, non-profits, community organizations, lenders, and property developers to leverage available resources to clean up contaminated properties.

During the 2015 Legislative Session, the Oregon Brownfield Coalition also supported the successful recapitalization of the State Brownfield Fund in the amount of \$7 million dollars.

Current Action: A subset of the coalition is working on creating a tool box of resources for local jurisdictions to utilize in creating their own land bank authorities.

2016: Coalition supports legislative effort to create a local tax abatement program.

Introduced by two State Representatives, and sponsored by several more, this tax abatement bill is based on one introduced by the Coalition in 2015. Slimmed down and tailored to work with a variety of local jurisdictions, this tool allows cities to initiate a property tax incentive for specified improvements related to cleanup and redevelopment of brownfield properties. The abatement can offset risks and costs of brownfield cleanup, especially for sites that would otherwise remain polluted. Abatements can:

- be targeted to specific reinvestment areas
- have a set of conditions attached for participation
- be enacted at the discretion of the local jurisdiction
- offer a new benefit to non-profit development organizations

A tax abatement program for brownfields would focus on work done to assess a property's current contamination and for any cleanup done by the owner. Additionally, any redevelopment done on the property would also be eligible for the abatement program.

Local jurisdictions will now be allowed to develop their programs in ways that meet their local needs, with the option to offer local abatement bonuses that make the most sense to their community. For some, that might mean a focus on affordable housing, new parks, or health care facilities.

Current Action: *A subset of the coalition is working on creating a tool box of resources for local jurisdictions to utilize in creating their own tax abatement programs.*

2017: Coalition to explore new policy tools to incentivize cleanups

A brownfield tax credit would allow property owners and developers to reduce income taxes by a percentage of the documented qualifying costs of brownfield cleanup. This incentive can help offset risks and costs of brownfield cleanup, especially for sites that would otherwise remain polluted. The tax credit can:

- apply to prospective purchasers or non-responsible owners (public, private, non-profit)
- have an annual program cap
- require property owners to be enrolled in a DEQ cleanup program
- require a contribution of cleanup costs from the owner

A tax credit program for brownfields would focus on any work done to assess and cleanup properties, including assessment, demolition, cleanup, and disposal.

How would a tax credit benefit Oregon communities? A tax credit would give a statewide incentive to property owners and developers that might not explore development on known brownfields. The credit could tilt the development feasibility of key industrial and employment sites, as well as town center and main street redevelopment opportunities statewide. Similar tax credits in other states have created thousands of jobs with relatively little state investment.

Current Action: *The Coalition is exploring the option of a tax credit study through a study with the assistance of the State Budget Office to inform a more detailed conversation during the 2017 Legislative Session.*



October hotsheet

Parks and nature

Metro's parks and natural areas preserve more than 17,000 acres of our region for recreational enjoyment and environmental protection. Supported through voter-approved bond measures and a 2013 property tax levy, Metro's parks and natural areas attract hundreds of thousands of visitors from around our region.

Metro has released three draft concept plans for the **Chehalem Ridge Nature Park** south of Forest Grove. The drafts include proposals for trails, parking lots, access points, park uses and restoration priorities. Feedback on the drafts will be used to help Metro put together a final proposed plan for the park. A public tour of Chehalem Ridge is scheduled for Oct. 8. A preferred alternative is scheduled to be released in December, and the Metro Council is expected to decide on a plan for the park in 2017. Contact: Karen Vitkay, 503,797-1874.

Restoration work continues at **River Island Natural Area**, a former gravel mine on the Clackamas River near Barton in Clackamas County. Newly installed large logjams shore up the riverbank, and gravel helps to rebuild the floodplain. The logjams will increase the complexity and roughness of the floodplain, allowing it to slow floodwaters and capture nutrients and sediments. The piles of logs also provide shelter for fish, birds, amphibians and mammals. Metro leadership is scheduled to tour the site in November. Contact: Brian Vaughn, 503-797-1919.

The Metro Council has awarded \$205,000 in **restoration and community stewardship grants** to eight Portland-area nature groups. The grants support local organizations with projects that preserve and restore fish and wildlife habitats, improve water quality and connect people with nature. The grants are paid for by the parks and natural areas levy that was approved by voters in 2013. The projects supported by the grants range from creating a green space in Hillsboro to improving pollinator habitat in Wilsonville and increasing shade in the Johnson Creek watershed to nature education programs across greater Portland. Contact: Heather Nelson Kent: 503-797-1739.

Waste reduction and management

Metro manages the Portland region's garbage, recycling and compost systems, and encourages residents and businesses to make the most of what they don't want.

