

Council work session agenda

Thursday, October 9, 2025	10:30 AM	Metro Regional Center, Council Chamber, https://zoom.us/j/615079992 (Webinar ID: 615079992) or 253-205-0468 (toll free), youtube.com/watch?v=iHFnnmFNjmk
----------------------------------	-----------------	---

The Council work session will immediately follow the Council meeting

Work session will immediately follow the Council meeting. Agenda item times are estimated and the order of items may be subject to change.

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber. You can join the meeting on your computer or other device by using this link:
<https://zoom.us/j/615079992> (Webinar ID: 615 079 992)

1. Call to Order and Roll Call

2. Work Session Topics:

- 2.1 Regional Emergency Transportation Routes Phase 2- [25-6350](#)
Project Update

Presenter(s): Ted Leybold (he/him), Transportation Policy Director
John Mermin (he/him), Senior Transportation Planner

Attachments: [Staff Report](#)
[Attachment 1- RETR Phase 2 Project Fact Sheet](#)

- 2.2 2026 State Legislative Agenda [25-5314](#)

Presenter(s): Anneliese Koehler (she/her), Legislative Affairs Manager
Kyung Park (he/him), State Affairs Advisor

Attachments: [Staff Report](#)
[Attachment 1 - 2026 Legislative Principles \(DRAFT\)](#)
[Attachment 2 - Battery EPR Issue Sheet](#)

3. Chief Operating Officer Communication

4. Councilor Communication

5. Adjourn

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act , Section 504 of the Rehabilitation Act and other 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 oregonmetro.gov/civilrights or call 503-797-1890. 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 503-797-1890 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. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at 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. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hạ 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 або Якщо вам потрібен переклад 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 的不歧視公告

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。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 xitiraamtaa xuquuqda madaniga. Si aad u heshiid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshiid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullaan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka kulan karka 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. 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。またでお電話くできる公開会議で言語通訳を必要とされる方は、Metroにご要請に対応できるように、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
ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ
www.oregonmetro.gov/civilrights។

បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គ

ប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច
ថ្ងៃធ្វើការ) ជ្រាបពីវិធី
ថ្ងៃធ្វើការ មន្ត្រីប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحتترم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإدعاء شكوى ضد التمييز، يرجى زيارة الموقع الإلكتروني 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 الإثنين 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, bisitahan ang 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 kahalilingan.

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 . 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. 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. 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 răspundă în mod favorabil la cerere.

Metro txoj kev ntsub 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. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntsox txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwj ua ntej ntawm lub rooj sib tham.



File #: 25-6350

Agenda Date: 10/9/2025

Regional Emergency Transportation Routes Phase 2- Project Update

Ted Leybold (he/him), Transportation Policy Director
John Mermin (he/him), Senior Transportation Planner

REGIONAL EMERGENCY TRANSPORTATION ROUTES PHASE 2– PROJECT UPDATE

Date: September 22, 2025
Department: Planning
Meeting Date: October 9, 2025

Presenter(s), (if applicable): John Mermin,
he/him, Senior Transportation Planner,
Ted Leybold he/him, Transportation
Policy Director
Length: 30 minutes

Prepared by: John Mermin,
john.mermin@oregonmetro.gov

ISSUE STATEMENT

Emergency transportation issues can fade into the background. While our region is primarily focused on seismic events, the recent fires in the Los Angeles area provide a reminder of the potential for large scale emergency events that could impact our region. First designated in 1996, Regional Emergency Transportation Routes (RETRs) are travel routes that, in case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris-removal to aid the movement of first responders, people who need medical care, fuel, supplies and equipment. It is important to note that the scope of the RETR project is focused on emergency *response* after disaster hits, not on evacuation or recovery planning, though its maps and reports can be useful to those efforts.

