Council work session agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Tuesday, October 10, 2017 **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 Metro's Emerging Technologies Strategy 17-4863

Presenter(s): Eliot Rose, Metro

Attachments: Work Session Worksheet
Memo
PowerPoint

3:00 2018 State Legislative Agenda 17-4899

Presenter(s): Randy Tucker, Metro

Attachments: Work Session Worksheet
Draft 2018 Legislative Principles
Legislative Issue: Climate Legislation
Legislative Issue: Household Hazardous Waste
Legislative Issue: Affordable Housing

3:45 Metro Attorney Communication

4:00 Councilor Liaison Updates and Council Communication

4:05 Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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February 2017

REGIONAL TRANSPORTATION TECHNOLOGY STRATEGY (Rx)

Metro Council Work Session
Tuesday, October 10, 2017
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: October 10, 2017 **LENGTH:** 45 min.

PRESENTATION TITLE: Metro's Emerging Technologies Strategy

DEPARTMENT: Planning and Development

PRESENTER(S): Eliot Rose, 503-797-1825, eliot.rose@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Provide an update on the goals, content, and process for Metro's Emerging Technologies strategy and how it relates to the RTP.
- Outcome: Council endorses and provides feedback on the proposed approach.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Technologies such as ridehailing, car sharing, bike sharing, and electric vehicles are already transforming the way that we travel in the Portland region. Soon, automated vehicles will begin operating on our streets, bringing with them even more sweeping changes. The Planning and Development created a new position to address these developments, and the Technology Strategist has been meeting with regional partners, Metro staff, and peer agencies to develop a work program.

The most pressing task in this work program is to develop policies and strategies within the RTP that lays out the region's response to emerging technologies. This presentation will give an overview of lessons learned from initial discussions with stakeholders and research that can inform the RTP technology policies. It will also describe the proposed approach to engaging stakeholders and developing policies, as well as potential short-term implementation actions.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does Council approve the proposed approach for developing RTP policies?
- Are there potential impacts of technologies on Metro's regional goals that are of concern to Council and are not adequately reflected in the presentation and accompanying memo?
- Does the proposed process for engaging stakeholders seem adequate given the short timeline for to develop the technology component of the RTP?

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? Memo, presentation

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: October 10, 2017
To: Metro Council and interested parties
From: Eliot Rose, Senior Technology Strategist
Subject: Metro's Emerging Technologies Strategy

PURPOSE

This memo and the accompanying presentation provides an update on the goals, content, and process for Metro's Emerging Technologies strategy and how it relates to the RTP.

ACTION REQUESTED

The purpose of this presentation is to introduce approach to our regional technology strategy, and specifically how it relates to the RTP, to the Council and receive feedback from Council members. The attached matrix will be used during the presentation and identifies the potential impact that emerging technologies may have on the region's ability to meet existing regional goals.

Initial assessment of how emerging technologies stand to affect current RTP goals

Goal	Key technologies	Promise	Peril
Goal 1: Foster Vibrant Communities and Efficient Urban Form	• AVs/CVs • Shared mobility	• AVs minimize space needed for parking	• People move further from centers as driving becomes more convenient • AVs turn local streets into mini-highways bisecting communities
Goal 2: Sustain Economic Competitiveness and Prosperity	• All	• Make travel throughout the region more reliable and efficient • Innovative approaches attract new companies and investment	• Automation will likely eliminate jobs in the transportation sector • By making driving more convenient, AVs could increase demand and congestion • Many other regions are competing as technology innovators
Goal 3: Expand Transportation Choices	• Shared mobility • AVs/CVs	• New shared mobility services (bike share, scooter share) provide a greater variety of travel options • Autonomous vehicle technologies create opportunities to expand transit and shared mobility service	• Shared mobility, especially ridesharing, competes with transit rather than supporting it • Innovation focuses on improving vehicle travel, undermining other modes
Goal 4: Emphasize Effective and Efficient Management of the Transportation System	• ITS • Travel info AVs	• New data and systems make management easier and more effective • AVs manage themselves	• As negative impacts of driving are reduced, some people are willing/able to spend longer time periods in their car, leading to increased demand. These residents can work while the AV drives, but others whose work requires them to be physically present face escalating unproductive commute time • State, regional, and local governments could be pre-empted from managing some aspects of AV travel
Goal 5: Enhance Safety and Security	• AVs/CVs • ITS • Travel info	• AVs operate more safely than human-operated cars, reducing collisions • Better data is available on how people respond to emergencies, and better systems are available to coordinate responses	• People may not feel safe walking/biking next to high-speed traffic
Goal 6: Promote Environmental Stewardship	• EVs • AVs/CVs • Shared mobility • ITS	• EVs will continue to mature, and vehicles will produce fewer emissions per mile • ITS strategies help vehicles operate more efficiently • Shared mobility has the potential to reduce vehicle trips	• Total miles driven are likely to increase due to AVs, which means that the region may see an increase in total emissions even as cars become cleaner • AV-induced sprawl could increase development pressure on farmlands and natural areas •

Goal	Key technologies	Promise	Peril
Goal 7: Enhance Human Health	• EVs • AVs/CVs • Shared mobility • ITS	• AVs could support walkable communities by reducing land required for parking • Bike share promotes active transportation • Cars are likely to become cleaner • ITS strategies help vehicles operate more efficiently	• AVs could make communities less walkable if ped facilities are not improved • Total miles driven are likely to increase due to AVs, which means that the region may see an increase in total emissions even as cars become cleaner • AV-induced sprawl could increase development pressure on farmlands and natural areas
Goal 8: Demonstrate Leadership on Reducing Greenhouse Gas Wmissions	• EVs • AVs/CVs • Shared mobility • ITS	• EVs will continue to mature, and vehicles will produce fewer emissions per mile • ITS strategies help vehicles operate more efficiently • Shared mobility has the potential to reduce vehicle trips	• Total miles driven are likely to increase due to AVs, which means that the region may see an increase in total emissions even as cars become cleaner
Goal 9: Ensure Equity	• All	• Shared mobility has the potential to reduce household transportation costs, particularly if it enables households to shed a vehicle • Some technologies may make it easier and cheaper to provide access to currently underserved areas	• Users of EVs, shared mobility, and data tools are wealthier and whiter than average • Access to new technologies often depends smart phones and bank accounts, which low-income people are less likely to have • Private shared mobility services usually focus on serving compact communities where housing is more expensive, not HMCs • Few shared mobility services offer accommodations for people with disabilities
Goal 10: Ensure Fiscal Stewardship	• All	• Improved data can support better performance-based decision-making	• Uncertainty about the future of transportation makes it challenging to make fiscally responsible decisions • AVs, EVs and shared mobility have the potential to undermine key sources of transportation revenue
Goal 11: Deliver Accountability	• All	• Technologies generate data that can be used to manage the transportation system • New tools create opportunities for more meaningful and widespread public involvement	• Private companies have so far been reluctant to share the data that public agencies would need to hold them accountable • Jurisdictions often struggle to manage their systems to obtain the data they need, and ensure that it is compatible with existing data sources

Metro's strategy for emerging technologies in the RTP and beyond: an overview

Council Work Session, October 10, 2017

Goals of this presentation

- Introduce Metro's approach to the regional technology strategy
- Answer questions and receive feedback

“Emerging technologies”

Automated / connected vehicles (AVs/CVs)

Electric vehicles

Shared mobility (Uber, Lyft, BIKETOWN, Car2Go, ZipCar, Getaround, etc.

Intelligent transportation systems

Traveler information and payment apps (moovel, Transit App, TriMet OTP)

The large amount of **data** that all of these new technologies generate.

Why are we doing this?

Techno-utopia or…

techno-dystopia?

The future is now, and we need to catch up.

TNCs now carry more people in Portland than taxis do, an estimated 7 million rides in 2017.

Car sharing services are operating over 1,000 vehicles within Portland.

Riders have logged over 300,000 trips on **BIKETOWN** since it was launched.

There are over 100,000 **EVs** in Oregon, with the majority located in the Portland region.

We could be seeing deployment of **AVs** in 1-5 years.

New options can bring new benefits

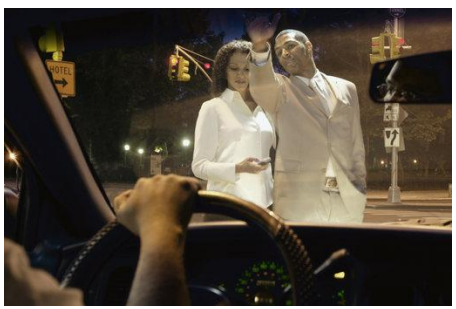
- Broadening transportation options
- Reducing dependence on private vehicles
- Moving more people in fewer vehicles
- Saving people money
- Making the system safer
- Reducing vehicle emissions
- Improving system management

…and new challenges

- TNCs can increase vehicle trips and congestion.
- New options may compete with transit.
- Many communities are being left out.
- **Private firms avoid partnership and oversight.**
- **We can't plan for services we don't understand.**
- **It's hard to know where to invest when technology is evolving so rapidly.**

Not everyone benefits

Carshare: $25-95/yr., $1-1.81/mi.
Bikeshare: $0-144/yr., $0-1/mi.
TNCs: $1.25-2/mi. (and up)
Transit: $0.40-0.45/mi.



