



600 NE Grand Ave.
Portland, OR 97232-2736

Council work session agenda

Tuesday, November 22, 2016

2:00 PM

Metro Regional Center, Council Chamber

2:00 Call to Order and Roll Call

2:05 Chief Operating Officer Communication

Work Session Topics:

2:10 Community Partnership Update

[16-0072](#)

Presenter(s): Becca Uherbelau, Metro
Patty Unfred, Metro

Attachments: [Work Session Worksheet](#)

2:40 2017 State Legislative Agenda

[16-0038](#)

Presenter(s): Randy Tucker, Metro

Attachments: [Work Session Worksheet](#)

[Brownfields 2017](#)

[Clean Diesel 2017](#)

[EPR for HHW 2017](#)

[Industrial Site Readiness 2017](#)

3:40 Councilor Communication

4:00 Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។

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COMMUNITY PARTNERSHIP UPDATE

Metro Council Work Session
Tuesday, November 22, 2016
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: November 22, 2016

LENGTH: 30 mins

PRESENTATION TITLE: Community Partnership Update

DEPARTMENT: Communications and DEI

PRESENTER(S): Becca Uherbelau, becca.uherbelau@oregonmetro.gov, 503-797-1714; Patty Unfred, DEI, patty.unfred@oregonmetro.gov, 503-797-1685

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: To provide an update to and receive feedback from Council on the development of program and policy for Metro's financial partnerships with community based organizations.
- Outcome: Shared understanding of direction and implementation of the agency-wide pilot partnership program.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

As a long range planning agency, Metro has historically sought to engage experts, stakeholders and the broader community to help guide, inform and improve our work, projects, policies, programs and plans. With guidance provided by the Equity Strategy, Metro seeks to develop and strengthen meaningful, long-term relationships with communities through co-created partnerships that provide mutual benefit – including helping build capacity and opportunities for community organizations to help inform Metro decisions.

Over the past few years, a group of Metro staff have been meeting to better coordinate existing financial partnerships with community based organizations (CBO) among departments and programs. Through this coordination process, it has become apparent that there are additional opportunities for agency-wide community partnerships with Metro as well as project, program area, department-specific agreements.

At the same time, we learned through the engagement process to inform the Equity Strategy that CBOs are overburdened by Metro's procurement process and undervalued for the experience and knowledge about their communities they bring to the engagement process as partners. Additionally, there are efficiencies – both for Metro and the community – in developing agency-wide and department-specific partnerships. One partnership/contract can serve multiple programs across the agency and help advance both program and agency goals, as well as achieve the goals of the community partner.

In 2016, Metro's Chief Operating Officer convened a group of Metro staff, identified as the Community Partnership Coordination Team (CPCT) to develop a responsive and streamlined process for entering into agency-wide and department-specific financial partnerships with CBOs.

Staff will discuss with Council a pilot an approach to agency-wide partnerships with CBOs in order to support the five goals of our Strategic Plan to Advance Equity, Diversity and Inclusion. During the pilot program, those goals include Goal B: Metro meaningfully engages communities of color and Goal C: Metro hires, trains and promotes a racially diverse workforce.

Additionally, the team will be bringing a resolution to council in December asking for its approval of a special procurement process to help facilitate successful partnerships with CBOs to advance the goals for Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion.

QUESTIONS FOR COUNCIL CONSIDERATION

- Is the purpose and direction of the agency-wide pilot partnership program clear?
- What would Council like to see as outcomes or program elements of these agency-wide pilot partnerships?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today?

