



# Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro’s civil rights program, or to obtain a discrimination complaint form, visit [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet’s website at [www.trimet.org](http://www.trimet.org).

### Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

### Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

### Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

### Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweynaha, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

### Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

### Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មប្រព័ន្ធរើសអើងសូមចុះទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

### إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

### Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

### Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

### Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

### Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

### Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev saww ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lw m ua nte j ntawm lub rooj sib tham.

**DLCD Climate Rulemaking Process**

*Work Session Topics*

Metro Council Work Session  
Tuesday, March 15, 2022

## UPDATE ON THE STATE'S CLIMATE FRIENDLY AND EQUITABLE COMMUNITIES RULEMAKING

---

Date: March 2, 2022  
Department: Planning, Metro Attorney  
Meeting Date: March 15, 2022

Presenters:  
Metro: Margi Bradway, Kim Ellis, Roger  
Alfred, Ted Reid  
DLCD: Bill Holmstrom, Kevin Young  
Length: 45 minutes

Prepared by: Ted Reid,  
[ted.reid@oregonmetro.gov](mailto:ted.reid@oregonmetro.gov)

---

### ISSUE STATEMENT

In March 2020, Governor Brown issued [Executive Order 20-04](#), directing state agencies to take actions to reduce carbon emissions and mitigate climate change impacts. The order instructs agencies to exercise all authority and discretion to meet Oregon's climate pollution reduction goals. In response, the Land Conservation and Development Commission (LCDC) is updating Oregon Administrative Rules (OARs) that guide transportation and land use planning statewide.

Proposed administrative rule changes include:

- Transportation Planning Rule (OAR Chapter 660, Division 12)
- Metropolitan Greenhouse Gas Reduction Targets (OAR Chapter 660, Division 44)
- Metropolitan Housing Rule (OAR Chapter 660, Division 7)
- Interpretation of Goal 10 Housing Rules (OAR Chapter 660, Division 8)

DLCD and Metro staff will provide an overview of these efforts, highlighting how the rules would apply in the greater Portland region and how they recognize the region's existing efforts on climate change, including Metro's development and adoption of the broadly supported [Climate Smart Strategy](#) in 2014. Approved by LCDC in 2015, the strategy was incorporated into the Regional Transportation Plan in 2018. Metro staff will also suggest ways that the region can implement these rules in upcoming work, including the next update to the Regional Transportation Plan, due in late 2023.

### ACTION REQUESTED

No council action requested at this time. The first hearing is scheduled for the LCDC's March 31/April 1 meeting. LCDC adoption is scheduled for May 19/20.

### IDENTIFIED POLICY OUTCOMES

LCDC intends to adopt the new administrative rules in mid-May 2022. Those rules will guide city, county and regional land use and transportation planning efforts. The rules will influence future Metro work programs, including Regional Transportation Plans and updates to Metro code.

## **POLICY QUESTION(S)**

Does the Metro Council have additional guidance for Metro comments on the draft administrative rules?

## **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Provide initial guidance to staff on how to further incorporate carbon reduction and racial equity into upcoming regional work programs such as the 2023 Regional Transportation Plan, the 2024 Regional Growth Management Decision, and updates to the region's Functional Plans.

## **STAFF RECOMMENDATIONS**

Staff recommends supporting the direction of the draft rules that would apply in the Metro region.

Staff further recommends additional discussion with Council about how to most effectively address these new rules in ongoing regional planning processes and the resources needed to do so.

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

If adopted, the proposed Oregon Administrative Rules will have implications for land use and transportation planning in Oregon. In some cases, the draft rules build on Metro's delegated authority and, in other cases, the rules, as proposed, will apply directly to cities and counties.

The draft rules recognize and reinforce the region's long tradition of collaborative regional planning, including the 2040 Growth Concept's focus on compact urban growth and the region's Climate Smart Strategy. That focus on compact growth is, to this day, a widely accepted best practice for reducing carbon emissions from transportation and the built environment.

A summary of three key areas addressed in the rulemaking follows.

### **Climate-Friendly Areas (CFAs) Rules**

Mixed-use Centers are a core aspect of our region's approach to managing growth. Under the proposed rules, Metro will be required – by December 31, 2024 – to amend Title 6 of the Urban Growth Management Functional Plan (Centers, Corridors, Main Streets, and Station Communities) to require that cities and counties in the region adopt boundaries for existing centers (Central Cities, Regional Centers, and Town Centers) by December 31, 2025. To comply, the Council could amend Title 6 as part of the 2024 Urban Growth Management Decision, which must also be completed by this time. Once boundaries are adopted, the rules require jurisdictions in the Portland metropolitan area to implement the Urban Growth Management Functional Plan requirements for town and regional centers.

Currently, adoption of boundaries for centers is voluntary under Title 6 of the Urban Growth Management Functional Plan. The Central City has an adopted boundary. Of the 40

designated Regional and Town Centers, 9 town centers (TCs) do not have adopted boundaries. These are:

- West Linn TC, Willamette TC, Gladstone TC and Damascus TC in Clackamas County;
- Pleasant Valley TC in Multnomah County; and
- Raleigh Hills TC, King City TC, Sunset TC and Orenco TC in Washington County.

Title 6 lays out additional actions that cities and counties should take to remove barriers to mixed-use, pedestrian-and-transit-friendly development. Boundary adoption and those voluntary actions make jurisdictions eligible for regional investments in high-capacity transit. The Metro Council may wish to consider whether to amend Title 6 further to encourage additional development in 2040 Centers.

### **Transportation System Planning Rules**

As drafted, the rules will also influence transportation planning efforts in the region, including development of the 2023 Regional Transportation Plan and future updates to city and county transportation system plans (TSPs). In recent discussions, DLCD staff noted that specific timelines for addressing this set of rules are still subject to further revision to provide additional flexibility.

