



600 NE Grand Ave.
Portland, OR 97232-2736

Council work session agenda

Tuesday, July 16, 2024

10:30 AM

Metro Regional Center, Council Chamber,
<https://zoom.us/j/615079992> Webinar ID:
615 079 992 or 888-475-4499 (toll free)
[https://www.youtube.com/watch?
v=4XBbOlb_ajg&list=PLb2faWWqJxGAOgO
HIX1Wdw4NNSBfpYH-&index=3](https://www.youtube.com/watch?v=4XBbOlb_ajg&list=PLb2faWWqJxGAOgOHIX1Wdw4NNSBfpYH-&index=3)

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 or 888-475-4499 (toll free)

10:30 Call to Order and Roll Call

10:30 Work Session Topics:

10:30 Bulky Waste Multifamily Study Results [24-6095](#)

Presenter(s): Sara Kirby (she/her), Senior Planner, Metro
Casey Mellnik (she/they), Associate Planner, Metro
Rachel Chu (she/her), Senior Planner, Metro

Attachments: [Staff Report](#)

11:15 2025 State Legislative Transportation Priorities [24-6096](#)

Presenter(s): Anneliese Koehler (she/her), State Legislative Affairs
Advisor, Metro
Jenna Jones (she/her), State Legislative Affairs Advisor,
Metro
Catherine Ciarlo (she/her), PDR Director

Attachments: [Staff Report](#)
[Attachment 1](#)

12:15 2025 Metro State Legislative Agenda

[24-6097](#)

Presenter(s): Anneliese Koehler (she/her), Legislative Affairs Manager,
Metro
Jenna Jones (she/her), State and Regional Affairs Advisor,
Metro

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)

1:00 Chief Operating Officer Communication

1:05 Councilor Communication

1:10 Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្រឹក្សាស្តីពីការរើសអើងសូមទូរស័ព្ទទៅលេខ 503-797-1700 ។ www.oregonmetro.gov/civilrights ។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច្រើនការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេបកប្រែភាសាមកសំរាប់លោកអ្នក ។

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Bulky Waste Multifamily Study
Results
Presentations

Metro Council Work Session
Tuesday, July 16th, 2024

STAFF REPORT

WASTE PREVENTION AND ENVIRONMENTAL SERVICES: MULTIFAMILY BULKY WASTE COLLECTION STUDY RESULTS

Date: June 27, 2024

Department: WPES

Meeting Date: July 16, 2024

Prepared by: Sara Kirby,
sara.kirby@oregonmetro.gov

Presenters: Tom Egleston (he/him),
Casey Mellnik (she/they), Rachel Chu
(she/her)

Length: 45 mins

ISSUE STATEMENT

The purpose of this work session is to inform Council about the results of the Multifamily Bulky Waste Collection Study that recently occurred in partnership with the City of Gresham, WM, Gresham Sanitary Service, Community Warehouse and Trash for Peace and share proposed next steps on the Bulky Waste Policy Project.

ACTION REQUESTED

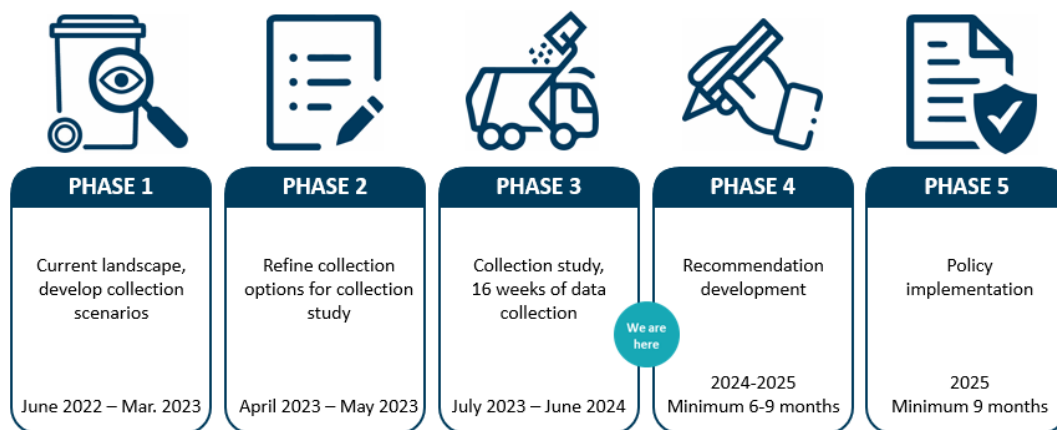
No formal action is requested.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

2030 Regional Waste Plan (RWP) action 10.5 directs the provision of consistent and regularly occurring bulky waste collection services with an emphasis on multifamily communities and lower income households. The Bulky Waste Policy Project builds on RWP Action 10.5 and previous Council action related to multifamily service standards by bringing together public and private partners to develop consistent, affordable, and convenient bulky waste collection services for multifamily households in greater Portland.

Project Timeline

As shown below, the Bulky Waste Policy Project includes five phases of work. With the completion of the Bulky Waste Collection Study, phase three is now done.



Bulky Waste Collection Study Results

The Bulky Waste Collection Study took place from Oct. 1, 2023, through Jan. 19, 2024, at 39 multifamily properties in Gresham. The study provided valuable data points that will support bulky waste program and policy development by Metro and cities and counties in the next phase of the project.

The study found on average:

- Each multifamily unit generates 2-3 pounds of bulky waste per week or up to 155 pounds of bulky waste per year.
- Multifamily properties utilized the service 2-3 times per month with large properties utilizing the service more frequently than smaller properties.
- The estimated cost for the study to operate weekly was \$4.30 per multifamily household per month. The estimated cost for the study to operate once a month was \$2.00 per multifamily household.

The Executive Summary of the study is included as an attachment to this staff report and the full study report is available on [Metro's website](#).

NEXT STEPS

Staff will share the study results and collaborate with Metro's city and county partners to develop recommendations to enhance bulky waste collection services throughout the region. Staff will then return to Council this winter to share final recommendations and seek direction on policy implementation.

ATTACHMENTS

Bulky Waste Collection Study Executive Summary

Multifamily Bulky Waste Collection Study

Executive Summary

June 10, 2024

Managing the collection and disposal of unwanted large household items, also called bulky waste, can be challenging and expensive. Bulky waste collection at multifamily properties includes additional complexity for residents and property managers, specifically: how to make the services clear and accessible to residents, where residents should place large household items out for disposal, and who is responsible for the cost of the collection.

Metro and local governments are working together to implement changes and additions to existing bulky waste services for residents living at multifamily properties. The purpose of the Multifamily Bulky Waste Collection Study was to gather data to better understand how much and how often bulky waste material was generated for collection and estimate the cost to operate a regular on-route bulky waste collection service.

Study Overview

The study was conducted in the City of Gresham and included 39 properties and 2,800 apartment homes or units. Data was collected for 16 weeks from October 2023 through January 2024. Each multifamily property received a weekly bulky waste pick-up service from their garbage and recycling collection company franchised by the City of Gresham. For each day the bulky waste routes operated, data was collected and reported by the collection companies. Key data points included material generation, frequency of utilization of the service, and disposal costs. Material characterization and opportunities for reuse were also part of the assessment.



Study Measures

- **Generation:** how much bulky waste is generated per multifamily household or dwelling unit.
- **Frequency of utilization:** how often multifamily properties placed items out for collection.
- **Cost:** average cost per household or unit to provide this study's on-route bulky waste collection at multifamily properties. *Includes costs related to Extended Producer Responsibility (EPR) & special handling considerations.*
- **Material characterization:** identifying the most common materials set out for disposal. *Includes EPR materials & materials requiring special handling.*
- **Reuse:** quantifying the amount of items that have the opportunity to be reused once they are set out for collection.

Results

Generation	
Average generation per multifamily household unit per week	Average generation per multifamily household unit per year
2 – 3 pounds	155 pounds

This amount of bulky waste material generation is similar to one mattress and one large chair each year per household.

Frequency of utilization	
Average number of times properties utilized the service	Larger versus smaller properties
2-3 times per month	Large properties utilized the service more frequently than smaller properties

Like other waste streams, the need for bulky waste collection service varies, with higher-utilization weeks and lower-utilization weeks.

Cost		
Estimated cost for the study to operate weekly	Estimated cost for the study to operate twice a month	Estimated cost for the study to operate once a month
\$4.30 per multifamily household per month	\$2.70 per multifamily household per month	\$2.00 per multifamily household per month

Many factors may impact the cost to provide bulky waste collection service, such as: size of a franchise area, number of multifamily properties and their unit counts, specific collection company operations, routing efficiencies, special materials that may avoid or incur additional disposal costs, and equipment investments.