Metro's **food scraps recovery project** is looking at ways to turn food scraps into useful products, create energy and support agriculture. The Metro Council has directed staff to find ways to increase recovery of food scraps. Some options will be presented by Metro staff at MPAC on Oct. 12 and at a Metro Council work session on Oct. 25. Contact: Ken Ray, 503-797-1508.

Land use and transportation

Working together, our region can reduce traffic, improve our economy and maintain what make this region a great place. Metro works with 24 cities and 3 counties to protect local values and preserve our region's farms and forests.

Regional Flexible Funds: From Oct. 7 through Nov. 7, residents across the region are being asked to help decide how \$33 million in federal transportation dollars will be spent to improve walking, biking and moving freight. An online comment map and project applications will be available on Metro's website. A Metro Council public hearing is scheduled for 5 p.m. Oct. 27. Contact: Cliff Higgins, 503-797-1932.

Metro's **Regional Snapshots** program releases its fifth installment on Oct. 18. The website will focus on housing affordability trends and opportunities in greater Portland, and can be found through Metro's homepage. Contact: Craig Beebe, 503-797-1584.

The **Southwest Corridor Plan** wrapped up a 30-day scoping period for federal environmental review of a proposed light rail line between Portland State University and Bridgeport Village on Oct. 3. Based in part on comments received, the project steering committee will meet this autumn to decide what will be studied in the review, which is expected to take 12-15 months. Contact: Eryn Kehe, 503-797-1881.

Metro's **Transit-Oriented Development Program** marks the opening of La Scala, a new mixed-use development in Beaverton's Old Town on Oct. 13. A partnership between RKM Development, the Beaverton and Metro, the development will provide 44 apartments and 5,000 square feet of retail space near multiple transit options in central Beaverton. The project shares a pedestrian plaza with The Barcelona, a 47-unit affordable housing project on the same block. Contact: Jon Williams, 503-797-1931.

Metro's 2017-19 **Regional Travel Options grants** closed an application period on Sept. 23 for \$2.5 million to support that help connect the region's residents with more options for getting around. Twenty jurisdictions, non-profits and educational institutions applied for grants. An evaluation committee will now review and score the applications, with results announced during the week of Oct. 31. The grants will be finalized in November. Funds come from the 2017-2019 regional flexible funds allocation. Contact: Marne Duke, 503-797-1551.



Oregon Brownfields Coalition

ORGANIZATIONAL COALITION MEMBERS AS OF OCTOBER 2016

ASSOCIATION OF OREGON COUNTIES
LEAGUE OF OREGON CITIES
OREGON PUBLIC PORTS ASSOCIATION
CITIES OF BEAVERTON, BEND, EUGENE,
LINCOLN CITY, PORTLAND, SALEM,
SPRINGFIELD AND TIGARD
CLACKAMAS COUNTY
MULTNOMAH COUNTY
WASHINGTON COUNTY
METRO
PORT OF PORTLAND
BUSINESS OREGON
OREGON DEPT. OF ENVIRONMENTAL
QUALITY
OREGON HEALTH AUTHORITY
REGIONAL SOLUTIONS CENTER
US EPA
1000 FRIENDS OF OREGON
AUDUBON SOCIETY OF PORTLAND
BEYOND TOXICS
COMMUNITY HOUSING FUND
GROUNDWORK PORTLAND
NEIGHBORHOOD PARTNERSHIPS
OREGON ENVIRONMENTAL JUSTICE
TASK FORCE
OREGON OPPORTUNITY NETWORK
UPSTREAM PUBLIC HEALTH
VERDE
ASSOCIATED OREGON INDUSTRIES
COLUMBIA CORRIDOR ASSOCIATION
NORTHWEST ENVIRONMENTAL
BUSINESS COUNCIL
OREGON BUSINESS ASSOCIATION
OREGON ECONOMIC DEVELOPMENT
ASSOCIATION
OREGON STATE BUILDING &
CONSTRUCTION TRADES COUNCIL
OREGON STATE CHAMBER OF
COMMERCE
INTERNATIONAL COUNCIL OF
SHOPPING CENTERS
CLACKAMAS COUNTY BUSINESS
ALLIANCE
PORTLAND BUSINESS ALLIANCE
WESTSIDE ECONOMIC ALLIANCE
PORTLAND STATE UNIVERSITY

BROWNFIELDS: POLLUTED SITES, NEW HOPE

Oregon is burdened by thousands of polluted sites called brownfields. Ranging in size from large factory sites to small former gas stations and dry cleaners, over 13,000 brownfields are scattered throughout the state – only 35 percent of which have been assessed or cleaned up.