TNCs are more likely to cancel ride requests from people with black-sounding names and less likely to serve non-white neighborhoods (NBER/Washington Post)

Not everyone benefits

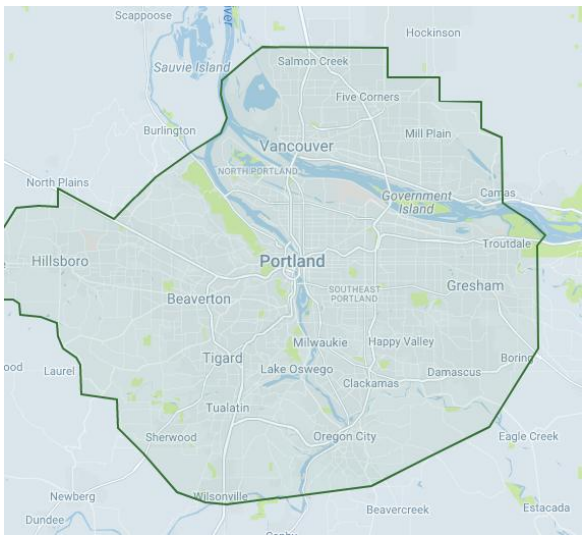
7% of U.S. households are unbanked, and 20% are underbanked. (FDIC)

36% of Americans, and 50% of households earning <$30,000 per year, lack a smartphone. (Pew Research)

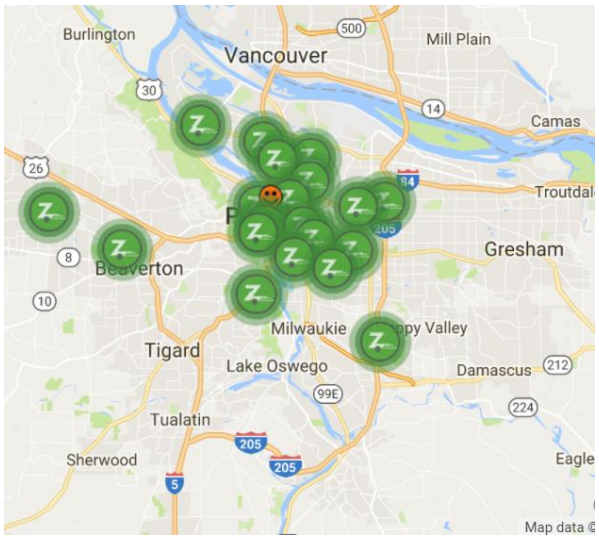
Taxis remain the mode of choice for wheelchair users, in spite of TNCs dominating the market. (PBOT)

Not everywhere benefits

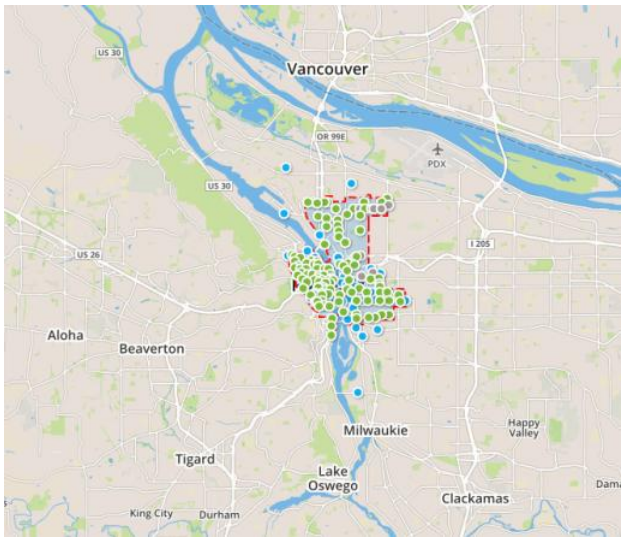
Uber



ZipCar



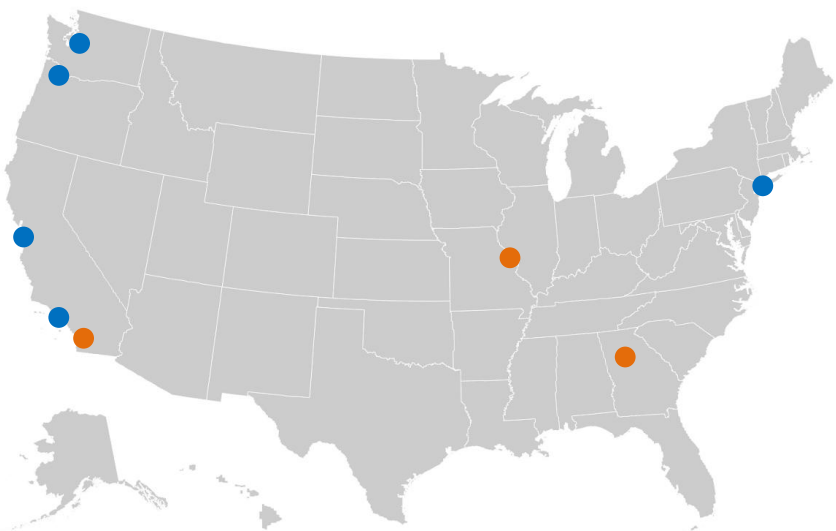
Bike share



What do we learn from what our peers and partners are doing?

What have we done so far?

- Reviewed technology strategies from cities and MPOs across the U.S.
- Talked with 25 regional stakeholders (public agencies, tech firms, consultants, advocates).
- Collected feedback at RTO and TSMO workshops.



Lesson 1: Values don't change, challenges and tactics do.

Put People and Safety First

The public right-of-way is our most valuable and most flexible public space. Our streets should prioritize access for people, amplifying the role and value of walking, biking, and transit in Seattle. We respect the desire to retain and use privately owned vehicles but will continue to manage the transportation system to move people and goods safely and efficiently. Safety is paramount, no matter how you get around Seattle. Our streets should be comfortable and intuitive for our most vulnerable travelers (people walking and biking). Shared, automated, and other new mobility models should not only advance our Vision Zero safety goals, they should also maintain consumer protections.

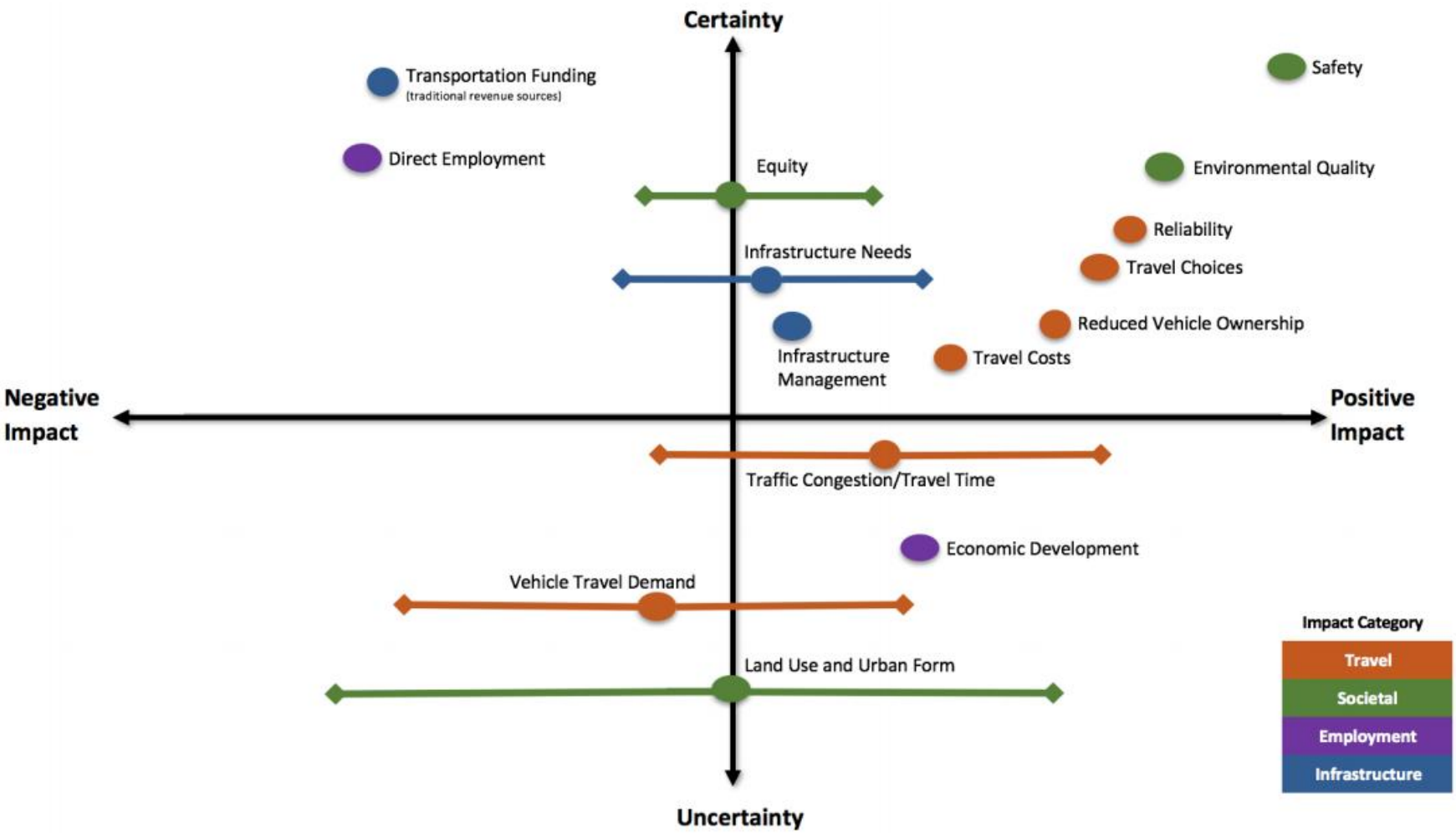
—Seattle New Mobility Playbook

2014 RTP: "Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips."

Lesson 2: We need a big-picture look *and* specific next steps.