Material characterization	
Most common large household items set out for disposal at multifamily properties	
Furniture (both upholstered and unupholstered)	Mattresses and box springs

Reuse
Assessing the opportunity for reuse through multifamily bulky waste collection
The reuse opportunity is greatest before items are set out at the point of collection. There are a small number of items that are gleaned from the collection point, likely by other residents.

This study took place in the fall and winter when the weather in Oregon greatly reduces the opportunity to reuse large items, particularly upholstered materials, during that time.

Using the results

The results specific to how much material is generated, how often it is generated, and the cost estimates can be used by local governments and collection companies to plan for future services in their jurisdictions. Results will be used by Metro to inform policy planning related to bulky waste collection service.

Also included in this study is qualitative information gathered through six interviews with property managers, conversations with the City of Gresham and the two collection companies that participated in the study.

Six property manager interviews – key takeaways

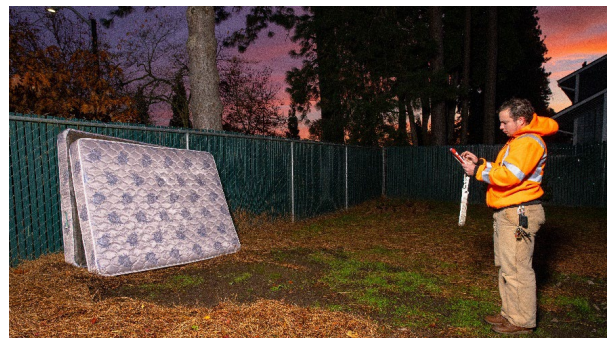
- Managing bulky waste is an ad hoc, expensive and time-intensive task, with collection needed anywhere from weekly to once per month.
- Having a consistent bulky waste collection during the study that residents knew about enabled residents to properly manage their bulky items, reduced conflict, and eased the burden on property managers.
- For future service planning, identifying the right location for bulky waste collection and enclosure design for each property will be helpful to dissuade illegal dumping and promote cleanliness of the property.

Conversations with City of Gresham and two collection companies – key takeaways

- A regionally consistent list of accepted materials will support residents to use the service. Flyers and other educational materials are an opportunity to remind residents what items are or are not considered bulky waste.
- Determining a designated location and clear signage at each property for bulky waste helps ensure residents and collection companies have safe and convenient access to store and collect items. Smaller properties with limited exterior space may face additional challenges.
- Engagement with property managers is important to ensure that the service functions well and is safe and accessible to residents.
- The types of equipment used to collect bulky waste is important when considering EPR covered materials such as TVs and mattresses, which cannot be mixed with other waste materials or lose recycling viability when disposed in compacting trucks.

What is bulky waste?

Bulky waste is a large household item that is unwanted and ready to be discarded by a household and does not fit inside the regular garbage or recycling receptacles. These items have the potential to be thrown away, recycled or reused. This term includes furniture, appliances, electronic devices, outdoor patio and garden items, miscellaneous household items and household vehicle items. This term does not include household hazardous waste, construction and demolition debris, remodeling debris, yard debris, standard recyclable material, gas cylinders, business waste, or any waste that can fit within the standard garbage receptacle.



**2025 State Legislative Transportation
Priorities**
Presentations

Metro Council Work Session
Tuesday, July 16th, 2024

2025 State Legislative Transportation Priorities

Date: 06/26/2024

Department: GAPD and PDR

Meeting Date: 07/16/2024

Presenter(s) (if applicable): Anneliese Koehler (she/her), Catherine Ciarlo (she/her)

Length: 60 min

Prepared by: Jaye Cromwell

(jaye.cromwell@oregonmetro.gov) and

Anneliese Koehler

(anneliese.koehler@oregonmetro.gov)

ISSUE STATEMENT

This work session is the first opportunity to discuss Metro Council's objectives for a possible 2025 state legislative transportation package. The current political climate, state and local agency fiscal cliffs, and possible legislative priorities will be discussed. At this work session, staff will be discussing and seeking feedback on the draft process to arrive at Metro Council's priorities.

Staff will be before Council again in July, September and October for further discussion and development of Council's transportation priorities.

ACTION REQUESTED

The Council may wish to discuss the current process to develop Council's priorities for a possible 2025 State Legislative Transportation Package and direct staff to change or adapt processes. They also may wish to discuss specific transportation priorities and/or direct staff to develop additional transportation priorities.

IDENTIFIED POLICY OUTCOMES

- Councilors understand the current political dynamics and conversations surrounding a state legislative package in 2025.
- Metro Councilors receive approximately the same information that JPACT has received over the past 6 months to help inform their input on JPACT and Council draft transportation priorities.
- Eventual approval and adoption of Metro Council state legislative transportation funding priorities (anticipated in December 2024).

POLICY QUESTION(S)

- Does Council wish to confirm or change proposed processes to develop their 2025 transportation priorities?
- Are there additional topics or presentations that Council wishes to see to help develop their transportation priorities?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Included in the packet is a draft of the JPACT staff recommendation of priorities. Councilors will be able to discuss this draft in the 2nd work session on 7/23 and subsequent drafts at September and October work sessions.

STAFF RECOMMENDATIONS

N/A

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

In advance of the state transportation package in 2017, JPACT and the Metro Council developed a legislative agenda for the 2017 state transportation package. Metro staff are working with JPACT and Metro Council in 2024 to determine funding priorities for the 2025 package.

BACKGROUND

Transportation package history and framing

Historically, the Oregon Legislature passes a large transportation package every decade. These packages focus on solving issues of that decade; in 2009, coming out of the Great Recession, the package focused on jobs and growing the economy. In 2017, among other issues, the package focused on solving critical statewide congestion and investing in transit operations for the first time. As we approach a possible transportation package in 2025, early framing is back to basics: solving for state and local transportation agencies' fiscal cliffs, addressing operations and maintenance, finding an ongoing source of sustainable revenue, and finishing unfinished projects from HB 2017.

Legislative dynamics

Transportation packages have a long history in Oregon of being bipartisan packages. Unlike other issue areas, the need for transportation investment is often an agreed upon priority for both Republicans and Democrats. In addition, revenue raising measures require a super majority for passage and it is uncommon for a party to have the required super majority in both chambers. As a result, staff anticipates that discussions will be framed around the necessity of a bipartisan vote.

Revenue raising measures in the Legislature have the potential to be referred to voters through referendum. Similar to other past transportation packages, staff anticipates that discussions will also be framed around preventing a referral. In the past, this has limited the amount of funding in the package and ensured that certain components be a part of the package.

The Governor, the Senate President and the Speaker of the House have all indicated support for a transportation package in 2025. As is common with large scale packages like this, the Joint Transportation Committee has developed a statewide tour to learn and listen from constituents about their transportation concerns. With thirteen stops, the Committee

will be traveling throughout the state until the end of September. Three of the thirteen stops are in our region and staff anticipates that Metro will participate in all three.

JPACT and Metro Council priority development process

Staff is proposing a concurrent process at JPACT and the Metro Council to develop transportation legislative priorities. The process includes multiple informational sessions at both bodies and ample time for discussion and development of the priorities. Final adoption of priorities is slated for November and December 2024. Concurrently, Metro Council is also developing their 2025 State Legislative Agenda. Staff anticipates that the transportation priorities will be folded into the State Legislative Agenda before final adoption.

ATTACHMENTS

Attachment A- Draft JPACT priorities from staff

[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]



Memo

Date: June 21st, 2024

Subject: JPACT Priorities for the 2025 State Transportation Package

Purpose: A shared position statement that describes Metro and the Joint Policy Advisory Committee on Transportation (JPACT) transportation values and priorities. This statement will be the foundation for our comments and engagement in processes leading up to a 2025 State transportation funding package.

Background: JPACT's 2025 State Transportation Package values and priorities are rooted in visioning conversations to date with regional partners and the 2023 update to the Regional Transportation Plan, which is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The Regional Transportation Plan identifies current and future transportation needs and investments, and outlines what funds the region expects to have available over the next 25 years. The plan is updated every five years with input from community members, business and community leaders and governments as an opportunity to work together towards a complete transportation system.

JPACT Priorities for a State 2025 Transportation Package:

The Greater Portland metropolitan area wants a safe, reliable and equitable transportation system that supports our quality of life, environment and economic prosperity. We aim to build and operate a system that connects people to places that matter, gets products to their destination locally and across the globe, and gives families reliable and affordable options to move and contribute to the long-term health of our region.