2017 STATE LEGISLATIVE AGENDA

Metro Council Work Session
Tuesday, November 22, 2016
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: November 22, 2016 **TIME:** 2:45 PM **LENGTH:** 60 minutes

PRESENTATION TITLE: 2017 State Legislative Agenda

DEPARTMENT: Government Affairs and Policy Development

PRESENTER(S): Randy Tucker, (503) 797-1512, randy.tucker@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** This work session is the second opportunity to discuss the 2017 legislative session and the Metro Council's objectives for the session. Four concepts will be presented today; additional concepts will be presented at a subsequent work session.
- **Outcome:** The Council may wish to further discuss specific legislative concepts or principles or direct staff to develop additional concepts.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Preparations are under way for the 2017 legislative session, which convenes in January but starts in earnest in February. The Council is aware of the extensive work being undertaken by many parties to develop a transportation package to propose to the Legislature; this has been discussed at a previous work session August 30, and will be discussed again in the future. Today's work session is for the purpose of continuing the conversation on other potential 2017 issues.

The deadline for requesting drafts of legislation for pre-session filing was in September. Staff has submitted a number of concepts for drafting in order to meet this deadline, pending Council's input about whether to pursue these concepts. Some of those concepts will be discussed in this work session; others will be described in separate issue sheets and discussed at a subsequent work session.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does the Council wish to endorse the concepts to be presented today?
- Are there other topics on which the Council would like to adopt legislative positions?
- Does the Council wish to make changes to the Legislative Principles that guide the actions of staff on issues that may arise during the 2017 session?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? Legislative issue sheets

METRO
2016 LEGISLATIVE ISSUE IDENTIFICATION

Department: GAPD

Date: November 7, 2016

Person completing form: Randy Tucker

Phone: x1512

ISSUE: Policy and funding tools to advance brownfield cleanup and redevelopment

BACKGROUND: Thousands of properties around Oregon are vacant or underutilized because of known or perceived environmental contamination. These brownfield properties can be found in virtually every city and county but are disproportionately located in the Portland region. They constitute unrealized assets with the potential to help communities meet multiple goals relating to livability, economic development, environmental protection, equity, and efficient use of land and existing infrastructure. At the local level, these vacant and underutilized properties undermine neighborhood livability and can threaten human health and environmental quality. Redeveloping these sites enables local governments to generate greater tax revenues due to the increased value of the redeveloped and neighboring properties.

In 2014, Metro led the creation of the Brownfields Coalition, a group that grew to include over 40 public, private and community organizations seeking solutions to the problems associated with brownfields. The coalition adopted a four-part legislative agenda for 2015 that included recapitalization of the state's Brownfield Redevelopment Fund (BRF), the establishment of a state brownfields tax credit, and legislation authorizing the creation of local brownfield land banks and local property tax incentives for brownfield cleanup and redevelopment.

In 2015, the Coalition's support was critical to the Legislature's decision to provide \$7 million to recapitalize the BRF. The Legislature also passed HB 2734, which authorized the creation of local brownfield land banks. In 2016, the Legislature passed HB 4084, which authorized local governments to enact property tax incentives for brownfield cleanup and redevelopment. So in two sessions, the Coalition achieved three of its four initial objectives.

Coalition members were aware from the beginning that enacting a tax credit was a bigger political lift, given that it requires state resources and given the difficult environment for tax credits in general. We introduced a tax credit bill, HB 2289, in 2015; the Coalition had a chance to air the issues but never expected to pass that bill and focused its efforts on the other items on its agenda.

In 2016, the Coalition decided to pursue legislation creating a task force to study a brownfield tax credit, rather than actually asking for the creation of a tax credit. However, our legislative sponsor recommended instead that we ask the Legislative Revenue Office to study a brownfields tax credit in its interim work plan. That work has been completed and will provide useful background to any future efforts.

The Brownfields Coalition has a committee that is examining other possible legislation, but so far no specific recommendations are forthcoming, and most concepts under consideration are in the category of technical fixes rather than the creation of significant new policy and funding tools.

RECOMMENDATION: Introduce 2017 legislation to create a state tax credit for brownfield cleanup and redevelopment. This legislation will provide the framework for the Coalition to continue to advance this concept even if the political and budgetary climate is not conducive to its enactment in 2017.

Consider introducing or supporting other brownfield legislation pursuant to the recommendations of the Brownfields Coalition.