Under the proposed rules, cities and counties are required to update their TSPs by June 30, 2026 to meet these requirements. However, the proposed rules also provide an option for Metro and local governments in the region to develop and jointly submit a regionally coordinated work program and alternate timeline for addressing the rules to DLCD by December 1, 2022 for review and approval by LCDC. If approved by LCDC, some elements of the work program must be completed by December 31, 2023. All elements in the work program must be completed by June 30, 2027.

Key areas addressed in the draft rules for transportation system planning and that may require additional actions by Metro and/or local governments in the region include:

- Planning for greater development in transit corridors and downtowns;
- New transportation equity analysis and expanded outreach to underserved communities to improve equitable outcomes for underserved populations;
- New transportation safety analysis;
- Development of transportation system inventories (e.g., pedestrian, bicycle, transit, streets and highways, transportation options programs) that are used to identify needs (and projects);
- Prioritization of projects based on their ability to improve safety, achieve equitable outcomes and reduce vehicle miles traveled (VMT);
- Updated standards for evaluating transportation system performance, including use of vehicle miles traveled per capita reduction targets and additional measure(s) beyond congestion when evaluating the transportation impacts of land use;
- New modeling and analysis methods to account for additional driving (and related climate pollution) that may be induced by specified types of projects that increase street or highway capacity;

- Updated rules for project lists, including development of a “constrained” forecast and constrained project list that meets climate targets (defined as VMT/capita reduction targets); and
- Updated monitoring and reporting requirements that call for more frequent reporting to DLCD.

There are complex interrelationships between state, regional, county and city land use and transportation planning rules and planning efforts in the greater Portland area. The rules, as drafted, do not directly apply to the Oregon Department of Transportation (ODOT) even though ODOT identifies projects to be included in the RTP and local TSPs. In some cases, the draft rules contain provisions that are already addressed to some degree in the RTP and/or the regional functional plans that direct local implementation of the RTP. In some cases, the draft rules are overly prescriptive and go beyond what is currently adopted in the RTP and regional functional plans. Staff are reviewing the rules to identify provisions that have the potential for creating conflicts and redundancies that may impede regional coordination in the development and implementation of the RTP and local TSPs.

### **Parking Rules**

Lastly, the rules seek to modernize Oregon’s regulatory approach to parking, which is an important interface between land use and transportation. Generally, ample parking encourages driving. Requiring parking also increases construction costs in mixed use centers, making housing less affordable.

The parking rules will apply directly to cities and counties in the Portland region. Notably, they will prohibit cities and counties from applying minimum parking requirements to development applications received after December 31, 2022 in 2040 Centers, for affordable housing and other specified development types and within one-half mile of frequent transit corridors or three-quarters of a mile of rail transit stops. For cities with greater than 25,000 people, requirements to update parking maximums in climate-friendly areas will apply in the 2040 regional and town centers and along transit corridors and rail stops when updating TSPs.

Under the draft rules, Metro and its constituent cities and counties may instead develop a joint regional work program to update and tailor our region’s parking requirements – this alternate regional approach and timeline must be submitted to DLCD by December 1, 2022 and be approved by LCDC. Staff acknowledges that Title 4 (Regional Parking Management) of the Regional Transportation Functional Plan was last updated in 2012 and will need to be updated whether the rules apply directly to cities and counties or a new regional approach to parking is developed collaboratively following Metro’s ongoing regional planning and decision-making processes.

Updates to Metro policies will take time and require resources to build broad regional support for the updates and subsequent implementation. To some extent, these updates may occur through existing work programs such as the 2023 Regional Transportation Plan Update and the 2024 Urban Growth Management Decision. More ambitious policy

development efforts, such as the updates to address the parking rules, would require additional resources that would need to be identified in discussion with Metro Council and state agencies responsible for implementation of these rules. As noted previously, the draft rules contain a provision for development of a regionally coordinated work program by December 1, 2022 for review and approval by LCDC. This provision allows for a phased approach to implementing the draft rules.

## **BACKGROUND**

This is the first Metro Council discussion of the [Climate-Friendly Equitable Communities rulemaking](#) effort. Metro staff has participated throughout the rulemaking process, seeking to advance Council priorities. Most notably, Metro staff have sought to emphasize the head start that the greater Portland region has achieved in our efforts to reduce carbon emissions from light-duty vehicles. The region's Climate Smart Strategy, adopted in 2014 and approved by LCDC in 2015, demonstrated that existing regional and community plans are correctly focused on encouraging mixed-use development in Centers around the region. The Climate Smart Strategy found a need for ongoing investment to realize those plans, however. Likewise, the Strategy identified parking policy updates as an opportunity to further advance climate goals.

The final rulemaking schedule is anticipated as follows:

- March 1: Secretary of State publishes draft rules
- March 18: Revised draft rules published on LCDC website
- March 31: LCDC holds a public hearing on the revised draft rules
- April-early May: DLCD staff identify additional revisions to the draft rules
- May 19/20, 2022: LCDC holds the final hearing and is expected to adopt the rules.

## **ATTACHMENTS**

- Is legislation required for Council action?  Yes  No
- If yes, is draft legislation attached?  Yes  No
- What other materials are you presenting today? None

**Legislative Debrief**

*Work Session Topics*

Metro Council Work Session  
Tuesday, March 15, 2022

## STATE LEGISLATIVE DEBRIEF

---

Date: 3/4/22  
Department: GAPD  
Meeting Date: 3/15/22

Prepared by: Anneliese Koehler, State  
Legislative Affairs Manager  
Presenter(s): Anneliese Koehler, State  
Legislative Affairs Manager  
Length: 30 minutes

---

### **ISSUE STATEMENT**

This Council work session is an opportunity for Council to hear a summary of the outcomes of the 2022 Oregon legislative session with respect to the Metro Council's priorities, and a look ahead to the 2023 session.