Our region needs continued investment to achieve these goals. The Portland metro region accounts for more than 40 percent of the State's population and is the epicenter of Oregon's economy. As our region continues to evolve to support growing industries, housing and community centers, commerce, and tourism, we need expanded transportation options and solutions that prepare our entire State for a brighter future.

The 2025 State transportation package provides an opportunity for all levels of government and community to work together and deliver a better transportation system for the future. Our region is focused on preparing for future disruptions in technology, the urgency of climate action and resiliency and an expected Cascadia Subduction Zone earthquake. Economic vitality and recovery depend very much on the efficiency and reliability of our transportation system, and we lack the funding at the state and local level to respond to these opportunities and challenges. We are at a pivotal moment and seek partnership and leadership from the State.

Our communities need:

- **Short-Term Funding Solutions.** Stabilize our existing state and local transportation system funding sources so we can prioritize the operations and maintenance of our existing facilities. Retain the existing 50/30/20 State Highway Fund revenue split.
- **Long-Term Sustainable Funding.** Invest in developing long-term, sustainable revenue solutions to provide much needed state and local operations and maintenance dollars for multi-modal investments into the future. Ensure local agencies maintain taxing authority for new types of funding and continue to receive a proportional local share of all applicable revenues.

Attachment A

- To Finish What We Started. Build government trust and accountability by ensuring the successful completion and leveraging of federal funds available for the major bottleneck projects identified for the Portland Metro Region in HB 2017.
- Safe Urban Arterials and Main Streets. Increase investment in safety-focused state programs like Great Streets that prioritize complete solutions to improving the most dangerous urban arterials through a single program. These investments should prioritize safety on major travel corridors where developing housing and job opportunities compound the disrepair.
- Transit. Increase state funding options for transit capital and operations, to improve and expand transit service statewide. Access to reliable, affordable, and convenient transit is vital to ensuring that Oregon's transportation system is equitable and reduces its climate impacts.
- Resiliency. Ensure that our critical transportation infrastructure like airports and bridges are able to withstand large scale, known and unknown, climate and natural disasters and adapt infrastructure for the needs of future generations.

The Greater Portland metro area is committed to advancing robust and meaningful programs that support these priorities. Together we can create legislation that responds to the evolving economic and environmental needs across the state and our region.

DRAFT

2025 Metro State Legislative Agenda
Presentations

Metro Council Work Session
Tuesday, July 16th, 2024

2025 STATE LEGISLATIVE AGENDA

Date: June 20, 2024
Department: GAPD
Meeting Date: July 16, 2024

Prepared by: Anneliese Koehler,
Legislative Affairs Manager and Jenna
Jones, State and Regional Affairs Advisor
Length: 45 minutes

ISSUE STATEMENT

This work session is the first opportunity to discuss Metro Council's objectives for the 2025 Oregon legislative session. The current political climate and possible legislative priorities will be discussed. Additional concepts will be presented at subsequent work sessions later this fall and winter with final adoption of the Council's Legislative Priorities and Principles by the end of 2024.

ACTION REQUESTED

The Council may wish to discuss the current process to develop Council's State Legislative Agenda and direct staff to change or adapt processes. They also 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 2025 legislative session.

IDENTIFIED POLICY OUTCOMES

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

POLICY QUESTION(S)

- Does Council wish to confirm or change existing processes to develop their 2025 State Legislative Agenda?
- 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 2025?
- Are there additional topics for which the Council would like to adopt legislative positions?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

See attached 2023 and 2024 Legislative Priorities with Outcomes and 2024 Legislative Principles. Issue sheets for potential 2025 Legislative Priorities are forthcoming at future work sessions in the fall.

STAFF RECOMMENDATIONS

N/A

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

2025 session

The 2025 session is a regular, long session lasting from January to June. The Legislature is charged with passing a biannual budget and any necessary policy changes. Unlike short sessions, the long session often has more significant legislation under discussion and passage. Typically, a few key large policy and program changes as well as many smaller pieces move successfully through the legislative process into law.

Elections

The 2024 election will impact the 2025 legislative session. In particular this year, a sizable number of Senate Republicans will not be returning. As a result of the 2023 walkout, ten Senate Republicans are not able to run for re-election. Six of those ten Republicans are up for re-election in 2024, and those seats will see new members. In addition, while Democrats have a majority in both chambers, they are currently shy one seat in each chamber to achieve a super majority. This threshold is important because super majorities are required for any revenue raising (tax) votes. Some believe that the Democrats are most likely to pick up a seat in the Senate.

As of the writing of this, it is still undetermined if any initiative petitions will make the 2025 ballot. Initiative Petition 17, which would establish a 3% tax on corporation sales above \$25 million and distribute that money equally among Oregon, is a possible contender to make the statewide ballot. In addition, the Legislature referred three measures to the ballot. First, a measure that would allow for the impeachment of statewide elected officials by a two-thirds vote of both chambers. Secondly, a measure that creates a compensation commission to determine that salaries of various state elected and appointed officials. Lastly, rank choice voting for federal seats and statewide seats, excluding legislative district races.

Legislature overview

The Legislature continues to see new leadership emerge on both sides of the aisle. Compared to more recent sessions, the Metro region is well represented in legislative leadership. Senate President Wagner, newly elected Senate Majority Leader Taylor and newly-elected House Majority Leader Bowman all reside in our region. In addition, both Senate and House Minority Leaders have a, albeit small, portion of Metro in their districts. And both co-chairs of the Joint Committee on Ways and Means are also from our region.

Unlike prior sessions, this past session did not have a walkout. A few days ahead of the 2024 session, the Oregon Supreme Court decided to uphold Secretary of State rules implementing Measure 113, passed by voters in 2022, that bars lawmakers from reelection if they have more than 10 unexcused absences. While plaintiffs could choose to appeal the Oregon Supreme Court decision, no appeals have been filed yet. Now that the Secretary of State's rules implementing Measure 113 has been affirmed, many hope that walkouts will be a thing of the past.

The Oregon State Capital building is still under construction and is not slated for finish until 2027. While they are still determining what portions of the building will be closed down for the 2025 session, 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 for all and makes the Capitol less accessible to the public.

Legislative session priorities

Legislators start sessions with an agreed upon set of priorities. These pieces often dominate session conversations and indicate leaderships' strong commitment to passage. Similar to past sessions, staff anticipates that housing, homelessness and behavioral health will all be top priorities of the Legislature. In addition, the Governor, Senate President and Speaker have all indicted the need for a transportation package. Increased education funding will also likely be a focus as well.

Next Steps

We anticipate that the legislative agenda setting process will be iterative. We are beginning our process with this Council work session. Concurrently and following this, staff will be meeting with Metro departmental leadership to hear their recommendations for Council's legislative priorities. After receiving this initial direction, staff plans to spend the next few months meeting with our local jurisdictional partners, our state partners, and our community-based partners to share our initial thoughts on priorities as well as learn what our 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. We plan to return to Council in the fall with a draft set of priorities for your continued deliberation.

Staff anticipates that a 2025 transportation package will be of great interest to this Council and a focus of the Legislature. Given its importance, staff has developed a separate, concurrent process in partnership with JPACT to set legislative priorities for the transportation package. Staff anticipates folding those priorities into Council's 2025 legislative priorities. More information about this simultaneous process and the development of transportation priorities are coming to Council in separate work sessions.

BACKGROUND

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

ATTACHMENTS

[Identify and submit any attachments related to this legislation or presentation]

[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]

METRO COUNCIL LEGISLATIVE PRIORITIES WITH OUTCOMES 2023 Legislative Session



ECONOMIC PROSPERITY

- **Industrial Site Readiness:** Support legislation, including Semiconductor Task Force priorities, that advances solutions to make land inside urban growth boundaries available for industrial development and job creation through infrastructure investment, brownfield cleanup, land aggregation, and other means.

SB 4 passed. The 60-day semiconductor package included \$210 million for financial incentives, industrial site readiness, and university research fund. It also includes time-limited gubernatorial executive authority to bring land into the UGB for semiconductors and advanced manufacturing.

HB 2548 failed. It would have extended the sunset on the Industrial Site Readiness Program (set to expire in 2023) for another ten years and would invest \$40 million in industrial site readiness loan fund. It died in Ways and Means.

- **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.

GPI's Elevate Greater Portland failed. The economic development marketing strategy to restore the Portland region's reputation and to help attract, retain businesses and jobs and talent did not receive funding.

GUN SAFETY

- **Regulating Firearms on Metro Properties:** Support legislation that increases Metro's authority to regulate the carrying of firearms on Metro properties and public venues.

