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

Council work session agenda

Thursday, December 14, 2017	3:00 PM	Metro Regional Center, Council Chamber

3:00 Chief Operating Officer Communication

Work Session Topics:

3:10 2018 Legislative Issues Part Two 17-4938

Presenter(s): Randy Tucker, Metro

Attachments: Work Session Worksheet
2018 Legislative Issue: Document Recording Fee
2009-2017 Document Recording Fee Infosheet
2018 Legislative Issue: Brownfield Tax Credit
2018 Legislative Issue: Climate Legislation Supplemental
2018 Legislative Issue: Climate Legislation
2018 Legislative Issue: Qualification-Based Selection (QBS)
2018 Legislative Issue: Urban and Rural Reserves
2018 Legislative Issue: TSCC Budget Cap

4:10 Adjourn

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February 2017

2018 LEGISLATIVE ISSUES PART TWO

Metro Council Work Session
Tuesday, December 14, 2017
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: December 14, 2017 **TIME:** 3:00 PM **LENGTH:** 1 hour

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 second 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 was 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
2018 LEGISLATIVE ISSUE IDENTIFICATION

Department: GAPD **Date:** 4 December 2017

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

ISSUE: Document recording fee

BACKGROUND: In 2009, at the urging of the Oregon Housing Alliance (of which Metro is a member), the Legislature enacted a $15 document recording fee for affordable housing. In 2013 the fee was increased to $20.

By statute, 10% of the revenues from this fee go to the Emergency Housing Account (focused on preventing homelessness); 14% go to the Home Ownership Assistance Program; and 76% go to the General Housing Account Program, primarily to support the development and preservation of affordable multifamily rental housing. Within each of these accounts, 25% of the funds specifically serve veterans. All of these programs are housed at Oregon Housing and Community Services, the state's housing finance agency.

Since its original enactment, the fee has raised $91 million. The attached one-pager provides more information about how the fee has been used.

California recently enacted a $75 document recording fee and Oregon legislators will consider legislation in 2018 to increase Oregon's fee to the same level. Raising the fee from $20 to $75 would increase revenues from approximately $28 million to $105 million per biennium.

RECOMMENDATION: Support legislation to increase the document recording fee for affordable housing.

LEGISLATIVE HISTORY: The document recording fee was first enacted at the $15 level in HB 2436 (2009). It was increased to $20 in HB 2417 (2013).

OTHER INTERESTED PARTIES: The Housing Alliance consists of approximately 80 organizations, primarily in the public and nonprofit sectors, who are interested in housing-related state legislation. In the past, county clerks have resisted increasing the document recording fee or have sought to impose an administrative fee to collect it. The Oregon Association of Realtors has expressed concerns about the fee in the past but did not oppose it when it was originally enacted.

IMPACT IF PROPOSED ACTION OCCURS: Significantly increased state resources for addressing homelessness, home ownership, and housing affordability.

HOUSING ALLIANCE

Document Recording Fee, Accomplishments 2009-2017

We all need a safe, stable place to call home, with enough left over after paying for housing to afford the basics – food, utilities, medicine, and transportation. Today, this is out of reach for far too many of our neighbors in rural and urban communities throughout the state. Tenants are living with extreme rent increases, sometimes several hundred dollar rent increases. During the last school year, 21,000 of our school children in grades K – 12 experienced homelessness. One in four of Oregon's renters spends more than half of their income on housing.

As a state, we can do more to create a thriving Oregon where everyone has a safe place to call home. Since 2009, Oregon has had a document recording fee which has generated resources to help more Oregonians afford safe, stable places to call home. In 2018, the Oregon Housing Alliance will be asking the Legislature to significantly expand the document recording fee to help address this housing crisis.

The document recording fee is an on-going, dedicated revenue source which has been a critical tool to provide housing opportunity for thousands of Oregonians with low incomes. **Since 2009, the document recording fee has raised $91 million.** By statute, those resources go to our state's housing finance agency, Oregon Housing and Community Services (OHCS) for three purposes: 10% of those resources go to the Emergency Housing Account; 14% of those resources go to the Home Ownership Assistance Program; and 76% of these resources go to the General Housing Account Program. One out of every four dollars goes to serve veterans.

Emergency Housing Account: This effective and efficient program funds emergency rent assistance programs through a network of Community Action Agencies. This program works to prevent and end homelessness.

- Community Action Agencies serve all 36 counties across Oregon.
- It provides rent assistance to help keep someone in their home, or it provides assistance with deposits, application fees, and rent to help end someone's homelessness.

Home Ownership Assistance Program: This program funds a statewide network of homeownership centers.

- Homeownership Centers serve all 36 of Oregon's counties, providing counseling and education for first-time homebuyers, as well as support to homeowners who may be facing foreclosure.
- Organizations across the state have also helped new homebuyers with down payment assistance.

General Housing Account Program: This program funds the development and preservation of safe, stable and affordable places to call home for Oregonians who need them.

- More than 4,300 affordable homes have been built or preserved in 55 towns and cities all across Oregon.
- These homes serve seniors, people with disabilities, veterans, and households with low incomes.

OHCS administers these resources and programs. OHCS allows users to download information about amounts collected and distributed: http://www.oregon.gov/ohcs/Pages/reports-document-recording-fee.aspx/. The Housing Alliance, with other partners, monitors reports to ensure geographic distribution of resources.

Centralized collection and distribution of these resources is important for several reasons:

- It allows resources for building and preserving affordable homes to be matched with federal grants and loans and other state resources, many of which are administered by OHCS.
- It allows funds to accumulate at the state level, and projects of size and scale receive enough resources to move forward.

