

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, September 9, 2009
Time: 5 to 7 p.m.
Place: Council Chambers

5 PM	1.	<u>CALL TO ORDER</u>	Tom Brian, Chair
5:02 PM	2.	<u>SELF INTRODUCTIONS & COMMUNICATIONS</u>	Tom Brian, Chair
5:05 PM	3.	<u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u>	
5:10 PM	4.	Consideration of the MPAC Minutes for August 12, 2009	Tom Brian, Chair
5:15 PM	5.	<u>COUNCIL UPDATE</u>	
	6.	<u>INFORMATION / DISCUSSION ITEMS</u>	
5:20 PM	6.1 *	Business Recycling Requirements – <u>INFORMATION/DISCUSSION</u>	Matt Korot
5:50 PM	6.2 *	Making the Greatest Place Chief Operating Officer Recommendation Overview – <u>INFORMATION</u>	Michael Jordan
6:10 PM	6.3 *	Investing Matrix for Making the Greatest Place – <u>INFORMATION/DISCUSSION</u>	Christina Deffebach
6:55 PM	7.	<u>MPAC MEMBER COMMUNICATIONS</u>	
7 PM	8.	<u>ADJOURN</u>	Tom Brian, Chair

* Material available electronically.

Material provided at meeting.

All material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.

To check on closure or cancellations during inclement weather please call 503-797-1700.



2009 MPAC Tentative Agendas

Tentative as of September 2, 2009

<u>MPAC Meeting</u> September 9, 2009, 5 to 7 p.m. <ul style="list-style-type: none">• Preview of Chief Operating Officer (COO) Recommendation (Michael Jordan)<ul style="list-style-type: none">• Making the Greatest Place 2009 and 2010 adoption actions• Local aspirations investment matrix	<u>MPAC Meeting (invite IPACT)</u> September 23, 2009, 5 to 7 p.m. <ul style="list-style-type: none">• Preview of Making the Greatest Place COO recommendations (Michael Jordan)<ul style="list-style-type: none">• Regional Forecast and Capacity Gap• Closing the Capacity Gap<ul style="list-style-type: none">• Investing in Our Communities• Tools• Measuring Performance
<u>Open House on MGP/RTP</u> Date: September 21, 2009 Time: 2 to 4 p.m. Location: Hillsboro Civic Center, Rm. 133A/B	<u>Open House on MGP/RTP</u> Date: September 22, 2009 Time: 5 to 7:45 p.m. Location: Multnomah County Library, N. Portland Branch
<u>Metro Council, IPACT, MPAC Open House & Public Hearing on MGP/RTP</u> Date: September 24, 2009 Time: Open house at 4 p.m.; public hearing at 5:15 p.m. Location: Beaverton City Hall	<u>Metro Council, IPACT, MPAC Open House & Public Hearing on MGP/RTP</u> Date: October 1, 2009 Time: Open house at 4 p.m.; public hearing at 5:15 p.m. Location: Gresham Conference Center, Oregon Trail Rm.
<u>Metro Council, IPACT, MPAC Open House & Public Hearing on MGP/RTP</u> Date: October 8, 2009 Time: Open house at 4 p.m.; public hearing at 5:15 p.m. Location: Happy Valley City Hall	<u>Metro Council, IPACT, MPAC Open House & Public Hearing on MGP/RTP</u> Date: October 13, 2009 Time: Open house at 4 p.m.; public hearing at 5:15 p.m. Location: Clackamas County Public Service Building

<p><u>MPAC Meeting</u> October 14, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Prepare for October 23rd Special MPAC meeting on Making the Greatest Place <ul style="list-style-type: none"> • Making the Greatest Place <ul style="list-style-type: none"> • Closing the Gap <ul style="list-style-type: none"> • Investing in Centers, Corridors and Employment Areas • Linking Investments • Tools to Direct Growth <ul style="list-style-type: none"> • Zoning • Financial Incentives • Efficiency Tools • Urban Growth Boundary • Urban Reserves • Rural Reserves 	<p><u>Metro Council, IPACT, MPAC Open House & Public Hearing on MGP/RTP</u> Date: October 15, 2009 Time: Open house at 4 p.m.; public hearing at 5:15 p.m. Location: Metro Regional Center, Council Chambers</p> <p><i>End of 30-day public comment period for the Regional Transportation Plan</i></p>
<p><u>Special MPAC Meeting</u> October 23, 2009, 8 a.m. to 3 p.m. Location: Oregon Zoo, Skyline Rm.</p> <ul style="list-style-type: none"> • Urban Growth Report issues – Resolution 09-xxxx accepting regional range forecast and urban growth report – identifies gap between the population and employment capacity within the current Urban Growth Boundary and forecasted growth (1st MPAC discussion) • RTP adoption package – Resolution 09-xxxx approving 2035 RTP pending air quality conformity analysis and findings including Transportation System Management and Operation Action Plan (TSMO), Regional Freight and Goods Movement Action Plan, and the High Capacity Transit System Plan (1st MPAC discussion) • Urban and Rural Reserves -- Resolution 09-xxxx Intergovernmental Agreements (IGAs) with counties – accepts agreements between Metro and Clackamas, Multnomah, and Washington Counties (1st MPAC discussion) <ul style="list-style-type: none"> • Regional scale • Reserves Steering Committee recommendations • IGAs 	<p><u>MPAC Meeting</u> October 28, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Discuss Resolution 09-xxxx approving 2035 RTP pending air quality conformity analysis and findings (2nd MPAC discussion) <ul style="list-style-type: none"> • Consider public comments • Mobility standards

