

## Council work session agenda

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**Tuesday, December 3, 2019**

**2:00 PM**

**Metro Regional Center, Council Chamber**

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**2:00 Call to Order and Roll Call**

**2:05 Safety Briefing**

**Work Session Topics:**

2:10 Recycling Update [19-5316](#)

Presenter(s): Matt Korot, Metro  
Pam Peck, Metro

Attachments: [Work Session Worksheet](#)  
[Attachment A: Recyclables](#)  
[Attachment B: Mattresses](#)  
[Attachment C: Timeline](#)  
[Attachment D: Single-Use Food Service Items](#)  
[Attachment D: Systemic Changes](#)  
[Attachment D: Mattresses and Currently Hard-to-Recycle Plastics](#)

2:55 Legislative Agenda [19-5317](#)

Presenter(s): Randy Tucker, Metro

Attachments: [Work Session Worksheet](#)  
[Metro Council 2019 Legislative Principles](#)

**3:25 Chief Operating Officer Communication**

**3:30 Councilor Communication**

**3:35 Adjourn**

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

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**Recycling Update**

*Work Session Topics*

Metro Council Work Session  
Tuesday, December 3, 2019  
Metro Regional Center, Council Chamber

## RECYCLING SYSTEM UPDATE

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Date: Nov. 21, 2019

Prepared by: Matt Korot, 503-797-1760,  
[matt.korot@oregonmetro.gov](mailto:matt.korot@oregonmetro.gov)

Department: Property and  
Environmental Services

Presenter(s): Pam Peck and Matt Korot

Meeting Date: Dec. 3, 2019

Length: 45 minutes

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### ISSUE STATEMENT

At the Sept. 3, 2019 work session, the Metro Council and Property and Environmental Services staff discussed past, current and forthcoming regional and statewide work to make the region's recycling system stronger and more resilient in the future. This planning is a response to the unprecedented challenges to the region's (and world's) recycling system resulting from the constriction of Asian markets for recyclables since late 2017.

During the Sept. 3 discussion, staff asked Council how it would like to engage in the future policy, investment and programmatic work that will be critical to making improvements to the system. Councilors indicated they were interested in all facets of the work, but would like to see it move more quickly than outlined in the timetable for the statewide work. They directed staff to return to Council within three months with options for Metro actions that could all be initiated in the next two years. Council also directed staff to return in 6-9 months with a framework for a public-private partnership to advance the region's recycling efforts.

In addition, at the Sept. 3 meeting and in follow-up discussions, Councilors asked staff to include options for actions that would supplement the work related to the "curbside" recycling system by including items such as mattresses and single-use plastics.

### ACTION REQUESTED

Direction on which actions staff should prioritize and confirmation of the associated timelines.

### IDENTIFIED POLICY OUTCOMES

The policy outcomes resulted from implementing the selected actions tie to the following goals in the 2030 Regional Waste Plan, which serves as the greater Portland area's blueprint for investing in our garbage and recycling system, reducing the environmental and health impacts of products that end up in this system, and advancing progress towards Metro's racial equity objectives:

*Goal 7: Reduce product environmental impacts and waste through policies that support prevention practices and better purchasing choices.*

*Goal 10: Provide regionally consistent services for garbage, recyclables and other priority materials that meet the needs of all users.*

*Goal 15: Improve the systems for recovering recyclables, food scraps and yard debris to make them resilient to changing markets and evolving community needs.*

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

Which of the identified actions should staff begin to develop and implement?

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

Policy actions are described and illustrated in the attachments:

- Attachment A: Recycling system actions visually represented
- Attachment B: Mattresses action visually represented
- Attachment C: Timeline for potential Council actions
- Attachment D: Detailed information on each action

In summary, the actions are:

#### *Area I: Food Service Items*

Action 1: Council adopts statement of intent to address single-use items and adopts an ordinance to implement a “by request by the customer” requirement for the provision of single-use stirrers, utensils and individually packaged condiments for dine-in, drive-through, take-out or delivery.

Action 2: (a) Council adopts a resolution declaring that two years hence food service businesses must only use take-out packaging that is recyclable in local programs; Council subsequently enacts the associated requirement.

*Combined with*

(b) Metro provides funding and technical assistance to aid businesses’ transition to reusable and recyclable products in advance of the requirement going into effect.