In 2019-2021, the Regional Disaster Preparedness Organization (RDPO) and Metro partnered on the first phase of the Regional Emergency Transportation Routes (RETR) project that reassessed and updated the routes for the 5-county region (which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington). Phase 1 evaluated potential routes with a range of connectivity, resilience and equity criteria to establish an agreed upon set of designated RETRs that connect Statewide Lifeline Routes in Oregon, local ETRs and provide connectivity and access to state and regional critical facilities and essential destinations. The RETR work group included a multi-disciplinary team of emergency management, transportation and public works staff supporting the phase 1 planning project. The primary outcome of phase 1 was adding 89 new routes (305 miles) to the regional network.

The purpose of phase 2 is to develop a tiering methodology and prioritization framework to inform which RETRs should be evaluated, cleared and opened first, next and last in a catastrophic scenario, and to guide on-going maintenance and capital investments to ensure top tier routes are increasingly resilient.

ACTION REQUESTED

Identify Council concerns or feedback on the project scope and direction.

IDENTIFIED POLICY OUTCOMES

A map for the Regional Transportation Plan (RTP) showing the tiering of the RETRs.

POLICY QUESTION(S)

What are priority RETRs? What is their relative importance, based on specific criteria?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

The project recommendations will serve as a tool to provide information to the region. This project will give the council the opportunity to bring recommendations from this study into the next RTP update.

STAFF RECOMMENDATIONS

No recommendations at this time. Staff will be back to Metro Council in the Spring of 2026 to ask for action to accept the project recommendations for consideration in the 2028 RTP update.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

This is part of RTP implementation – its broader mission to address racial equity and climate change.

- No known opposition.
- Strong support from local jurisdictions concerned about infrastructure.
- Stakeholders – primarily transportation providers, and some advocates.
- No known legal or financial implications. Project funded with a federal Urban Area Security Initiatives (UASI) grant.

BACKGROUND

Please see attached fact sheet for project background.

ATTACHMENTS

1: RETR Phase 2 Project Fact Sheet

Regional emergency transportation routes (ETR) update | Phase 2

Prioritizing and tiering the network routes

Disasters, both natural and human-caused, can happen anytime, and the transportation system needs to be prepared to withstand them and support lifesaving and life-sustaining activities.

Project overview

New technology, data and mapping have greatly expanded the region's understanding of potential hazard risks, including earthquakes, wildfires, landslides, floods, volcanoes and other extreme weather events.

Coordinated emergency management planning helps mitigate the risks these hazards pose to the public health and safety of communities and the region's economic prosperity and quality of life. Identifying emergency transportation routes is a critical element of emergency preparedness for the region.

First designated in 1996, regional Emergency Transportation Routes (ETRs) are travel routes that, in case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris-removal to aid the movement of first responders, people who need medical care, fuel, supplies and equipment.

Outcomes from Phase 1

From 2019 to 2021, Metro partnered with the Regional Disaster Preparedness Organization (RDPO) on the first phase of the project to reassess and update the designated RETRs for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington. Before that, the last update occurred in 2006.

The primary outcome of the first phase was a regionally-accepted network made up of **1,204 miles over 195 total routes connecting over 75% of state and regional critical infrastructure and essential facilities.**



There were 89 new routes totaling 305 miles added to the network. Visit the [RDPO project page](#) to view the route maps and detailed regional ETR data charts.

Criteria across the following three dimensions were used to identify the best regional routes for emergency response during a seismic event

- **Connectivity and access** to regional assets and from state to local routes
- **Route infrastructure resilience** to multiple natural hazards
- **Equitable access** to vulnerable and isolated communities

Desired outcome for Phase 2

This second planning phase will build on the previous work on regional ETRs by developing a tiering methodology and prioritization framework to inform which routes among the identified regional ETRs should be evaluated, cleared and opened first, next and last in a catastrophic scenario; and to guide on-going maintenance and capital investments to ensure top tier routes are increasingly resilient.