Housing Alliance Members

1000 Friends of Oregon
211info
A Community Together (Lane County)
Aging in the Gorge
Benton County Health Department
Benton Habitat for Humanity
Bienestar
Bradley Angle
BRIDGE Housing
CASA of Oregon
Central City Concern
Church Women United of Lane County
City of Beaverton
City of Eugene
City of Hillsboro
City of Portland
City of Tigard
Clackamas County
Coalition of Community Health Clinics
Coalition of Housing Advocates
Common Ground OR-WA
Community Action Partnership of Oregon
Community Alliance of Tenants
Community Energy Project
Community Housing Fund
Community Partners for Affordable Housing
Community Vision
Cornerstone Community Housing
Ecumenical Ministries of Oregon
Enterprise Community Partners
Evolve Property Management
Fair Housing Council of Oregon
Farmworker Housing Development Corp.
FOOD for Lane County
Habitat for Humanity of Lincoln County
Habitat for Humanity of Oregon
Habitat for Humanity Portland/Metro East
Hacienda CDC
Housing Authority of Clackamas County
Housing Development Center
Housing Oregon
Human Solutions
Immigrant & Refugee Community Organization
Impact Northwest
JOIN
Lane County Health and Human Services
League of Women Voters of Oregon
Lincoln County
Mainstream Housing Inc.
Metro
Mid-Columbia Housing Authority
Momentum Alliance
NAYA Family Center
Neighborhood Economic Development Corp.
Neighborhood Partnerships
NeighborImpact
NeighborWorks Umpqua
Network for Oregon Affordable Housing
Nightingale Public Advocacy Project
Northwest Housing Alternatives
Northwest Pilot Project
Oregon AFSCME Council 75
Oregon Center for Christian Voices
Oregon Center for Public Policy
Oregon Coalition on Housing & Homelessness
Oregon Council on Developmental Disabilities
Oregon Food Bank
Oregon Housing Authorities
Partners for a Hunger-Free Oregon
Portland Community Reinvestment Initiatives
Proud Ground
Raphael House
REACH CDC
St. Vincent de Paul of Lane County, Inc.
ShelterCare
Sisters Habitat for Humanity
Sponsors, Inc.
SquareOne Villages
Street Roots
Transition Projects
Urban League of Portland
Washington County
Welcome Home Coalition
Willamette Neighborhood Housing Services

Contacts: Alison McIntosh, amcintosh@neighorhoodpartnerships.org; (503) 226-3001 x110
www.oregonhousingalliance.org

METRO
2016 LEGISLATIVE ISSUE IDENTIFICATION

Department: GAPD **Date:** December 5, 2016

Person completing form: Randy Tucker **Phone:** **x**1512

ISSUE: Brownfield tax credit

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 has grown to include over 50 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. By the end of the 2016 session, the Legislature had enacted all of the Coalition's initial objectives except for the brownfields tax credit.

Even though modeling suggests that a brownfields tax credit would have a very positive return on investment for the state, coalition members were aware from the start that enacting a tax credit was a big political lift, given that it requires state resources and given the difficult environment for tax credits in general. We introduced a brownfields tax credit bill (HB 2289) in 2015 and were able to air the issues, but focused most of our efforts that year on the other agenda items that were easier to pass. Then one of our legislative champions asked the Legislative Revenue Office to study a brownfields tax credit during the interim after the 2016 session. That work provided useful background for our subsequent efforts.

The Brownfields Coalition's legislative committee is currently working to refine the legislation we introduced in 2015 while exploring the best strategy for advancing it. We will request an amendment to tax credit legislation that is expected to be introduced by one of the legislative revenue committees in 2018. Prospects in 2018 are limited due to the nature of the budget cycle but the Coalition believes it is time to make a more concerted and sustained effort.

RECOMMENDATION: Support the creation of a state tax credit for brownfield cleanup and redevelopment.

LEGISLATIVE HISTORY: As noted above, the Brownfields Coalition has been working to advance legislation on this topic since 2015.

OTHER INTERESTED PARTIES: Members of the Brownfields Coalition, who include business organizations, local governments, and environmental and community groups. Because a tax credit reduces state income tax revenues, we may encounter concerns from groups that watchdog the state budget and from advocates for other tax credits that compete for the same scarce resource.

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
2018 LEGISLATIVE ISSUE IDENTIFICATION

Department: GAPD **Date:** December 1, 2017

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

ISSUE: 2018 Climate legislation – SUPPLEMENTAL

BACKGROUND: See attached September 27 issue sheet for general background on this proposed legislation. Since then, several working groups established by the chairs of the House and Senate committees with responsibility for environmental matters have met to flesh out a number of issues associated with this proposal. I was invited to participate as a member of the Utilities and Transportation work group and submitted comments about potential opportunities the proposal might create for Metro and the region. Advocates for the legislation have also been meeting under the leadership of Renew Oregon, an umbrella group for a broad coalition of businesses and organizations that support action to address climate change.

This update addresses two specific issues implicated by the proposed legislation that are of direct interest to Metro: transportation and solid waste.

<u>Transportation</u>: Like gas taxes and vehicle registration fees, proceeds from GHG emissions allowances purchased by suppliers of transportation fuels will be constitutionally dedicated to expenditures within the road right-of-way. These dollars will be deposited in a sub-account of the State Highway Fund to comply with constitutional requirements. However, they must still be spent in ways that carry out the primary objectives of the bill: reducing greenhouse gas emissions and promoting adaptation and resilience in Oregon communities in response to climate change. Other language in the draft bill requires that preference be given to transportation investments that result in the greatest reductions in GHG emissions.

<u>Waste</u>: California's cap and trade program exempts the solid waste industry, but that is reportedly because other regulations cover emissions from solid waste. While initial information seemed to suggest that waste would be exempted in the proposed Oregon program, it now seems that it might in fact be covered, meaning that allowances would have to be obtained through the auctions contemplated by the bill to account for emissions from landfills, etc., that exceed the bill's eligibility threshold of 25,000 tons of CO_2 equivalent.