LEGISLATIVE HISTORY: As noted above, the Brownfields Coalition pursued legislation on this topic in 2015 and 2016.

OTHER INTERESTED PARTIES: Members of the Brownfields Coalition, who include business organizations, local governments, and environmental and community groups.

IMPACT IF PROPOSED ACTION OCCURS: A brownfields tax credit would provide incentives for the cleanup and redevelopment of brownfield properties, which in turn will lead to job creation and increased tax revenues at the local and state levels, in addition to the environmental and social benefits of eliminating contamination. In the Portland metropolitan region, brownfield cleanup can result in more land with existing infrastructure being available for productive urban uses within the existing urban growth boundary. Reports produced for Metro and Portland have shown that a brownfields tax credit is likely to generate positive financial return on public investment within a short time frame (1-5 years).

METRO
2017 LEGISLATIVE ISSUE IDENTIFICATION

Department: Property & Environmental Services

Date: Nov. 9, 2016

Person completing form: Scott Klag

Phone: x1665

ISSUE: Clean Diesel

BACKGROUND: The health and environmental effects of diesel emissions have been the subject of extensive research throughout the world. Health experts have concluded that diesel exhaust is a known human carcinogen at exposure levels seen in many parts of Oregon and particularly the Portland metropolitan region. These levels of exposure can also lead to increased risk of cardiovascular and respiratory diseases, especially in children and the elderly. Diesel emissions also include black carbon, which is a potent contributor to climate change.

The Oregon Department of Environmental Quality estimates the annual health and environmental impacts in Oregon associated with emissions from highway, non-road (e.g., construction equipment), marine and locomotive diesel vehicles to be as high as 460 premature deaths per year with annual costs from exposure at \$3.5 billion.¹ While U.S. emissions standards for diesel engines have been tightened dramatically over the last 20 years, diesel engines have a long life that can be extended even more by rebuilding these engines. The current projected rate of turnover to new engines likely means that the benefits from these tighter standards will not be fully realized within Oregon for 20 years or more.

The federal Diesel Emissions Reduction Act (DERA) of 2005 provided funds for projects in Oregon for several years. In the decade after DERA's passage, there were a number of efforts in Oregon to increase the rate of adoption of clean diesel and alternative fuels. However, by 2014 DERA funds had diminished and sufficient state funds have not been made available to address the scope of the problem.

Reducing greenhouse gases and diesel particulate emissions is a goal of Metro's Regional Solid Waste Management Plan (RSWMP) and Regional Transportation Plan (RTP). Our Climate Smart strategy also calls for reducing emissions from all transportation sources, including diesel. Over the past several years, Metro has undertaken multiple efforts to reduce diesel emissions including: requiring trucks with best available emission technology for long-hauling the region's garbage to the landfill in Gilliam County; implemented and provided funds for a program to retrofit 119 of the most polluting garbage trucks in the Metro area; and working with a wide range of partners to address barriers to the conversion of diesel truck fleets to CNG.

Legislation is expected to be introduced in 2017 that will address issues covered in previously introduced legislation (SB 824, 2015). Provisions are expected to include:

- **Increase the use of clean diesel on public contracts:** Establish requirements that 1% of contracts be reserved for that purpose; or, alternatively, establish minimum clean diesel specifications in public contracts. Metro is currently participating in a project looking at “best practices” nationwide for clean diesel contract specifications and applying them in local pilot projects.
- **Establish emission requirements and provide incentives to reduce emissions from both on road and non-road diesel engines:** Through a combination of new state rules and funding mechanisms, reduce the number of older diesel engines, focusing on priorities such as vulnerable populations (e.g., children on school buses).
- **Establish a non-road diesel registration program:** The program would provide needed information about the scope of the non-road diesel issue. The 2015 legislation required registration of diesel engines of 25 horsepower or more not designed to power a vehicle on a public highway, with the exception of farm vehicles.
- **Repeal state preemption of local regulation of idling:** The legislation would repeal a law that prohibits a city, county or other local government from regulating idling of primary engines in commercial vehicles.