<p><u>MPAC Meeting</u> November 18, 2009, 5 to 7 p.m. (Note: special meeting date – <i>may need to extend time</i>)</p> <ul style="list-style-type: none"> • Make recommendation to Metro Council on Resolution 09-xxxx approving 2035 RTP pending air quality conformity analysis and findings including any proposed amendments from MPAC or JPACT (3rd MPAC discussion) (action) • Discuss (make recommendation?) Resolution 09-xxxx, accepting regional range forecast and urban growth report (<i>possible action item pending 10/23 discussion?</i>) (2nd MPAC discussion) • Urban and Rural Reserves (tentative) -- Resolution 09-xxxx IGAs with counties (discussion) (2nd MPAC discussion) <ul style="list-style-type: none"> • Discuss IGAs 	<p><u>(Due to holidays, only one November and one December MPAC meeting is currently scheduled)</u></p>
<p><u>MPAC Meeting</u> December 9, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • If necessary, Resolution 09-xxxx, accepting regional range forecast and urban growth report (discussion & action) (3rd MPAC Discussion) • Urban and Rural Reserves -- Resolution 09-xxxx IGAs with counties (discussion & action) (3rd MPAC Discussion) 	
<p><u>January – March 2010 (1st quarter)</u></p> <ul style="list-style-type: none"> • Metro Council proposes Urban Growth Management Functional Plan (UGMFP) amendments that designate urban reserves • Local governments propose local efficiency measures that can be counted towards closing capacity gap • MPAC discusses Ordinance 10-xxxx, which 1) designates urban reserves to accommodate long-range population and employment growth, 2) amends the Regional Framework Plan to include urban and rural reserves policies, 3) amends UGMFP to implement regional policies on urban and rural reserves, and 4) adopts a map that shows the location of urban and rural reserves. 	<p><u>April – June 2010 (2nd quarter)</u></p> <ul style="list-style-type: none"> • MPAC discusses and recommends Ordinance 10-xxxx, which 1) designates urban reserves to accommodate long-range population and employment growth, 2) amends the Regional Framework Plan to include urban and rural reserves policies, 3) amends UGMFP to implement regional policies on urban and rural reserves, and 4) adopts a map that shows the location of urban and rural reserves. • Metro Council holds public hearings and adopts Ordinance 10-xxxx which 1) designates urban reserves to accommodate long-range population and employment growth, 2) amends the Regional Framework Plan to include urban and rural reserves policies, 3) amends UGMFP to implement regional policies on urban and rural reserves, and 4) adopts a map that shows the location of urban and rural reserves. <i>Adoption of this ordinance by the Metro Council constitutes a land use action appealable to LUBA</i> • Counties adopt land use ordinances and designate rural reserves

	<ul style="list-style-type: none"> • Local governments adopt local efficiency measures that can be counted towards closing capacity gap • MPAC and JPACT discuss and make recommendation to Metro Council on Ordinance 10-xxxx, adopting final 2035 Regional Transportation Plan, including Transportation Functional Plan amendments and Regional Framework Plan policies • Metro Council holds public hearings and adopts Ordinance 10-xxxx, adopting final 2035 Regional Transportation Plan including transportation functional plan amendments and Regional Framework Plan policies. <i>Adoption of this ordinance by the Metro Council constitutes a land use action appealable to LUBA</i> •
<p><u>July – September 2010 (3rd quarter)</u></p> <ul style="list-style-type: none"> • MPAC (and JPACT?) discusses Ordinance 10-xxxx, amending the Regional Framework Plan and the UGMFP to adopt strategies and actions to close the gap between the 20-year need and existing capacity 	<p><u>October – December 2010 (4th quarter)</u></p> <ul style="list-style-type: none"> • MPAC (and JPACT?) discusses and recommends to the Metro Council Ordinance 10-xxxx, amending the Regional Framework Plan and the UGMFP to adopt strategies and actions to close the gap between the 20-year need and existing capacity • Metro Council holds public hearings and adopts Ordinance 10-xxxx, amending the Regional Framework Plan and the UGMFP to adopt strategies and actions to close the gap between the 20-year need and existing capacity • If necessary, MPAC (and JPACT?) consider ordinance recommending to Metro Council Urban Growth Boundary capacity adjustments • If necessary, Metro Council considers ordinance for Urban Growth Boundary capacity adjustments. <i>Adoption of this ordinance by the Metro Council constitutes a land use action appealable to LUBA</i>



METRO POLICY ADVISORY COMMITTEE

August 12, 2009

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Tom Brian, Chair
Jody Carson
Nathalie Darcy
Dennis Doyle
Jack Hoffman
Dick Jones
Richard Kidd
Charlotte Lehan, Second Vice Chair
Robert Liberty
Rod Park
Wilda Parks
Alice Norris
Rick VanBeveren
Jerry Willey

AFFILIATION

Washington Co. Commission
City of West Linn, representing Clackamas Co. Other Cities
Washington Co. Citizen
City of Beaverton, representing Washington Co. 2nd Largest City
City of Lake Oswego, representing Clackamas Co. Largest City
Clackamas Co. Special Districts
City of Forest Grove, representing Washington Co. Other Cities
Clackamas Co. Commission
Metro Council
Metro Council
Clackamas Co. Citizen
City of Oregon City, representing Clackamas Co. 2nd Largest City
TriMet Board of Directors
City of Hillsboro, representing Washington Co. Other Cities

