



**REGIONAL SOLUTIONS OFFICE**  
**GOVERNOR KATE BROWN**

**Regional Solutions Advisory Committee: Metro Region**  
*Representing Clackamas, Multnomah, and Washington Counties*

**AGENDA**

Friday, December 4, 2015

2:00 – 3:30 p.m.

Meyer Memorial Trust, Rainbow Room  
425 NW 10<sup>th</sup> Avenue, Suite 400, Portland

Call-in Info: 1-877-402-9757; Participant Code: 1792401

Main Contact: Bobby Lee, Governor's Regional Solutions Team Coordinator

**COMMITTEE MEMBERS:** Convener Bill Wyatt (Executive Director of Port of Portland), Janet LaBar (CEO of Greater Portland, Inc.), Tom Hughes (Metro Council President), Doug Stamm (CEO of Meyer Memorial Trust), Wim Wiewel (President of Portland State University), Carl Talton (CEO of Portland Family of Funds), Dave Robertson (VP of Portland General Electric), Martha Schrader (Clackamas County Commissioner), Diane McKeel (Multnomah County Commissioner), Roy Rogers (Washington County Commissioner), and, Nick Fish (Portland City Commissioner)

**Guests:** Richard Whitman, Governor's Natural Resource Policy Director  
Brian Newman, OHSU Associate Vice President

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**2:00 p.m. – 2:05 p.m.**

**Welcome**

- Public Comment
- House Keeping Issues
  - Regional Solutions Budget (Requires Approval)

Convener Bill Wyatt

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**2:05 p.m. – 2:45p.m.**

**Work Session**

Portland Harbor Superfund Site

Guest Richard Whitman

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**2:45 p.m. – 3:15 p.m.**

**Work Session**

OHSU Knight Cancer Institute

Guest Brian Newman

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**3:15 p.m. – 3:30 p.m.**

**Announcements from Members**

Convener Bill Wyatt

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*The meeting location is accessible to persons with disabilities. To request an interpreter for the hearing impaired or for other accommodations for persons with disabilities, please make requests at least 48 hours before the meeting to Lisa Howard at 503-378-6502; at [Lisa.Howard@Oregon.gov](mailto:Lisa.Howard@Oregon.gov); or by TTY: Oregon Relay Services at 1-800-735-2900*

**METRO REGIONAL SOLUTIONS CENTER**  
PORTLAND STATE UNIVERSITY, MARKET CENTER BUILDING  
1600 SW 4<sup>TH</sup> AVE. SUITE 109, PORTLAND, OR 97201



*Submitted on December 4, 2015 to Portland Metro Regional Solutions Advisory Committee  
for Final Approval*

PORTLAND METRO REGIONAL SOLUTIONS CENTER  
**Portland Metro Regional Priority Funding Update**  
Total Funding Approved During 2015 Legislative Session

- 1) Shovel Ready Certification of Troutdale Reynolds Industrial Park (TRIP) - Metro Area Industrial Lands Readiness Initiative:** *Funding Approved: \$1,140,000 (Original request \$1.2 million) - To pay for the cost of removing contaminated soil from wetlands, mitigation for wetlands, fill and site surcharge to bring sites to development ready conditions, and utility infrastructure. Funding will help fill the funding gap in this strategically located brownfield site and open 184 additional industrial acres for development for traded-sector industries by 2017. Recipient: Port of Portland (Contact: Lise Glancy)*

**Relevant RSC Regional Priority:** “Provide resources and technical assistance to modernize the region’s key transportation and infrastructure systems to support livability and to promote traded sector economic growth.”

Background: The 700-acre Troutdale Reynolds Industrial Park (TRIP) is a Superfund redevelopment site owned by the Port of Portland. TRIP is one of the largest parcels of zoned industrial property in the Portland metropolitan area’s urban growth boundary, and the largest brownfield redevelopment site in the state. The site is strategically located at the confluence of the Sandy and Columbia Rivers in the cities of Troutdale and Fairview and provides direct access to I-84, I-205, the Portland International Airport and is bordered by Troutdale Airport and Marine Drive.

Economic Benefit: Full build-out of the industrial park is expected to result in 3,381 direct jobs, 1,862 induced jobs, and 1,939 indirect jobs. Personal earnings (direct/indirect/induced) are expected to total \$410.9 million. Business revenues are estimated at \$2.5 billion. Local purchases are estimated at \$198.5 million. State and local taxes are estimated at \$41.7 million.