HB 2005 passed but without the local government pre-emption lifted. The major package of gun legislation contained a lifting of the pre-emption and passed the House. It stalled on the Senate floor because of the Senate Republican walkout and ultimately, the pre-emption was stripped out of a bill as a part of the negotiations for Senate Republicans to return.

HOUSING AND HOMELESSNESS

- **Private Activity Bonds:** Support legislation that increases the proportion of private activity bonds allocated for affordable housing and reduces technical barriers that result in delayed projects.

SB 225 passed. It creates coordination and strategic prioritization of PAB funding, by allocating all housing PAB resources through OHCS. In addition, this bill will eliminate the current 'blackout period' during which OHCS cannot move forward with financial closings for affordable housing developments.

HB 5005 passed. It is the bond bill and includes a \$450 million allocation of private activity bonds to OHCS.

- **Equitable and Affordable Housing:** Support legislation to increase state housing funding, improve tenant protections, expand affordable home ownership options, increase home ownership for BIPOC households, provide additional tools and authority to local governments to address housing supply and affordability, advance solutions that leverage and integrate local, state and federal investments to implement comprehensive supportive housing and wraparound services, and address climate resilience for home owners and renters.

HB 2001 passed. The 60-day housing package included provisions around youth homelessness funding, modular housing development, predevelopment loans for moderate income housing, eviction reforms, and agriculture workforce housing grants.

HB 5019 passed. It included the funding portion of the 60-day housing package. It contained \$85.2 million to rehouse people experiencing homelessness and expand shelter capacity for areas subject to emergency status in the Governor's homelessness state of emergency executive orders, \$33.6 million to prevent homelessness statewide, \$27.4 million to rehouse people experiencing homelessness and expand shelter capacity in the 26 rural counties within the Balance of State Continuum of Care, \$3.9 million for emergency management response (OHCS and OEM), \$5 million direct allocation to federally recognized Tribes and \$200,000 to develop a proposal for a long-term rent assistance program.

SB 5030 passed. It includes \$50 million to preserve and improve existing affordable homes, prevent rent increases in affordable housing, and preserve manufactured home parks.

SB 611 passed. It keeps Oregon's current rent stabilization law intact, with the addition of a 10 percent rent increase cap. There are no limits on rent resets between tenants.

HB 3462 passed. It provides that, if OEM, ODHS, or OHCS provide temporary housing to displaced individuals in response to emergency, that the housing is safe and provided in compliance with state and federal laws relating to discrimination. In addition, when federal disaster resources are available, OEM, ODHS or OHCS may provide similar or equivalent resources to community members who are ineligible to receive federal resources due to immigration status, subject to availability of funds.

HB 2987, HB 3409, and HB 3630 passed. These bills contain various energy-related provisions, including updates to the Healthy Homes program, state agency directives to consider actions to aid in achieving state greenhouse gas reduction goals, technical fixes to OHCS Cooling Resource website, directives to ODOE to establish whole-home energy savings program, or "one stop shop", in consultation with OHCS.

SB 979 failed. It would have provided that constructing childcare facility within projects for affordable housing does not subject project for affordable housing to prevailing wage requirements if childcare facility meets specified requirements. It died in Senate Housing and Development.

- **Housing Production:** Support legislation that help increase equitable housing production and development that addresses past inequities in the land use system and in affordability and location of housing while adhering to the fundamentals of Oregon’s land use system.

HB 2001 passed. The 60-day housing package included the new Oregon Housing Needs Analysis methodology. It prioritizes planning for housing that is needed at various affordability levels and state and local government working towards housing goals together with urgency.

HB 2889 passed. The 60-day housing package included many provisions around the Oregon Housing Needs Analysis (OHNA). Unfortunately, there were a handful of ambiguities and technical errors in the sections of HB 2001 and HB 2889 addresses those. For Metro, the bill clarifies how state estimated housing needs for localities in our region will work with Metro’s Urban Growth Management processes and population forecasts.

HB 2984 passed. It allows commercial building conversion for workforce housing.

HB 5005 passed. It is the bond bill and includes \$604.2 million in Article XI-Q bonds to develop new affordable homes with LIFT Rental and Permanent Supportive Housing.

LAND USE

- **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.

See SB 4 under industrial site readiness.

HB 3414 failed. It would have allowed cities to petition Metro for urban growth boundary expansions once in the next ten years for housing without demonstrating need. Metro will determine if the petition meets the requirements of the bill and if a petition does, Metro shall expand the urban growth boundary. Earlier versions of this bill (SB 1051, SB 1096, and HB 3620) all died. HB 3414 died on the Senate floor the last day of session after passing the House the night before.

TRANSPORTATION

- **State Funding for State-Owned Highways:** Secure ongoing state funding for investments to improve safety and multimodal mobility on state highways that operate as urban arterials.

HB 3113 failed, but \$1 million for Great Streets Program was secured in the end of session budget bill. The bill would have dedicated significant funding (our ask was \$100m) to the Great Streets Program. It died in Ways and Means.

HB 2756 failed, but \$3 million for Hall Boulevard was secured in the end of session budget bill. The bill would have dedicated \$50 million to bring Hall Boulevard in Tigard to state of good repair and transferred it from ODOT to the City of Tigard. It died in Ways and Means.

HB 3323 failed but \$20 million for Earthquake Ready Burnside Bridge was secured in end of session budget bill. The bill would have dedicated \$300 million to the project which is the total investment needed from the state over the course of the project. It died in the Joint Transportation Committee.

HB 2793 passed. It establishes a Jurisdictional Transfer Advisory Committee that will review proposed jurisdictional transfer applications and submit three recommendations to the Joint Committee on Transportation.

- **Interstate Bridge Replacement Project:** Support legislative decisions that advance the Interstate 5 bridge replacement project 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 5005 passed. It allocates \$251.8 million of General Obligation Bonds to the Interstate Bridge Replacement Project and commits \$750 million over the next three biennia to reach Oregon's \$1 billion portion of the project.

- **Transportation Pricing:** Support transportation pricing mechanisms that significantly and measurably reduce congestion, minimize carbon emissions, advance equity and improve safety.

A multitude of bills relating to tolling were introduced and did not pass this session. They all died in the Joint Transportation Committee. In early May, the Legislature created a Joint Subcommittee on Transportation Planning to oversee and monitor ODOT's plans to mitigate the negative impacts of tolling on vulnerable communities and the Governor paused the collection of tolls until Jan 1, 2026.

WASTE MANAGEMENT AND WASTE REDUCTION

- **Electronic Recycling and Reuse:** Support legislation that modernizes the current electronic recycling system to be more convenient, equitable and allows for better pathways to reuse when possible.

SB 542 and HB 3631 failed. For years, many folks have been trying to pass legislation that would make it easier for Oregonians to fix their products by requiring manufacturers of consumer electronics and appliances to make parts, tools, and repair documentation available. This legislation is known as right to repair. Right to repair combats e-waste by keeping electronics not at their end other lives in circulation by refurbishing them. SB 542 died in Senate Rules and HB 3631 died in Business and Labor.

HB 3220 passed. It modernizes the Oregon E-cycles program, DEQ's electronic recycling program. Changes to the bill aim to make the program more convenient for community members to access as the region.

- **Abandoned and Derelict Vessels and Recreational Vehicles:** Support legislation building towards a comprehensive statewide program and dedicated funding for the removal and

disposal of abandoned and derelict vessels and recreation vehicles, both on land and in the water.

SB 5506 passed. It was the Christmas tree bill and included \$18,763,236 for the Abandoned and Derelict Vessel Fund in the Department of State Lands.

HB 3556 failed. It would have created an abandoned RV program in ODOT to help tow, dismantle and dispose or abandoned RVs left in public rights of ways and parks. It died in Joint Transportation Committee.

METRO COUNCIL 2024 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.



ECONOMIC PROSPERITY

- **Industrial Site Readiness:** Support legislation that advances solutions to make land inside urban growth boundaries available for industrial development and job creation through infrastructure investment, brownfield cleanup, land aggregation, and other means.

SB 1526 passed. This omnibus bill made technical and clarifying changes to tax statutes. It included a sunset extension for the Industrial Site Readiness Program to December 31, 2029.

HB 4042 failed. This bill would have established the Industrial Site Readiness Loan Fund and invested \$40 million into the fund.

- **Regional Economic Recovery and Growth:** Support legislation that addresses economic recovery for the region including policy changes and funding assistance in line with the Portland Central City Task Force, recovery efforts for arts and culture organizations, and additional business, economic development, and housing support.