### **ACTION REQUESTED**

The Council may wish to discuss specific legislative concepts or principles or direct staff to develop policy or funding proposals for the 2023 legislative session.

### **IDENTIFIED POLICY OUTCOMES**

Support Metro's policy goals through engagement with the State Legislature.

### **POLICY QUESTION(S)**

This is mainly an update; in future work sessions, staff will bring forward concepts the Council may wish to consider for its 2023 legislative agenda.

Does the Council wish to provide early guidance for staff with respect to 2023 legislative priorities?

### **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

See attached for an annotated version of Council's State Legislative Priorities and an end of session report.

### **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

During fall and winter 2021, Metro Government Affairs and Policy Development staff worked with Council, Metro staff and external partners including local governments, community organizations, and other key stakeholders to develop Metro Council's 2022 State Legislative Priorities. After work sessions in October and December, Council adopted these priorities in January 2022 in advance of the short session.

Over the past month, Metro Government Affairs and Policy Development staff have worked in partnership with Council, Metro staff and external partners to advance Metro Council's 2022 State Legislative Priorities during the 2022 legislative session. Metro staff is before you today to provide a summary of the legislative session and the outcomes on Metro Council's legislative priorities.

**BACKGROUND**

The Council adopted its State Legislative Agenda in January 2022. This update is to provide Council with the state short session outcomes and impacts on its legislative priorities.

**ATTACHMENTS**

- End of session report
- 2022 State Legislative Priorities with Outcomes

[For work session:]

- Is legislation required for Council action?  Yes  No
- If yes, is draft legislation attached?  Yes  No
- What other materials are you presenting today? [INSERT]

**Date:** March 7, 2022  
**To:** Metro Council  
**From:** Anneliese Koehler, Legislative Affairs Manager  
**Re:** Report on 2022 Legislative Session

### **Background**

As you will recall, you adopted Resolution 22-5232 in January, which established the Metro Council's 2022 State Legislative Agenda and 2022 Legislative Principles. An annotated version of Exhibit B to Resolution 22-5232, which lists the Council's 2022 State Legislative Agenda, is attached.

### **Session overview**

The 2022 Legislature convened on February 1 and adjourned on March 4, 3 days before reaching its constitutional deadline of 35 days. Since the onset of the COVID-19 pandemic, much of the legislative business has been conducted virtually and this short session was no different. Committee hearings and work sessions and many meetings with legislators were conducted online. However, the Capitol and chambers were open to the public, marking the beginning of returning to in-person legislative activity.

Overall, compared to recent sessions, this short session was relatively harmonious between chambers and between parties. That is not to say it was without strife: the Republicans refused to waive the reading of the bills and farmworker overtime was a highly partisan issue that overshadowed much of the airtime and dynamics of this session. And on February 24, the Senate voted to remove a Senate Republican from the chamber for his failure to wear a mask.

Funding was a primary focus this session. The Legislature had an unprecedented \$2 billion to allocate this short session and prioritized investments in housing and homelessness, summer education, behavioral health, workforce training, childcare and climate change. In a rare move, the Democrats offered the Republicans \$100m to spend how they saw fit.

The end of session also saw the announcements of legislative retirements. Due to redistricting, a significant number of open statewide and congressional seats and fatigue from legislating in a pandemic, we anticipate an unusually high number of freshman legislators next year. A number of legislators also cited the failure of an effort to raise legislative pay and provide childcare stipends as their reasons for retiring. 2022 also marks the final scheduled session for Senate President Peter Courtney. He is the longest-serving lawmaker and longest-serving presiding officer in state history.

### **Outcomes**

Before the 2022 session, you identified a few top priority items. You'll recall that we recommended a tailored and focused agenda due to nature of short session, the current highly partisan and political environment and the continued focus on COVID-19 response and recovery.

Attached to this memo is an annotated version of Metro Council's State Legislative Agenda that includes outcomes and bill numbers associated with each item. A few highlights include:

- After many attempts, the final passage of the mattress product stewardship bill. It sailed relatively smoothly through this session primarily due to the work done in prior sessions to educate legislators, neutralize opposition and build a strong coalition.
- \$10m for Metro for trash and sanitation services including trash pick-up, debris clean-up, abandoned vehicle removal, and provisions of dumpsters and trash bins.

- The failure of HB 4118 which would have allowed property owners in the urban reserve in partnership with cities to bypass urban growth management processes and bring land into the UGB.

### **Looking forward to 2023**

I will work with you later this year to develop your legislative agenda for the 2023 session. While COVID-19 response and recovery has dominated much of the last few sessions, I am hopeful that we have turned a corner on the pandemic and that there is opportunity to address other critical issues that are facing our region and our state. In particular, I anticipate that housing and homelessness will be a prominent issue next session, and that land supply will be a part of those conversations. In addition, industrial land barriers, including land supply, will also be a topic of conversation. I also anticipate that there will be efforts around major transportation projects in our region and additional product stewardship programs. Of course, session is nearly a year away, and there are a number of other items that will arise between now and then. I look forward to working with you over the next year to craft your 2023 legislative agenda.

## **METRO COUNCIL LEGISLATIVE PRIORITIES WITH OUTCOMES 2022 Legislative Session**

### **SHORT SESSION PRIORITY ITEMS**

#### **COVID RESPONSE AND ECONOMIC RECOVERY**

Support legislation that addresses ongoing COVID-19 public health response and economic recovery including policy changes and funding assistance in line with the Comprehensive Economic Development Strategy and additional business, economic development, and housing support.