#### *Area II: Systemic Changes: Extended Producer Responsibility and Performance Standards for Material Recovery Facilities (MRFs)*

Option 3: Council adopts a resolution stating that Metro will enact regional producer responsibility requirements for all paper and plastic packaging if the Oregon Legislature does not do so in its 2021 session. Council adopts the ordinance for regional producer responsibility program if the Legislature does not act.

Option 4: (a) Metro invests in MRFs’ capital equipment improvements through the Investment and Innovation Grant program; and (b) Council adopts performance standards for MRFs, including sorting outcomes and end-market certifications for environmental and social sustainability.

*Area III: Mattresses and Currently Hard-to-Recycle Plastics*

Option 5: Council adopts a resolution stating that Metro will enact regional producer responsibility requirements and a disposal ban on mattresses if the Oregon Legislature does not do so in its 2020 session. Council adopts the producer responsibility and ban ordinance if the Legislature does not act.

Option 6: As a bridge to implementation of a producer responsibility program, Metro establishes a robust depot and mobile collection system for hard-to-recycle materials such as Styrofoam (packaging and food containers) and other plastic containers.

**STAFF RECOMMENDATIONS**

None.

**STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

The options presented and the outcomes they will achieve are grounded in Metro's regional responsibilities and authorities, and in the strategic policy framework provided by the 2030 Regional Waste Plan. Waste prevention and recycling efforts have been part of the fabric of this region since at least the 1970's and survey data throughout the decades demonstrates not only the continuing popularity of these efforts among the public, but also the shared values that underline these programs: conservation of natural resources, reducing greenhouse gas emissions and not wasting items.

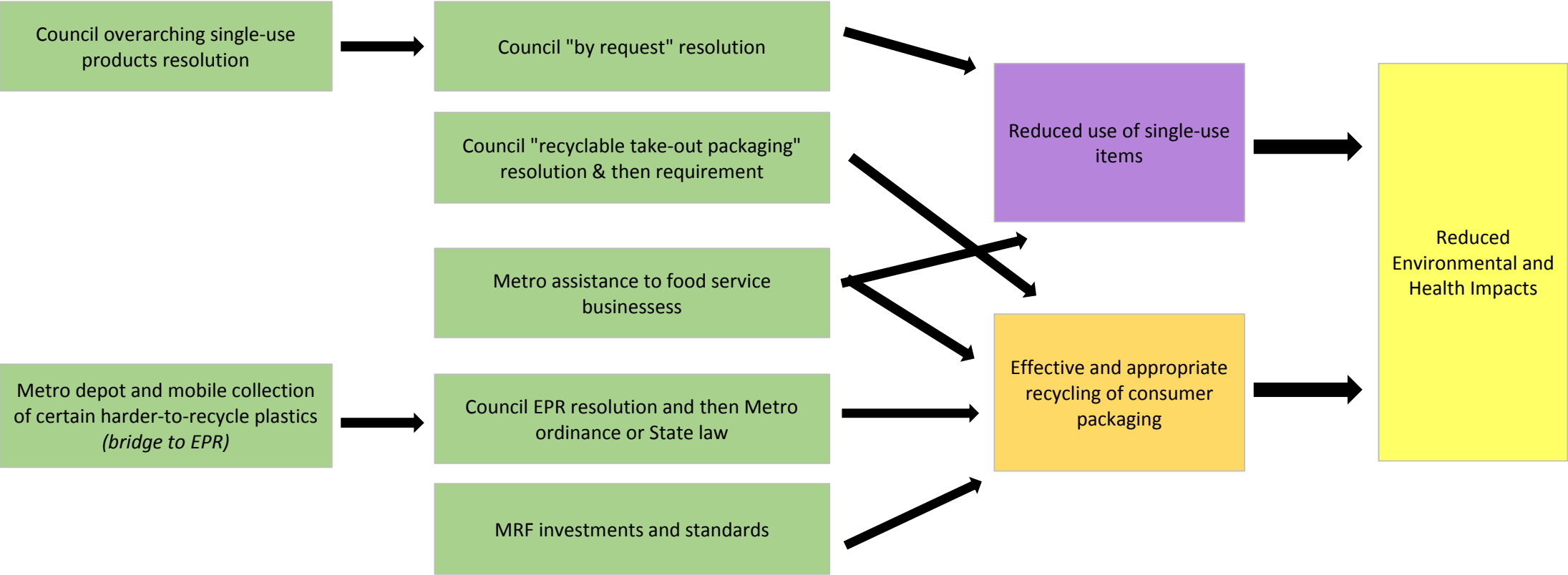
**BACKGROUND**

At the Sept. 3, 2019 work session, staff presented the timeline for the statewide recycling system improvement process' development of recommendations and a parallel timeline for the Metro Council to provide input into that process. Council directed staff to develop options for an independent work program and associated timeline for implementation of those options, with all Council actions to occur within a two-year time period. Those options are described above and the attachments. They cover (1) the "curbside" recycling system (for materials collected at residents and businesses); and (2) special materials of interest to Council for reducing their use or recycling them.