HB 4041 failed but \$8 million was secured in the end of session budget bill. The bill asked for \$30 million for the Economic Equity Investment Program for grants to culturally responsive, community-based organizations with programs that build generational wealth for people experiencing multiple economic risk factors.

HB 4124 failed but \$11.8 million was secured in the end of session budget bill. This bill asked for \$27 million to support arts and culture organizations' recovery efforts from the COVID-19 pandemic. Although this bill did not pass, \$11.8 million dollars was awarded to seven venues for programming and thirteen venues for capital projects.

GPI Elevate Greater Portland funded in end of session budget bill. The economic development marketing strategy to restore the Portland region's reputation and to help attract, retain businesses and jobs and talent received \$2.5 million funding.

ODOT Trash Clean Up funded in end of session budget bill. A recommendation of the Portland City Task Force was to adequately fund ODOT to clean up trash and maintain the health and safety of their right of ways. ODOT received \$20 million to do this work.

- **Hillsboro Hops:** Support legislation that ensures the Hillsboro Hops baseball team stays in Oregon, including securing the final \$15 million in state funding needed for a new, city-owned ballpark.

SB 5701, the end of session budget passed with Hillsboro Hops funding. The end of session budget omnibus bill included \$15 million to the City of Hillsboro for the Hillsboro Hops Ballpark.

HOUSING AND HOMELESSNESS

- **Equitable and Achievable Housing Production:** Support legislation that increases equitable housing production and development including incorporating the Oregon Housing Needs Analysis in urban unincorporated areas and funding for housing infrastructure.

SB 1530 passed. Senate Bill 1530 is the primary housing appropriations bill being considered by the legislature during the 2024 legislative session and included \$89.4 million in direct allocations for shovel-ready housing infrastructure projects. There were 7 projects funded in the Metro region. The bill also included funding for housing stability and eviction preventions, climate initiatives for housing, shelter operations and culturally specific affordable housing projects.

HB 4063 passed. This bill was a housing omnibus bill that included provisions extending the Oregon Housing Needs Analysis to urban unincorporated areas of the Metro region.

LAND USE

- **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.

SB 1537 passed. This bill was proposed by the Governor after being introduced in many other sessions. It will allow cities to petition Metro for urban growth boundary expansions once in the next seven years for housing if they can demonstrate land need and affordability need. Metro will determine if the petition meets the requirements of the bill and if a petition does, Metro shall expand the urban growth boundary once they verify the petition meets the requirements of the bill. The UGB provisions become operative on January 1, 2025, and sunset on January 2, 2032.

HB 4026 passed. This bill shields final land use decisions from referendum petitions and establishes that land use decisions are administrative decisions of local governments. It is also retroactive to January 1, 2023 to address the North Plains petition.

WASTE MANAGEMENT AND WASTE REDUCTION

- **Equitable and Convenient Electronic Reuse:** Support legislation that provides for better electronic reuse pathways that are more convenient and equitable, like right to repair.

SB 1596 passed. After many years, right to repair legislation passed with bipartisan support. This legislation will make it easier for Oregonians to fix their stuff by requiring manufacturers of consumer electronics and appliances to make parts, tools, and repair documentation available. This legislation is known as right to repair. Right to repair combats e-waste by keeping electronics not at their end other lives in circulation by refurbishing them.

OTHER ITEMS

- **Columbia River Levees:** Support legislation that provides additional revenue tools needed to protect flood safety along the Columbia River and facilitate the transition of the Columbia River levee system management to the Urban Flood Safety and Water Quality District.

SB 1517 passed. This bill provides the Urban Flood Safety and Water Quality District with two financial tools to raise revenue for ongoing operations and maintenance. The operating revenue source is necessary to refer a general obligation bond measure to voters in May 2024 and to access federal funding opportunities.

Materials following this page were distributed at the meeting.

Multifamily Bulky Waste Collection Study Results

Thomas Egleston, Policy & Program Development Manager

Casey Mellnik, Associate Planner

Rachel Chu, Senior Planner

July 16, 2024



Today's discussion

- Bulky Waste Policy Project work to date
- Multifamily Bulky Waste Collection Study Results
- Single-family programs interview summary



Bulky Waste Policy Project timeline



PHASE 1

Current landscape,
develop collection
scenarios

June 2022 – Mar. 2023



PHASE 2

Refine collection
options for collection
study

April 2023 – May 2023



PHASE 3

Collection study,
16 weeks of data
collection

July 2023 – June 2024



PHASE 4

Recommendation
development

2024-2025
Minimum 6-9 months



PHASE 5

Policy
implementation

2025
Minimum 9 months

2020
Code
update

Nov '23
Council
update

We are
here

Council
update

Collection study partners

City of Gresham: regulating jurisdiction, site recruitment, outreach coordination

Gresham Sanitary Service and WM: provided collection services and data

Trash for Peace: resident outreach

Community Warehouse: reuse assessment

CITY OF
GRESHAM
OREGON



Collection study overview

Where: about 40 properties in Gresham (~2800 multifamily units)

When: October 1, 2023 through January 19, 2024 (16 weeks)

What: Weekly bulky waste collection service

Why: Obtain data on bulky waste generated and cost of removal



Objectives and outcomes

Objectives

- Material generation rates
- Frequency of utilization by property
- Costs to operate the study routes

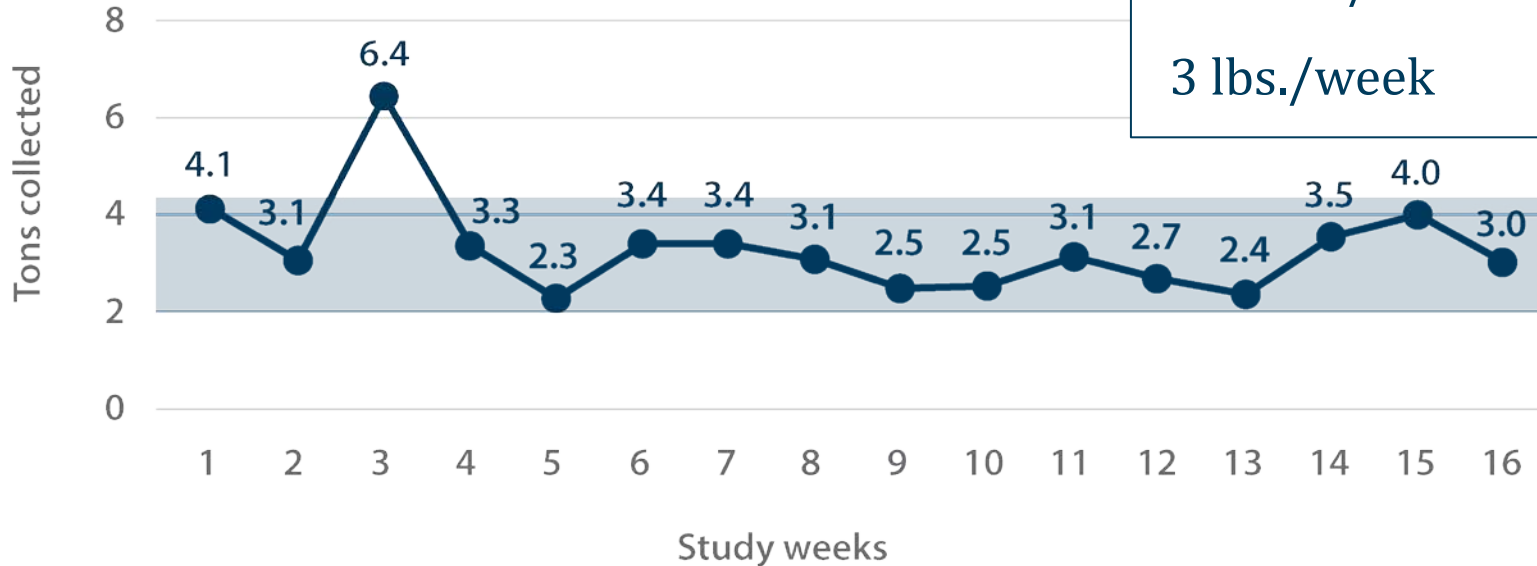
Outcomes

- Develop updates to administrative rules and support future service planning.