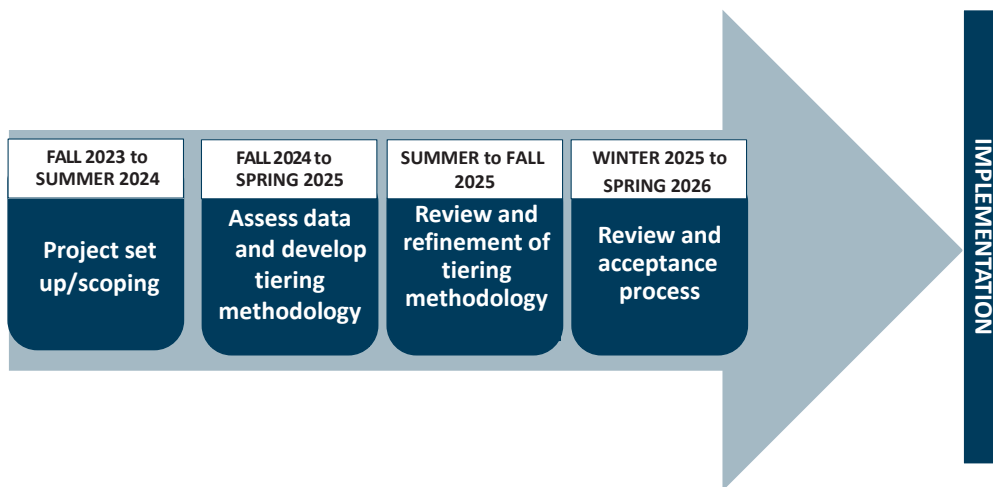


Metro RDPO
Regional Disaster Preparedness Organization



Project timeline and decision-making

Phase 2 scoping began in fall 2023 and the project is expected to be completed in spring 2026. Project recommendations will be brought forward for review and endorsement consideration by regional policymakers, including the RDPO Steering Committee, the RDPO Policy Committee, the Metro Council, Metro Joint Policy Advisory Committee on Transportation (JPACT) and the Southwest Regional Transportation Council (RTC).



Project phases

- **Fall 2023 to summer 2024:** Project set up and scoping
- **Fall 2024 to spring 2025:** Assess data and develop tiering methodology
- **Summer to fall 2025:** Review and refinement of tiering methodology
- **Winter 2025 to spring 2026:** Review and acceptance process

Partnerships and collaboration

The regional ETR update project is co-led by the Regional Disaster Preparedness Organization (RDPO) at the City of Portland and Metro and will be supported by a number of local, regional and state partners, as well as a consultant.

As in Phase 1, Phase 2 will rely on existing RDPO and Metro technical committees and working groups, as well as briefings to county-level technical coordinating committees to engage individual cities within each county in a coordinated manner.

Other agencies and groups will be engaged and consulted as key stakeholders due to their roles in emergency response and/or critical infrastructure and social services for vulnerable populations, including community-based organizations and RDPO discipline-specific work groups.

This project is a collaboration between public, private and non-profit stakeholders, co-led by the five-county, bi-state Regional Disaster Preparedness Organization (RDPO) and Oregon Metro, the metropolitan planning organization designated by the Governor of Oregon to serve the urban portions of Clackamas, Multnomah and Washington counties.

Funding for this project is being provided by an Urban Areas Security Initiative grant.

Questions?

For more information contact:

Carol Chang

Senior planning coordinator
RDPO
carol.chang@portlandoregon.gov

John Mermin

Senior transportation planner
Oregon Metro
john.mermin@oregonmetro.gov

rdpo.net/emergency-transportation-routes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 2.2

File #: 25-5314

Agenda Date: 10/9/2025

2026 State Legislative Agenda

Anneliese Koehler (she/her), Legislative Affairs Manager
Kyung Park (he/him), State Affairs Advisor

2026 STATE LEGISLATIVE AGENDA

Date: September 22, 2025

Department: GAPD

Meeting Date: October 9, 2025

Prepared by: Kyung Park, State Affairs
Advisor

Presenters: Anneliese Koehler, Legislative
Affairs Manager; Kyung Park, State Affairs
Advisor

Length: 45 minutes

ISSUE STATEMENT

This work session is an opportunity to discuss Metro Council's objectives for the 2026 Oregon legislative session that will begin on February 2, 2026. The current political climate and proposed legislative priorities will be discussed. Additional concepts will be presented at a subsequent work session later this winter for final adoption of the Council's Legislative Priorities and Principles in December or January.