MEMBERS EXCUSED

Sam Adams
Shane Bemis, Vice Chair
Ken Allen
Richard Burke
Pat Campbell
Amanda Fritz
Carl Hosticka
Robert Kindel
Don McCarthy
Michelle Poyourow
Judy Shiprack
Steve Stuart
Dilafruz Williams

AFFILIATION

City of Portland
City of Gresham, representing Multnomah Co. 2nd Largest City
Port of Portland
Washington Co. Special Districts
City of Vancouver
City of Portland
Metro Council
City of North Plains, City in Washington Co. outside UGB
Multnomah Co. Special Districts
Multnomah Co. Citizen
Multnomah Co. Commission
Clark Co., Washington Commission
Governing Body of School Districts

ALTERNATES PRESENT

Shirley Craddick
Jennifer Donnelly
Jim Kight
Keith Mays

AFFILIATION

City of Gresham, representing Multnomah Co. 2nd Largest City
Oregon Department of Land Conservation & Development
City of Fairview, representing Multnomah Co. Other Cities
City of Sherwood, representing Washington Co. Other Cities

STAFF: Robin McArthur, Dan Cooper, Andy Cotugno, Kim Ellis, Kathryn Harrington, Kelsey Newell, Kayla Mullis, Milena Hermansky, Sara Schooley, Andy Shaw, Randy Tucker

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Tom Brian declared a quorum and called the meeting to order at 4:15 pm.

2. SELF INTRODUCTIONS AND COMMUNICATIONS

Committee members and audience members introduced themselves.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. CONSENT AGENDA

Consideration of MPAC Minutes for July 22, 2009

Mayor Richard Kidd requested the minutes be corrected to read,

“...Forest Grove...will also host an ~~Iron Man~~ a Hula Man competition the weekend of July 25th, 2009.”

MOTION: Mayor Alice Norris moved, and Councilor Shirley Craddick seconded, to approve the MPAC minutes from July 22, 2009.

ACTION TAKEN: With all in favor, the motion passed with the amended language.

5. COUNCIL UPDATE

Councilor Robert Liberty from Metro updated the committee on:

- The new Predators of the Serengeti exhibit at the Oregon zoo will commence the weekend of September 12-13, 2009.
- The council’s recent passage of Ordinance No. 09-1221C, which amends the Metro code governing the reporting relationship of the MERC General Manager.
- An upcoming trip to Vancouver, B.C. to tour centers and corridors, to which he invited all committee members to join.

6. INFORMATION/ DISCUSSION ITEMS

6.1 Construction Excise Tax Administrative Rules

Mr. Andy Shaw of Metro reviewed the second draft Construction Excise Tax (CET) Administrative Rules, which incorporates comments and feedback received from MPAC and other advisory groups in recent weeks. He discussed the following:

- Grant cycles: The first grant cycle shall allocate CET collections for planning in areas inside the current Urban Growth Boundary (UGB). The second cycle shall allocate collections for planning in future expansion areas, future urban reserves, and existing urban areas, with up to half of funds earmarked for future expansion and urban reserve areas.
- Screening Committee: Committee should be expertise-based rather than geographically representational (although not geographically clustered, either).
- Application: Cities and counties shall be eligible to apply for a grant. Applicants should propose project milestones and planning timelines. Payment will be contingent on meeting these milestones.
- Criteria: Applicants should give a reaction to each criterion as part of the grant proposal.

The committee discussed the Metro Chief Operation Officer's ability to terminate projects that are not achieving proposed milestones.

In the interest of full disclosure, Mayor Jack Hoffman of Lake Oswego mentioned to the committee that a partner in his law firm is involved with the CET lawsuit against Metro. He, however, is not personally or professionally involved with the lawsuit.

6.2 Mayors' Institute on City Design Report

Mayor Hoffman, Mayor Denny Doyle of Beaverton, and Mayor Jerry Willey of Hillsboro briefed the committee on the Mayor's Institute on City Design (MICD), held the week of July 15-17, 2009 in Portland, Oregon. The mayors highlighted the MICD experts' recommendations to think and plan contextually on a larger, broader scale and to focus on the long-term objective. The mayors emphasized that the event was useful and inspirational, and thanked Metro staff for its sponsorship.

6.3 Making the Greatest Place Performance Targets

Mr. John Williams of Metro updated the committee on the framework and performance targets recommended for monitoring the region's progress toward achieving the Six Desired Outcomes. The Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) considered the framework on July 31 and August 5, 2009, respectively. TPAC and MTAC discussed the following:

- Clarification over jurisdiction: What is the role of Metro and local governments?
- Targets should be linked directly to the Desired Outcomes.
- Need for consistency among performance targets.
- Concerns over data collection.

Mr. Williams then asked the committee for their own recommendations. The following items were discussed:

- Adding more targets: recycling and waste management; youth; food challenge.
- Structure of the targets: for example, some are spatially created, others not.
- How will the Regional Performance Targets be related to the Six Desired Outcomes?
- Issues related to the measurement of targets:
 - Poverty indicators should be consistent with those discussed by the Metro Council.
 - Reliability of target measurement techniques: for example, using high school free lunches as a measure of poverty may be misleading.
 - Present conditions must be measured in order to form a baseline against which future progress can be compared.