*HB 4005 passed. This bill provides critical changes and support for Oregon's childcare system. A key priority of the Greater Portland Economic Recovery Plan is to support childcare providers and the childcare system. HB 4005 increases subsidy rates, grows the number of childcare providers by supporting new and expanded providers and streamlining the state's administration system.*

*HB 4040 failed. This bill would have provided \$50m for arts, cultural, live venues and museums negatively impacted by COVID-19. In the 2021 session, the Legislature allocated \$50m for these same purpose and this bill would have provided additional funding for the program. Parts of the current program are yet to launch, and some legislators wanted to first see existing funding allocated before contemplating additional funding. There is interest from stakeholders in continuing to advocate for this program once current funds have been exhausted.*

*\$10m small business technical assistance failed. A key priority of the Greater Portland Economic Recovery Plan is to ensure the Black, Indigenous and People of Color, and microenterprise business owners have access to the technical assistance and capital necessary to sustain operations through COVID-19 and secure future economic opportunities. In the 2021 session, the Legislature allocated \$9 for small business technical assistance focused on historically underserved and under-resourced small businesses. This request would have expanded funding for this program.*

#### **PRODUCT STEWARDSHIP FOR MATTRESSES:**

Support legislation that requires mattress companies to set-up and operate a program for managing and recovering materials from discarded mattresses.

*SB 1576 passed. After many attempts over multiple sessions, the legislature passed a bill that creates a product stewardship program for mattresses. The bill establishes a program to collect and manage discarded mattress and box springs and will be run by a stewardship organization with oversight from Department of Environmental Quality.*

#### **COLUMBIA RIVER LEVEES**

Support legislation that addresses technical changes and provides funding support to facilitate the transition of the Columbia River levee system management to the Urban Flood Safety and Water Quality District.

*HB 4067 passed. This bill resolved technical concerns and sequencing issues faced by the Urban Flood Safety and Water Quality District in their efforts to address management of the Columbia River levee system.*

## **ON-GOING PRIORITIES**

### **AFFORDABLE HOUSING AND ADDRESSING HOMELESSNESS**

Support efforts to increase state housing funding, improve tenant protections, expand affordable home ownership options, increase home ownership for BIPOC households, advance solutions to end homelessness, and provide additional tools and authority to local governments to address housing supply and affordability.

*HB 5202 passed. The budget reconciliation bill included significant housing and homeless investments such as:*

- *\$165m for addressing homelessness including shelter infrastructure and operations, rapid rehousing, resource referrals, Project Turnkey, and grants to local governments for shelter capacity, hygiene needs and outreach.*
- *\$215m for building and preserving affordable housing including preservation, small scale affordable housing, homeownership, addressing market and supply chain disruptions, land acquisition, and manufactured housing.*

*SB 1536 passed. In response to the record levels of heat, this bill provides funding for cooling including air conditioners ductless heat pumps for people with low incomes and requires that landlords allow tenants to install air conditioners or provide cooled spaces for tenants.*

*HB 4043 failed. This bill would have created a tax credit to incentivize the sale of affordable housing to a preservation minded buyer in order to maintain the housing as affordable. The bill was heard in House Revenue but did not move out of the committee.*

*SB 1557 failed. This bill would have created a pilot program to create a small rental subsidy to provide assistance to tenants to offset the cost of rent increases when their regulated affordable housing aged out of its affordability restrictions. As a pilot, it would have helped tenants at two properties, one in Marion County and one in Washington County. This bill died in Ways and Means after passing out of the Senate Housing and Development Committee.*

### **URBAN GROWTH MANAGEMENT**

Ensure that the Legislature establishes the policy framework and process for local land use decisions and respects the authority of local governments, including Metro, to make specific decisions on local land use matters. Oppose efforts to legislatively determine specific land use designations in the region or to distort the process of assessing land need by mandating inaccurate analysis.

*HB 4118 failed. This bill would have allowed property owners in urban reserves in partnership with cities to bypass urban growth management processes and bring property inside the urban growth boundary. The bill received a public hearing before dying in the policy committee. Out of conversations sparked in part by this bill, the Legislature allocated funding to Department of Land Conservation and Development to convene a workgroup to look at specific parts of the nexus of housing and land supply.*

### **TRANSPORTATION**

Support legislative decisions that: secure ongoing state funding for investments to improve safety and multimodal mobility on state highways that operate as urban arterials; advance transportation projects in ways that accommodate community concerns, measurably reduce greenhouse gas

emissions and minimize other environmental impacts; and address ongoing harm to communities of color caused by past and current transportation policies and investments.

*HB 4105 passed. This bill gives cities the authority to allow a duly authorized traffic enforcement agent to review and issue automated enforcement citations, in addition to sworn police officers. This would increase the capacity to review automated enforcement citations like fixed photo radar, photo red light and dual function cameras and allow jurisdictions like Portland to install more cameras on high crash corridors.*

## **RACIAL JUSTICE**

Support legislation that acknowledges past and ongoing discrimination, eliminates current disparities and promotes substantive inclusion in decisions about public programs, services, facilities and policies, including Black, Indigenous and People of Color-led policy and funding proposals that create meaningful law enforcement reform.

*HB 4077 passed. This bill restructures the Oregon Environmental Justice Task Force into the Environmental Justice Council, granting it additional duties including developing an environmental justice mapping tool.*

*SB 1545 passed. Created in partnership with the Governor's Racial Justice Council, this bill provides comprehensive investments in education, training and resources for historically underserved communities to prepare them for careers in healthcare, technology and manufacturing. The original bill also focused on construction.*

## **CLIMATE JUSTICE**

Support state policy and funding solutions that reduce emissions in all of Metro's main lines of business: land use and transportation planning and investment, housing and homeless services, consumption and waste management and solid waste management, parks and natural areas, and operation of visitor venues.