- Regional plans tend to talk about "technology" in general
- Local plans often focus on specific technologies—shared mobility, data, etc.
- Planners focus more on broad policies
- People that build and operate the transportation system are often focused on a particular technology

Lesson 3: Be honest about what we don't know.



Lesson 4: Set the stage to test, learn and adapt.

Many plans have short-term action items to help catch up to the pace of technology:

- Identifying new ways to collect, manage, provide, or leverage **data**.
- Changing **funding** processes to help bring new ideas to the table.
- Developing and aligning **resources** to support innovative pilot projects.

RTX: our proposed approach

RTX: What it is

Three components:

- Impact assessment
- Policies and strategies
- Implementation actions

RTX: Challenges

- Varying needs and capacity across the region
- Limited capacity for analysis
- Limited time for engagement
- Need to be creative about implementation

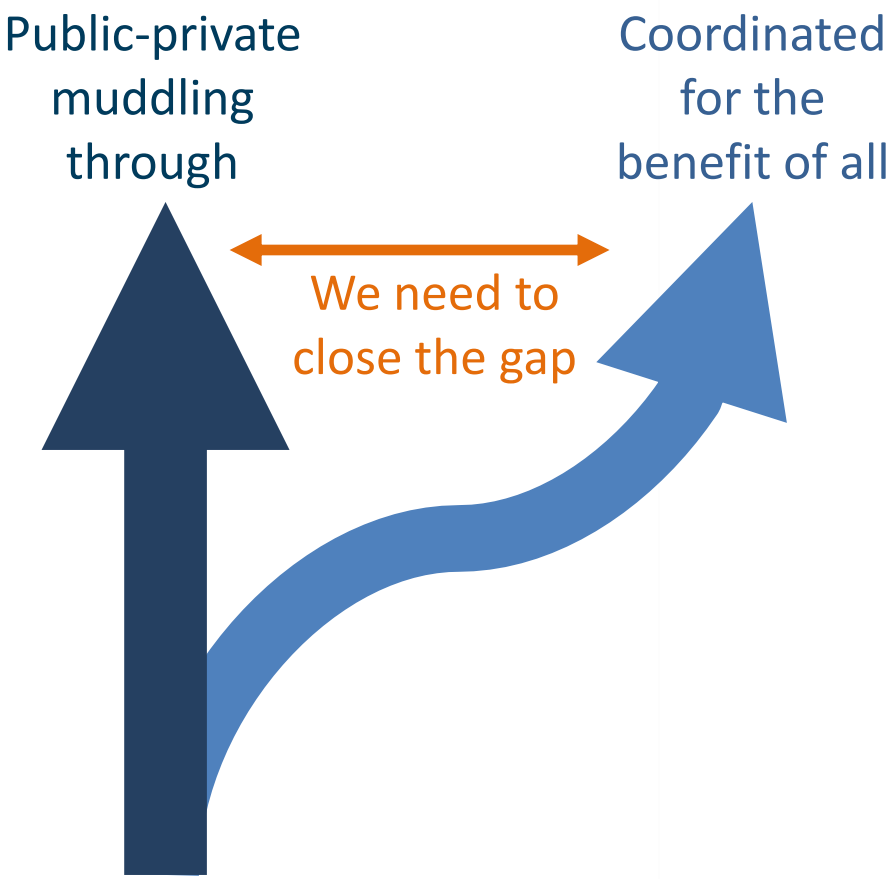
Impact assessment and policy development

- Organized around RTP goals
- Take a look at the promise and peril of different technologies
- Develop policies and strategies to **maximize the promise** and **minimize the peril**

Example: transportation choices

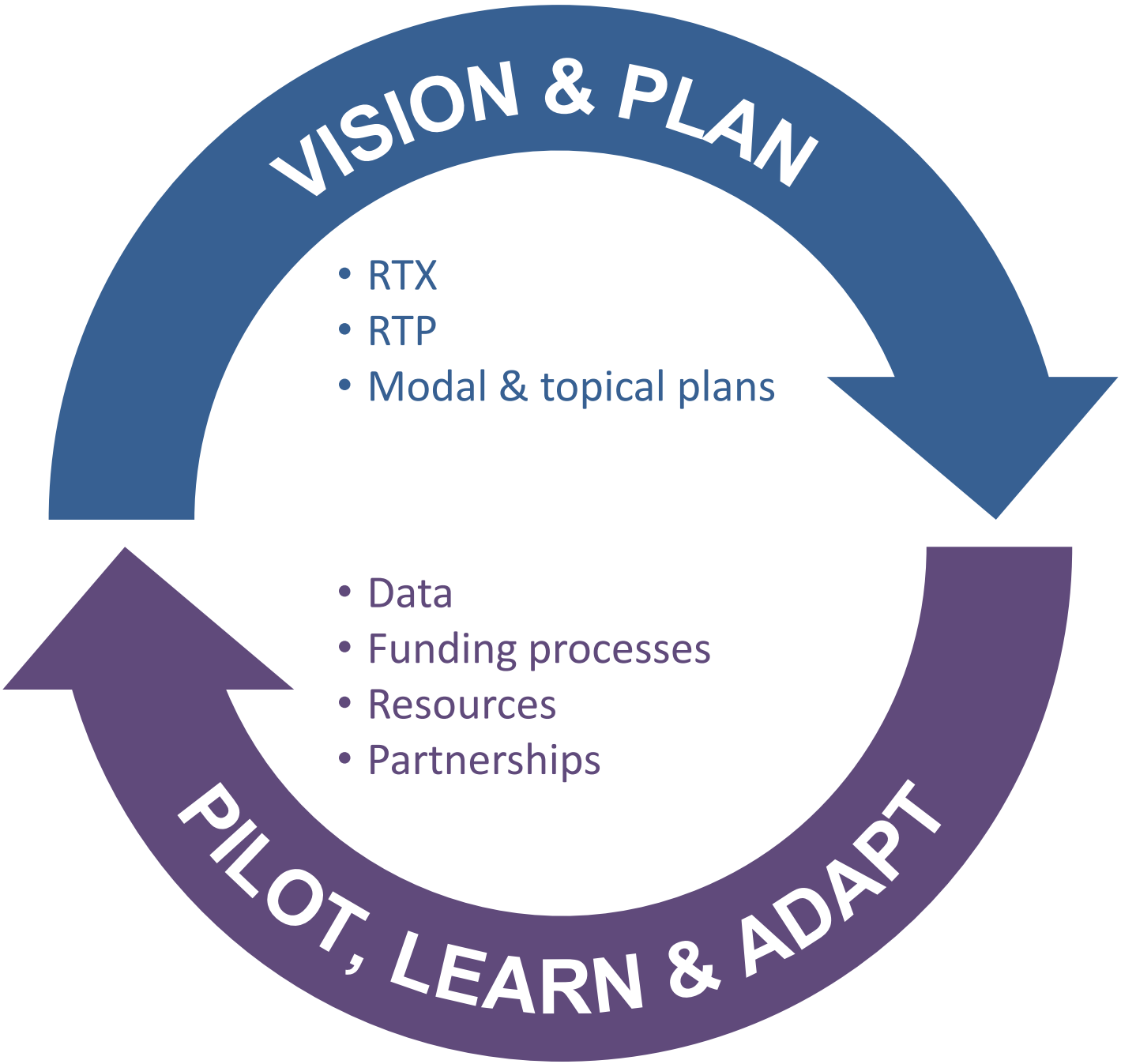
RTP goal	Expand Transportation Choices
Key technologies	Shared mobility, AVs/CVs, traveler information
Promise	Shared mobility increases travel options AVs create opportunities to expand the reach of transit
Peril	New modes compete with transit Innovation focuses on private vehicles
Potential policies	Emerging technologies must support, rather than compete with public transit services, must account for the operational needs of public transit and encourage use of high occupancy modes. (SFCTA)
Potential strategies	**Innovate for choice**: Prioritize technology pilots and projects that support transit, ridesharing, and bicycling/walking **Develop marketplaces**: Make it easy for all travelers to seamlessly and competitively compare and book trips

We need to consider what we want *and* how to get there



Operational policies: examples

- SFCTA: Services must share relevant data so that the City and the public can evaluate benefits and impacts.
- SFCTA: Private companies and the City must engage and collaborate with each other and the community.
- PBOT: Ensure that AVs and vehicles that connect to City infrastructure and data help pay for infrastructure and service investments.