6.4 Regional Transportation Plan Adoption Package

Ms. Kim Ellis of Metro updated the committee on the schedule for Regional Transportation Plan (RTP) adoption package. The RTP adoption package will be subject to a 30-day public comment period starting September 15, 2009 and ending October 15, 2009, and will include a series six of open houses and public hearings. MPAC will be asked to take action on the RTP at their November 18, 2009 meeting. MPAC, along with JPACT and the Metro Council, will consider adoption of a final ordinance in spring 2009.

6.5 Making the Greatest Place Small Group Discussions on Urban and Rural Reserves

Mr. Brent Curtis of Washington County, Mr. Doug McClain of Clackamas County, and Mr. Chuck Beasley of Multnomah County updated the committee on urban and rural reserves activities in their regions.

The committee then divided into two groups; one to discuss urban reserves and another to discuss rural reserves.

6.6 Small Group Reports

Mayor Richard Kidd of Forest Grove reported the results of the small group discussion on urban reserves. Please see Attachment A to the minutes for a full report of these comments.

Councilor Shirley Craddick of Gresham reported the results of the small group discussion on urban reserves. Please see Attachment A to the minutes for a full report of these comments.

7. MPAC MEMBER COMMUNICATIONS

There were none.

8. ADJOURN

Chair Tom Brian adjourned the meeting at 7:06 pm.

Respectfully submitted,

Milena B. Hermansky
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR AUGUST 12, 2009:

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Handout	07/08/09	Administrative Rules-Metro Code Chapter 7.04	081209m-01
6.1	Chart		CET Administrative Rules Comments	081209m-02
6.1	PowerPoint	08/13/09	<i>Construction Excise Tax Administrative Rules Draft #2</i> Presented by Mr. Andy Shaw	081209m-03
6.3	Memo	08/12/09	MPAC and TPAC Comments on Performance Targets for Making the Greatest Place	081209m-04
6.4	Memo	08/12/09	To: Metro Council, MPAC, JPACT and interested parties From: Kim Ellis, RTP Project Manager Re: 2035 Regional Transportation Plan (RTP) Update – Project List Summary	081209m-04
6.5	Publication	07/10/09	Coordinated Reserves Work Program, Overview – Draft	081209m-05
6.5	Handout/Maps	08/03/09	Staff Recommendations and Staff Report for Washington County Urban and Rural Reserves	081209m-06
6.5	PowerPoint	08/13/09	Recommended Urban and Rural Reserves – Washington County	081209m-07
6.5	Handout/Maps	08/05/09	Urban and Rural Reserve CAC and Staff Recommendations – Multnomah County	081209m-08
6.5	PowerPoint	08/13/09	Recommended Urban and Rural Reserves – Multnomah County	081209m-09

Topic: urban reserves

Group questions:

- How can urban reserve designations best support continued implementation of the 2040 growth concept?
- What urban reserve designations will complement and enhance centers, corridors and employment areas and how will the new areas be served with infrastructure considering limited local and regional funds?
- How will development patterns at the edge of the urban growth boundary change in the next 40-50 years in response to large scale economic and demographic trends?
- What level of land use, governance, and infrastructure planning should be completed in urban reserve areas after designation?

Background:

Clackamas County, Multnomah County, Washington County and Metro (the “Core 4”) are working together under new state statute and administrative rules to designate urban and rural reserves. Urban reserves will be designated by Metro on lands currently outside the urban growth boundary that are suitable for accommodating urban development over the next 40 to 50 years. Work in 2009 has focused on assessing the suitability of identified candidate areas in each county; these recommendations will be brought to the regional table in September. This fall the region will engage in a discussion of how reserves designations, as part of the broader Making the Greatest Place process, can serve to best implement the 2040 Growth Concept. Thus, key elements of the conversation will be how reserve designations link to and support local aspirations for existing centers, corridors and employment areas; how the region and local governments will target infrastructure funds; and how development patterns are likely to change both inside and outside the existing urban growth boundary over the next 40 to 50 years.

Group decision:

How can urban reserve designations best support continued implementation of the 2040 growth concept?

- It is important to consider the balance of jobs and housing.
- Employment opportunities should be provided in all areas of the region, large and small cities alike.
- Evaluation of new centers should be based upon existing corridors.

What urban reserve designations will complement and enhance centers, corridors and employment areas and how will the new areas be served with infrastructure considering limited local and regional funds?

- There is some concern that the cost of infrastructure will be passed along to home-buyers and burden the community.
- North Bethany has set an example by implementing a model whereby they will try to recover the full cost of infrastructure from the development process.
- Lands should be planned in sections. UGB expansion shouldn't be done in small pieces.

How will development patterns at the edge of the urban growth boundary change in the next 40-50 years in response to large scale economic and demographic trends?

- Areas along the edge of the UGB will increase in density. Citizens will want to live in self-contained communities where they can walk to meet their daily needs.
- New areas must be well-planned before they are brought into the UGB.

What level of land use, governance, and infrastructure planning should be completed in urban reserve areas after designation?

- Questions of governance, infrastructure planning, parks, medical services, schools and finance will need to be addressed in preliminary concept plans before an area is designated for UGB expansion.

Topic: rural reserves

Group questions:

- Will natural landscape features be best preserved inside or outside urbanized areas in the future?
- What form of rural reserves (for example, buffer strips or large areas) will best accomplish the intent of the reserves legislation and rules?
- How important will small-scale farming operations and local food supply be to the future of this region and how should rural reserve designations support that future?