*HB 4141 failed. This bill would have phased out the sale of petroleum diesel, encouraging the switch to renewable diesel. After robust discussion, the bill was turned into a task force to study the supply of renewable diesel and moved to Ways and Means where it remained until the end of session.*

## **OTHER LEGISLATION**

*\$10m to Metro for trash and sanitation services including trash pick-up, debris clean-up, abandoned vehicle removal, and provisions of dumpsters and trash bins.*

*SB 1567 passed. This bill directs owners or operators of bulk oils or liquid fuel terminals in Columbia, Multnomah, and Lane Counties to conduct and submit seismic vulnerability assessments to DEQ. It also directs DOE to develop an energy security plan.*

*SB 1520 passed. It made changes to the Bottle Bill that reflect changes in the beverage industry and consumer behavior. Notably, it adds wine sold in cans to the Bottle Bill effective July 1, 2025. At the behest of the wine industry, this start date deliberately matches the start of the Recycling Modernization Act of 2021 (RMA, SB 582) and gives the industry time and a few legislative sessions to determine whether they prefer to have their wine containers covered under the Bottle Bill or under the new RMA.*

Materials following this page were distributed at the meeting.



Metro



# Metro State Legislative Session 2022 Recap

March 15, 2022

# Session overview

- Primarily operated as a virtual session
- Relatively harmonious between parties and chambers
- Money, money, money
- New leadership

# Outcomes

- Overall, positive session for Metro
- Mattress recycling bill passed!
- \$10m for Metro for trash and sanitation efforts
- Failure of bill that would have stripped Metro of portions of its land use authority.

# Outcomes

- Significant investments in housing and homelessness, childcare and workforce development
- Passage of legislation that addresses seismic resiliency of the region and state's fuel supply in N Portland
- Wine in cans added to the Bottle Bill
- Failure of funding for venues and small business technical assistance

# Looking forward to 2023

- Significant turnover in the Legislature
- Momentous retirements
- Anticipated topics include housing and homelessness including connections to land supply, major transportation projects, road user fee charge, and additional product stewardship programs.
- Much will depend on the outcome of the 2022 elections

**oregonmetro.gov**



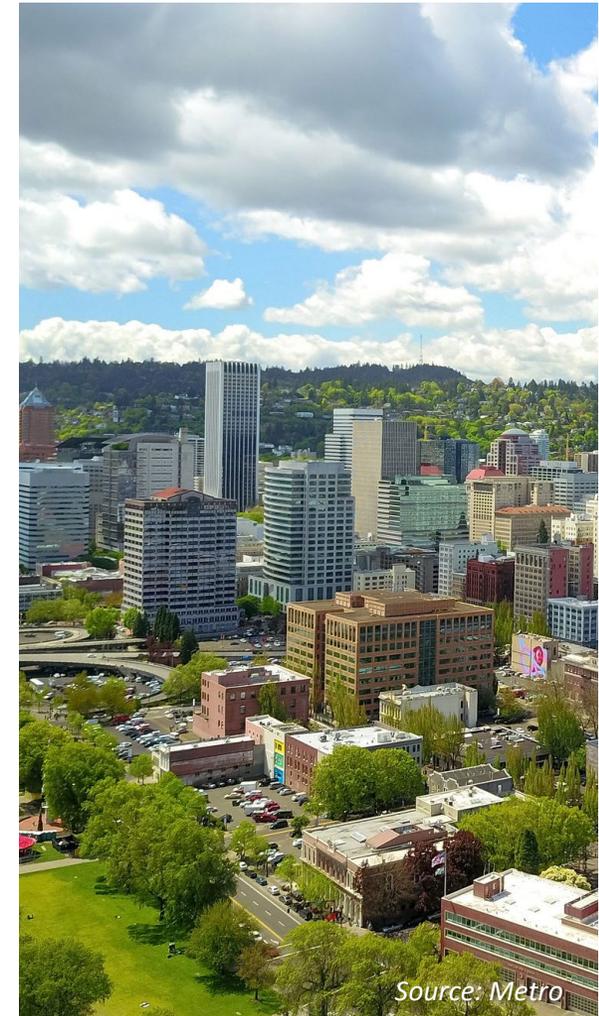


**DLCD**



Source: Metro

# Climate-Friendly and Equitable Communities



Source: Metro

Metro Council

March 15, 2022



EXECUTIVE ORDER NO. 20-04

**DIRECTING STATE AGENCIES TO TAKE ACTIONS TO REDUCE AND  
REGULATE GREENHOUSE GAS EMISSIONS**

WHEREAS, climate change and ocean acidification caused by greenhouse gas (GHG) emissions are having significant detrimental effects on public health and on Oregon's economic vitality, natural resources, and environment; and

WHEREAS, climate change has a disproportionate effect on the physical, mental, financial, and cultural wellbeing of impacted communities, such as Native American tribes, communities of color, rural communities, coastal communities, lower-income households, and other communities traditionally underrepresented in public processes, who typically have fewer resources for adapting to climate change and are therefore the most vulnerable to displacement, adverse health effects, job loss, property damage, and other effects of climate change; and

WHEREAS, climate change is contributing to an increase in the frequency and severity of wildfires in Oregon, endangering public health and safety and damaging rural economies; and

WHEREAS, the world's leading climate scientists, including those in the Oregon Climate Change Research Institute, predict that these serious impacts of climate change will worsen if prompt action is not taken to curb emissions; and

WHEREAS, the Intergovernmental Panel on Climate Change has identified that global temperatures should be limited to 1.5 degrees Celsius or less as necessary to avoid the most dangerous impacts of climate change and remaining below this threshold requires that global emissions be reduced by at least 80 percent by 2050;

# Governor Brown's Executive Order 20-04

“Exercise any and all authority and discretion”  
to meet Oregon’s climate pollution reduction  
goals

Prioritize equity, underserved populations,  
specifically historically marginalized  
communities