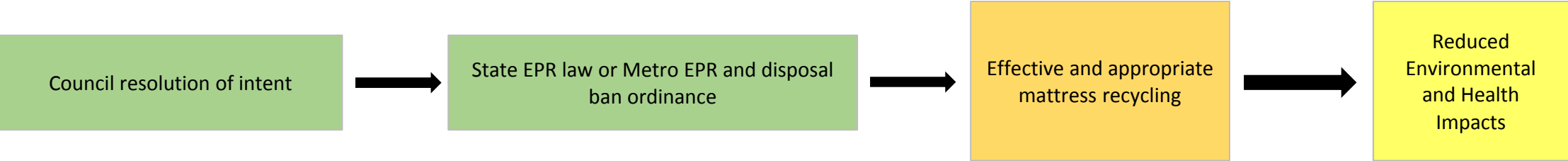
**ATTACHMENTS**

- Attachment A: Recycling system actions visually represented
- Attachment B: Mattresses action visually represented
- Attachment C: Timeline for potential Council actions
- Attachment D (three pages): Detailed information on each action
  
- Is legislation required for Council action? ☐ Yes   ☒ No
- If yes, is draft legislation attached? ☐ Yes   ☐ No
- What other materials are you presenting today? PowerPoint presentation

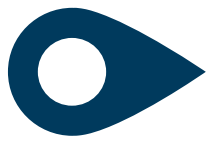
Recycling System Options  
Metro Council Work Session -- Dec. 3, 2019  
Attachment A: Recyclables -- Visual representation of actions



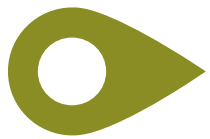
Recycling System Options  
Metro Council Work Session -- Dec. 3, 2019  
Attachment B: Mattresses -- Visual representation of actions



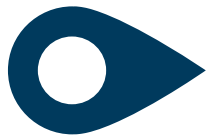


2020  
Q1

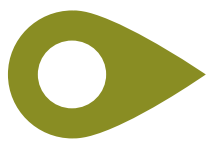
- Council mattress resolution
- Metro begins work with partners to establish depot and mobile collection for hard-to-recycle plastics

2020  
Q3

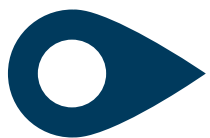
- Council adopts mattress producer responsibility and disposal ban if no Legislative action
- Council single-use products resolution and "by request" ordinance
- Council recyclable take-out packaging resolution and Metro business assistance begins

2020  
Q4

- Council resolution on producer responsibility for packaging

2021  
Q3

- Council adopts performance standards for MRFs

2021  
Q4

- Council adopts recyclable take-out packaging requirement
- Council adopts regional producer responsibility for packaging requirement if no Legislative action

**Attachment D: Sheet 1**

**Area 1: Single-Use Food Service Items**

	Metro Action	Metro Implementation Costs	Dependencies	Council Action Timeframe	Implementation Time Frame	Public and stakeholder acceptance	Scale of Impacted Parties	Things to Figure Out
Single-use statement and single-use food service items by request	(1) Council adopts statement of intent to address single-use items	Education and awareness campaign  Compliance activities	None	2020 Q3	2021 Q3	Minimal opposition	Thousands of businesses, including Metro venues	Approach to compliance
	(2) Council adopts regional "by-request by customer" requirement for the provision of stirrers, utensils and individually packaged condiments for dine-in, drive-through, take-out or delivery					Public support. Opposition from some food service businesses and some local governments.		
	Metro Action	Metro Implementation Costs	Dependencies	Council Action Timeframe	Implementation Time Frame	Public and stakeholder acceptance	Scale of Impacted Parties	Things to Figure Out
Single-use food packaging reduction and recycling policy	(1) Council adopts resolution stating intent in 2022 to ban single-use food service take-out packaging that cannot be recycled in local programs and intent to support efforts by businesses to shift to recyclable packaging and durable reusable food serviceware	Education and awareness campaign, and technical assistance Financial support for incentives or grants that support shift to reusables	Ability to recycle some types of food service packaging locally	2020 Q3	2022 Q1	Public support. Likely support from some members of business community and opposition from others. Some opposition from those who would like to see Styrofoam banned regardless of recycling availability. Likely opposition from compostable food serviceware manufacturers if their materials are banned	Thousands of businesses, including Metro venues	Recycling markets and their capacity Approach to compliance
	(2) Council adopts the ban on single-use food service take-out packaging that cannot be recycled in local programs			2021 Q4				