Background (see urban reserve sheet as well):

Rural reserves will be designated by each county on lands outside the current urban growth boundary that are high value working farms and forests or have important natural features like rivers, wetlands, buttes and floodplains. These areas will be protected from urbanization for the next 40 to 50 years. Reserve designations will not change current zoning or restrict landowners' currently allowed use of their lands. They will provide greater clarity regarding the long term expected use of the land and allow both public and private landowners to make long term investments with greater assurance. The administrative rules for rural reserves require consideration of a variety of factors relating to each area's significant agriculture, forestry, and/or natural landscape features, as well as consideration of whether areas will be "potentially subject to urbanization" over the 40 to 50 year time horizon. Detailed application of these factors to the candidate areas has been a main focus of work this year. As with urban reserves, each county will be providing the region with suitability assessments and reserve designation recommendations in September. These recommendations must be combined, with urban reserve and non-reserve areas, into a long-term plan for the region.

Group decision:

Will natural landscape features be best preserved inside or outside urbanized areas in the future?

- On one hand, there are more tools and better protection in cities within the UGB. On the other hand, natural landscapes inside urban areas will always be pressured by development. Large, significant natural landscape features should stay outside urban areas; smaller features could be either inside or out.

What form of rural reserves (for example, buffer strips or large areas) will best accomplish the intent of the reserves legislation and rules?

- The form of rural reserves best suited to accomplish the intent of the legislation depends on many factors; different places each have very different circumstance.
- In general, large areas are best suited for agriculture.
- Questions of form must be addressed. For example, does buffering occur on the urban or rural side of the line?

How important will small-scale farming operations and local food supply be to the future of this region and how should rural reserve designations support that future?

- During the next 40 to 50 years, small-scale farming will continue to play an important role in the Metro region as citizens, local grocers, and restaurants make concerted efforts to support such endeavors.
- However, small-scale farming makes up only small of part of total agriculture. Oregon can consume only 10% of agricultural output; all the rest is exported.
- Rural Reserve designation encourages the clustering of smaller operations.

MPAC Worksheet

Agenda Item Title: Regional Business Recycling Requirement

Presenters: Jim Desmond and Matt Korot, Metro Sustainability Center

Contact for this worksheet/presentation: Matt Korot, 503-797-1760, matt.korot@oregonmetro.gov

Council Liaison Sponsor:

Purpose of this item (check no more than 2):

Information	<u> X </u>
Update	<u> </u>
Discussion	<u> X </u>
Action	<u> </u>

MPAC Target Meeting Date: September 9, 2009

Amount of time needed for:

Presentation	<u> 10 </u>
Discussion	<u> 20 </u>

Purpose/Objective: To update MPAC on implementation of the regional Business Recycling Requirement and solicit members' input on how to address some jurisdictions' non-compliance.

Action Requested/Outcome:

1. Input on how Metro should address non-compliance with the Business Recycling Requirement.
2. Comment on Metro staff recommendation to exempt Johnson City, Maywood Park and Rivergrove from the Requirement.

Background and context:

On July 9, 2008 MPAC voted to recommend that the Metro Council adopt the regional Business Recycling Requirement. Council then adopted the Requirement by amending the Regional Solid Waste Management Plan (RSWMP) and incorporating its provisions into Chapter 5 of the Metro code. The Requirement directs each local government in the region to establish a local ordinance requiring businesses and property managers to have on-site recycling programs.

Metro established a deadline of February 27, 2009 for local governments to comply with the Requirement. Metro staff worked closely with many of the jurisdictions to assist them in developing their local ordinances and extended the compliance deadline when jurisdictions needed more time to adopt their programs. Compliance to date has been exemplary, with ordinances enacted in twenty-one jurisdictions. The status and circumstances of the remaining seven jurisdictions are described in the following two paragraphs.

Jurisdictions for which compliance may not be warranted

Three of the seven non-compliant jurisdictions are Johnson City, Maywood Park and Rivergrove, which have few businesses and very small total employee counts in their communities (8, 28 and 11 employees,

respectively, according to state employment data). Attachment A shows the clear delineation in the business population between these jurisdictions and others in the region. Given the almost total lack of businesses, Metro staff recommends that these local governments be exempted from the requirement to enact a local ordinance. Any individual businesses would still be eligible to receive Recycle at Work technical assistance.

Other non-compliant jurisdictions

Damascus	<i>Does not currently intend to enact a local ordinance</i>
Multnomah County	<i>Board of Commissioners is likely to consider an ordinance, but no date has been set</i>
Troutdale	<i>Does not currently intend to enact a local ordinance</i>
Washington County	<i>Board of Commissioners will discuss the Business Recycling Requirement at a September work session</i>

In light of the responsiveness to the Requirement demonstrated by most jurisdictions in the region, Metro staff and the Council would like input from MPAC members on how best to address continuing non-compliance by the four jurisdictions listed above. Staff has initially identified two options for addressing this non-compliance. MPAC may identify additional options.

1. Withhold each jurisdiction's allocation of the \$600,000 in annual Recycle at Work program funding that supports waste reduction technical assistance to businesses. The allocations are listed in Attachment B. (Each non-compliant jurisdiction is already ineligible to receive its allocation of \$400,000 in funding that the Metro Council budgeted to support local implementation of the Business Recycling Requirement.)
2. Follow the provisions of Metro Code Chapter 5.10 to seek review by the Metro Council at a public hearing. Council could dismiss the matter or issue an order directing changes in the local government action. That order could be appealed by a jurisdiction by filing a petition for a writ of review.