Generation

Total bulky waste generation during the study service



Equivalent to:

150 lbs./household/year

3 lbs./week

Property utilization of the service

Average number of times per month different-sized properties used the service

1-2



■ 5 - 19 units

2-3



■ 20 - 39 units

3



■ 40 - 104 units

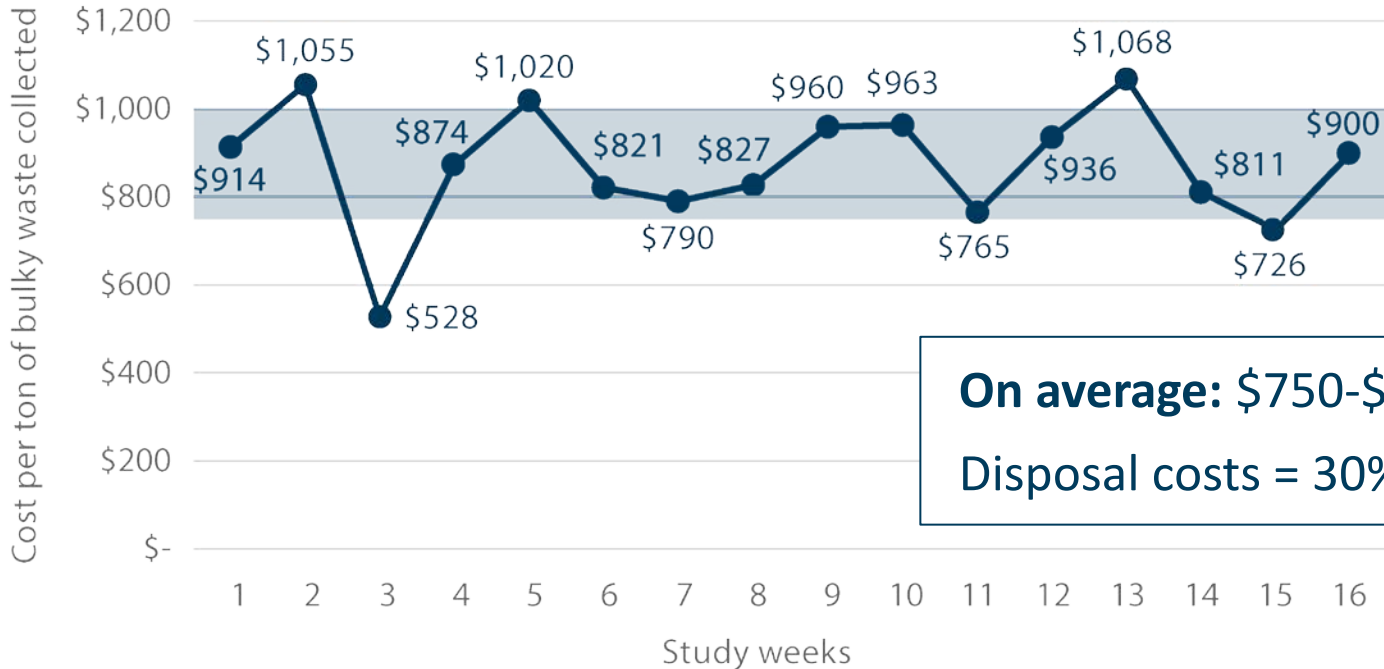
3-4



■ 105+ units

Costs to operate the study service (1)

Cost of the study per ton by week (collection and disposal)



On average: \$750-\$1,000 per ton
Disposal costs = 30% of total costs

Costs to operate the study service (2)

Estimated cost for the study to operate weekly



\$4.30 per multifamily household per month

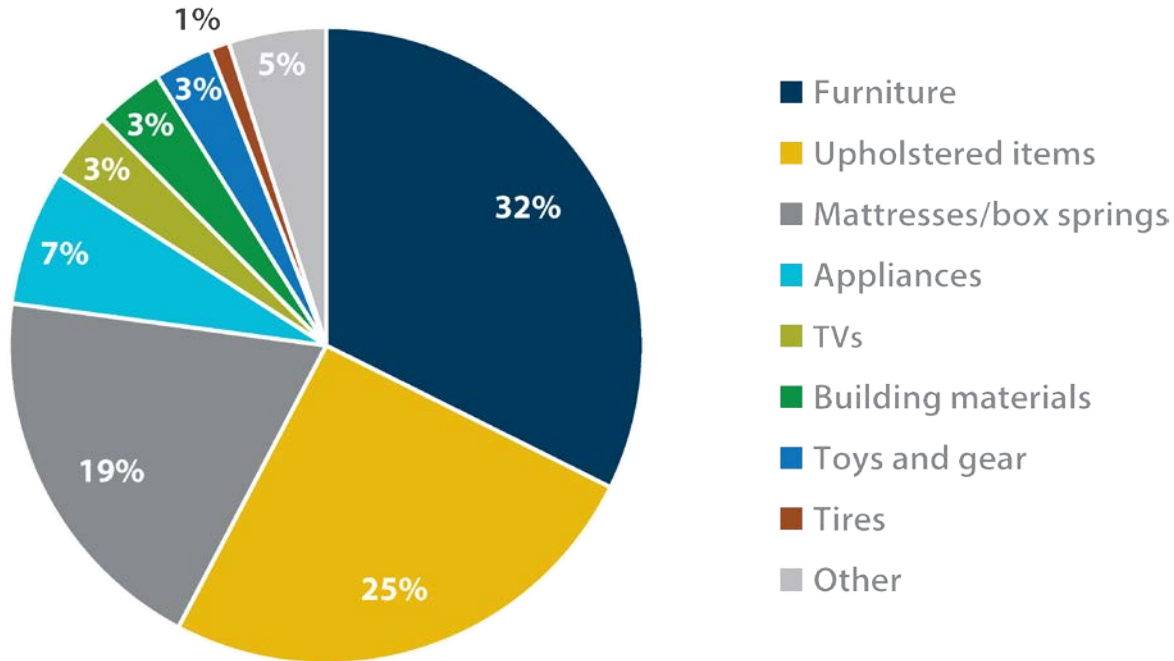
Estimated cost for the study to operate once a month



\$2.00 per multifamily household per month

Material characterization

Bulky waste collection study material characterization



Percentages do not add to 100% due to rounding.

Reuse assessment

Most items collected did not meet Community Warehouse standards for acceptance:

- 68% not **accepted for donation**
- 76% not in good **condition**
- 82% were **wet** at the time of collection (weather exposure)



Participant and stakeholder feedback

“ For both me and the residents it was nice that instead of having to call out that they left their items out, it would just get picked up. ”

- Property manager of a 20-49 unit property

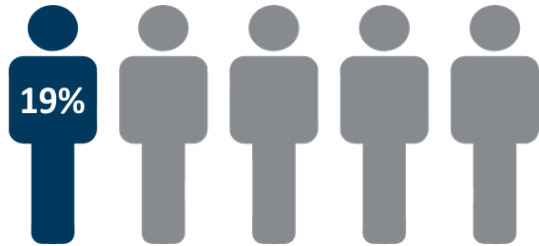
“ I would love to be able to budget ... to be able to anticipate the charge would be more helpful, keep the property cleaner and take jobs off my plate. ”

- Property manager of a 100-150 unit property

Single-family programs interview summary

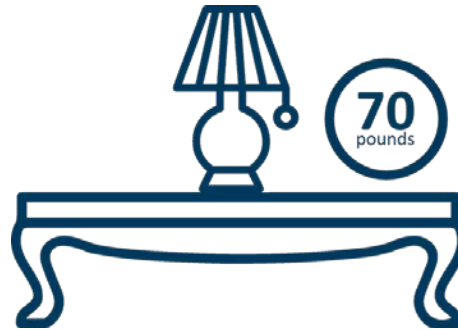
Participation

(by household)



Generation

(per household per year)



Interviews with jurisdictions providing bulky item collection to single-family customers as part of regular garbage service



Next steps

- Develop draft administrative rule updates in collaboration with city and county partners
- Engage with the Regional Waste Advisory Committee on study findings
- Share final draft rules with Council in late 2024/early 2025



Discussion

- Any questions about the bulky waste collection study results?
- Any questions about next steps related to developing draft administrative rules?



Thank you.