VISION & PLAN
• RTX
• RTP
• Modal & topical plans
• Data
• Funding processes
• Resources
• Partnerships
PILOT, LEARN & ADAPT

Potential implementation actions (next 2 years)

Improve and share data

Develop partnerships

Develop resources

Funding processes

Understand equity needs

Build partnerships

Prioritize innovation in Metro grants and funding

Support pilot projects and local planning

Standardize and share data

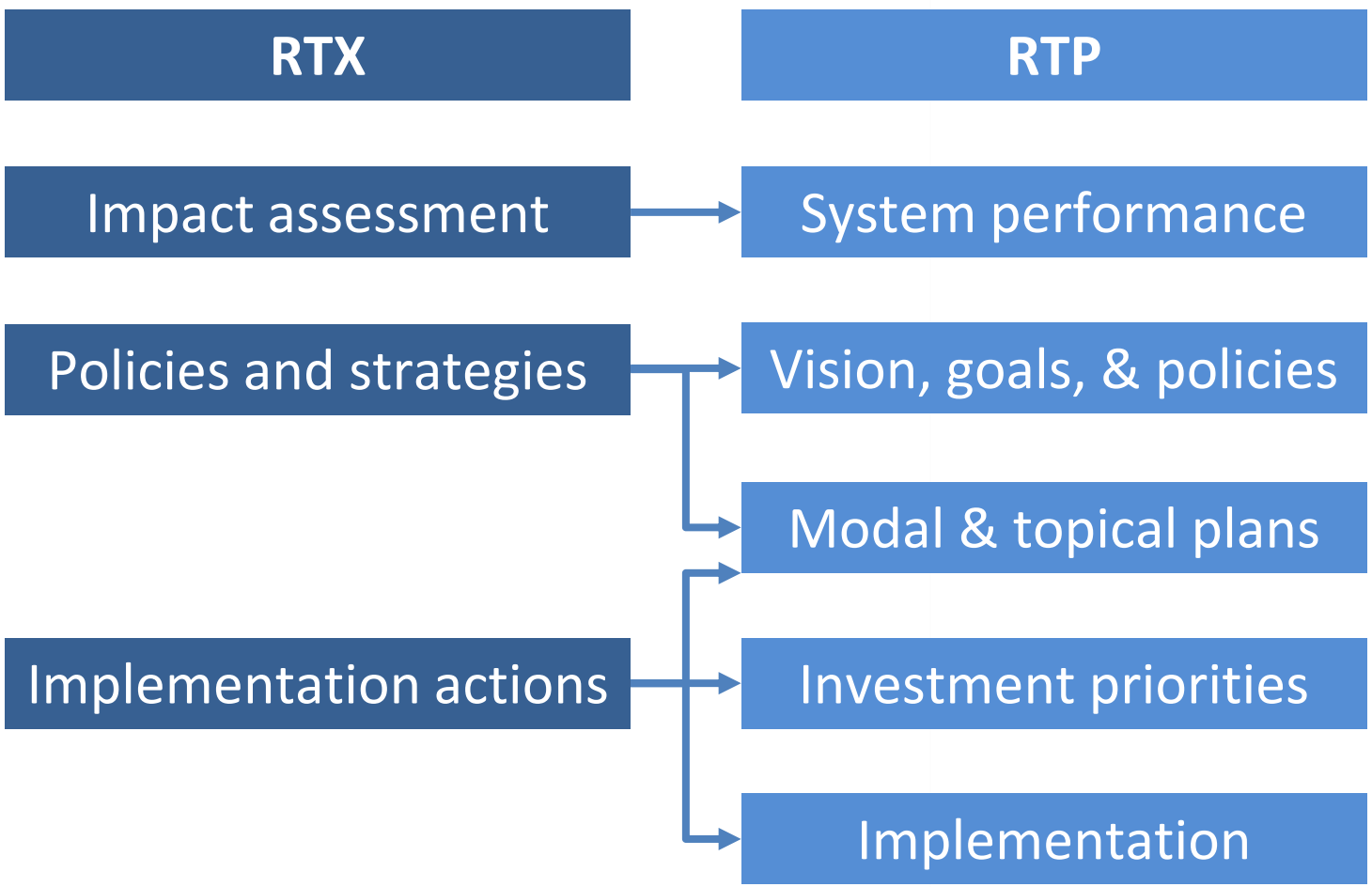
Support mobility marketplace

Create new grant program

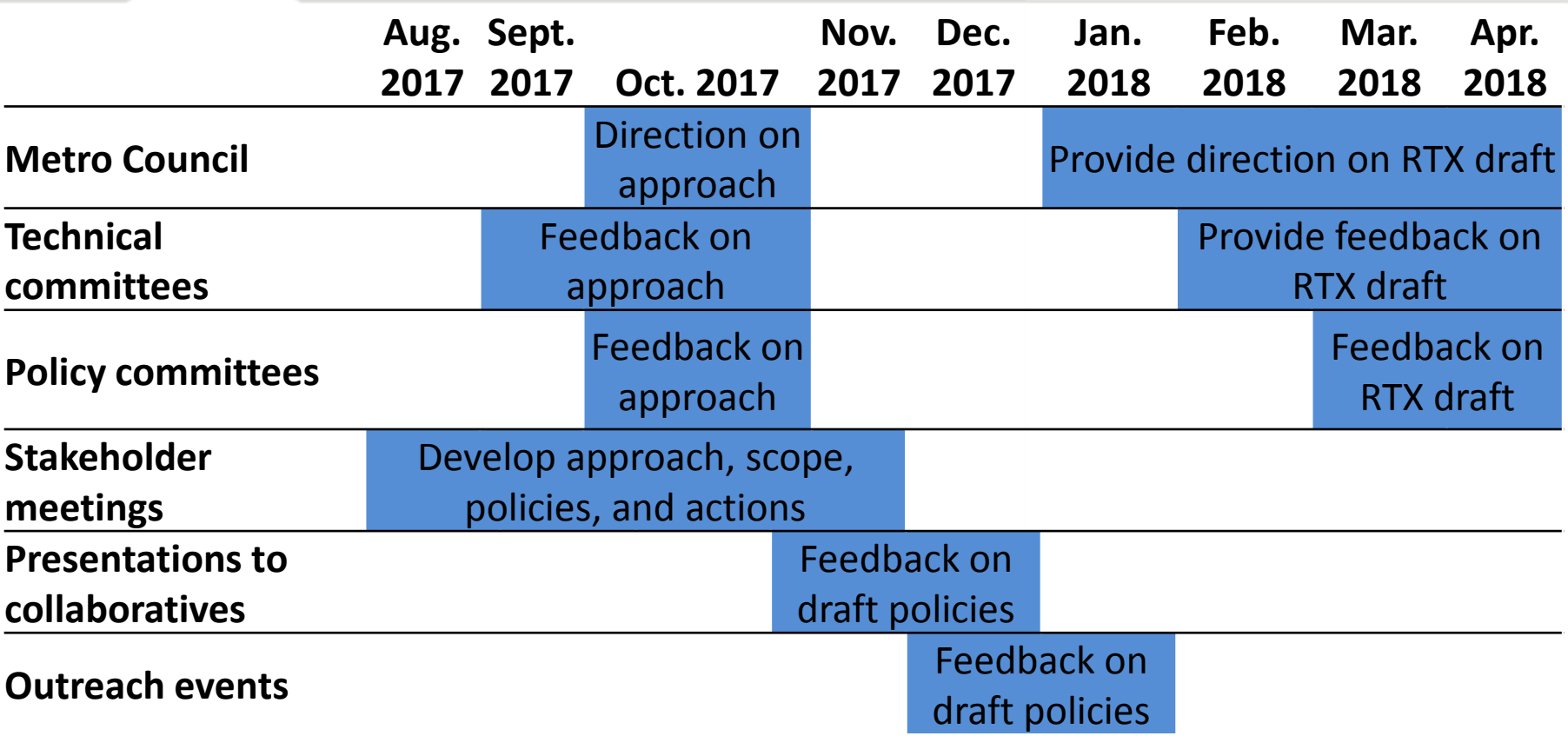
Implementation needs to have a strong focus on equity

- It's where we see the most pressing challenges.
- We have a sense of the barriers that marginalized communities face, but we don't really know what they need.
- It's key to making technology work for many of our other goals (transportation choices, climate, environment, compact development)

How does it all fit into the RTP?



Proposed RTX development process



Questions and feedback

Eliot Rose
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2018 LEGISLATIVE PRIORITIES

Metro Council Work Session
Tuesday, October 10, 2017
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: October 10, 2017 **TIME:** 3:00 PM **LENGTH:** 45 minutes

PRESENTATION TITLE: 2018 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 first opportunity to discuss the Metro Council's objectives for the 2018 legislative session. Proposed legislative principles and concepts will be presented; additional concepts will be presented at subsequent work sessions.

- **Outcome:** The Council may wish to 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 2018 legislative session, which convenes in February and will last no more than five weeks. Among these preparations are meetings of task forces to discuss upcoming issues like a possible climate "cap and invest" bill. The deadline for requesting drafts of legislation is in November. Each senator is limited to one drafting request; each member of the House is limited to two. Committees, the Governor, and the Chief Justice of the Supreme Court each also are allowed a limited number of bill drafting requests.

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 2018 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, principles

METRO COUNCIL ~~2017~~ 2018 LEGISLATIVE PRINCIPLES[1]

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, ethnicity 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 past discrimination, addresses current disparities and promotes inclusion in public programs, services, facilities and policies.

LAND USE AND URBAN GROWTH MANAGEMENT:

4. **Local Authority:** The Legislature should take no actions that reduce or compromise Metro's land use and urban growth management authority.
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.
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]
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.
8. **Efficiency:** Land within the urban growth boundary should be used efficiently before the boundary is expanded.[4]
9. **Need:** The UGB should not be expanded in the absence of demonstrated need.[5]
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

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households that must spend more than 50 percent of their income on housing plus transportation.[6]

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]
12. **Annexation:** Cities are the preferred governing structure for providing public services to urban areas, and Metro supports reforms that will facilitate, or reduce barriers to, orderly annexation and incorporation.
13. **Rules/Statutes:** Administrative rules should not be adopted into statute.
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]
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:

16. **Product 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:

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.
18. **Transportation Funding:** Providing adequate funding for all transportation modes that move people 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 safe and balanced multimodal transportation system that addresses the needs of all users, and flexibility in the system to provide for local solutions to transportation problems.

PARKS AND NATURAL AREAS:

19. **Parks and Natural Areas:** Our region 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:

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.

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22. **Conservation Education:** Metro supports efforts to provide stable and reliable funding to conservation education.

ECONOMIC PROSPERITY:

23. **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.
24. **Metro Venues:** Because the Oregon Convention Center, Expo Center, Portland'5 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:

25. **Firearms and Public Facilities:** 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).