What has changed since MPAC last considered this issue/item?

The Business Recycling Requirement was enacted by the Metro Council through amendments to the Regional Solid Waste Management Plan and Metro code, and implemented by most jurisdictions in the region.

What packet material do you plan to include?

Attachments A and B to this worksheet.

What is the schedule for future consideration of item?

Nothing has been scheduled. Following the MPAC meeting, staff will consult with the Chief Operating Officer on the means through which to follow-up with the Metro Council.

ATTACHMENT A		
BUSINESS & EMPLOYEE COUNTS USED FOR METRO WASTE REDUCTION FUNDING ALLOCATIONS		
	<i>Estimated Businesses</i>	<i>Estimated Employees</i>
Johnson City	2	8
Rivergrove	5	11
Maywood Park	15	29
King City	77	626
Durham	84	800
Happy Valley	272	989
Damascus	276	1,470
Wood Village	116	2,041
Cornelius	215	2,325
Fairview	174	2,639
Multnomah County Uninc.	535	3,033
Gladstone	300	3,057
West Linn	938	4,249
Sherwood	489	4,299
Troutdale	393	5,014
Forest Grove	455	6,545
Milwaukie	751	12,174
Oregon City	1,134	15,011
Lake Oswego	2,234	18,744
Wilsonville	889	19,216
Tualatin	1,464	23,038
Gresham	2,427	34,192
Tigard	2,967	40,730
Washington County Uninc.	4,917	48,421
Beaverton	3,765	53,383
Clackamas County Uninc.	5,916	62,869
Hillsboro	2,789	63,203
Portland	25,373	389,339

ATTACHMENT B**2009-10 METRO BUSINESS WASTE REDUCTION FUNDING ALLOCATIONS**

Jurisdiction	Recycle At Work	Business Recycling Requirement	Total
Beaverton	\$38,584	\$25,723	\$64,307
Clackamas County Uninc.	\$45,440	\$30,293	\$75,733
Cornelius	\$1,680	\$1,120	\$2,800
Damascus	\$1,062	\$708	\$1,770
Durham	\$578	\$385	\$963
Fairview	\$1,907	\$1,272	\$3,179
Forest Grove	\$4,731	\$3,154	\$7,885
Gladstone	\$2,210	\$1,473	\$3,683
Gresham	\$24,713	\$16,475	\$41,188
Happy Valley	\$715	\$477	\$1,192
Hillsboro	\$45,681	\$30,454	\$76,135
Johnson City	\$6	\$4	\$10
King City	\$452	\$302	\$754
Lake Oswego	\$13,548	\$9,032	\$22,580
Maywood Park	\$21	\$14	\$35
Milwaukie	\$8,799	\$5,866	\$14,665
Multnomah County Uninc.	\$2,192	\$1,461	\$3,653
Oregon City	\$10,850	\$7,233	\$18,083
Portland	\$281,404	\$187,603	\$469,007
Rivergrove	\$8	\$5	\$13
Sherwood	\$3,107	\$2,071	\$5,178
Tigard	\$29,439	\$19,626	\$49,065
Troutdale	\$3,624	\$2,416	\$6,040
Tualatin	\$16,651	\$11,101	\$27,752
Washington County Uninc.	\$34,997	\$23,332	\$58,329
West Linn	\$3,071	\$2,047	\$5,118
Wilsonville	\$13,889	\$9,259	\$23,148
Wood Village	\$1,475	\$983	\$2,458



Whether you live in a walkable urban neighborhood, a suburban community or a rural setting outside the urban growth boundary, the decisions that will be made this fall and throughout 2010 will have an impact on your life.

Building on past decisions and shared values, we set the stage today for who we will be and what we will stand for as a society in 50 years.

A GUIDE TO

Making the Greatest Place

“During the past several decades, the Portland metropolitan region has become a truly vibrant, diverse and livable collection of communities. The residents and leaders of the region have worked hard to create a place that reflects our common values – safe, walkable neighborhoods; housing, jobs and transportation choices; access to natural areas and local farms.

Although past planning has positioned us well for the future, our region still faces issues that present both serious challenges and opportunities for change – aging infrastructure and limited funding sources, climate change, soaring energy costs, population growth. We cannot afford to ignore the realities of our time or rest on the laurels of past decisions. Now is the time to dig deeper and work harder if we are to truly realize our regional vision.

Since 2005, the region’s leaders have been working to address the fact that we expect about 600,000 more people to live here within 25 years. We have studied, reported, analyzed, planned and asked for input – and now it is time to make decisions and put them into action. This fall local leaders will decide where we put our transportation dollars, how and where we will build taller buildings and keep neighborhoods of single-family homes, and which areas we will reserve for farmland, for jobs or for urban development. Together we will commit to a new future and make it happen.

Our region is a really good place to live – let’s make it the greatest place to live for present and future generations.”

– David Bragdon, Metro Council President



Help make our region the greatest place

Public comment period, noon Sept. 15 to 5 p.m. Oct. 15, 2009

Metro Council seeks public comment on an integrated set of recommendations to sustain economic competitiveness, protect farms and natural areas, and enhance the quality of life in our communities. Read the Metro Chief Operating Officer's recommendation at www.oregonmetro.gov/greatestplace and tell us what you think.