Attachment D: Sheet 2

Area 2: Systemic changes: EPR and MRF Performance Standards								
	Metro Action	Metro Implementation Costs	Dependencies	Council Action Timeframe	Implementation Time Frame	Public and stakeholder acceptance	Scale of Impacted Parties	Things to Figure Out
Extended producer responsibility (EPR) policy for printed paper and packaging	(1) Council adopts resolution stating that Metro will enact regional producer responsibility requirements for paper and packaging if Legislature does not do so in 2021	None	None	2020 Q4	NA	Likely strong public support. Support from some local governments, environmental groups and others. Opposition from garbage haulers, grocers/retailers, product producers, e-commerce platforms and some local governments.	Producers and retailers of packaged products and printed paper sold in the region, including online retailers	How to best advance equity in an EPR system
	(2) Enact regional producer responsibility requirements for common packaging items	Administration of regional producer responsibility program	No statewide law approved by Legislature	2021 Q4 to 2022 Q4 depending on extent of stakeholder work done for State legislative proposal	1 year after Council implementation and ongoing	Same mix as above, with added opposition from those that believe only in statewide approach		
	Metro Action	Metro Implementation Costs	Dependencies	Council Action Timeframe	Implementation Time Frame	Public and stakeholder acceptance	Scale of Impacted Parties	Things to Figure Out
Material Recovery Facility (MRF) investments and performance standards	(1) Continue to support MRF system improvements through the Investment and Innovation program	Grant funds	None	Approval of FY 2020-21 and subsequent budgets	Ongoing from current fiscal year	Broad support from public and private stakeholders	MRFs in the region	
	(2) Metro Council adopts performance standards for MRFs, including sorting outcomes and end-market certifications for environmental and social sustainability	Technical assistance and compliance monitoring		2021 Q3	2022 Q1	Likely opposition from MRFs and their trade association	MRFs in the region and potentially ratepayers if leads to higher MRF net costs	Best MRF performance measures to use. Most effective environmental and social sustainability certifications

Attachment D: Sheet 3

Area #: Mattresses and Currently Hard-to-Recycle Plastics								
	Metro Action	Metro Implementation Costs	Dependencies	Council Action Timeframe	Implementation Time Frame	Public and stakeholder acceptance	Scale of Impacted Parties	Things to Figure Out
Mattresses	(1) Council resolution stating that it will enact regional producer responsibility requirements and a disposal ban for mattresses if Legislature does not do so in 2020	None		2020 Q1	NA	Support from public and recyclers; some retail/manufacturer industry opposition.	Mattress manufacturers and retailers	Best convenience standard for people who live in multifamily homes
	(2) Council adoption of regional mattress producer responsibility and disposal ban	Administration of regional producer responsibility program	Adequate processing capacity in place to manage mattresses and no statewide law approved by Legislature	2020 Q3	1 year after Council implementation and ongoing			
	Metro Action	Metro Implementation Costs	Dependencies	Council Action Timeframe	Implementation Time Frame	Public and stakeholder acceptance	Scale of Impacted Parties	Things to Figure Out
Plastics	Metro establishes a robust depot and mobile collection system for Styrofoam and other currently hard-to-recycle plastics	Building a system of fixed depot sites and mobile collection equipment, and the resources to service them	Partnerships with markets for these materials and with site hosts	NA	2020 Q1 to 2021 Q2	Strong public support. Likely support from business community. Some opposition from those who would like to see Styrofoam banned.	NA	Site locations and approach to mobile collection

## **Legislative Agenda**

### *Work Session Topics*

Metro Council Work Session  
Tuesday, December 3, 2019  
Metro Regional Center, Council Chamber

## 2020 STATE LEGISLATIVE AGENDA

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Date: November 22, 2019  
Department: Government Affairs and  
Policy Development  
Meeting Date: December 3, 2019

Prepared by: Randy Tucker, x1512,  
randy.tucker@oregonmetro.gov  
Presenter: Randy Tucker  
Length: 30 minutes

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### **ISSUE STATEMENT**

This work session is the first opportunity to discuss the Metro Council's objectives for the 2020 Oregon legislative session. Proposed legislative priorities will be discussed; additional concepts may be presented at a subsequent work session in early January.

