

Brian Newman

METRO COUNCIL DISTRICT 2 NEWS



METRO

PEOPLE PLACES
OPEN SPACES

Brian Newman represents District 2, which includes a portion of Southwest Portland and much of urban Clackamas County including Gladstone, Johnson City, Lake Oswego, Milwaukie, Oak Grove, Oregon City, Rivergrove and West Linn.

Metro Council adopts enhanced construction and demolition recycling standards

The Metro Council passed legislation in August intended to increase the amount of materials recycled or recovered from construction and demolition projects in the region. Known as the Enhanced Dry Waste Recovery Program, the ordinance requires dry waste from construction and demolition, such as wood, cardboard and metal, to be processed through a recovery facility to pull out recyclables.

Currently, much of this material goes directly into landfills. Diverting an expected 33,000 tons would save an average of 25,931 metric tons of carbon equivalent (MTCE) or greenhouse gasses each year. That's the equivalent to keeping 19,567 cars off the road, energy savings to power 6,977 homes and a reduction of 35,000 tons of airborne wastes, or 21.8 million miles of heavy truck travel.

A well-developed system of more than 90 recyclers and salvagers and seven facilities in the region recover materials from dry waste. The low cost of bringing construction debris to landfills, however, has made dumping more financially practical for many in the construction industry. More than half of the construction and demolition debris generated in 2005-06 was disposed of in landfills.

In 2003, Metro convened a group comprised of local governments, businesses, construction industry representatives, waste haulers, and operators of dry waste recovery facilities and landfills to study the problem. The group determined that requiring construction and demolition dry waste to undergo recovery before landfill disposal was the most effective way to achieve the statewide waste reduction goal.

Recovering this material will help the region reach its state-mandated waste reduction goal of 64 percent. Previously, all of Metro's recycling programs (with the exception of business recycling in the city of Portland) were voluntary. Metro and its partners in the tri-county region provide waste producers with tools, techniques and opportunities to recycle, but historically have not required them to recycle.

The new ordinance will be fully implemented by July 1, 2009.

Metro area's waste transport contract up for bid

The Metro Council is currently developing a draft Request for Proposal to haul waste from the Metro region to the Columbia Ridge Landfill. The current contract, which expires Dec. 31, 2009, has been in effect since 1990.

The Metro region generates 1.3 million tons of waste each year. About half of it comes through Metro's Oregon City and Northwest Portland transfer stations and is trucked to a landfill in Gilliam County, 150 miles east of Portland. On average, 18,600 truck trips a year, or 70 trucks per weekday, make the trip. The expiration of the current contract gives the Metro Council and the region's citizens an opportunity to evaluate different options – including truck, rail and barge – for moving this waste.

This fall, Metro will hold three public meetings to provide opportunities for citizens to learn about the transport options and to provide input:

- Oct. 8, 6 p.m., at the Condon Court House, Condon

continued

Waste transport contract

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- Oct. 29, 6 p.m., at the Best Western Hotel, 1108 East Marina Way, Hood River
- Nov. 7, 6 p.m., in the Metro Council Chambers, 600 NE Grand Ave., Portland

Council will also invite input from transport companies on the draft. Once proposals have been received, Council will examine and evaluate options based on cost effectiveness, environmental impacts, community concerns and impacts, and flexibility, reliability and risk. Following an evaluation period and a public hearing process, Council will negotiate with top ranked companies and will select one, or a combination, of transportation modes.

Metro expects to award the contract, which will likely run from Jan. 1, 2010 to Dec. 31, 2019, about 18 months before the new operations begin.

For more information, visit Metro's website at www.metro-region.org. To receive mailings, contact Bobbie Hasselbring at (503) 797-1599 or hasselbringb@metro.dst.or.us.

Metro Council considers options for convention center hotel

The Metro Council is evaluating options to enhance the operations of the Oregon Convention Center (OCC), including a proposed headquarters hotel.

Metro owns the OCC as a regional public asset and is directly accountable to the public to ensure that the OCC achieves its mission of maximizing economic benefit for the region. National conventions provide the single greatest economic impact for the OCC and the region.

In recent years, demand for national conventions at the OCC has leveled off. The lack of a headquarters hotel with a large block of rooms adjacent to the OCC is cited as one of the reasons event planners elect to hold events in other cities.

In February, the Metro Council agreed to study alternatives to address this situation. The Metropolitan Exposition Recreation Commission (MERC), a subsidiary of Metro

that manages the OCC and other regional tourism and entertainment facilities, is leading the alternatives analysis. The alternatives include:

- Developing a 600-room, publicly owned, privately operated headquarters hotel
- Developing a small-scale privately owned and operated hotel with public financial support
- Providing enhanced financial incentives to prospective conventions, such as improved transportation and visitor service
- Changing the mission of the OCC to focus on attracting regional and local meetings
- Maintaining the status quo and increasing the OCC's levels of financial support for operations

To address these alternatives, MERC commissioned several studies by independent consultants. The studies cover a market and financial analysis of the proposed hotel, past economic impact and trends of the OCC, future economic impact with and without a new hotel, and Portland's attractiveness and the OCC's competitiveness in the national convention market. The studies are available via the Metro website at www.metro-region.org/hotel.

The Metro Council is in the final stages of evaluating these alternatives. Analysis of the alternatives will be presented 11:30 a.m. Thursday, Sept. 6 to the Metro Council and MERC Commission at a joint work session. The Metro Council will hold a public hearing at its 2 p.m. Sept. 20 meeting and is scheduled to vote at its 2 p.m. Thursday, Sept. 27 meeting. All meetings are in the Metro Council Chamber at 600 NE Grand Ave. in Portland.

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About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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