RECOMMENDATION: As previously noted, 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. Based on this principle, staff offers the following recommendations.

<u>Transportation</u>: Under the 2009 Jobs and Transportation Act (JTA), the region is required to adopt and implement a comprehensive strategy, known as the Climate Smart Strategy, for

reducing GHG emissions from transportation. This strategy, which received broad regional support and has been approved by the Oregon Department of Land Conservation and Development, includes several elements that are Highway Fund-eligible and others that are not. Even considering the road, transit, bicycle and pedestrian improvements that will be supported by the 2017 transportation package, significant additional funding will be needed to fully implement the strategy. The JTA and subsequent legislation also directed other Oregon MPOs to develop GHG reduction plans.

Oregon MPOs, including in the Portland region, have long experience allocating federal transportation dollars in ways that improve air quality and reduce GHG emissions. This experience and the requirements of the JTA suggest that an appropriate share of the transportation-related proceeds from the cap and invest system should be allocated for programming to any MPO with a state-approved GHG reduction plan.

<u>Waste</u>: While including GHG emissions from waste in a cap and invest program will impose additional costs on the solid waste system, this is not necessarily a reason to resist including them. Internalizing environmental costs is generally good practice, especially when the costs are linked to behaviors that can be modified or avoided. If the solid waste industry is required to obtain allowances to account for its GHG emissions, the costs of those allowances could be included in rate setting and would provide an incentive for reducing waste generation or otherwise reducing emissions, similar to the other sectors covered by the legislation. Staff recommends that Metro support this climate legislation irrespective of whether waste is subject to its requirements.

<u>Note</u>: A preliminary list of large emitters of GHGs developed by the DEQ includes the St. Johns Landfill. Requiring a closed landfill to purchase allowances to account for its GHG emissions is problematic for several reasons and would require Council discussion. However, staff investigation suggests that the DEQ's assessment of emissions from St. Johns is based on generic information and fails to take into account the extensive measures taken to capture and eliminate those emissions. Staff is confident that actual emissions fall well below the threshold in the legislation that would require Metro to purchase allowances for the landfill.

LEGISLATIVE HISTORY: See attached September 27 issue sheet.

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: With respect to the specific issues discussed in this issue sheet:

- opportunities for accelerated implementation of the Climate Smart Strategy
- new costs to be internalized into solid waste system rates; additional incentives to avoid costs through waste reduction and recycling

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: FRS/GAPD **Date:** 8 November 2017

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

ISSUE: Qualification-Based Selection (QBS)

BACKGROUND: Qualification-based selection is a procurement process for the selection of firms providing certain professional services for public projects. Under QBS, the public agency posts a Request for Qualifications (RFQ) or Request for Proposals (RFP) and selects a firm, and only after that does the agency negotiate a price for the service with the selected firm (as well as schedule, budget, etc). If no agreement can be reached, the agency can move to the next qualified firm and begin negotiating again.

Prior to 2012, QBS requirements only applied to state agencies and to local governments who received state funding for projects that exceeded $900,000. Covered services included architectural, engineering and land surveying "and related services." However, the 2011 Legislature extended the QBS requirement to local projects exceeding $100,000 irrespective of whether they included state funding. HB 3316 also added transportation planning and photogrammetric mapping to the list of services for which QBS was required.

The problem with QBS as currently prescribed is that it removes price as a factor that can be considered at the appropriate point of the process when selecting certain types of contractors, thereby undermining the ability of public agencies to get the best value for public dollars. Separating the selection of contractors from discussions of cost can also lead to delays in contracting. While it is important to hire qualified contractors for public projects, and factors other than price are also important in selecting providers of professional services, there are other ways to ensure quality work that use both public time and public dollars more efficiently.

The League of Oregon Cities and the City of Hillsboro have taken the lead on developing legislation that offers an alternative to the current statutory QBS process. Under this proposal, a contracting agency could either use the current process or opt instead for a process whereby it selects up to five qualified contractors who then submit pricing information. This would allow the public agency to consider price as a factor before selecting a contractor rather than after.

RECOMMENDATION: Support legislation providing an alternative approach to the current statutory QBS requirements.

LEGISLATIVE HISTORY: The current requirements were enacted in HB 3316 (2011).

OTHER INTERESTED PARTIES: Local governments are likely to support this legislation. The primary opposition is likely to come from the American Council of Engineering Companies (ACEC), which supported the 2011 legislation.

IMPACT IF PROPOSED ACTION OCCURS: Metro would have more flexibility in its process for selecting key contractors on larger projects and would be able to more efficiently deploy public dollars to complete those projects.

METRO
2018 LEGISLATIVE ISSUE IDENTIFICATION

Department: Planning and Development **Date:** 5 December 2017

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

ISSUE: Urban and Rural Reserves

BACKGROUND: The so-called "grand bargain" on urban and rural reserves (HB 4078) brokered and enacted by the Legislature in 2014, which purported to settle the issue (in Washington County, at least) for decades, did not end efforts of dissatisfied parties to affect reserves designations through legislative action. Landowner-driven bills have been pursued in every session since 2014 to legislatively redraw the lines or otherwise intervene in the process. While those efforts have been unsuccessful, they have created uncertainty about the integrity of the system and fed a misconception that specific local land use designations are proper subjects of state legislation.

Now legislation is forthcoming for 2018 – not from a disgruntled landowner, but from one of the key parties to the original "grand bargain" – that would effectively repudiate the 50-year deal they signed onto just four years ago. The City of Hillsboro is pursuing a bill that reportedly[1] would reverse a key element of the "grand bargain" by redesignating approximately 1700 acres adjacent to Hillsboro from rural reserve to urban reserve. Other landowners and jurisdictions might attempt to "hitch a ride" on this bill by offering amendments to address specific parcels in other areas of the region. This proposal comes forward at a time that the Land Conservation and Development Commission has only recently directed staff to issue a final order acknowledging the reserves designations Multnomah and Clackamas Counties.