RECOMMENDATION: Support through testimony, letters and similar means.

LEGISLATIVE HISTORY: In August 2014, DEQ floated a legislative concept requiring that clean diesel engines be used on public works projects. No legislation went forward, but the proposal helped initiate a larger dialogue. Two bills were subsequently introduced in the 2015 session (HB 3310 and SB 824). While neither bill passed, their introduction did lead to a stakeholder work group led by Senator Michael Dembrow.

OTHER INTERESTED PARTIES: Sen. Dembrow’s workgroup includes several legislators and elected local government representatives including Councilor Sam Chase. Participants also include industry and union associations (Associated General Contractors, Oregon Trucking Associations, Associated Oregon Loggers, Oregon Farm Bureau, Oregon State Building & Construction Trades Council and Operating Engineers); several companies potentially impacted by the legislation; and public interest groups (Oregon Nurses Association, Oregon Environmental Council, OPAL and Neighbors for Clean Air).

IMPACT IF PROPOSED ACTION OCCURS:

- Supports Metro’s desired outcomes for successful communities, including clean air and water and that the region is a leader in minimizing contributions to climate change.
- Supports Metro’s 2014 Climate Smart strategy and Regional Transportation Plan.
- Supports the improving the sustainability of our regional solid waste system through reducing the impact of solid waste garbage and recycling vehicles.

ⁱ <http://www.deq.state.or.us/aq/diesel/docs/DieselEffectsReport.pdf>

METRO
2017 LEGISLATIVE ISSUE IDENTIFICATION

Department: Property & Environmental Services

Date: Nov. 7, 2016

Person completing form: Jim Quinn, Scott Klag

Phone: x1665

ISSUE: Producer Responsibility for Household Hazardous Waste

BACKGROUND: Household hazardous waste (HHW) is a term applied to products many of us have sitting in our garages, basements or other storage areas that need special handling and disposal. Examples include: flammable products including solvents; home and garden products containing herbicides or pesticides; and highly corrosive or reactive products like oven cleaners and pool chemicals. If these products are not properly managed, they pose risks to children from poisonings, to solid waste workers on collection routes and at disposal facilities from chemical reactions or releases, and to the environment from spills or through other pathways.

State policy (ORS 459.411) finds that “it is in the interest of public health, safety and the environment” to provide safe and environmentally sound alternatives to disposing of such wastes in the solid waste stream or sewage facilities, and that individuals and small business should have more opportunities and options for collection of their hazardous wastes.

Across the state, local governments and the State of Oregon have developed and funded collection services to help their residents properly dispose of these wastes. However, resources are limited and not all wastes are being collected. The financial burden on solid waste ratepayers to provide these services is already significant; expanding service levels is not really an option. Some portions of the state have very little collection service.

In 2015, Metro developed legislation to initiate a discussion about establishing a statewide producer responsibility program for household hazardous waste (HHW). An informational hearing was held during the 2015 session to introduce the concept to legislators. Since then Metro has undertaken a stakeholder process to discuss and improve this proposal.

Under product stewardship, the makers of products share in taking responsibility for their products’ leftovers to prevent harm to human health and to protect the environment. Product stewardship programs in Oregon for electronic waste and paint have been very beneficial for Oregon residents.

Metro and many other state and local governments have shown that providing convenient access to HHW services is an essential element of HHW collection. It is easy to buy these products and it should be convenient to properly dispose of them. A product stewardship program will make it easier for people to do the right thing.

RECOMMENDATION: Advance legislation requiring producers who sell HHW products into the state to ensure there is a program for their products' end-of-life collection and environmentally sound management. Covered products would include those most appropriately collected at DEQ permitted facilities and HHW collection events of the sort Metro provides (see examples above). The legislation would not cover products that can be safely collected at retail locations (e.g., household batteries; compact fluorescent lamps; pharmaceuticals; sharps).