METRO
2018 LEGISLATIVE ISSUE IDENTIFICATION

Department: GAPD **Date:** September 27, 2017

Person completing form: Randy Tucker **Phone:** x1512

ISSUE: 2018 Climate legislation

BACKGROUND: Sen. Michael Dembrow and Rep. Ken Helm, who chair the Oregon Senate and House committees that deal with environmental issues, are leading an effort to pass legislation in 2018 that is variously being described as the "Clean Energy Jobs" bill and as "cap and invest" legislation. This legislation updates the climate goals the Legislature adopted in 2007 in House Bill 3543 and converts them to actual "limits." The 2007 goals call for reductions of greenhouse gas emissions below 1990 levels of 10% by 2020 and 75% by 2050. The proposed new legislation would establish a "goal" of 20% reduction below 1990 emission levels by 2025 and "limits" on emissions of 45% below 1990 levels by 2035 and 80% by 2050.

The primary mechanism of this legislation would be a hard cap on emissions that would decline over time to comply with the limits above, combined with "allowances" for each ton of carbon dioxide emissions (or equivalent) allowed under the cap. Most of these allowances would be sold in a state-run auction, while others would be given away to help industries that compete with unregulated businesses outside Oregon to transition to clean energy. Under the current draft of the bill, electric and natural gas utilities would be provided allowances for free but required to sell them and expected to reinvest those revenues in their operations. Regulated businesses would have to periodically verify that they held enough allowances to cover their emissions.

The intended outcomes of this system would be that businesses would have an incentive to reduce their emissions in order to reduce the number of allowances they need to own, and would therefore seek the lowest-cost ways of reducing their emissions. Businesses that reduce their emissions would be able to sell their allowances on the open market. The cost of the allowances, which would rise over time as the number of allowances declined, would make clean energy more competitive; drive increased investment in energy efficiency, electric vehicles and clean energy sources; and spur investments in clean-tech businesses.

The proposed legislation would cover the vast majority of Oregon's greenhouse gas emissions: transportation (approximately 33% of current emissions), residential and commercial use of electricity and natural gas (39%), large industrial processes (7%) and other fossil fuels (3%), but not emissions from agriculture (9%), waste (2%), and other small sources (7%). Revenues from the sale of transportation-related allowances would be deposited in a sub-account of the state highway fund to comply with constitutional requirements. Other revenues would be used to invest in projects that further reduce emissions and support the transition to a clean energy economy; to provide assistance to low-income households, rural communities and small

businesses; to support job transitions for affected workers; to prevent price volatility and minimize impacts on utility rates; and for other related purposes.

The bill establishes several committees to advise on the development of rules, to monitor implementation of the program and to oversee how revenues from the program are distributed. Membership in these committees is laid out in the bill to reflect appropriate expertise as well as the ethnic, geographic and demographic diversity of the state.

RECOMMENDATION: The region's six desired outcomes for successful communities, which have been adopted into the Metro Council's legislative principles, include regional leadership on climate change. While the details of this legislation are still being developed, staff offers the provisional recommendation that Metro should support this concept while continuing to monitor its substance and progress. Moreover, there may be opportunities through this legislation to support Metro operations and activities that reduce greenhouse gas emissions.

LEGISLATIVE HISTORY: As noted above, the Legislature created greenhouse gas emissions reduction targets in HB 3543 (2007). "Cap and invest" legislation was introduced in 2016 but was set aside at the time in favor of the so-called "coal to clean" bill that phased out electricity derived from coal.

Late in the 2017 session, over 30 co-sponsors introduced SB 1070, a "marker bill" that represents the starting point for discussion of 2018 legislation. In September, Sen. Dembrow and Rep. Helm established four work groups to consider improvements to the bill before the late November deadline for submitting bill drafting requests. I sit on the work group on Utilities and Transportation. The other three work groups are: Agriculture, Forests, Fisheries, Rural Communities, and Tribes; Regulated Entities; and Environmental Justice and Just Transition.

OTHER INTERESTED PARTIES: Because this legislation will have impacts across the entire state economy, it is being watched closely by a very broad range of interests.

IMPACT IF PROPOSED ACTION OCCURS: Impacts of such legislation are likely to be wide-ranging and hard to predict with precision. However, based on related programs in other areas, it is anticipated that this legislation will stimulate investments in energy efficiency and accelerate the transition to cleaner sources of energy. Depending on many currently unknown factors, there could be opportunities under this legislation to support Metro activities that reduce climate impacts.

METRO
2018 LEGISLATIVE ISSUE IDENTIFICATION

Department: Property & Environmental Services **Date:** Sept. 26, 2017

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 and 2017, Metro introduced legislation to establish a statewide producer responsibility program for household hazardous waste (HHW). Between the 2015 and 2017 sessions, Metro undertook a broad-based stakeholder process to discuss and improve this proposal. Under a producer responsibility program, the makers of products share in taking responsibility for their products' leftovers to prevent harm to human health and to protect the environment. Producer responsibility 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 producer responsibility program for HHW 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 the more hazardous and toxic products that are most appropriately collected at DEQ permitted facilities and HHW collection events of

the sort Metro provides. The legislation would not cover products that can be safely collected at retail locations (e.g., household batteries; compact fluorescent lamps; pharmaceuticals; sharps). During the 2017 session, the bill was amended to phase in the coverage of different groups of products over a three-year period.

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 2017 bill (HB 3105) was a revised version of a concept bill first presented to legislators at the 2015 session, and subsequently discussed with stakeholders. The 2017 bill passed out of its policy committee, and was sitting in Ways and Means at session's end. 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: Staff who run hazardous waste programs for other local governments in the state testified in support of HB 3105 in 2017. The bill also garnered the support of additional legislators as it moved forward. Rep. Susan McLain has offered to sponsor the bill in 2018 and additional co-sponsors are expected. We will also re-engage with environmental and public health advocates and agencies to support the bill. While we have made some changes to the bill based on the concerns of a number of manufacturer and trade groups (e.g., American Chemistry Council, Oregonians for Food and Shelter, Consumer Specialty Products Association), they opposed the bill last session and are expected to continue to do so.

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
2018 LEGISLATIVE ISSUE IDENTIFICATION

Department: GAPD **Date:** September 28, 2017

Person completing form: Jes Larson **Phone:** x1525

ISSUE: Increased flexibility of general obligation bonds for affordable housing

BACKGROUND: A general obligation (GO) bond was recently approved by Portland voters to fund the creation of affordable housing.

Article XI, Section 9 of the Oregon Constitution contains a provision prohibiting a local government from "loaning its credit to, or in aid of," private companies. Because affordable housing developers often create private holding companies to take advantage of low income housing credits, this language could be interpreted as restricting local governments from providing these private companies with general obligation bond proceeds backed by the jurisdiction's full faith and credit.

Legislation is anticipated in 2018 that would refer a constitutional amendment to the voters to address this issue. This amendment would carve out an exemption to the lending of credit constitutional prohibition for voter-approved affordable housing GO bonds, so local governments can leverage those bond proceeds with existing funding and partnerships.

RECOMMENDATION: Support legislation. Passage of a constitutional amendment will advance Metro's interest and commitment to advancing equitable housing in the region both by increasing the number of units created by the Portland bond and increasing the usefulness of GO bonds for other regional jurisdictions, including Metro.

LEGISLATIVE HISTORY: None. Speaker Kotek's office is coordinating the effort to draft and advance this legislation.

OTHER INTERESTED PARTIES: Affordable housing advocates including the Oregon Housing Alliance and Welcome Home Coalition; Home Forward, Multnomah County's housing authority who will be serving as the public agency helping to implement Portland's bond; Oregon Opportunity Network's non-profit affordable housing developers.

IMPACT IF PROPOSED ACTION OCCURS: If legislation is passed in 2018 a constitutional amendment will be referred to voters for the November 2018 election. If voters approve the measure new flexibility will apply to unissued bond dollars passed by Portland voters in 2016 and all future GO bonds for affordable housing.

Materials following this page were distributed at the meeting.

101017cw-01

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, Oct. 5, 2017

To: President Tom Hughes
Metro Council

From: Martha Bennett, Chief Operating Officer

Subject: 2040 Planning and Development Grant Awards (2017/Cycle 5)

I am pleased to present my recommendations for grant awards for the 2040 Planning and Development Grant program for 2017 (Cycle 5). Since the Metro Council established this grant program funded by the construction excise tax, it has helped many communities turn potential into vision and vision into action for local and regional plans and policies. In 2017, local governments are facing new challenges and are looking for additional resources to help them plan for the future and facilitate desired development that can provide new jobs and housing options for residents in their communities.

Earlier this year, I appointed a diverse, nine member Grant Screening Committee with varied backgrounds and planning and development expertise in the private, nonprofit and public sectors. The Committee submitted its recommendations to me on September 26, recommending that eight projects be fully funded for a total of $1,861,746. Their recommendations are outlined in Addendum 1.

Having met with the Screening Committee Chair and given consideration to the committee's assessment of the proposals, I concur that the eight grant proposals recommended by the committee merit full funding. In addition, I recommend that the Council awarding conditional funding in the amount of $125,000 for one additional project proposed by the City of Portland in the Equitable Development category with conditions as noted below. You will consider my recommendations in Resolution No. 17-4846 on October 26, 2017.