Related to this proposal is Hillsboro's contention that, unlike rural reserves established through the regular regional process (agreement between Metro and the three counties, acknowledgement by LCDC), which are off limits to UGB expansion for 40-50 years, those established in HB 4078 may be off limits in perpetuity. OMA believes that while this was not the Legislature's intent, the language of the bill can be interpreted to have that effect. Ironically, this situation could potentially offer some common ground around the need to extract the reserves process from statute and return land use control to the region.

It is worth noting that Metro and the counties have signed intergovernmental agreements stipulating their mutual intent to review the reserves designations no later than 2030.

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[1] The deadline for submitting bill drafting requests was on November 21 and drafts must be delivered to their requestors by early January. This bill was requested close to the deadline and I have not yet seen a draft, so this description of the proposal, including the amount of acreage, is based on conversations with the key participants.

RECOMMENDATION: Prior to the 2014 session, the Council adopted a principle that declares, in relevant part: "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." Metro has departed from this principle only once, for the "grand bargain" itself, due to the extraordinary circumstance created when the Oregon Court of Appeals rejected the entire Washington County portion of the reserves agreement during a legislative session when key legislators were already threatening to redraw the reserves.

Based on this principle, which the Council has reaffirmed annually since it was first adopted, Metro should continue to strongly oppose any effort to legislatively change the designation of land that has previously been designated (or left undesignated) either through the regular reserves process or the "grand bargain" (including the 2015 bill, HB 2047, that made technical corrections to errors in HB 4078).

However, staff seeks Council direction on the desirability of removing specific reserves designations from statute and returning land use control to the region. (Because the land designations of the "grand bargain" have now been incorporated into Metro planning documents and maps, removing them from statute would not change any designations on the ground.)

LEGISLATIVE HISTORY: SB 1011 (2007) created the process under which Metro and the Counties agreed on reserve designations in 2010. Shortly after the Court of Appeals rejected part of that agreement in February of 2014, the Legislature passed HB 4078 to establish urban and rural reserves in Washington County. HB 4078 also prohibited the creation of more urban reserves in any county until 75% of the current urban reserves in that county have been brought into the urban growth boundary. The following year, HB 2047 corrected technical errors in HB 4078 while avoiding changes that had not been agreed to in the "grand bargain." In 2015, 2016 and 2017, legislation was introduced which would have intervened in the regional reserves process in various ways and in various places around the region. However, none of those bills passed.

OTHER INTERESTED PARTIES: The City of Hillsboro and various Washington County landowners are the primary advocates of the proposed 2018 legislation. Additional support may come from Washington County or other cities, as well as development-related business groups. Opposition is likely from groups like the Washington County Farm Bureau, 1000 Friends of Oregon, and Save Helvetia, as well as from other cities in the region that have land they would like to see develop before more land is brought into the reserves or the UGB.

IMPACT IF PROPOSED ACTION OCCURS: Passage of new legislation redrawing the reserves map would further undermine the integrity of the land use process in the Portland metropolitan region. However, passage of legislation rolling back the statutory designations in favor of regional governance of land use could help to reduce the saliency of the notion that the Legislature is the place to go to change the designation of specific lands.

METRO
2018 LEGISLATIVE ISSUE IDENTIFICATION

Department: GAPD/FRS **Date:** October 23, 2017

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

ISSUE: Tax Supervising and Conservation Commission (TSCC) budget cap

BACKGROUND: The Tax Supervising and Conservation Commission was created almost 100 years ago to monitor the financial affairs of local governments in Multnomah County. TSCC conducts procedural and substantive financial reviews of the budgets of all local governments within its jurisdiction, including Metro.

As of 2009, TSCC's budget was capped at $280,000 plus an annual growth factor of 3%. Since then, TSCC has stayed below the cap but its budget, 92% of which consists of personnel costs, has been rising faster than the 3% allowance, and is likely to hit the cap by 2020. TSCC is included in the Multnomah County personnel services system and costs track with the County's; much of the anticipated increase is driven by accelerating costs of PERS.

The cost of operating TSCC is paid for by the member jurisdictions. Multnomah County pays for half of the costs of operating TSCC ($137,468 in FY17) and provides office space. The other jurisdictions pay the remainder of the costs on a pro-rata basis. Those costs range from $250 annually for small districts to $47,035 in FY17 for the City of Portland. Metro's FY17 TSCC dues were $4,764.

TSCC intends to pursue a statutory change to reset their budget cap to $410,000 and increase the growth factor to 5%. At $410,000, the cap would exceed forecast expenditures by the same amount as it did after the passage of the 2009 legislation. TSCC also plans to seek revenue raising authority that would enable them to provide services for a fee to non-members or new members.

RECOMMENDATION: TSCC provides oversight of Metro's budget process. Staff views the services TSCC provides as cost-effective and responsible. If TSCC did not exist, state law would require Metro to establish a citizen budget committee.

To maintain TSCC's viability over the long term, Metro should support legislation to increase its budget cap and growth factor as described above. Because the question of revenue-raising authority for TSCC does not appear to affect Metro, we should remain neutral on this element of the proposed legislation.

LEGISLATIVE HISTORY: The most recent statutory change to TSCC's budget cap took place in 2009, when HB 2074 established the 3% growth factor.

OTHER INTERESTED PARTIES: Numerous local governments located completely or partly within Multnomah County have a stake in TSCC's continued viability.

IMPACT IF PROPOSED ACTION OCCURS: TSCC continues to provide budget oversight and advice on local budget law. Metro continues to have the option of using TSCC's services instead of appointing a budget committee.

Materials following this page were distributed at the meeting.

oregonmetro.gov

2017 Granicus Report

Prepared by:

Taylor Unterberg and Amaanjit Singh

Metro's values and purpose

We inspire, engage, teach and invite people to preserve and enhance the quality of life and the environment for current and future generations.