# Missing Oregon's Pollution Reduction Targets

CLIMATE & ENVIRONMENT >

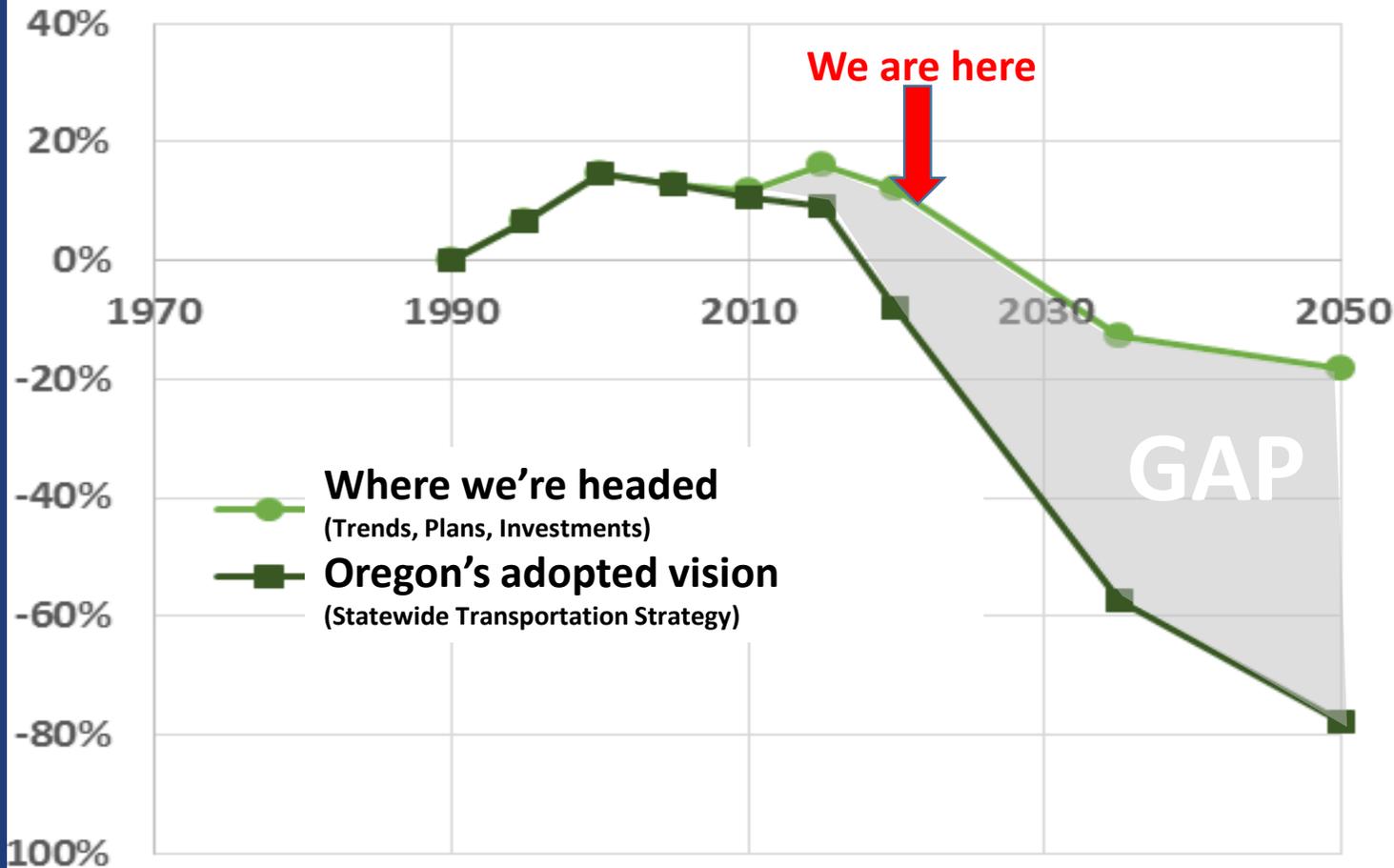
## The world needs to cut its emissions seven times as fast to hit climate goals, U.N. report finds

"We're just so far off track," says one co-author, calling for bolder and more urgent action from major emitters.