Equitable Development (≈$1 million targeted, $984,000 recommended)

City of Cornelius Cornelius Urban Renewal Plan, Town Center Plan, and Conceptual Site Planning	$ 315,000
Housing Authority of Clackamas County Hillside Master Plan for Housing Opportunity	$ 214,000
Clackamas County – DTD Park Avenue Development and Design Standards	$ 180,000
City of Portland/Multnomah County Joint Office of Homeless Services Tri-county Equitable Housing Strategy to Expand Permanent Supportive Housing for People Experiencing Chronic Homelessness	$ 150,000

City of Portland Expanding Opportunities for Affordable Housing in Faith Communities	$ 125,000*

* ***Conditions for Funding:*** *The City of Portland will obtain letters of support from three or more Faith-based institutions willing to partner on this project and explore opportunities for construction of affordable housing on their property.*

Facilitate Infill Development within UGB (≈$500,000 targeted, $602,746 recommended)

City of Beaverton Downtown Design and Development Readiness Project	$ 150,000
City of Tigard Tigard Triangle Urban Renewal Implementation Project	$ 340,246
City of Portland Rossi Farms Site Specific Development Plan	$ 112,500

New Urban Area Planning (≈$500,000 targeted, $400,000 recommended)

City of Happy Valley Pleasant Valley/North Carver Comprehensive Plan	$ 400,000
Total Grant Awards Recommended	**$1,986,746**

All of the nine projects recommended for funding will develop and produce policies and plans which will become the foundation for public, private and nonprofit investments in our communities. These projects will help enable the creation of more equitable housing and employment options, facilitate investment in well-planned urban infill to create more thriving downtowns and station communities, and complete important comprehensive planning for new urban areas where development has thus far stalled for lack critical infrastructure. The projects will address the needs of underserved and underrepresented people in the region, and will help unlock the future development potential of urban land that is been within the region's Urban Growth Boundary for many years.

Nine projects were not recommended for funding. Generally speaking, the Grant Screening Committee found that many of these applications had a mismatch between the work proposed and the program's goals of facilitating planning or pre-development activities that remove barriers to development, are necessary to make land ready for development, and help enable existing developed sites to be ready for redevelopment. Some proposals were incomplete or were vague about the project deliverables, while others did not adequately describe how the work would be accomplished, or did not demonstrate sufficient buy-in or support from key project partners or land owners. Others failed to make a compelling case that they would significantly advance regional goals and policies, or demonstrate a best practice that could likely be meaningfully replicated in other locations. I encourage applicants of those unsuccessful proposals to follow up with Metro staff to determine how they might best strengthen their projects if they wish to resubmit the proposals for consideration in the upcoming Cycle 6 grants in 2018.

The proposed resolution before you for consideration stipulates that program staff and the Office of Metro Attorney shall negotiate inter-governmental agreements for the eight funded projects consistent with requirements set forth in Metro Code, the program's Administrative Rules, and the grant amounts itemized in this recommendation. In prior grant cycles we have attached additional specific funding conditions to each grant, to address issues such as community engagement and performance measurement. Building on staff's experience administering Community Planning and Development Grants in prior grant cycles, and the recent recommendations of the Metro Auditor, staff shall, as a matter of course in administering these nine grants, include such provisions in the IGAs as necessary to ensure that grant projects conform to Metro standards for community engagement and performance measurement. As appropriate to specific grants, IGA's will also include language to ensure that local governments consider adoption of plans, strategies or policy refinements in order to realize the proposed project outcomes. Program staff and the Office of Metro Attorney will work to ensure that the final IGA's provide a clear plan of milestones schedule of payments to ensure that promised deliverables outlined in the applications are completed and all pledges of matching funds or in-kind contributions are fulfilled.

As you will note, my recommendations leave an excess $13,254 from the anticipated $2 million of total funding for this cycle. I support the Screening Committee's suggestion that the Metro Council resolve to apply these remaining funds to provide additional technical assistance to facilitate successful implementation of the eight funded grant projects. As staff work further with grantees to negotiate inter-governmental agreements for the projects, they will identify where needs for technical support can best be addressed through the involvement and expertise of Metro staff, or where additional funding for professional services may be needed to refine the project scope and/or augment local capacity for project delivery.

The Screening Committee's recommendation contains additional suggestions for future program refinements, specifically to improve clarity regarding the program's equity goals and objectives, the grant evaluation criteria that relate to equity, or provide more detail regarding the types of "equitable development" project approaches that might merit funding if future grant cycles continue to have a policy and investment framework that outlines specific funding targets for equitable development projects. Program staff will be working with their DEI colleagues in the coming months to consider potential refinements and will share proposed refinements with Council prior to the initiation of the Cycle 8 grant application process.

Attached to the staff report are brief summaries of each of the applications received. Copies of complete proposals submitted by local governments are also available to you in PDF format for review. After reviewing all materials, I believe you will share with me an appreciation for the high quality of local planning and development work proposed by the successful grantees, and take pride in the contribution that Metro can make by funding these efforts through the 2040 Planning and Development grant program.

Please let me or 2040 Grant Project Manager, Lisa Miles, know if you have any questions.

Thank you.

Attachments

cc: Elissa Gertler, Planning and Development Director
Brian Newman, Chair, 2040 Planning and Development Grants Screening Committee

Metro's strategy for emerging technologies in the RTP and beyond: an overview

Council Work Session, October 10, 2017

Goals of this presentation

- Introduce Metro's approach to the regional technology strategy
- Answer questions and receive feedback

“Emerging technologies”

Automated / connected vehicles (AVs/CVs)

Electric vehicles

Shared mobility (Uber, Lyft, BIKETOWN, Car2Go, ZipCar, Getaround, etc.

Intelligent transportation systems

Traveler information and payment apps (moovel, Transit App, TriMet OTP)

The large amount of **data** that all of these new technologies generate.

Why are we doing this?

Techno-utopia or…

techno-dystopia?

The future is now, and we need to catch up.

TNCs now carry more people in Portland than taxis do, an estimated 7 million rides in 2017.

Car sharing services are operating over 1,000 vehicles within Portland.

Riders have logged over 300,000 trips on **BIKETOWN** since it was launched.

There are over 100,000 **EVs** in Oregon, with the majority located in the Portland region.

We could be seeing deployment of **AVs** in 1-5 years.

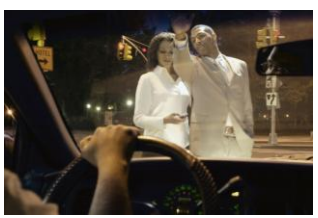
New options could bring new benefits and new challenges

- More options, easier carpooling
- Saving money on car ownership
- A safer, more efficient transportation system
- Less air pollution

- Increased vehicle trips and congestion
- More VMT, more sprawl
- Competition with transit
- Communities get left out
- Public agencies have limited oversight and information

Not everyone benefits

Transit costs less than other shared modes, EVs cost more than comparable cars



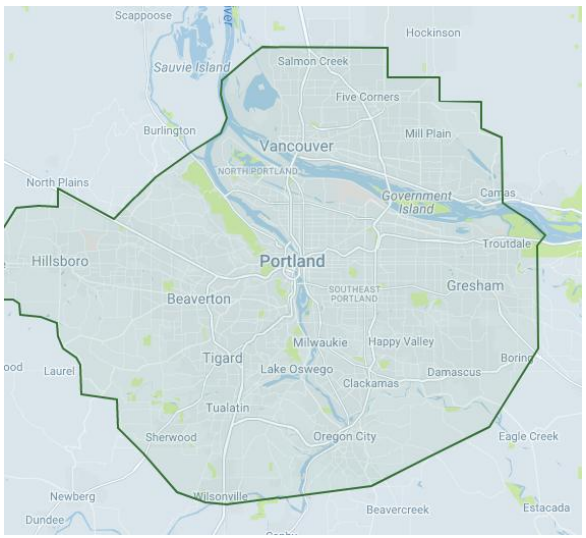
TNCs could be discriminating against non-white riders

One in three Americans, and half of low-income households, lack a smartphone.

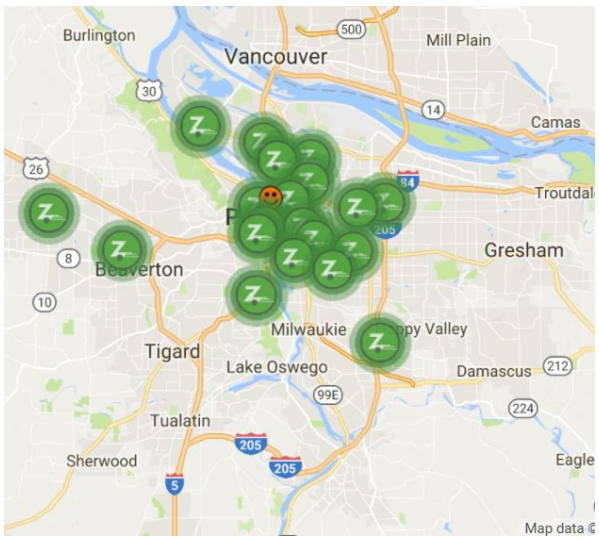
Taxis remain the mode of choice for wheelchair users, in spite of TNCs dominating the market.