Public service
We are here to serve the public with the highest level of integrity.

Excellence
We aspire to achieve exceptional results

Teamwork
We engage others in ways that foster respect and trust.

Respect
We encourage and appreciate diversity in people and ideas.

Innovation
We take pride in coming up with innovative solutions.

Sustainability
We are leaders in demonstrating resource use and protection.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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INTRODUCTION

Moving toward web-based meeting management

In September 2016, the Metro Council initiated its transition to the use of an electronic, web-based system, Granicus, to host its meeting materials. The goals of this initiative included: enhancing the Council's sustainability efforts by reducing paper consumption, mitigating agency expenditures, improve the efficiency of the existing approval process for materials, and improving the transparency and accessibility of materials for Council meetings.

After beginning the transition in 2016- including significant training of staff- the Metro Council completed its transition to the use of the Granicus calendar on July 1, 2017. The Granicus calendar provides an online platform that hosts Council agendas, meeting materials, and meeting minutes, along with meeting audio and video. To further these efforts on a broader scale, the Council Office intends to transition two regional engagement committees—the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT)—to the Granicus system this year.

In an effort to review the results of this transition, the information provided in this report offers insight into the agency's paper consumption and the associated costs for Council work sessions and meetings for the first six months of three consecutive years: 2015, 2016, and 2017. Additionally, the report includes information regarding the usage characteristics of the Granicus calendar.

Data acquisition process and considerations

Printing and cost figures herein were retrieved from the Portland Printing and Distribution (P&D) website. Data within this report is based solely on print orders submitted to P&D, and includes print orders for Council work sessions and meetings exclusively. It should be noted that figures presented are not inclusive of all printing performed in preparation for Council work sessions and meetings, as they do not include small-scale printing that was performed in-house.

While efforts have been made to increase sustainability by significantly reducing the amount of in-house printing, it does still occur. Prior to the introduction of Granicus, Council meeting and work session packets were printed and distributed to all seven Metro councilors, Council office staff, the Metro Attorney, and the Metro Chief Operating Officer (COO). Additional copies of agendas, meeting packets, and supplemental materials were made available to members of the public at Council work sessions and meetings—typically between 10 and 15 copies of all documents. As of July 2017, hard copies of Council meeting and work session packets are distributed only to the Metro Attorney and COO upon request. Hard copies of materials made available at public meetings are predominantly printed in-house. The number of hard copies available at Metro Council meetings has been reduced to 10 or less, with infrequent exceptions occurring when more copies are deemed necessary by staff. All meeting materials are accessible to the public in electronic format via a link to the Granicus calendar on the Metro website.

PAPER USAGE

Figure 1 (below) displays the number of sheets of paper printed by the Metro Council for its work sessions and meetings during the first halves of 2015, 2016, and 2017.

- In 2015, the Metro Council printed 25,093 sheets of paper
- In 2016, the Metro Council printed 31,110 sheets of paper
- In 2017, the Metro Council printed 5,060 sheets of paper

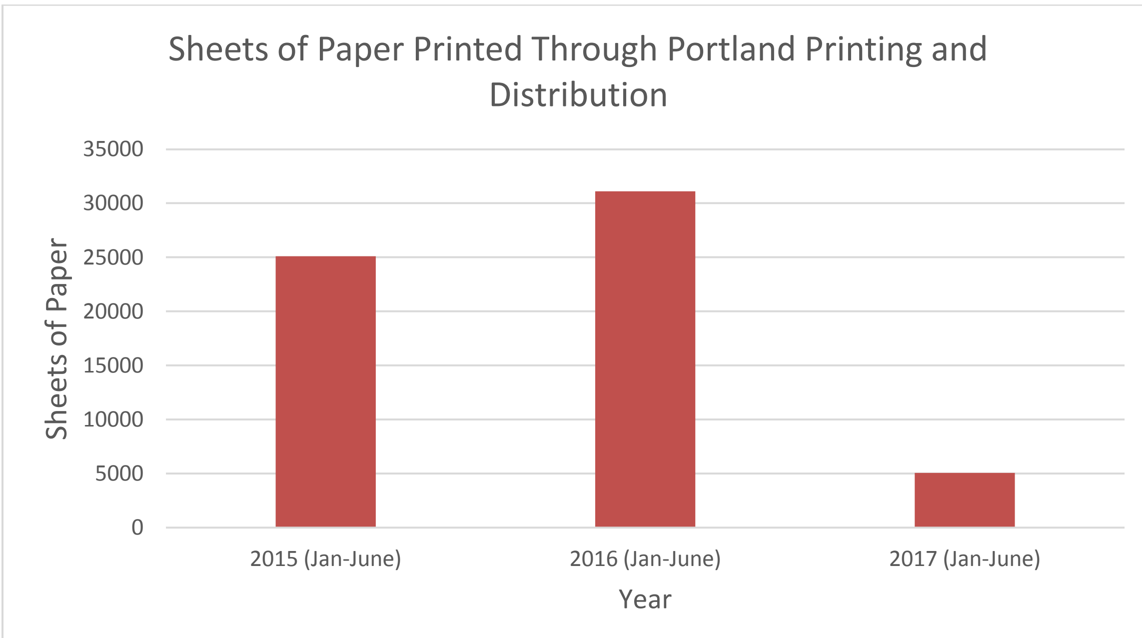


Figure 1: Total printed sheets of paper for 2015, 2016, and 2017.

When comparing 2017 paper usage to previous years, there is a noteworthy reduction in sheets of paper printed. 2017 data indicates an 80 percent reduction when compared to 2015, and an 83 percent reduction when compared to 2016 (Table 1).

Year (Jan-June)	Paper Usage (in pages)	% Change Compared to 2016	% Change Compared to 2015
2017	5,060	-83%	-80%
2016	31,110		
2015	25,093		

Table 1: Paper usage totals and percent change when comparing 2017 to previous years.