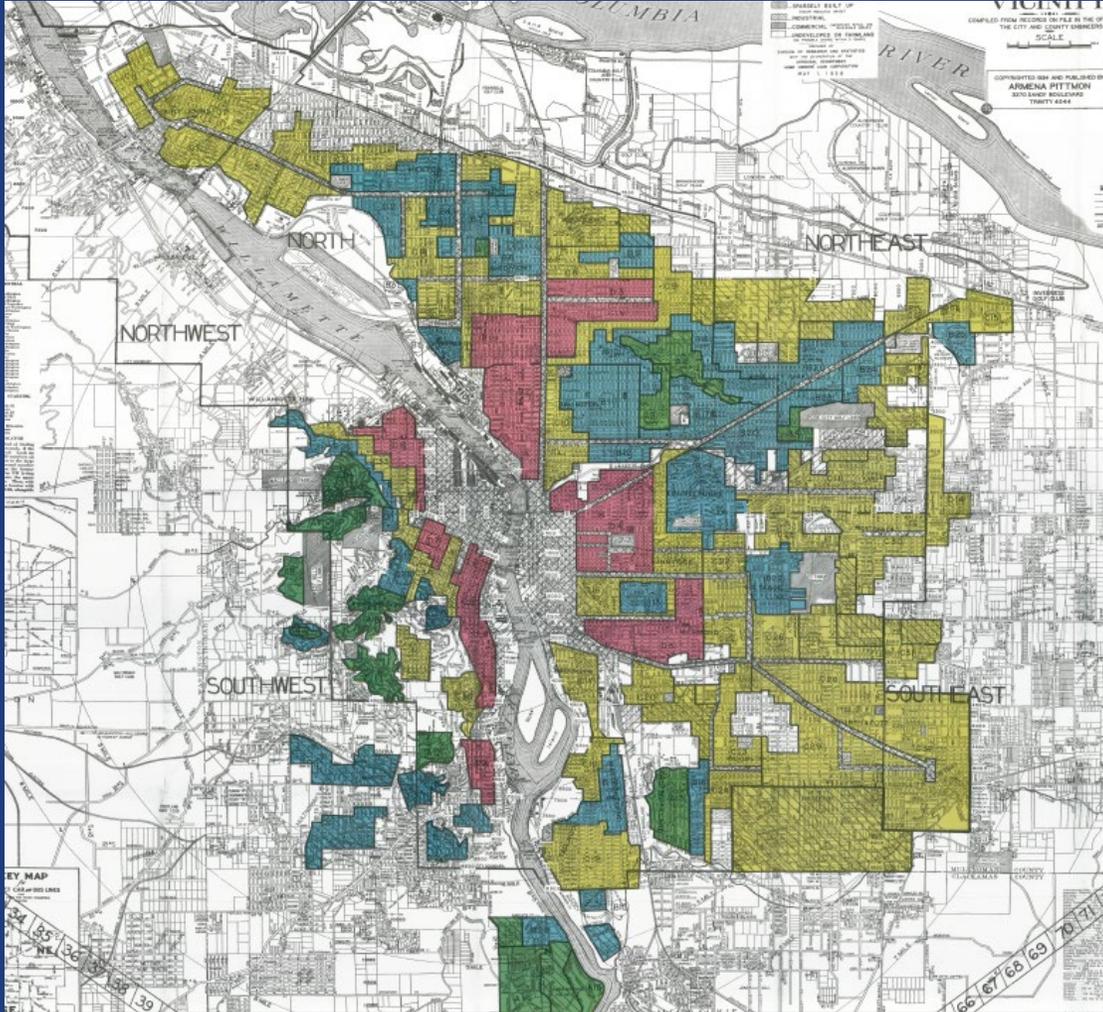
By Brady Dennis



### Climate Pollution Change (Light Duty Vehicles)



# Inequity and Generational Wealth

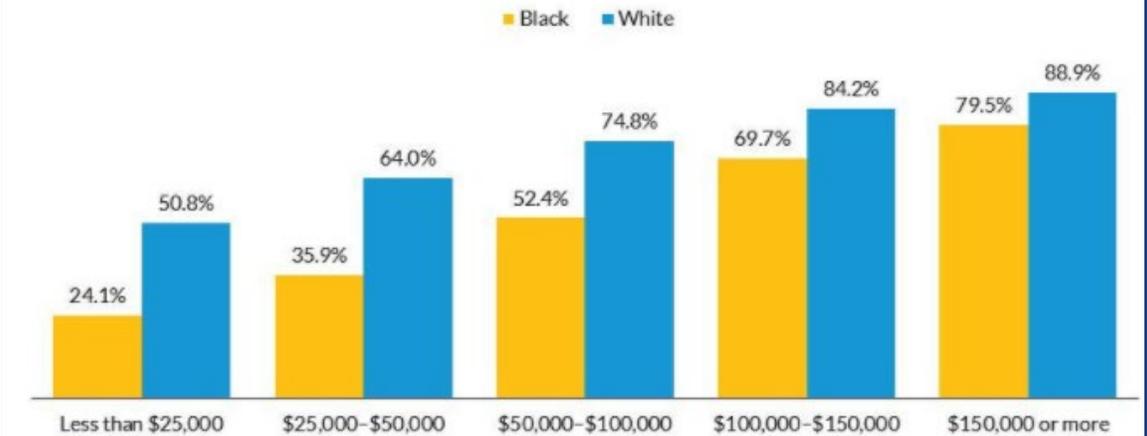


1938 federal Home Owners' Loan Corporation redlining map

Green = best, Blue = "still desirable" Yellow = "Definitely declining" Red = "hazardous"

[dsl.richmond.edu/panorama/redlining](http://dsl.richmond.edu/panorama/redlining)

Homeownership Rate by Household Income, 2017



Source: 2017 American Community Survey.

URBAN INSTITUTE

71.9% of white households own homes  
41.8% of Black households own homes

The 30.1% gap is wider than it was when race-based discrimination against homebuyers was legal.

(2017, Urban Institute)

# Oregon's Eight Metropolitan Areas





## Two Categories of Rulemaking

Performance monitoring  
and reporting under both

**Regional Planning to  
Meet Pollution  
Reduction Targets**

**Updated Land Use and  
Transportation Rules**

# Climate Smart Strategy

Regional policies and strategies for reducing emissions



*Adopted in 2014 and approved by LCDC in 2015*

*Incorporated and monitored through the Regional Transportation Plan*



# Updated Planning Rules

## Focus Areas

- Climate-friendly areas
- Reform parking management
- Support electric vehicle charging
- High quality pedestrian, bicycle, and transit infrastructure
- Go beyond focus on motor vehicle congestion standards
- Prioritize and select projects meeting climate/equity outcomes



# Climate Friendly Areas within the Portland Metro Region

## Proposed Requirements for the Portland Metro Region:

- Metro to establish requirement for local government adoption of Region 2040 centers and land use regulations no later than December 31, 2024
- Local governments that have yet to do so shall comply by December 31, 2025
- Cities over 10,000 to report on affordable housing production, mitigation of displacement, and increasing housing choices within Region 2040 centers every six years

# Improving Parking Management

- ✓ Implement best practices for parking code details
- ✓ Cities choose a parking reform approach



- ✓ Populous communities do more parking management



# More Populous Communities

## Over 100,000

- If retaining mandates, price 5%/10% of on-street parking spaces at least 50 cents/day by Sept 30, 2023/25