The legislation would establish collection convenience and performance standards for the stewardship programs, building on existing facility and collection services already being provided by local governments and the state. Unlike the paint program, there would not be a state "fee assessment" that may be visible on a consumer's receipt; manufacturers' costs under the program would be included like other costs of doing business in the price paid by the consumer.

LEGISLATIVE HISTORY: The 2015 bill (HB 3251-1) provided a good platform for discussion with stakeholders. This continues to be the first proposal of this type to cover HHW introduced in the United States. Other states are watching Oregon's proposal with great interest. Multiple programs like this are operating in Canada, including in British Columbia, Manitoba and Ontario.

OTHER INTERESTED PARTIES: The stakeholder process has engaged a wide range of parties including: our solid waste and material management partners – DEQ, local governments, solid waste industry (AOR, AOC, LOC, ORRA); a number of manufacturer and trade groups (e.g., American Chemistry Council, Oregonians for Food and Shelter, Consumer Specialty Products Association); and environmental interests (OEC). While this process has resulted in some proposed changes to the concept that would benefit HHW producers and other businesses, manufacturers continue to have concerns about the proposed legislation.

IMPACT IF PROPOSED ACTION OCCURS: Existing producer responsibility legislation for the most common product brought to our HHW services – paint – is saving Metro ratepayers over \$1 million annually. Staff estimates that up to another \$2 million might be saved annually with a producer responsibility program that covers the broader range of other HHW products we receive at our facilities. Other impacts:

- Supports the Metro Council's legislative principles and the Regional Solid Waste Management Plan's promotion of product stewardship to shift responsibility for managing product costs and impacts "upstream" to manufacturers.
- Assists Metro in preserving natural resources and protecting the environment.
- Help finance the cost of managing HHW at Metro facilities.
- Provides an opportunity to promote greater equity in the provision of HHW across the region and state.

METRO
2017 LEGISLATIVE ISSUE IDENTIFICATION

Department: GAPD

Date: November 9, 2016

Person completing form: Randy Tucker

Phone: x1512

ISSUE: Industrial Site Readiness

BACKGROUND: In 2011, Metro joined with public and private sector partners to complete a comprehensive review of the market-readiness of the Portland region's inventory of industrial sites of 25 acres or more. The goal of this project was to better understand and identify the challenges to the development of larger industrial sites in our region and the costs of making these sites ready to provide traded-sector jobs.

The study found that our region has many places where high-paying manufacturing and other traded-sector jobs can grow, but these sites often require investment to make them ready for new employers to develop. These investments and actions include regulatory approvals (permitting, mitigation), infrastructure (sewer, water, transportation, fill), site aggregation, brownfield cleanup, and state/local actions (land division, rezoning, annexation).

Another key finding was that the biggest public beneficiary when these lands are brought into productive traded-sector use is the state general fund, through increased personal income tax revenues. This finding suggested that the state has an interest in providing up-front financing for site preparation when landowners and local governments are otherwise unable to address the constraints that prevent the land from being market-ready.

This study became the impetus for the passage in 2013 of Senate Bill 246, which authorized Business Oregon to provide either reimbursement or partially forgivable loans to local project sponsors to support investments that could overcome constraints and make industrial sites market ready. However, funding was not provided to implement SB 246 (beyond rulemaking).

The coalition that supported SB 246 tried again in 2015 to obtain funding and was again unsuccessful. Following that session, we began to meet with coalition partners and Business Oregon to identify barriers and next steps. The result of those meetings was an understanding that certain flaws in SB 246 needed to be rectified before the next funding request.

We have worked with that coalition on proposed legislation to streamline the eligibility for participation in the program, ease reporting and other requirements on employers without undermining the program's intent, and clean up definitions and needless complexity.

RECOMMENDATION:

Metro should support changes to SB 246 to make the statute more workable and effective, as well as efforts to provide funding to implement it.