ACTION REQUESTED

The Council may wish to discuss specific legislative concepts or principles or direct staff to develop additional legislative concepts before adopting its legislative agenda prior to the start of the 2026 legislative session.

IDENTIFIED POLICY OUTCOMES

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

POLICY QUESTION(S)

- Does the Council wish to confirm or change existing policy direction under which staff is currently operating with respect to issues that are likely to surface in 2026?
- Are there additional topics for which the Council would like to adopt legislative positions?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Council's Legislative Principles and an issue sheet for potential 2026 Legislative Priorities are attached. There are more issue sheets forthcoming.

STAFF RECOMMENDATIONS

See individual issue sheets and Council's Legislative Principles.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

2026 session

The 2026 Legislative session is a short session lasting roughly a month. Unlike long sessions, short sessions focus on necessary budgetary tweaks, passing technical fixes and a few pieces of policy legislation. It is uncommon for large, controversial pieces of legislation or significant budget changes to occur. Many parties approach the short session with only

one or two minor bills. The session is also deliberately structured to be limited as legislators are only allowed to file a small number of bills.

Elections

The 2026 election will impact the 2026 legislative session as legislators begin to seriously contemplate running again, seeking other offices or retiring from the Legislature. There are some changes that we are aware of already. There will be additional changes in the Senate stemming from the 2023 walkout. As a result of the walkout, ten Senate Republicans were ineligible for reelection. Six senators were replaced in 2024 and the remaining four will be replaced in the 2026 election. Of the remaining four, two are considered competitive districts. In addition, one of those four, Senator Bonham, announced his resignation effective October 5. County commissioners are tasked with appointing his replacement and will have to do so in the 30 days following his resignation. Additionally, Rep. Anessa Hartman and Rep. John Lively will not be seeking re-election in 2026. Both represent purple districts. As we approach the 2026 session, we anticipate additional retirements from the Legislature.

The Governor and Oregon Bureau of Labor and Industries Commissioner are also up for re-election in 2026. Those seats are both held by incumbents that staff anticipates will run again.

Special Session for Transportation Reinvestment

During the interim, the Governor convened a special session to pass a transportation reinvestment package. The special session convened on August 29th and, as of the writing of this report, has not adjourned. The special session was originally scheduled to span Labor Day weekend but the absence of a Democratic Senator due to health concerns has delayed the final vote by several weeks. The bill has passed the House but not the Senate.

Legislature overview

The Legislature continues to experience turnover in leadership with a newly-elected Senate Minority Leader and uncertainty in the House Minority Office. After Senator Bonham announced his resignation, the caucus elected Senator Bruce Starr as the new Senate Minority Leader. Coupled with the resignation announcement, Senator Bonham endorsed current House Minority Leader Christine Drazen for his seat. If she is appointed to the vacant senate seat, then we will see a new House Minority Leader for the 2026 short session. The Metro region is well represented in legislative leadership. Senate President Wagner, Senate Majority Leader Jama and House Majority Leader Bowman all reside in our region. Both co-chairs of ways and means are also from our region.

Until September of 2025, the Democrats held an exact three-fifths super majority in both chambers. This is threshold for revenue raising votes but falls shy of the two-thirds necessary to achieve quorum. In September, Rep. Javadi switched his party affiliation from Republican to Democrat. This increases the margins in the House for Democrats.

The Oregon State Capital building is still under construction and is not slated for finish until 2027. While what portions of the building will be closed down for the 2026 session is still

being determined, staff anticipates that it will be similar to prior sessions with cramped corridors, large parts of the building inaccessible and constant construction noise. This continues to make the legislative process challenging.