COST

In addition to sheets of paper printed, the total cost of print orders submitted over the first halves of 2015, 2016, and 2017 were analyzed (Figure 2).

- In 2015, the Metro Council spent $2, 572.77
- In 2016, the Metro Council spent $5,394.23
- In 2017, the Metro Council spent $674.43

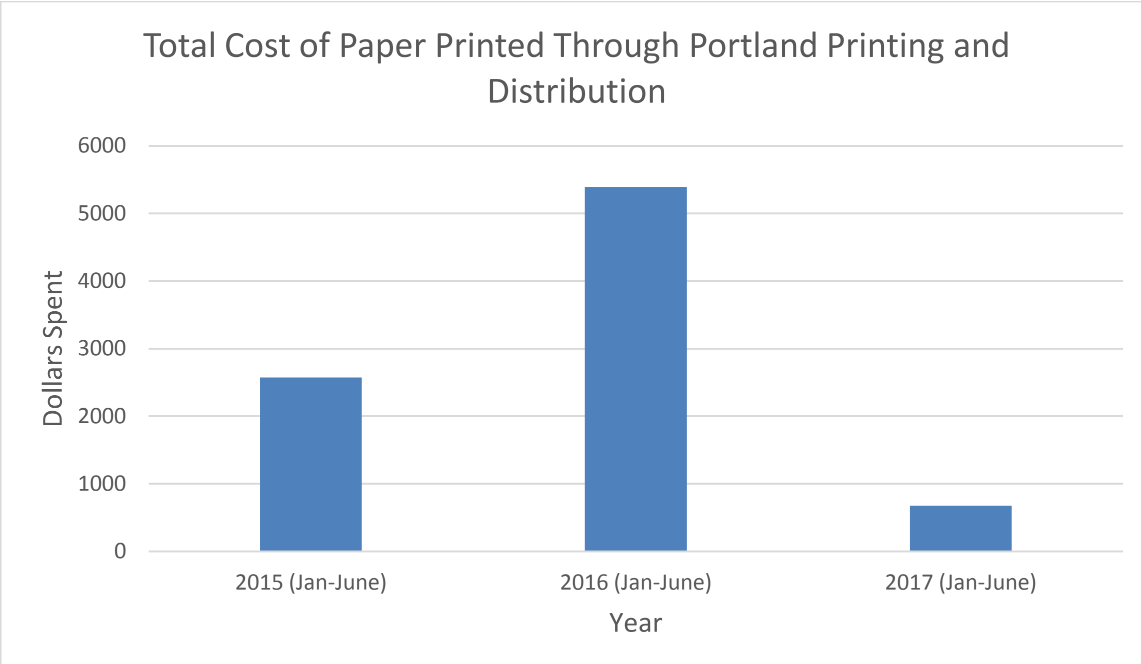


Figure 2: Cost total for print orders placed in 2015, 2016, and 2017.

Similar to paper usage, there is a notable reduction in cost when comparing 2017 to previous years. Between 2017 and 2015, there was a 74 percent reduction in agency cost. The reduction between 2017 and 2016 was even greater at 88 percent (Table 2).

Year (Jan-June)	Cost (in dollars)	% Change Compared to 2016	% Change Compared to 2015
2017	674.43	-88%	-74%
2016	5,394.23		
2015	2,572.77		

Table 2: Cost totals and percent change when comparing 2017 data to previous years.

GRANICUS CALENDAR SUMMARY

Granicus overview and calendar usage information

As stated above, Granicus is an online platform that provides meeting and agenda management for government organizations. Moreover, Granicus provides a dynamic citizen experience by providing access to meeting agendas, materials, minutes, audio, video, and legislative updates in one platform via the Granicus calendar. By providing a wide range of digital features, Granicus creates a link between the public and the Metro Council, and offers members of the public access to Council operations. In order to express the consumer usage data of the Granicus calendar, usage characteristics were provided in this section. (Please note: data that is included in this section is from January 1, 2017-June 1, 2017 unless otherwise noted)

Total Unique Visitors	Total Page Visits	Total Page Views
3,116	3,274	19,788
The unique visitor distinction pertains to external visitors, i.e. members of the public who are accessing the calendar. Metro staff accessing the calendar within the Metro network will not count as unique visitors, unless they are using personal technology.	The total visits implies the number of times a visitor has viewed the calendar. Viewing between 1-3 pages counts as one visit. Thus, more than one visit could indicate a single user that is viewing multiple pages. Metro staff accessing the calendar within the Metro network will not count towards page visits, unless they are using personal technology.	Total page views indicates the total number of times all Granicus materials have been viewed. Materials include: Council meeting video, agendas, minutes, admin pages, meeting packets, and audio. Total page views **includes** Metro staff within the Metro network and external parties.

Table 3: Visitor data and description for each component for the time period between January 1, 2017-June 1, 2017

Additionally, 98 percent or 19,410 of total page view traffic utilized the link provided on the Metro website to reach the Granicus calendar. The other 2 percent or 378 of visitors accessed the calendar by typing in the URL directly or placing the calendar in a bookmark. There were 553 streams of the Council meeting video(s); Granicus does not provide data on views for individual meetings. Stream counts for the Council meeting videos include both Metro staff within the Metro network and external parties. Council work sessions do not have video streaming.