LEGISLATIVE HISTORY:

See above. There have been many previous efforts over the last decade to address various issues related to the availability and readiness of industrial land; the most recent was SB 766 from 2011, which established a state program for identifying regionally significant industrial areas and streamlining the permitting process for those areas. Other past efforts include legislation promoted unsuccessfully by the City of Gresham (and supported by Metro) to establish a revolving loan fund to provide up-front financing for infrastructure needed to make land ready for development.

OTHER INTERESTED PARTIES:

The original project partners for the 2011 survey of large sites in the region were the Portland Business Alliance, the Port of Portland, the Oregon chapter of NAIOP, and Business Oregon. Other interested parties include business groups like the Oregon Business Council and the Oregon Economic Development Association; local jurisdictions; land use interest groups like 1000 Friends of Oregon; and the usual stakeholders in this arena.

IMPACT IF PROPOSED ACTION OCCURS:

Reduction in the cost and risk to property owners and local jurisdictions of making large industrial sites market ready. Efficient use of industrial land within the urban growth boundary. Creation of traded-sector jobs, which pay better on average than jobs serving the local market. Positive impact on Metro finances via increased property tax revenues. (All of these impacts assume that investments in site readiness lead to successful recruitment of traded-sector firms.)

Materials following this page were distributed at the meeting.



Metro

Agency-wide community partnership pilot program

November 22, 2016

Background

- Parks community partnerships; 2013 – present (Partners in Nature)
- Partnership cross-agency coordination; 2014 - present
- Equity strategy engagement; 2014 - 2016
- Partnership budget requests for FY '16-'17
- Strategic Plan to Advance Racial Equity, Diversity, and Inclusion adoption; June 2016
- Community Partnership Coordination Team; July 2016 - present
- Budget modification request; Nov. 2016

Community Partnership Coordination Team process

- **Membership:** DEI, Communications, HR, Procurement, Planning, Parks, PES, Council office, COO office, Zoo and P5.
- **Engagement:** Regular updates/engagement with SLT and Focus Teams; engagement department managers and staff; engagement with key external stakeholders; engagement with Council.

Agency-wide pilot partnership program

- **Program purpose:** to support the five goals of our Strategic Plan to Advance Racial Equity, Diversity and Inclusion.
- **Pilot focus:** Goal B: Metro meaningfully engages communities of color and Goal C: Metro hires, trains and promotes a racially diverse workforce.

Agency-wide pilot partnership program

- Proposed approach:
 - Special procurement authority (built on the successful Partners in Nature model)
 - Invest FY '16-'17 community partnership funds; build into budget request for '17-'18

Agency-wide pilot partnership program

- Proposed approach:
 - Partners serve/represent people of color*
 - Partnership must define tangible and measurable deliverables that support goals B & C of Metro's equity strategy*
 - Pilot program must be racially diverse and geographically balanced

*Special procurement resolution will be broader than the agency-wide program pilot.

Agency-wide pilot partnership program

- Proposed approach:
 - Partner selection will be recommended through the Community Partnership Coordination Team, vetted through SLT and approved by the COO

Agency-wide pilot program evaluation

- Pilot program evaluation will be developed by staff and informed/co-created through the partnerships
- Pilot program evaluation will help inform evaluation measures for Metro's equity strategy

Coordination with department/program level partnerships

- Department/program level partnerships can access special procurement tool for partnerships that advance Metro's equity strategy
- Agency-wide pilot partnership program will coordinate with department/program level partnerships to leverage opportunities and avoid duplication

Council leadership

- Engagement and adoption of Strategic Plan to Advance Racial Equity, Diversity and Inclusion
- Budget approval of community partnership investments
- Approval of special procurement authority for community partnerships

Questions for Council consideration

- Is the purpose and direction of the agency-wide pilot partnership program clear?
- What would Council like to see as outcomes or program elements of these agency-wide pilot partnerships? *Please consider providing guidance to inform partnerships on: ways to increase access to you as a decision-maker and increase your knowledge of, and relationship with, community.*