Revenue Forecast

The September 2025 revenue forecast projected a shortfall of approximately \$888 million dollars in revenue for the current 2025-2027 fiscal year. This is due to federal tax code changes from H.R. 1. Oregon has a rolling connect policy that ties Oregon's tax code to the federal tax code. Legislators had set aside \$472 million at the end of the 2025 session, but this buffer quickly evaporated and left a deficit of \$373 million for legislators to tackle during the 2026 session. In mid-September, Governor Kotek directed all state agencies to slow all spending by holding vacant positions open longer, reducing spending on supplies and services, slowing down implementation of new programs, and reducing all out of state travel costs for conferences and trainings. Additionally, cuts to federal programs are projected to reach \$15 billion over the next ten years.

Legislative session priorities

Staff anticipates that revenue and budget conversations will dominate the 2026 short session. The cuts to federal programs and revenue shortfall will lead to difficult conversations and budget cuts across the board.

Next Steps

Metro's legislative agenda setting process is iterative. Staff has begun to meet with Metro departmental leadership, jurisdictional partners, state partners and community-based partners to share respective initial priorities and learn what partners are pursuing. As part of our commitment to racial equity, part of our outreach will be to culturally-specific and Black, Indigenous and People of Color organizations to ensure that we are incorporating, as appropriate, their legislative priorities. The drafts before you represent our initial conversations, and we will continue those conversations through the fall. Staff aims to have a finalized draft for your continued deliberation in November before final adoption in December or January.

BACKGROUND

Council adopts a State Legislative Agenda and State Legislative Principles annually. This is the first meeting to discuss the next iteration of Council's legislative priorities and principles.

ATTACHMENTS

1. 2026 State Legislative Principles (DRAFT)
2. Battery EPR Issue Sheet

METRO COUNCIL 2025 LEGISLATIVE PRINCIPLES¹



GENERAL PRINCIPLES:

1. **Successful Communities:** Metro supports policy and funding solutions that facilitate the achievement of the six desired outcomes for successful communities that have been agreed upon by the region: vibrant, walkable communities; economic competitiveness and prosperity; safe and reliable transportation choices; leadership in minimizing contributions to climate change; clean air, clean water and healthy ecosystems; and equitable distribution of the burdens and benefits of growth and change.²
2. **Racial Diversity, Equity and Inclusion:** Metro envisions a region and state where a person's race, ethnicity or zip code does not predict their future prospects and where all residents can enjoy economic opportunity and quality of life. Metro therefore supports legislation that acknowledges past discrimination, addresses current disparities and promotes inclusion in public programs, services, facilities and policies.³
3. **Tribal Sovereignty:** Metro seeks to support tribal sovereignty through government-to-government relations and coordination with Tribes, exploring opportunities to incorporate tribal interests and priorities into Metro's work and ensuring agency compliance with pertinent cultural, historic and natural resource protection laws. Metro will not supplant any Tribe or tribal organization's efforts on legislative priorities and will strive to coordinate with legislative and policy representatives of Tribes, Tribal organizations and Indigenous legislators to determine if Metro's involvement on any legislative priorities is appropriate.
4. **Climate Justice:** Metro supports efforts to combat and adapt to climate change and to meet the state's goals for reducing greenhouse gas emissions. To this end, Metro supports state policy and funding solutions that can help to reduce emissions in all of its main lines of business: land use and transportation planning and investment, housing and homeless services, consumption, waste management and solid waste management, parks and natural areas, and operation of visitor venues.
5. **Vibrant Sustainable Workforce.** Metro supports a thriving and equitable regional economy that creates job and career opportunities for all people. To this end, Metro supports state policy and investments that create new career opportunities and remove barriers to career opportunities to meet the demand for a skilled and diverse workforce in Metro's lines of business and in the region, including initiatives that promote quality training, family sustaining wages, access to career ladders and the provision of workforce wraparound services, and incentives to promote economic adaptability and mobility.
6. **Preemption:** With respect to issues related to matters of regional concern, Metro's policy and funding authority should not be preempted or eroded.

7. **Funding:** To ensure a prosperous economy, a clean and healthy environment, and a high quality of life for all of their citizens, Metro and the region's counties, cities, and other service providers must have the financial resources to provide sustainable, quality public services. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions, and all state mandates should be accompanied by funding.