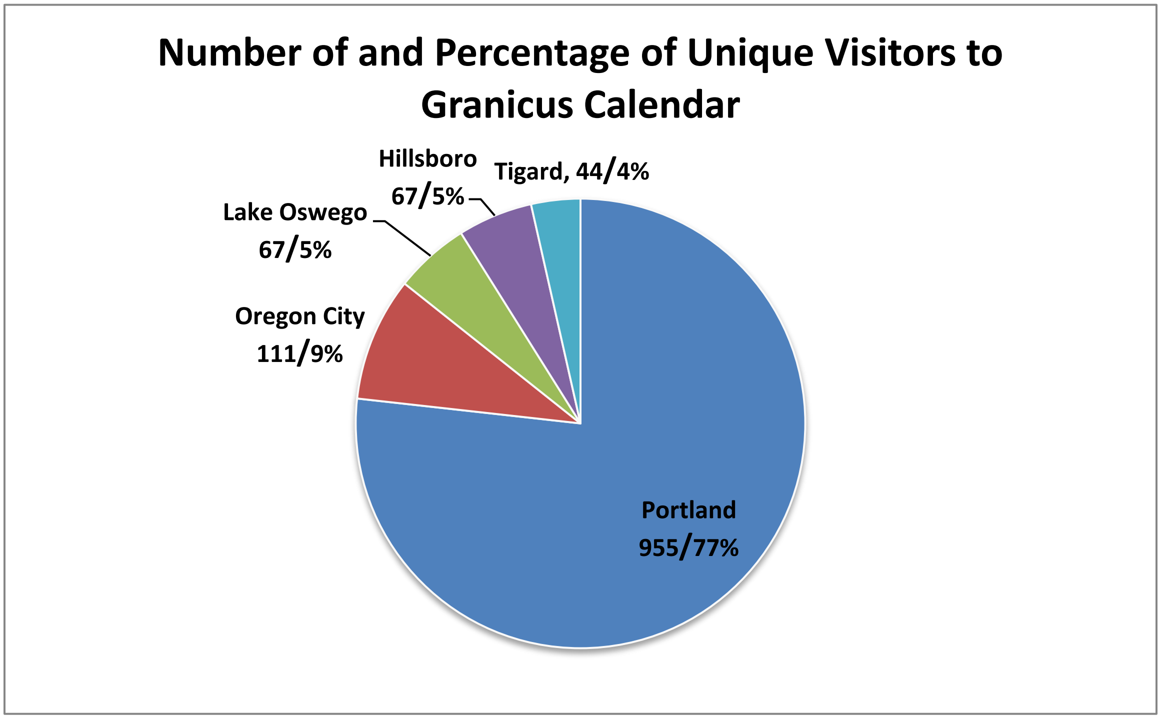


Figure 3: Composition of unique visitors from the top 5 cities in the Metro region between January 1, 2017-June 1, 2017.

Figure 3 provides detail on the top 5 cities with unique visitors. As expected, the majority of unique visitors are from the City of Portland. The breakdown of unique visitors by respective cities provides insight into jurisdictional engagement or interest in Metro policy and projects.

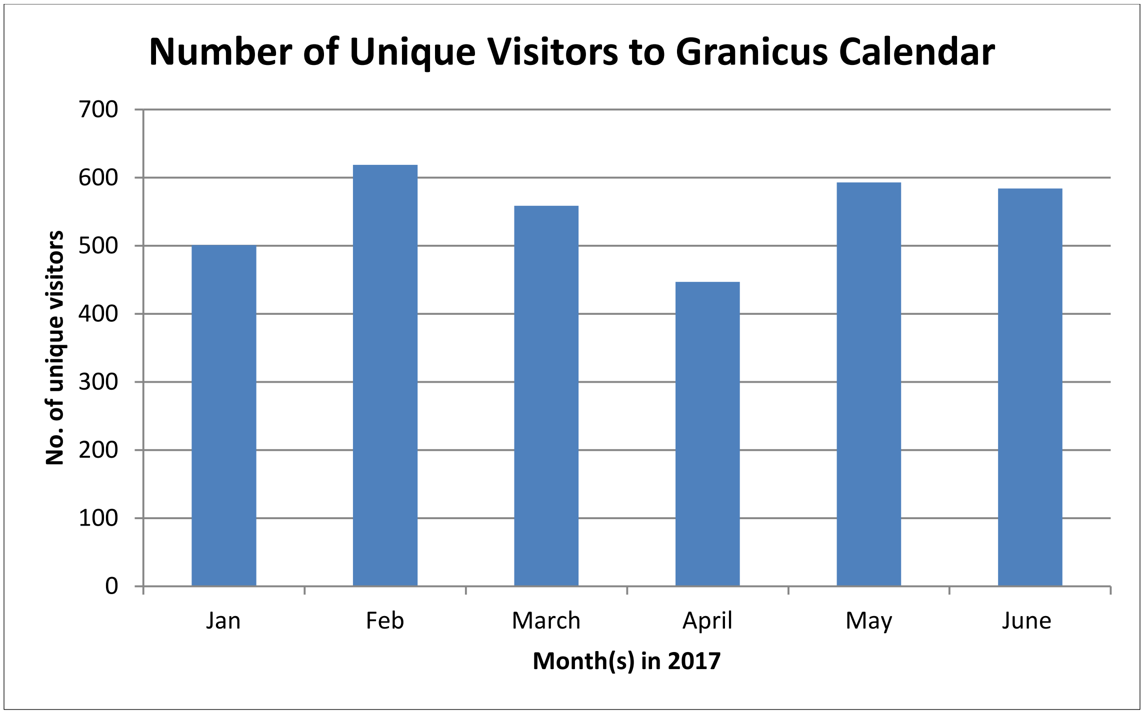


Figure 4: Number of unique visitors that have visited the Granicus calendar per month.

There was a consistent range of approximately 450-620 unique visitors to the Granicus calendar between January 1, 2017-June 1, 2017. Data on the last six months for 2017 could be analyzed to better understand usage trends and whether an increase or decrease in unique visitors per month reflects the effectiveness of the Granicus calendar. Unique visitors are individuals that are not part of the Metro agency network, i.e. members of the public or Metro staff accessing Granicus from their personal technology.