Arts and conference centers

Garbage and recycling

Land and transportation

Oregon Zoo

Parks and nature

oregonmetro.gov

METRO COUNCIL ~~2016-2017~~ LEGISLATIVE PRINCIPLES¹

LOCAL AUTHORITY

1. **Pre-emption:** With respect to issues related to solid waste management, land use, transportation planning and other matters of regional concern, Metro's authority should not be pre-empted or eroded.
2. **Funding:** To ensure a prosperous economy, a clean and healthy environment, and a high quality of life for all of their citizens, Metro and the region's counties, cities, and other service providers must have the financial resources to provide sustainable, quality public services. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions, and all state mandates should be accompanied by funding.

EQUITY

3. **Racial Diversity, Equity and Inclusion:** Metro envisions a region and state where a person's race or zip code does not predict their future prospects and where all residents can enjoy economic opportunity and quality of life. Metro therefore supports legislation that acknowledges and addresses past discrimination and current disparities and that will help to achieve racial equity, advance diversity and promote inclusion in programs, services, and policies in our region and statewide.

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LAND USE AND URBAN GROWTH MANAGEMENT:

- ~~3.4.~~ **Local Authority:** The Legislature should take no actions that reduce or compromise Metro's land use and urban growth management authority.
- ~~4.5.~~ **Oregon's Land Use System:** Oregon's land use planning system provides an important foundation for the prosperity, sustainability and livability of our region; this system reflects the values of Oregonians and enjoys strong public support.² The Legislature should exercise restraint and care when considering changes to Oregon's land use system.
- ~~5.6.~~ **Successful Communities:** Metro supports legislation that facilitates the achievement of the six desired outcomes for successful communities that have been agreed upon by the region: vibrant, walkable communities; economic competitiveness and prosperity; safe and reliable transportation choices; leadership in minimizing contributions to global warming; clean air, clean water and healthy ecosystems; and equitable distribution of the burdens and benefits of growth and change.³
- ~~6.7.~~ **Local Land Use Decisions:** Management of the urban growth boundary is a complex undertaking that involves extensive analysis, public input, and a balancing of many factors. Urban growth management decisions have profound impacts not just on land at the boundary, but on communities within the boundary and on farms and other rural lands outside the boundary. For these reasons, the Legislature should establish the process and policy framework for local land use decisions and should affirm the authority of local governments, including Metro, to make specific decisions on local land use matters.
- ~~7.8.~~ **Efficiency:** Land within the urban growth boundary should be used efficiently before the boundary is expanded.⁴
- ~~8.9.~~ **Need:** The UGB should not be expanded in the absence of demonstrated need.⁵

Exhibit B to Resolution ~~16-468~~17-XXXX

~~9-10.~~ **Affordable Housing:** Metro supports efforts to ensure that housing choices are available to people of all incomes in every community in our region, and to reduce the number of households that must spend more than 50 percent of their income on housing plus transportation.⁶

~~10-11.~~ **Transportation:** Land use and transportation planning should be coordinated so land uses do not undermine the efficiency and reliability of the transportation system and transportation investments do not lead to unintended or inefficient land uses.⁷

~~11-12.~~ **Annexation:** Cities are the preferred governing structure for providing public services to urban areas, and ~~the inability to annex land brought into the urban growth boundary to accommodate urbanization prevents efficient development of livable communities. For these reasons,~~ Metro supports reforms that will facilitate, or reduce barriers to, orderly annexation and incorporation.

~~12-13.~~ **Rules/Statutes:** Administrative rules should not be adopted into statute.

~~13-14.~~ **Non-Regulatory Tools:** State efforts at regulatory streamlining should include funding to support development of non-regulatory tools for achieving desired land use outcomes.⁸

~~14-15.~~ **Fiscal Responsibility:** Funding to support urban development should be generated at least in part by fees on those who directly benefit from that development.