Metro

2025 State Transportation Package

July 16, 2024



Agenda

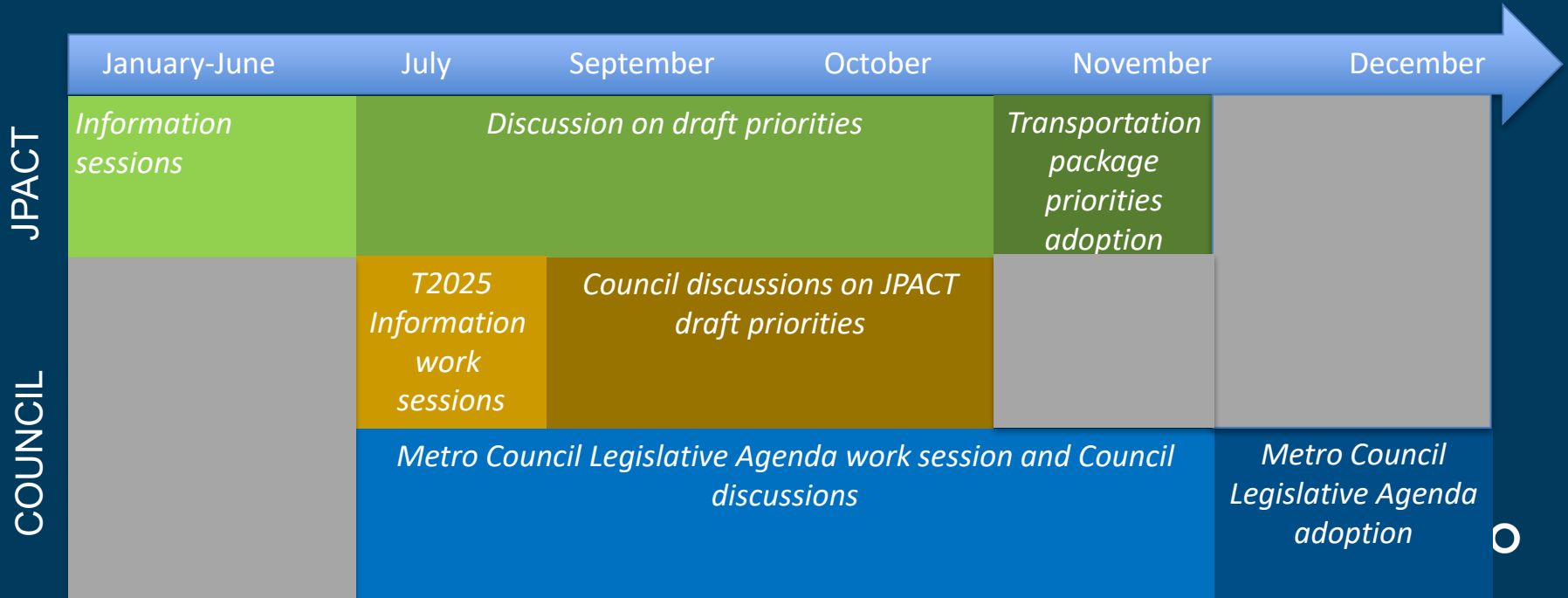
- Council priority setting process
- Possible transportation package components
- State and local government fiscal cliffs



Guiding framework

- Once a decade moment
- Region is most successful when we are united

Proposed dual processes



Transportation package framing

- Funding cliff for ODOT and local jurisdictions (50/30/20)
- Tax increases require 3/5 vote
- It could be referred

Challenges

- Not top tier issue for voters
- Legislators' perceptions of ODOT and the region
- Limited funding and many needs



Opportunities

- Sustainable funding source
- Region's track record when we work together

Early themes

- Back to basics, safety, transit and finishing HB 2017 projects
- Funding mechanisms vs funding projects



What's changed?

- Stated commitment from Governor, Senate President and Speaker on a 2025 package
- RMPP not moving forward and 205
Abernathy tolling paused

The year ahead: State process

Transportation Roadshow

- Portland (June 4)
- Tillamook (June 18)
- Albany (July 16)
- Eugene (July 17)
- Coos Bay (Aug 7)
- Medford (Aug 8)
- Ontario (Aug 28)
- Hermiston (Aug 29)
- Bend (Sept 12)
- The Dalles (Sept 13)
- Salem (Sept 25)
- Happy Valley (Sept 26)
- Hillsboro (Sept 27)

Tentative Legislative Workgroups

- Funding Needs and Tools
- Highway Preservation, Maintenance, and Seismic Upgrades
- Traffic Congestion and Freight Mobility and Multimodal Freight
- Public Transportation: Transit, Rail, and Bike/Ped
- Safety: Great Streets, Urban Arterials, Safe Routes to School, and System Safety



Key takeaways

- **2025 is not guaranteed; it takes work to get there and we will need to build legislative support for it.**
- **Money keeps us together; projects pull us apart**
- **Supporting the sustainability of the transportation system is not flashy but critical**



Metro

State and Local Fiscal Cliff



What is Metro's role in funding?

- Our region's Metropolitan Planning Organization (MPO)
 - JPACT and Metro make joint decisions on the MTIP
- Regional Transportation Plan (RTP)



State fiscal cliff

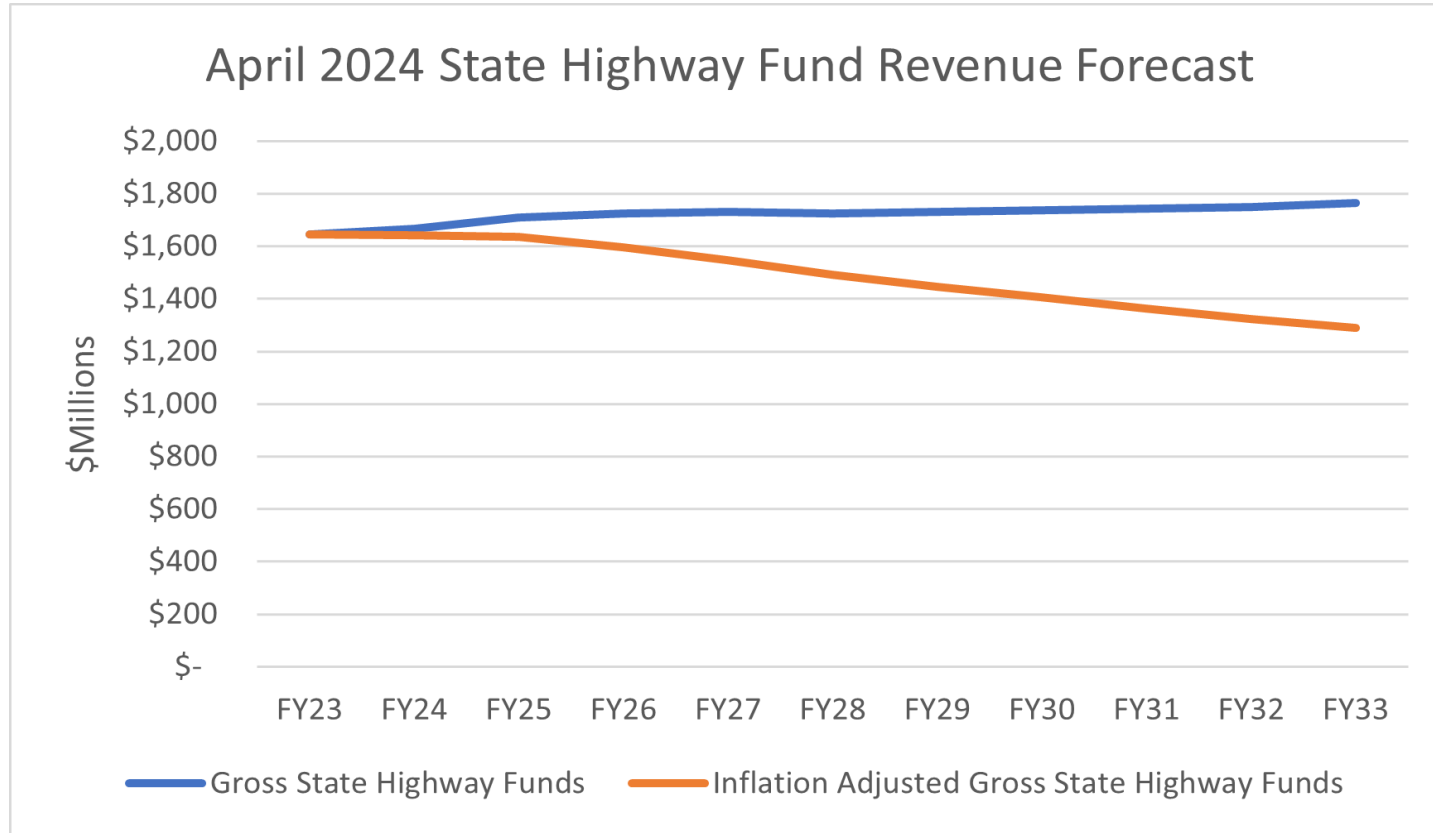


Chart from ODOT's Structural Funding Presentation to WEA on 5/30/2024

Local fiscal cliff parallels state shortfall

Local transportation funding comes from:

- State Highway fund distribution (50% state, 30% County, 20% Cities)
- Local revenue raising (Local gas tax, Vehicle registration fees, property tax levies and other mechanisms)
- Federal grants



Local Challenges

- Local and state agencies face a significant shortfall in funding for basic operations and maintenance
- It is critical to preserve/increase state transportation revenues going toward local needs
- While some communities have local sources, they are not adequate to fund ongoing need

***“Our maintenance lists are now our capital project lists”
-Director Margi Bradway on 2024 JPACT trip***

What we've heard from local government partners:

- Move toward sustainable funding mechanism(s)
- Increase operations and maintenance funding for cities and counties as well as the state
- Maintain ability to raise revenue locally
- Fund transit



Next Steps

- 7/18 JPACT meeting- discuss priorities draft
- 7/23 Informational work session for Metro Council; discuss priorities draft
- 9/10 September discuss refined priorities draft
- 10/8 (*tent.*) Discuss refined draft

Discussion Questions for Council

- Any feedback on the process as laid out?
- Are there additional topics or presentations that Council wishes to see to help develop their transportation priorities?