## Over 150,000

- Adjust on-street parking prices in town centers and along transit corridors every three years
- Attempt alternatives before approving new parking garages

# Electric Vehicle Charging

By March 31, 2023

For 5+ dwelling units

**New residential  
and mixed-used  
development**  
must install conduit  
to serve charging for

20% of spaces, Level 2+ (ORS 455.417)

– and –

30% **more** spaces, Level 1+ or  
15% more spaces Level 2+ or  
5% more spaces direct current fast  
charger



GHG Mitigation Potential



Up to 11.9% of GHG  
emissions from vehicles  
accessing the commercial or  
multi-family housing building

- Rules have required coordinated planning for decades
- Need to do more to meet our climate and equity goals
- Build on what we have



## Transportation Planning Rules

- Focus on planning for:
  - Pedestrian   
  - Bicycle  
  - Public Transportation  
- Connected, safe, complete networks
- Prioritize:
  - Climate friendly areas
  - Neighborhoods with underserved populations
  - Access to key destinations

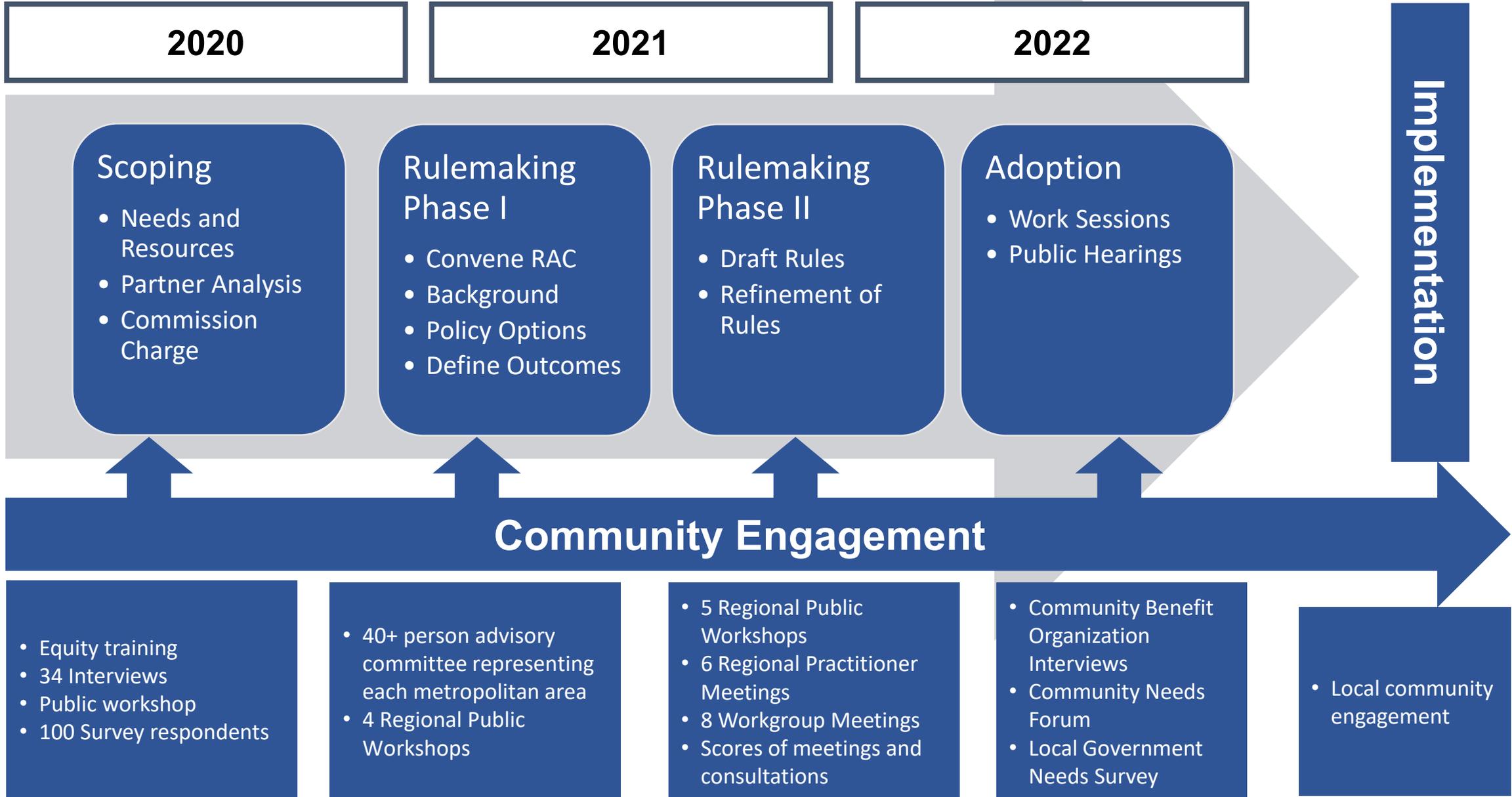


# Transportation Planning Rules

- Selecting projects based on a variety of prioritization factors
  - Projects across a city in a plan must work to meet climate goals
- How we measure success in the transportation system
  - Look at a variety of factors, not only moving cars



# Transportation Planning Rules



# Rulemaking Schedule

Date	Land Conservation and Development Commission
<b>March 31-April 1</b>	First public hearing
<b>May 19-20</b>	Adoption hearing
<b>approx. June 22</b>	Effective date
	Local actions begin: <ul style="list-style-type: none"><li>• Parking reform (two phases)</li></ul>

# Thank You!

## Climate-Friendly and Equitable Communities



Sign up for email updates  
[oregon.gov/LCD/LAR/Pages/CFEC.aspx](http://oregon.gov/LCD/LAR/Pages/CFEC.aspx)