SPECIFIC PRINCIPLES:

HOUSING:

8. **Affordable Housing and Homelessness:** Metro supports efforts to ensure that housing choices are available to people of all incomes in every community in our region; to reduce the number of households that are burdened by the combined costs of housing and transportation; to support people experiencing homelessness or at risk of losing housing; and to increase affordable opportunities for home ownership.⁴ To achieve these outcomes, Metro supports legislative actions consistent with Oregon's land use laws that increase the supply of both regulated affordable housing and market-rate housing; provide funding for both housing development and services that support lower-income renters and people experiencing homelessness; and provide reasonable protections for renters against arbitrary and unfair actions.

LAND USE AND URBAN GROWTH MANAGEMENT:

9. **Oregon's Land Use System:** Oregon's land use planning system provides an important foundation for the prosperity, sustainability and livability of our region; this system reflects the values of Oregonians and enjoys strong public support. The Legislature should exercise restraint and care when considering changes to Oregon's land use system.
10. **Local Land Use Decisions:** Management of the urban growth boundary is a complex undertaking that involves extensive analysis, public input, and a balancing of many factors. Urban growth management decisions have profound impacts not just on land at the boundary, but on communities within the boundary and on farms and other rural lands outside the boundary. For these reasons, the Legislature should establish the process and policy framework for local land use decisions and should affirm the authority of local governments, including Metro, to make specific decisions on local land use matters.
11. **Efficient Use of Existing Urban Land:** Land within the urban growth boundary should be used efficiently before the boundary is expanded.⁵ Metro supports policy and funding strategies to facilitate efficient use of existing urban land, including investments in brownfield cleanup and industrial site readiness, as well as policy and zoning reforms that authorize and/or encourage more efficient development in residential and commercial areas.
12. **Need:** The UGB should not be expanded in the absence of demonstrated need.⁶

- 13. Integration of Land Use and Transportation:** Land use and transportation planning should be coordinated so land uses do not undermine the efficiency and reliability of the transportation system and transportation investments do not lead to unintended or inefficient land uses.⁷
- 14. Annexation:** Cities are the preferred governing structure for providing public services to urban areas, and Metro supports reforms that will facilitate, or reduce barriers to, orderly annexation and incorporation.
- 15. Fiscal Responsibility:** Funding to support urban development should be generated at least in part by fees on those who directly benefit from that development.

SOLID WASTE:

- 16. Life Cycle Approach:** Metro supports efforts to minimize the health, safety, environmental, economic and social impacts associated with consumer products and packaging throughout all stages of a product's life cycle, beginning with resource extraction and continuing through design, manufacturing, consumption and disposal.⁸
- 17. Product Stewardship/Producer Responsibility:** Metro supports legislation providing that whoever designs, produces, sells or uses a product bears responsibility for minimizing the product's environmental impact throughout all stages of the product's life cycle. Under this market-based approach, the life-cycle costs of a product are internalized into its price rather than being forced onto the general public. This approach also provides an incentive for manufacturers to design and produce their goods in a way that minimizes waste, environmental impact and management costs.
- 18. Equity in the Solid Waste System:** The Regional Waste Plan aims to eliminate disparities experienced by people of color and historically marginalized communities from the full life cycle of products and packaging used and disposed in the region. Metro supports legislation that achieves this by advancing: community restoration, community partnerships and community investment; access to recycling, waste and reuse services and information; good jobs with improved worker health and safety, compensation and career pathways; business opportunities in the local economy; and community health through minimized impacts from system operations - locally and in end markets - and from toxic chemicals in products and packaging. Legislation should require the establishment of targets, standards and compliance processes, as appropriate, to ensure progress toward equity goals.

TRANSPORTATION:

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

20. Climate Justice: Metro and its regional partners are committed to the Climate Smart Strategy, which includes actions needed to achieve state targets for reducing greenhouse gas emissions from transportation. The state should provide financial support for implementation of the Climate Smart Strategy.