CONCLUSION

Overall, the utilization of Granicus has significantly reduced the paper usage and cost burden on the Metro Council. When referencing the 2017 paper usage data, there was an 80 percent reduction in comparison to 2015, and an 83 percent reduction from 2016 (table 1).

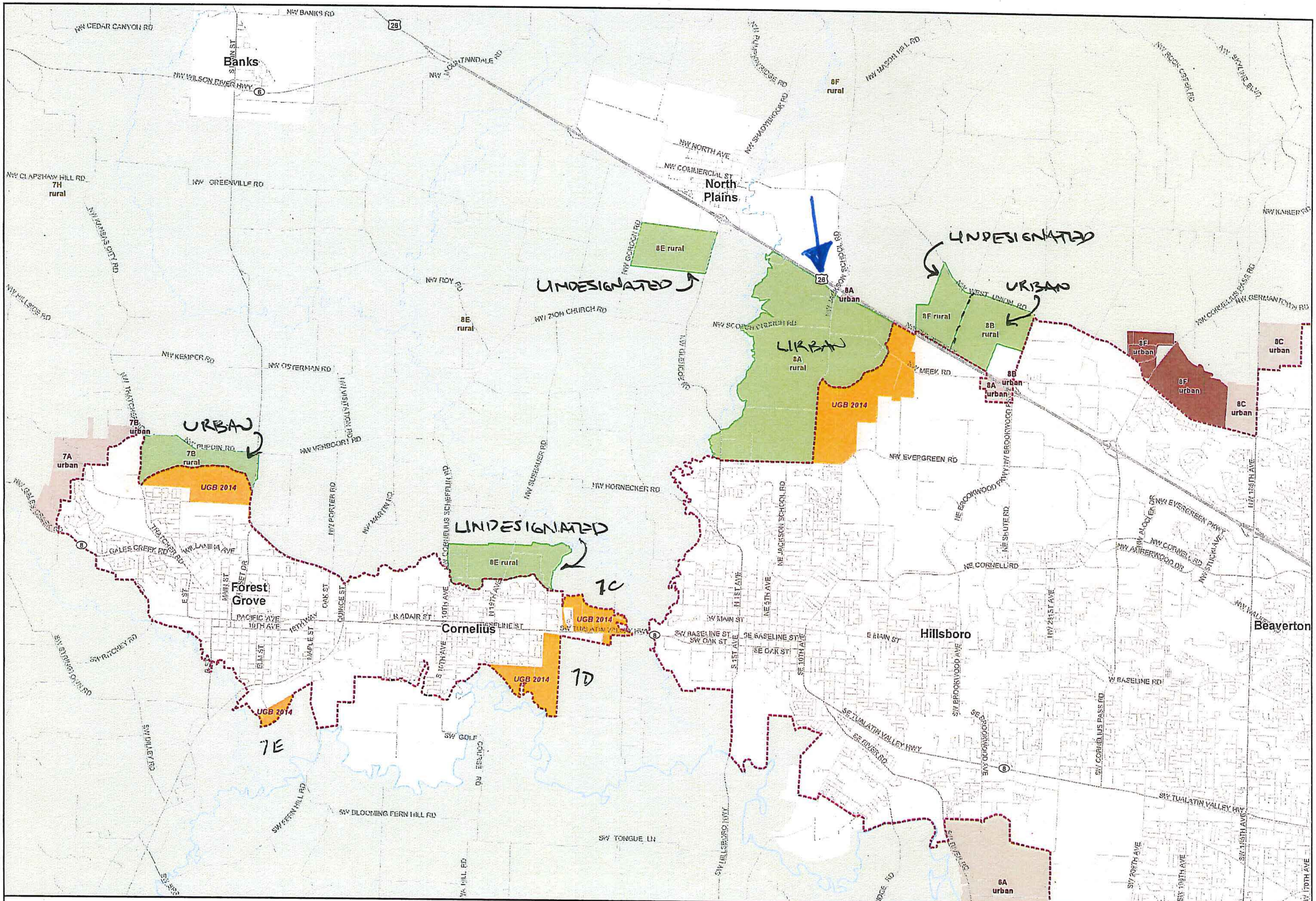
Regarding cost reduction, the Metro Council spent the following for its work sessions and meetings (Jan-June of each year):

- $2572.77 in 2015
- $5,394.23 in 2016
- $674.43 in 2017

This data indicates how effective the use of Granicus has been towards increasing sustainability and lowering expenditures.

In addition, Granicus has provided Metro staff and the public an effective platform to engage with Metro Council operations. From January 1, 2017-June 1, 2017, there have been 19,778 page views on the Granicus calendar (table 3). Materials that include Council Meeting video, agendas, minutes, administrative pages, meeting packets, and audio have been accessed and reviewed by the public and Metro staff via one interface. The calendar has experienced a steady number of unique visitors that are reviewing meeting materials on the Granicus calendar, which may be interpreted as showing that the public is comfortable with navigating through the calendar and finding the appropriate materials. Unlike cost and paper usage data, there is no year-by-year Granicus usage information available for comparison. Still, the information in this report provides insight into Granicus usage in the first half of 2017, and this data may be used to perform comparative assessments in the future.

Overall, Granicus has streamlined efforts in public engagement along with honoring the sustainability and fiscal goals of the agency. Though not comprehensive, this report is an attempt to communicate the general usage patterns of the Granicus calendar, and highlight data that demonstrates a reduction in agency spending, as well as an increase in sustainable resource conservation.



HB 4078 Reserves and Urban Growth Boundary Washington County Area

June 2014

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors are appreciated.

New Rural Reserves Added

Existing Rural Reserve

New Urban Reserve Added (Formerly Rural Reserve)

Existing Urban Reserve

New Urban Growth Boundary

New Urban Growth Boundary Areas Added (Formerly Urban Reserve)

Existing Urban Growth Boundary

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Making a great place

0 1 2 Miles

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