Transportation priorities for the next 25 years

Comment opportunity on policies, projects and funding strategies within the long-range blueprint for our transportation system, the 2035 Regional Transportation Plan. Approval of the final, complete 2035 RTP expected in June 2010.

Criteria for selecting urban and rural reserves outside the Urban Growth Boundary

Early chance to weigh in on general criteria for selecting reserves for the next 50 years. Formal comment period expected to start in late October and the final decision in 2010.

Regional employment and population forecast for the next 20 and 50 years

Final comment opportunity on the Urban Growth Report which contains population and employment forecasts that affect urban growth boundary decisions made in the next two years.

Open houses and public hearings

Monday, Sept. 21

Hillsboro Civic Center, room 113 A and B

Open house 2 to 4 p.m.

Spanish interpreter

Tuesday, Sept. 22

Multnomah County Library,

North Portland branch

Open house 5 to 7:45 p.m.

Spanish interpreter

Thursday, Sept. 24

Beaverton City Hall

Open house 4 p.m.; hearing 5:15 p.m.

Thursday, Oct. 1

Gresham Conference Center,

Oregon Trail room

Open house 4 p.m.; hearing 5:15 p.m.

Thursday, Oct. 8

Happy Valley City Hall

Open house 4 p.m.; hearing 5:15 p.m.

Tuesday, Oct. 13

Clackamas County Public Service Bldg.

Open house 4 p.m.; hearing 5:15 p.m.

Thursday, Oct. 15

Metro Regional Center, council chamber

Open house 4 p.m.; hearing 5:15 p.m.

Oral testimony limited to two minutes. Come prepared to submit your remarks in writing.

Other ways to comment

E-mail: greatestplace@oregonmetro.gov

Mail: Greatest Place Comments,
Planning and Development,
600 NE Grand Ave.,
Portland, OR 97232

Web: www.oregonmetro.gov/greatestplace

Call: 503-797-1735

All Metro meetings are wheelchair accessible. Listening devices for people with a hearing impairment are available in the council chamber upon request. Interpreters for people with limited English or a hearing impairment are available with 48 hours advance notice. Call 503-797-1551 or TDD 503-797-1804 to request these services. For transit service and schedules, go to www.trimet.org.



Metro | www.oregonmetro.gov

MPAC Worksheet

Agenda Item Title: Investment Matrix for Making the Greatest Place

Presenter: Chris Deffebach

Contact for this worksheet/presentation: Chris Deffebach

Council Liaison Sponsor:

Purpose of this item (check no more than 2):

Information ☒x

Update ☐

Discussion ☒x

Action ☐

MPAC Target Meeting Date: Sept 9, 2009

Amount of time needed for:

Presentation 10

Discussion 35

Purpose/Objective

- Share compendium of local aspirations throughout region.
- Illustrate the importance of linking regional and local investments to realize aspirations.
- Launch 2010 discussions/debates about actions needed to realize shared regional/local aspirations.

Background and context:

Beginning this fall and extending into 2010, MPAC has important recommendations to make regarding:

- RTP investment principles and priorities,
- Strategies to meet 20- year employment and household capacity needs and how to plan for those needs within a range forecast that reflects uncertainties, and
- Size and location of urban and rural reserves.

To support the desired outcomes for the region, these recommendations need to be made in a way that supports sustainability and focuses on efficiency and effectiveness. Investments made in the right places and in partnerships can leverage private investments and help communities achieve their aspirations. Helping communities implement their aspirations will support the 2040 Growth Concept and help meet the region's capacity needs.

MPAC members do not always know the aspirations of other communities, the local actions taken or planned to achieve those aspirations or the role that regional investments play, yet their recommendations affect these aspirations. The matrix is a tool to help demonstrate these linkages and prepare MPAC for making recommendations for Making the Greatest Place. The local aspirations, as submitted by local governments to Metro earlier this year, are available on the Metro website.

What has changed since MPAC last considered this issue/item?

- Last spring, MPAC reviewed the summary of the community aspiration descriptions that had been submitted to Metro by local governments and heard more detailed presentations from a few mayors.
- MPAC reviewed an illustration of the linkages between the aspirations and the investments necessary to achieve when they reviewed a sample investment matrix, using Hillsboro's Amber Glen proposal as an illustration of the investments needed by local and regional partners and the private sector to achieve the aspirations as envisioned.
- In response to MPAC support for completing the matrix, local government staff submitted their assessment of investments and actions needed to support their aspirations.
- MTAC and TPAC have reviewed draft versions of the Matrix and commented on how to convey the information.

What packet material do you plan to include?

- The Investing in Great Places matrix is included in the packet.

What is the schedule for future consideration of item?

- JPACT is scheduled to review the Investment Matrix on September 10, 2009.
- MPAC and JPACT are expected to use the Investment Matrix in the fall of 2009 as they prepare recommendations for the Regional Transportation Plan, the Urban Growth Report and the Urban and Rural Reserves as well as consider investment strategies to further the achievement of community aspirations.

[CLICK HERE FOR REPORT](#)

Making the Greatest Place

Investing in Great Places matrix | August 2009

Achieving local aspirations through strategic regional and local investments

DRAFT

THURSDAY, SEPT. 10, 2009 NOON TO 1 P.M.