21. Safe and Equitable Transportation: Our region has adopted policies and developed programs to make it safer to walk and bike to school and other destinations, reduce serious traffic crashes and deaths, and reduce the disproportionate impact of traffic crashes and traffic enforcement in low income communities and communities of color.⁹ Metro supports legislation that advances safe and equitable transportation, including more effective and equitable enforcement of speed limits and other safety regulations, greater investment in infrastructure that improves safety (especially in disadvantaged communities), and greater authority for local governments to safely manage their transportation networks.

PARKS, NATURE AND CONSERVATION:

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

23. Species Conservation: Metro supports efforts to protect and restore fish and wildlife habitat, to recover threatened and endangered species, and to create a better future for fish and wildlife, both in Oregon and globally.

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

ECONOMIC PROSPERITY:

25. Metro Venues: Because the Oregon Convention Center, Expo Center, Portland's Centers for the Arts and Oregon Zoo contribute millions of dollars to the state and regional economies, Metro supports policy and funding solutions that facilitate the success of these venues in attracting visitors and enhancing the quality of their experiences.

AGENCY OPERATIONS:

26. Firearms and Public Facilities: Metro supports legislation that increases Metro's authority to regulate the carrying of firearms on Metro properties and public venues, and opposes legislation that limits or reduces that authority.

27. Disaster Resilience: Metro supports legislative efforts to improve community disaster preparedness and resilience, with the goal of enabling the Portland region to provide for the

immediate needs of its residents and businesses after a catastrophic event and facilitating the region's short- and long-term recovery.

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

² RFP Chapter 1 (Land Use).

³ [Strategic plan to advance racial equity, diversity and inclusion](#).

⁴ RFP Policy 1.3 (Housing Choices and Opportunities).

⁵ RFP Policy 1.1 (Compact Urban Form).

⁶ RFP Policy 1.9 (Urban Growth Boundary).

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

⁸ [2030 Regional Waste Plan](#), page 11.

⁹ [2018 Regional Transportation Plan, Chapter 3](#), Safety and Security Policies 1-9 and Transportation Equity Policies 1-7.

METRO 2026 LEGISLATIVE ISSUE IDENTIFICATION

Person completing form/Department: Kyung Park, GAPD

Date: September 22, 2025

ISSUE: Battery Extended Producer Responsibility

BACKGROUND:

Americans use and discard millions of batteries each year. Collecting and recycling batteries saves valuable resources, reduces environmental and human health impacts, and helps prevent the health and safety hazards posed by these discarded products entering the waste stream.

In landfills, batteries can release hazardous materials like mercury and lead into the environment. When placed in the trash, lithium-ion batteries – used to power electronic devices like cell phones – can catch fire or explode, causing damage and endangering the lives of waste workers. Both Metro Central and Metro South have had fires caused by batteries. In addition, batteries contain valuable materials such as steel, manganese, and zinc; these materials are mined using energy-intensive processes that emit greenhouse gases.

Battery Extended Producer Responsibility (EPR) programs have been on the rise across the United States. These programs aim to manage the lifecycle of batteries, from production to disposal, with a focus on reducing environmental impact. EPR is a policy approach where producers are held responsible for the entire lifecycle of their products, including post-consumer waste. This shift encourages manufacturers to design products that are easier to recycle and reduces the burden on public waste management systems.

Batteries, especially lead-acid, lithium-ion, and nickel-cadmium, contain hazardous materials that can leach into the environment if not disposed of properly. With the rise in electronic devices and electric vehicles, battery use has skyrocketed, amplifying concerns over waste and environmental pollution. As there is no comprehensive federal program, EPR for batteries has largely developed at the state level. Various states, such as California, Maine, and Washington, have all implemented EPR laws targeting specific battery types. These laws typically require producers to set up collection, recycling, and disposal programs, ensuring that consumers can easily return used batteries.

Innovations in battery technology and recycling methods are also advancing, potentially improving the efficiency and effectiveness of battery recovery efforts. Battery EPR programs represent a crucial step toward more sustainable battery management in the U.S. By holding producers accountable, these programs aim to minimize environmental impact, promote recycling, and ensure safe disposal of hazardous materials. The ongoing evolution of these initiatives reflects broader trends in environmental policy and waste management across the country.