### **ACTION REQUESTED**

The Council may wish to discuss specific legislative concepts or principles or direct staff to develop additional concepts. In January 2020, staff will propose a legislative agenda for the Council to adopt prior to the start of the legislative session.

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

- Does the Council wish to confirm previous policy direction under which staff is currently operating with respect to issues that are likely to surface in 2020?
- Are there topics on which the Council would like to adopt legislative positions aside from those described here?
- Does the Council wish to make changes to previously adopted Legislative Principles that guide the actions of staff on issues that may arise during a legislative session?

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

Preparations are under way for the short 2020 legislative session, which convenes on February 3 and will run for no more than five weeks. Among these preparations are several different efforts to develop legislation on carbon reduction that can get through a deeply divided Legislature. Metro staff have not requested any free-standing bills for the 2020 session but are working on various issues that already have legislative vehicles.

Most of the priorities staff expects to propose for the 2020 session reflect well-established Council policy and/or legislative priorities that have previously been included in the Council's agenda. Some issues where legislative activity may be anticipated:

- **Carbon:** Staff is actively working to carry forward the policy direction unanimously supported by JPACT last winter in Res. 19-4969. That resolution called for a direct allocation to the region of transportation-specific funding from a carbon “cap and invest” bill, for the purpose of supporting implementation of the Climate Smart Strategy.
- **Product stewardship for mattresses:** Metro staff helped develop legislation on this topic in 2019 that came close to passage. This legislation is being introduced again and staff anticipates working with its sponsor to get it through the process.
- **Willamette Falls Locks:** Efforts to fund the repair and reopening of the Locks failed in 2019, at least partially because of unanswered questions about ownership of the facility. Legislation being developed for 2020 will establish a public corporation to take ownership of the Locks and seek the funding necessary to repair and reopen them.
- **Transportation:** Funding was not provided in 2019 for the Southwest Corridor or I-205 projects. Staff intends to collaborate with regional partners as appropriate on efforts to secure funding for or otherwise advance these projects, and may seek opportunities to provide additional revenue authority to Metro in advance of an expected 2020 regional ballot measure.
- **Affordable housing:** In addition to continuing to support legislation providing additional funding and policy tools to address housing affordability, staff may seek opportunities for technical amendments to housing legislation passed in 2019.

Staff may require Council direction on at least one issue where previously established policy may not provide clear guidance. As some of you may recall, the 2016 Legislature increased the state transient lodging tax from 1% to 1.8% for four years, after which it was slated to drop to 1.5%. This represented a compromise after a great deal of controversy. At the time, Metro agreed to this compromise on the condition that the tax actually drop back to 1.5% as scheduled in 2020. Various proposals are now circulating to allow the tax to remain at 1.8% permanently. Different parties have different ideas about how the increment in question should be spent in the future, and different programs within Metro may have different interests with respect to this topic. Staff will provide a more substantive basis for Council consideration in a separate document.

Other legislation considered in the 2019 session is not likely to surface in 2020 but might return in 2021. A few examples:

- **Product stewardship for household hazardous waste:** Prospects for this legislation are not good in the short session due to the need to get through the Ways and Means process. Staff recommends reintroducing this proposal in 2021.
- **Brownfields tax credit:** Staff has concluded that the prospects of the Legislature approving any new tax credit are not good in the foreseeable future and will work with the Brownfields Coalition to restructure this proposal as a grant program.

- **Emerging transportation technologies:** Metro joined several partners in 2019 to oppose legislation that would have preempted local authority to regulate transportation network companies. An interim work group has been convened to try to work through the issues on this topic and possibly recommend legislation for the 2021 session; Metro staff is participating in this conversation.
- **Urban growth management:** The 2019 session was fairly quiet on land use and staff is not currently aware of any forthcoming legislation of significant interest to Metro.
- **Geographic data:** Legislation to support the development of a central state repository for standardized geographic data is being prepared for 2021.