- 2) Columbia River Corridor Levee Improvements:** *Funding Approved: \$300,000 (Original request: \$300,000) - Modernization of the levee system on the Columbia Corridor to ensure safety of the Portland region’s employment, commercial and housing base. Recipient: Multnomah County Drainage District (Contact: Reed Wagner)*

**Relevant RSC Regional Priorities:** “Provide resources and technical assistance to modernize the region’s key transportation and infrastructure systems to support livability and to promote traded sector economic growth.”

Background: The Columbia Corridor stretches along the south shore of the Columbia River in the Portland Metropolitan area, and includes over 12,000 acres of land across four cities. Twenty seven miles of levee, which are maintained and operated as separate systems by four local drainage entities, protect the majority of this area from flooding. Collectively, these levees protect the Portland International Airport, a regional Exposition Center, thousands of homes, and three major interstates. The area is also home to hundreds of businesses, and ten percent of Multnomah County's employment base.

Economic Benefit: Losing access to low cost flood insurance could potentially devastate economic activities for the region and for the state. Federal certification of two levee systems expired in August of 2013 after policy changes were adopted by the U.S. Army Corps of Engineers following the deadly Hurricane Katrina flood during 2005. This situation puts these levees systems at risk of losing their accreditation designation when FEMA issues new FIRMs for the area. The two other levee systems in the Columbia Corridor have certifications that will expire in 2017. Accredited levee systems allow for the protected area to obtain a lower risk status on Flood Insurance Rate Maps (FIRMs). This lower risk rating provides for low cost flood insurance to the area, allows those in the area to access certain federal funding assistance and federally-backed loans, and removes land use restrictions that are applied to high-risk flooding areas.

- 3) Northeast Portland 82<sup>nd</sup> Avenue Safety Improvements:** *Funding Approved: \$0 (Original request: \$300,000) - Improve traffic and pedestrian safety along the 82<sup>nd</sup> Avenue corridor.*  
Recipient: ODOT (Contact: Kelly Brooks)

**Relevant RSC Regional Priorities:** "Provide resources and technical assistance to modernize the region's key transportation and infrastructure systems to support livability and to promote traded sector economic growth."

Background: At the request of elected officials, neighborhood associations, businesses and institutional groups, RSC/ODOT has embarked upon a planning study for 82<sup>nd</sup> Avenue to explore community priorities and potential safety improvements.

Economic Benefit: According to a safety report compiled by Metro in 2012, 159 people were killed on the region's roads and more than 1,400 were severely injured across the metro area from 2007 to 2009. Crashes and the resulting injuries and deaths cost the region \$958 million a year in property damage, medical costs, and lost productivity – not to mention the pain and suffering from the loss of life. 82<sup>nd</sup> Avenue experiences one of the highest crash rates of any corridor in the city. Taking steps to make it safer for all modes will not only save lives but also save resources.

Leverage: ODOT has funded a planning study (\$250,000 - \$300,000) to guide this work. The agency has also allocated \$5 million in state and federal for design and construction of intersection safety improvements along 82<sup>nd</sup> Ave. (from Burnside to Division). These improvements are slated for construction in 2015.

- 4) Neighborhood Brownfield Revitalization Initiative:** *Funding Approved: \$200,000*  
(Original request: \$200,000) - *Prioritize and improve brownfields in deprived neighborhoods in the region.* Recipient: Business Oregon – Infrastructure Finance Authority  
(Contact: Janet Hillock)

**Relevant RSC Regional Priorities:** “Align state policies and resources to cleanup and reuse brownfields and other potential redevelopment areas to efficiently use existing properties and protect productive farm and forest land and conserve natural resources.”

Background: Increasing the rate of redevelopment of underutilized and contaminated brownfields, is critical to achieving the Portland metropolitan region’s growth management and sustainable development vision. Growth management laws and market trends are both directing growth in the Portland metropolitan region into cities and older communities, where legacy contamination of soil and groundwater from historical activities creates barriers to successful redevelopment.

Economic Benefit: The costs and risks associated with environmental cleanup often deter potential developers and create a significant barrier to community revitalization and economic development. Remediation and redevelopment of our region’s brownfield properties create an opportunity to eliminate an environmental threat and, at the same time, create diverse housing options and job opportunities, promote infill development, increase walkability and accessibility, and improve quality of life.