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Metro State Legislative Agenda Setting

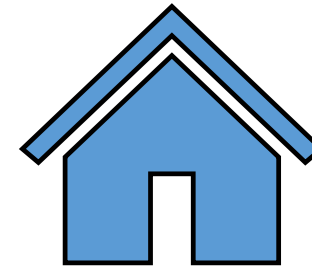
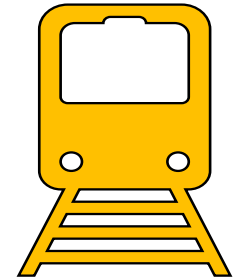
July 16, 2024
Anneliese Koehler (she/her)
Jenna Jones (she/her)

Leading Up to Session

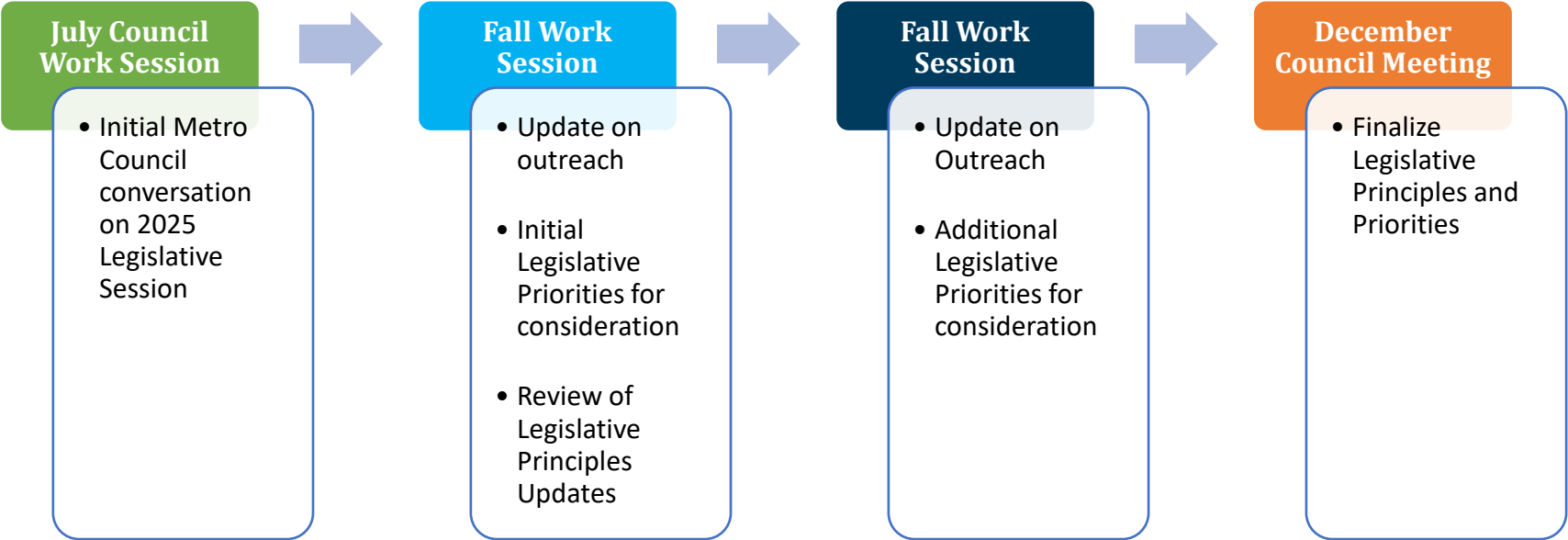
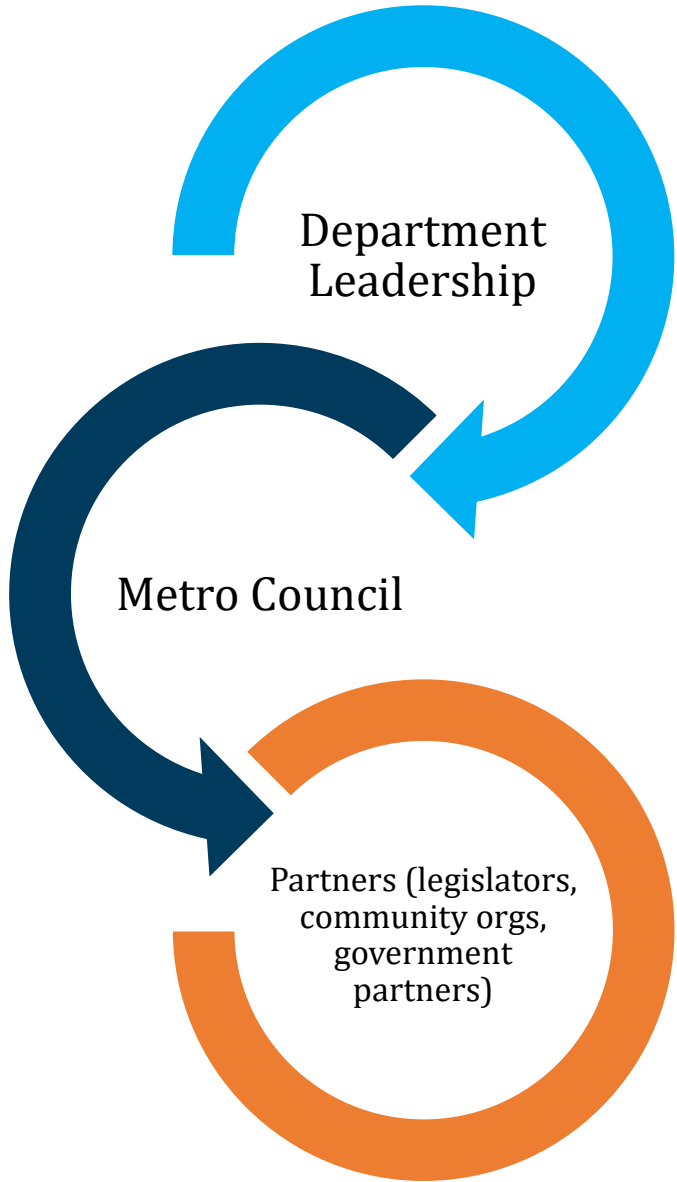
- Elections
 - New Senate Republicans
 - Legislative leadership vying for statewide offices
 - Legislative referred ballot measures
 - Potential supermajority
- Leadership Changes
 - New leadership in all positions except for Senate President
 - New Senate Ways and Means Co-Chair
 - Regional representation

Session Predictions

- Long Session
 - January through June
 - 1000+ legislative concepts introduced
- Possible State Priorities
 - Housing Production and Homelessness
 - Behavioral Health
 - Transportation
 - Education funding



Agenda Setting Process



Concepts of Potential Interest to Metro Council

- Housing infrastructure and systems alignments with the state
- Battery Extended Producer Responsibility (EPR)
- Right to Repair for Mobility Devices
- Recreational Immunity
- Industrial Site Readiness
- Guns at Public Venues

What about transportation?

JPACT

July 2024:

Draft JPACT Legislative Priorities

Fall 2024:

JPACT Legislative Priorities finalized

Metro Council

Fall /Winter 2024:

Metro Council considers JPACT Legislative Priorities

Final Legislative Agenda

December 2024:

Metro Council may incorporate JPACT Legislative Priorities into broader Metro Council Legislative Priorities being adopted prior to session.

Next Steps

- Additional Outreach to:
 - Government partners
 - Community groups
 - Business community
 - Legislators
- Continued Conversations with Metro Council and Staff

Discussion Questions for Metro Council

- Any feedback on the process as laid out or presented?
- Are there particular legislative priorities that the Council would like staff to prioritize in 2025?