RECOMMENDATION:

Support legislation that creates a battery extended producer responsibility program in Oregon.

LEGISLATIVE HISTORY:

Over the past decade, states across the country have passed battery EPR programs. Legislatures have built off other states' programs, expanding battery types and/or products covered by their programs.

In 2014, Vermont enacted the nation's first single-use household battery EPR law. In its first year of implementation, that state increased collection of both single-use and rechargeable batteries by more than 180 percent.

Washington, D.C. enacted a battery EPR law in 2021. This law was the first single-use and rechargeables battery EPR law that also addressed battery-containing products, broadening the scope of batteries included in EPR laws.

California followed in 2022. Their program covers single-use and rechargeable batteries and added stronger convenience standards and an advisory board that requires multi-stakeholder input.

In 2023, Washington enacted its battery EPR law which also covers a broad scope of single-use and rechargeable batteries. They are also the first state to include e-mobility device batteries and to study the opportunities and challenges of managing large-format batteries and batteries that are embedded in products, such as electronics.

In January 2024, New Jersey enacted the Electric and Hybrid Vehicle Battery Management Act, becoming the first state to include in its EPR battery law electric and hybrid vehicle propulsion batteries (those used to supply power to propel a vehicle). With this new law, New Jersey has continued the trend of addressing new batteries not previously included in EPR laws.

In August 2024, Illinois enacted the Portable and Medium-Format Battery Stewardship Act, which will create a statewide program that requires battery producers to fund and manage the collection, transportation, and recycling of portable primary and rechargeable batteries, as well as medium-format batteries.

Lastly in 2025, Colorado and Nebraska passed battery EPR laws for portable and medium-format batteries. In Oregon, Metro led efforts to pass similar battery EPR legislation. The bill passed with bipartisan support out of the policy committee but failed to pass out of Ways and Means. Due to budgetary concerns in the 2025 session, new programs faced higher hurdles for passage.

OTHER INTERESTED PARTIES:

Key parties with a high level of interest include local governments both individually and through the League of Oregon Cities (LOC) and the Association of Oregon Counties (AOC); persons and companies in the solid waste and recycling field both individually and through the Oregon

Refuse and Recycling Association (ORRA) and the Association of Oregon Recyclers (AOR); environmental and conservation groups; and the Oregon Department of Environmental Quality.

IMPACT IF PROPOSED ACTION OCCURS:

- Supports the Regional Solid Waste Management Plan’s promotion of reuse and repair and product stewardship to shift responsibility for managing product costs and impacts “upstream” to manufacturers.
- Assists Metro in preserving natural resources and protecting the environment.
- Reduces fire risk at Metro’s transfer stations.

RACIAL EQUITY IMPACTS

While recycling feels universal, only 2/3rds of the U.S. population has the same level of access to recycling as they do garbage service, and the access gap is much larger in multifamily housing. Some members of BIPOC communities have traditionally had larger household sizes or been more reliant on multifamily housing in the past because of BIPOC disparities in homeownership. Finding ways to make all waste and recycling services more convenient and accessible for all community members will have profound impacts on BIPOC communities. EPR programs tend to increase education and convenience to recycle hard to manage materials. Additionally, many BIPOC folks work in the solid waste industry and will be negatively impacted if harmful waste is not removed from trash cans, trucks and transfer stations.

CLIMATE IMPACTS

Batteries contain a host of hazardous substances. Even small amounts of these toxics can be dangerous if released into the air, water and soil. A battery EPR program protects our health and environment by keeping these substances out of our landfills and incinerators.

Batteries contain valuable materials – including copper, gold and aluminum – that can be recycled and used in new products. Recycling these materials prevents the need to extract virgin materials, conserving natural resources.

Using recycled materials consumes less energy than using virgin materials to make new products. Because less energy is consumed, less greenhouse gases are emitted.