NAVEEN LAMBA

Global experiences in congestion pricing

Learn about congestion management programs around the world at this installment of Metro's Transportation Speaker Series featuring Naveen Lamba from IBM's Global Business Services. Stockholm, London and Singapore are three cities with prominent congestion charging programs. IBM has a significant role in all three projects and a wealth of lessons learned from these successful implementations. Mr. Lamba will also discuss examples of cities that have unsuccessfully tried to implement congestion management programs. Finally, the presentation will also discuss innovative approaches to developing the next generation of congestion pricing solutions.

About Naveen Lamba

Mr. Lamba is IBM's global industry leader for intelligent transportation and is based in the Washington D.C. area. He has spent the last 18 years working on intelligent transportation projects around the world for governments and private sector organizations. Mr. Lamba's work focuses on developing business and technical models suitable for varying economic and social environments.



Metro Regional Center

Council chamber
600 NE Grand Ave., Portland

Trimet bus 6 and MAX light rail
Northeast Seventh Avenue stop.
Covered bicycle parking is available
near the main entrance.

Free and open to the public

This lecture is part of Metro's
Transportation Speaker Series.
Reservations are not required. For
more information, call 503-797-1916
or visit www.oregonmetro.gov.



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Materials following this page were distributed at the meeting.















































































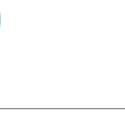





























Investing in Great Places matrix | Regional Centers

Achieving local aspirations through strategic regional and local investments

 Proposed

 Existing

 In progress

Local aspiration profile ^(1,2)		Regional investment actions							Shared responsibilities	Local actions							Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Beaverton Downtown	Current: 1,170 DU / 7,420 EMP																
Washington Square Tigard	Current: 1,270 DU / 13,770 EMP Goal: 50 DU/acre 2.0 FAR or greater																
Washington Square Beaverton																	
Hillsboro Downtown	Current: 3,600 DU / 12,850 EMP 18 hour activity 3,000 DU / 3,000 EMP																
Clackamas Town Center	Current: 2,680 DU / 4,140 EMP																
Oregon City Downtown	Current: 150 DU / 3,260 EMP																
Gresham Civic neighborhood,	Current: 440 DU / 1,070 EMP Goal: Total of 2,000 DU / 2,000 EMP																
Gresham Downtown	Current: 440 DU / 1,070 EMP Goal: Total of 2,000 DU / 2,000 EMP																
Gateway (Portland)	Current: 3,500 DU / 7,190 EMP																

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro



















































































Investing in Great Places matrix | Town Centers

Achieving local aspirations through strategic regional and local investments

 Proposed

 Existing

 In progress

Local aspiration profile ^(1,2)		Regional investment actions							Shared responsibilities		Local actions							Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration	
Tigard Downtown	Current: 560 DU / 2,310 EMP Goal: 2,500 DU; 1.9 million sq. ft. employment/office/commercial																	
Troutdale 18 hour activity	Current: 970 DU Goal: Additional 530 DU																	
Tualatin 18 hour activity	Current: 2,390 residents / 3,860 jobs Goal: 2,500-3,400 residents / 6,700-8,400 jobs																	
West Linn Bolton	Current: 1,820 EMP																	
West Linn Willamette																		
West Portland Hillsdale typology	Current: 1,530 DU/1,670 EMP																	
Wilsonville	Current: 400 DU / 1,850 EMP																	
Wood Village/ Fairview Fairview Village	Current: 760 DU / 960 EMP																	
Wood Village/ Fairview Wood Village																		

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro



























































































Investing in Great Places matrix | Corridors

Achieving local aspirations through strategic regional and local investments

 Proposed

 Existing

 In progress

Local aspiration profile ^(1,2)		Regional investment actions							Shared responsibilities		Local actions							Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration	
Sunnyside																		
Sunnyside																		
Tigard	Goal: 40 - 50 DU / 20 - 40 EMP; 2.0 FAR																	
Hwy 99																		
Wood Village																		
Sandy Blvd																		
Wood Village																		
Halsey St																		
Gresham																		
162nd																		
Gresham																		
181st																		
Gresham																		
Eastman/223rd																		


1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro



































Investing in Great Places matrix | Corridors

Achieving local aspirations through strategic regional and local investments

 Proposed

 Existing

 In progress

Local aspiration profile ^(1,2)	Regional investment actions								Shared responsibilities	Local actions							Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Gresham 257th/Kane																	
Gresham Sandy																	
Gresham Halsey																	
Gresham Glisan																	
Gresham Stark																	
Gresham Burnside																	
Gresham Division																	
Gresham Powell																	


1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA


2. Development goal source: Local aspirations submitted to Metro






















































Investing in Great Places matrix | Employment

Achieving local aspirations through strategic regional and local investments

 Proposed

 Existing

 In progress

Local aspiration profile ^(1,2)		Regional investment actions							Shared responsibilities		Local actions							Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration	
Sherwood																		
Tigard Employment lands 14 hour																		
Tigard Tigard Triangle																		
Tualatin areas outside of existing city Southwest Concept Plan South Tualatin																		
Tualatin Existing Industrial/ Employment Lands																		
Wilsonville Coffee Creek Industrial Area																		
Columbia Cascade River District Troutdale Wood Village Gresham Fairview																		

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA

2. Development goal source: Local aspirations submitted to Metro

FALL 2009

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find
connect
savor
harvest
give
restore
tell



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