Nearly every Oregonian has a brownfield in their community. They are the vacant lots we drive by daily, the piles of polluted dirt behind rusting chain link fences, the abandoned storefronts blighting our main streets.

Brownfields must be cleaned up before they can be reused for jobs, housing and other community needs. However, cleanup is expensive. Current owners and potential developers are required to pay, even though the original polluters may have gone bankrupt, been acquired by other companies or disappeared. Landowners interested in cleanup often face a time-consuming and expensive maze of permits, regulations and inspections. Many landowners and developers steer clear of known or potential brownfields because the costs and risks are too high to justify action.

Government action to help get brownfields cleaned up could unlock billions of dollars of economic activity. The state's small Brownfields Redevelopment Fund has helped create \$2.3 billion in economic activity with relatively minimal investment. But so far the fund has barely scratched the surface of Oregon's brownfield challenge.

OREGON BROWNFIELD COALITION

Every brownfield is different, which makes it critical to have a range of tools to solve Oregon's brownfield challenge. Formed in 2014, the Oregon Brownfield Coalition is a group of over 50 public, private, and non-profit organizations dedicated to finding solutions to the statewide problem of brownfield contamination. The Coalition has approached the creation of new tools through legislative proposals that attempt to address brownfields remediation and clean-up in Oregon. The Coalition successfully advocated for bills in the Oregon Legislature and supported other successful bills introduced by outside parties

**IF YOU OR YOUR JURISDICTION IS INTERESTED IN UTILIZING
OR LEARNING MORE ABOUT THESE TOOLS, PLEASE CONNECT
WITH US FOR MORE INFORMATION.**

CONTACT

Brian Harper
503-797-1833
oregonmetro.gov/brownfields



OREGON BROWNFIELD COALITION SUCCESSES

2015: Coalition proposes the creation of land bank authority in Oregon

The Coalition introduced a bill asking the Oregon Legislature to authorize enabling legislation allowing local jurisdictions to create a public authority that can acquire, hold, manage and transfer property to new owners. Land banks aim to return brownfield sites neglected by the open market back into productive use. They do this by:

- acquiring titles to contaminated, vacant, or blighted properties
- facilitating remediation and/or site improvements to eliminate barriers to redevelopment
- transferring properties to owners who will develop the property in a way that supports community priorities.

A land bank works in cooperation with local governments, non-profits, community organizations, lenders, and property developers to leverage available resources to clean up contaminated properties. During the 2015 Legislative session, the Coalition also supported the successful recapitalization of the State Brownfield Fund in the amount of \$7 million.

CURRENT ACTION: A subset of the coalition is creating a tool box of resources for local jurisdictions to utilize in implementing their own land bank authorities.

2016: Coalition supports legislative effort to create a local tax abatement program

Introduced by two State Representatives, and sponsored by several more, this tax abatement bill is based on one introduced by the Coalition in 2015. Slimmed down and tailored to work with a variety of local jurisdictions, this tool allows cities to initiate a property tax incentive for specified improvements related to cleanup and redevelopment of brownfield properties. The abatement can offset risks and costs of brownfield cleanup, especially for sites that would otherwise remain polluted. Abatements can:

- be targeted to specific reinvestment areas
- have a set of conditions attached for participation
- be enacted at the discretion of the local jurisdiction
- offer a new benefit to non-profit development organizations

Local jurisdictions will now be allowed to develop their programs in ways that meet their local needs, with the option to offer local abatement bonuses that make the most sense to their community. For some, that might mean a focus on affordable housing, new parks, or health care facilities.

CURRENT ACTION: A subset of the coalition is creating a tool box of resources for local jurisdictions to utilize in implementing their own tax abatement programs.

2017: Coalition to explore new policy tools to incentivize cleanups

A brownfield tax credit would allow property owners and developers to reduce income taxes by a percentage of the documented qualifying costs of brownfield cleanup. This incentive can help offset risks and costs of brownfield cleanup, especially for sites that would otherwise remain polluted. The tax credit can:

- apply to prospective purchasers or non-responsible owners (public, private, non-profit)
- have an annual program cap
- require property owners to be enrolled in a DEQ cleanup program
- require a contribution of cleanup costs from the owner

A tax credit program for brownfields would focus on any work done to assess and cleanup properties, including assessment, demolition, cleanup, and disposal. It would give a statewide incentive to property owners and developers that might not explore development on known brownfields. The credit could tilt the development feasibility of key industrial and employment sites, as well as town center and main street redevelopment opportunities statewide. Similar tax credits in other state have created thousands of jobs with relatively little state investment.

CURRENT ACTION: The Coalition is exploring the option of a tax credit study with the assistance of the State Budget Office to inform a more detailed conversation during the 2017 Legislative Session.