Not everywhere benefits

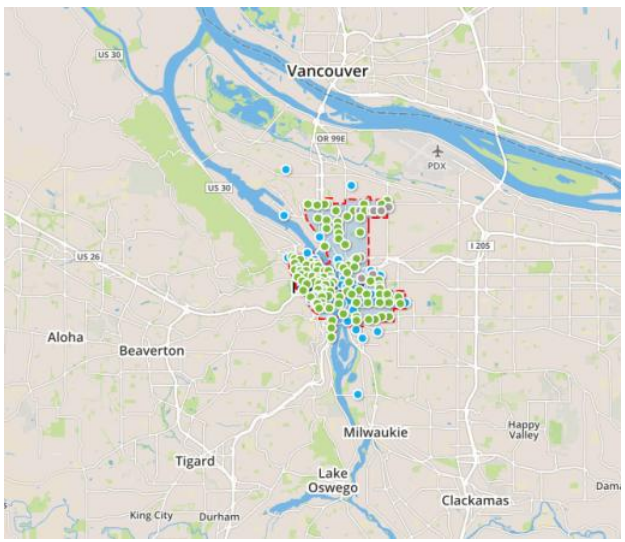
Uber



ZipCar



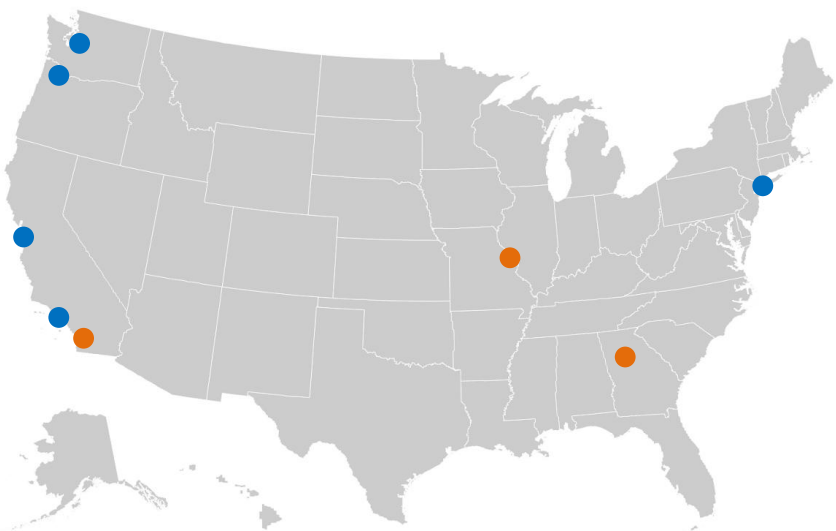
Bike share



What do we learn from what our peers and partners are doing?

What have we done so far?

- Reviewed technology strategies from cities and MPOs across the U.S.
- Talked with 25 regional stakeholders (public agencies, tech firms, consultants, advocates).
- Collected feedback at RTO and TSMO workshops.



Lesson 1: Values don't change, challenges and tactics do.

Put People and Safety First

The public right-of-way is our most valuable and most flexible public space. Our streets should prioritize access for people, amplifying the role and value of walking, biking, and transit in Seattle. We respect the desire to retain and use privately owned vehicles but will continue to manage the transportation system to move people and goods safely and efficiently. Safety is paramount, no matter how you get around Seattle. Our streets should be comfortable and intuitive for our most vulnerable travelers (people walking and biking). Shared, automated, and other new mobility models should not only advance our Vision Zero safety goals, they should also maintain consumer protections.

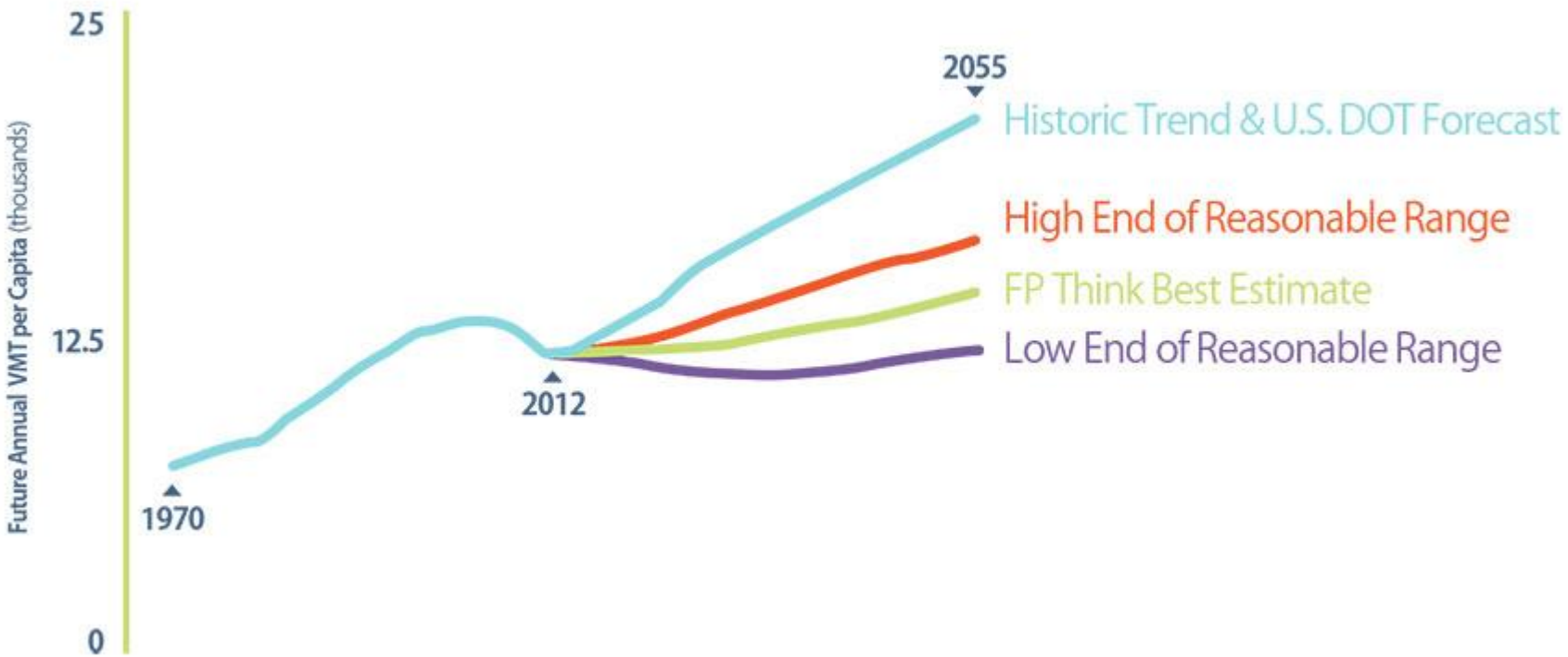
—Seattle New Mobility Playbook

2014 RTP: "Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips."

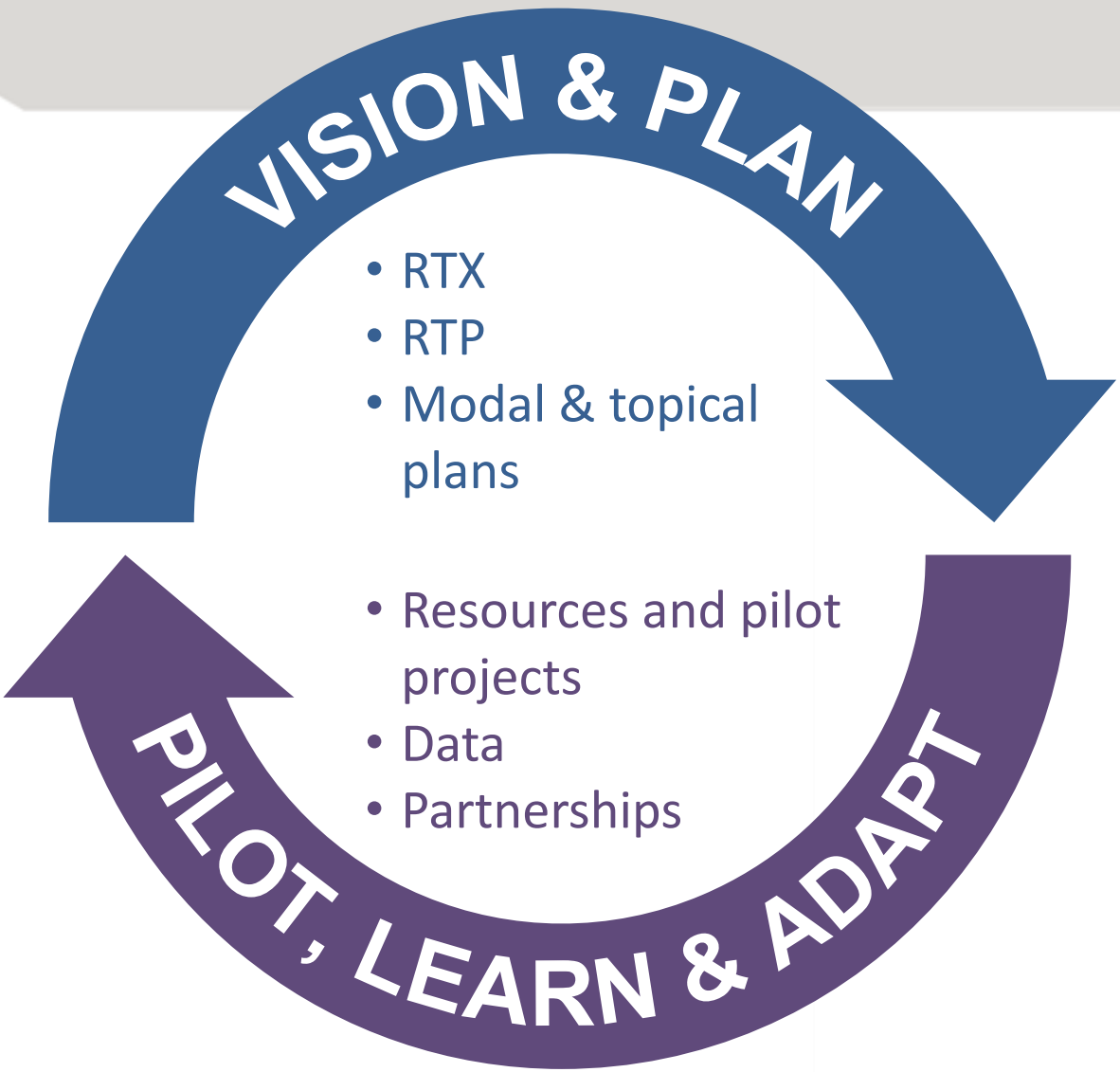
Lesson 2: We need a big-picture look *and* specific next steps.