SOLID WASTE:

~~15-16.~~ **Product ~~stewardship~~ Stewardship:** Metro supports efforts to minimize the health, safety, environmental, economic and social risks throughout all lifecycle stages of a product and its packaging, and believes that the producer of the product has the greatest ability, and therefore the greatest responsibility, to minimize those adverse impacts.

TRANSPORTATION:

~~15-17.~~ **Transportation Governance:** The Legislature should take no actions that reduce or compromise Metro's or JPACT's authority in the areas of transportation policy and funding.

~~16-18.~~ **Transportation Funding:** Providing adequate funding for all transportation modes that move passengers and freight supports economic prosperity, community livability, public health and environmental quality. For these reasons, Metro supports an increase in overall transportation funding, investments in a balanced multimodal transportation system that addresses the needs of all users, and flexibility in the system to provide for local solutions to transportation problems.

Comment [RT1]: Add explicit mention of safety here, or create a separate bullet on safety?

PARKS AND NATURAL AREAS:

~~17-19.~~ **Parks and Natural Areas:** Our region ~~believes has invested heavily~~ in protecting water quality and wildlife habitat and providing residents with access to nature and outdoor activity. Parks and natural areas are regional assets that support public health, environmental quality, strong property values and economic prosperity. For these reasons, Metro supports measures to increase local and regional authority to raise revenues to support parks and natural areas and to increase the level of state funding distributed to local governments for acquisition, capital improvements, and park operations.

SUSTAINABILITY:

Exhibit B to Resolution ~~16-468~~17-XXXX

- 20. Climate Change:** Metro supports efforts to combat and adapt to climate change and to meet the state’s goals for reducing greenhouse gas emissions.
- 21. Species Conservation:** Metro supports efforts to protect and restore wildlife habitat, to recover threatened and endangered species, and to create a better future for wildlife, both in Oregon and globally.
- 22. Conservation Education:** Metro supports efforts to provide stable and reliable funding to conservation education.

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ECONOMIC PROSPERITY:

- 2023. Infrastructure Finance:** Metro supports measures, including funding or revenue measures, which facilitate state, regional or local investments in the public structures needed to accommodate population and economic growth in a way that helps the region achieve its six desired outcomes for successful communities.
- 2424. Metro Venues:** Because the Oregon Convention Center, Expo Center, Portland’s Centers for the Arts and Oregon Zoo are assets that contribute millions of dollars to the state and regional economies, Metro supports legislative measures that facilitate the success of these venues in attracting visitors and enhancing the quality of their experiences.

AGENCY OPERATIONS:

- 2225. Firearms and ~~public~~ Public facilitiesFacilities:** Metro supports legislation that increases Metro’s authority to regulate the carrying of firearms on Metro properties and public venues, and opposes legislation that limits or reduces that authority.
- 26. Disaster Preparedness:** Metro supports legislative efforts to improve community disaster preparedness and resilience, with the goal of enabling the Portland region to provide for the immediate needs of its residents and businesses after a catastrophic event and facilitating the region’s short- and long-term recovery.

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¹ Unless otherwise noted, endnotes refer to applicable policy statements in Metro’s Regional Framework Plan (RFP).

² See <http://oregonvaluesproject.org/findings/top-findings/> (specifically item 5, Natural Resource Protections for Future Generations)

³ RFP Chapter 1 (Land Use).

⁴ RFP Policy 1.1 (Compact Urban Form).

⁵ RFP Policy 1.9 (Urban Growth Boundary).

⁶ RFP Policy 1.3 (Housing Choices and Opportunities).

⁷ RFP Policy 1.3.13 (Housing Choices and Opportunities); Transportation Goal 1 (Foster Vibrant Communities and Efficient Urban Form).

⁸ RFP Policy 1.1 (Compact Urban Form); Policy 1.2 (Centers, Corridors, Station Communities and Main Streets).