## ATTACHMENTS

- Is legislation required for Council action? ☒ Yes   ☐ No
- If yes, is draft legislation attached? ☐ Yes   ☒ No
- What other materials are you presenting today? Draft legislative principles



## METRO COUNCIL 2019 LEGISLATIVE PRINCIPLES<sup>1</sup>

### LOCAL AUTHORITY

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

### EQUITY

3. **Racial Diversity, Equity and Inclusion:** Metro envisions a region and state where a person's race, ethnicity or zip code does not predict their future prospects and where all residents can enjoy economic opportunity and quality of life. Metro therefore supports legislation that acknowledges past discrimination, addresses current disparities and promotes inclusion in public programs, services, facilities and policies.

### HOUSING:

4. **Affordable Housing:** Metro supports efforts to ensure that housing choices are available to people of all incomes in every community in our region, and to reduce the number of households that are burdened by the combined costs of housing and transportation.<sup>2</sup> 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 provide reasonable protections for renters against arbitrary and unfair actions.

### LAND USE AND URBAN GROWTH MANAGEMENT:

5. **Local Authority:** The Legislature should take no actions that reduce or compromise Metro's land use and urban growth management authority.
6. **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.<sup>3</sup> The Legislature should exercise restraint and care when considering changes to Oregon's land use system.
7. **Successful Communities:** Metro supports legislation that facilitates the achievement of the six desired outcomes for successful communities that have been agreed upon by the region: vibrant, walkable communities; economic competitiveness and prosperity; safe and reliable transportation choices; leadership in minimizing contributions to global warming; clean air, clean water and healthy ecosystems; and equitable distribution of the burdens and benefits of growth and change.<sup>4</sup>
8. **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.

9. **Efficiency:** Land within the urban growth boundary should be used efficiently before the boundary is expanded.<sup>5</sup>
10. **Need:** The UGB should not be expanded in the absence of demonstrated need.<sup>6</sup>
11. **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.<sup>7</sup>
12. **Annexation:** Cities are the preferred governing structure for providing public services to urban areas, and Metro supports reforms that will facilitate, or reduce barriers to, orderly annexation and incorporation.
13. **Rules/Statutes:** Administrative rules should not be adopted into statute.
14. **Non-Regulatory Tools:** State efforts at regulatory streamlining should include funding to support development of non-regulatory tools for achieving desired land use outcomes.<sup>8</sup>
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.<sup>9</sup>
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.

#### **TRANSPORTATION:**

17. **Transportation Governance:** The Legislature should take no actions that reduce or compromise Metro's or JPACT's authority in the areas of transportation policy and funding.
18. **Transportation Funding:** Providing adequate funding for all transportation modes that move people and freight supports economic prosperity, community livability, public health and environmental quality. For these reasons, Metro supports an increase in overall transportation funding, investments in a safe and balanced multimodal transportation system that addresses the needs of all users, and flexibility in the system to provide for local solutions to transportation problems.

#### **PARKS AND NATURAL AREAS:**

19. **Parks and Natural Areas:** Our region has invested heavily in protecting water quality and wildlife habitat and providing residents with access to nature and outdoor activity. Parks and

natural areas are regional assets that support public health, environmental quality, strong property values and economic prosperity. For these reasons, Metro supports measures to increase local and regional authority to raise revenues to support parks and natural areas and to increase the level of state funding distributed to local governments for acquisition, capital improvements, and park operations.

#### **SUSTAINABILITY:**

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

#### **ECONOMIC PROSPERITY:**

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

#### **AGENCY OPERATIONS:**

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

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<sup>1</sup> Unless otherwise noted, endnotes refer to applicable policy statements in Metro's Regional Framework Plan (RFP).

<sup>2</sup> RFP Policy 1.3 (Housing Choices and Opportunities).

<sup>3</sup> See <http://oregonvaluesproject.org/findings/top-findings/> (specifically item 5, Natural Resource Protections for Future Generations)

<sup>4</sup> RFP Chapter 1 (Land Use).

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<sup>5</sup> RFP Policy 1.1 (Compact Urban Form).

<sup>6</sup> RFP Policy 1.9 (Urban Growth Boundary).

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

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

<sup>9</sup> Draft 2030 Regional Waste Plan, page 11.

Materials following this page were distributed at the meeting.