- Regional plans tend to talk about "technology" in general
- Local plans often focus on specific technologies—shared mobility, data, etc.
- Planners focus more on broad policies
- People that build and operate the transportation system are often focused on a particular technology

Lesson 3: Be honest about what we don't know.



Lesson 4: Set the stage to test, learn and adapt.



RTX: our proposed approach

RTX: What it is

Three components:

- Impact assessment
- Policies and strategies
- Next steps for implementation

As a **standalone document** and **integrated throughout the RTP**

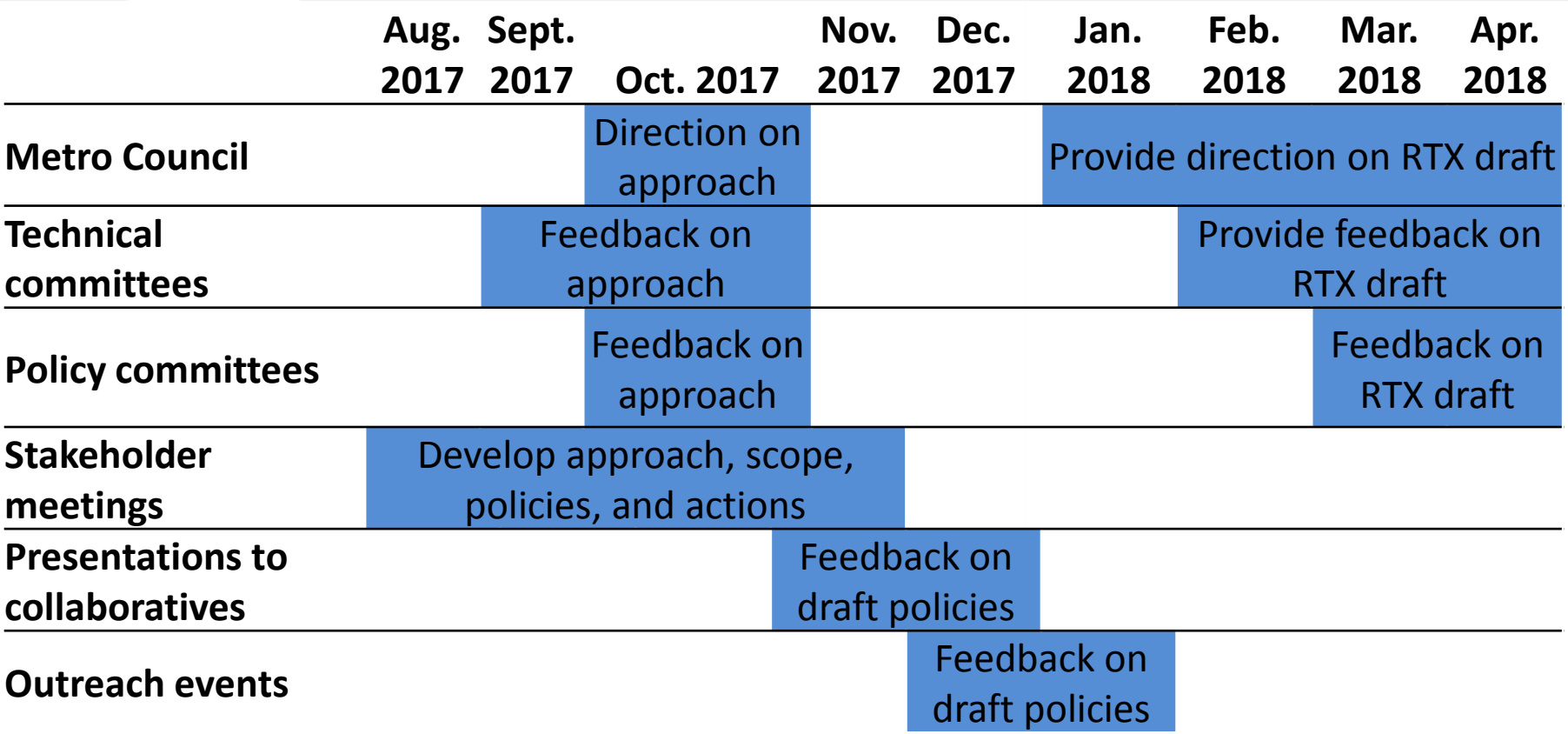
RTX: Challenges

- Varying needs and capacity across the region
- Limited capacity for analysis
- Limited time for engagement
- Need to be creative about implementation

Example: transportation choices

RTP goal	Expand Transportation Choices
Key technologies	Shared mobility, AVs/CVs, traveler information
Promise	Shared mobility increases travel options AVs create opportunities to expand the reach of transit
Peril	New modes compete with transit Innovation focuses on private vehicles
Potential policies	Emerging technologies must support, rather than compete with public transit services, must account for the operational needs of public transit and encourage use of high occupancy modes. (SFCTA)
Potential strategies	**Innovate for choice**: Prioritize technology pilots and projects that support transit, ridesharing, and bicycling/walking **Develop marketplaces**: Make it easy for all travelers to seamlessly and competitively compare and book trips

Proposed RTX development process



Questions and feedback

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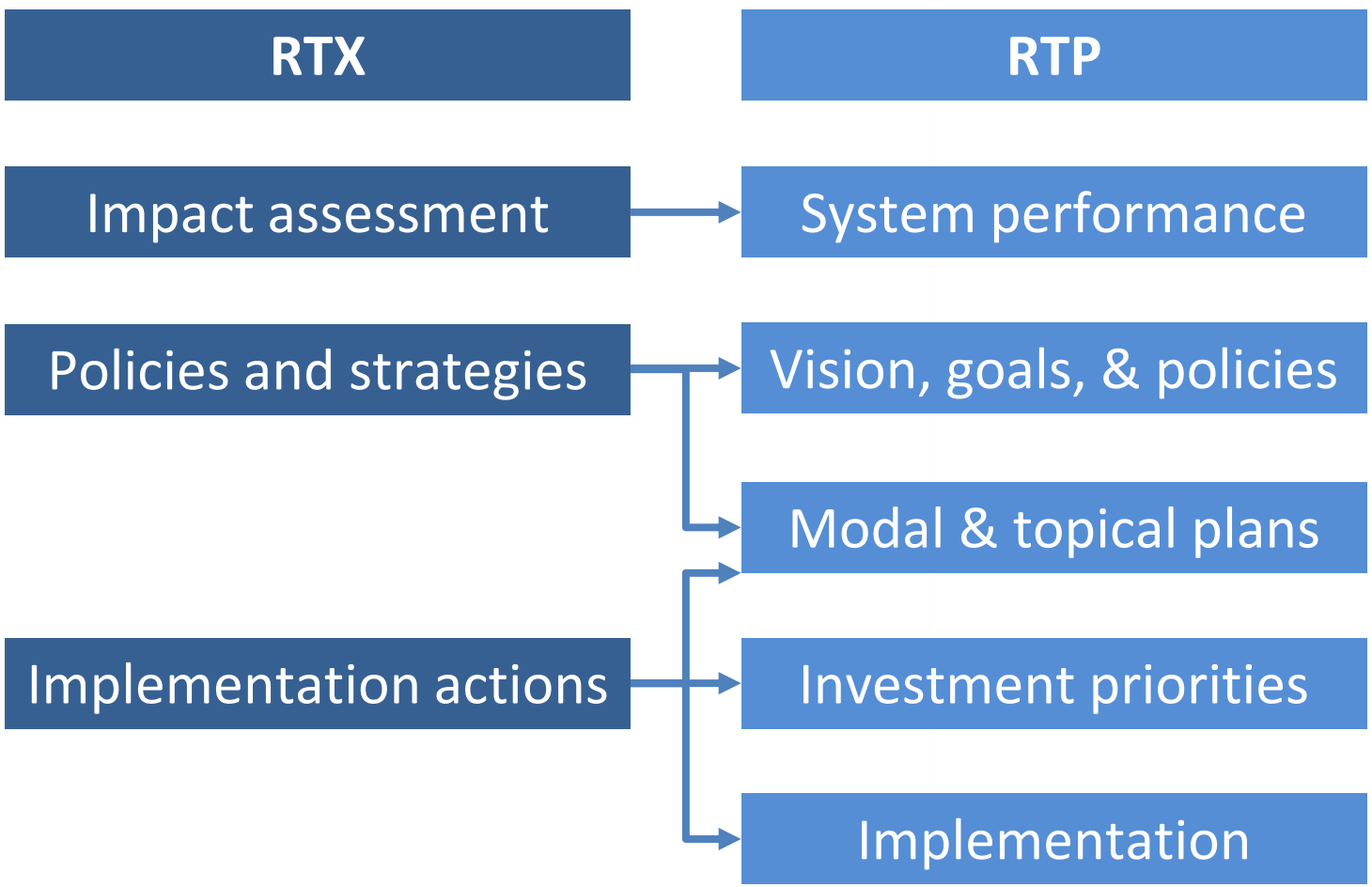
How does it all fit into the RTP?



Potential implementation actions (next 2 years)

Potential actions	Data resources	Partner-ships	Funding resources
Regional approach to transportation technology firms		✓	
Equity strategy for emerging technologies	✓	✓	
Create programs to fund innovation / pilot projects		✓	✓
Develop a regional data management plan	✓	✓	

Implementation needs to have a strong focus on equity

- It's where we see the most pressing challenges.
- We have a sense of the barriers that marginalized communities face, but we don't really know what they need.
- It's key to making technology work for many of our other goals (transportation choices, climate, environment, compact development)