

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, Dec. 12, 2012
Time: 5 to 7 p.m.
Place: Metro, Council Chamber

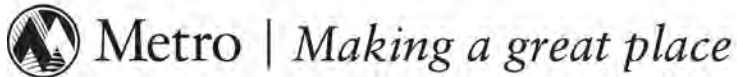
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|----------------|------------|---|---|
| 5 PM | 1. | <u>CALL TO ORDER</u> | Jerry Willey, Chair |
| 5:02 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Jerry Willey, Chair |
| 5:05 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:10 PM | 4. | <u>COUNCIL UPDATE</u> | |
| | | o Recognize Outgoing MPAC Members | |
| 5:20 PM | 5. | <u>CONSENT AGENDA</u> | |
| | 5.1. | * o Consideration of the Nov. 28, 2012 Minutes | |
| | | * o Consideration of the Nov. 14, 2012 Minutes | |
| | | * o MTAC Member Nominations | |
| | 6. | <u>ACTION ITEMS</u> | |
| 5:25 PM | 6.1 | Approval of the 2013 MPAC Officer Nominations –
<u>ACTION REQUESTED</u> | Doug Neeley, Oregon City
Andy Duyck, Washington Co.
Norm Thomas, Troutdale |
| | | • <i>Outcome:</i> MPAC approval of the Nominating
Committee’s 2013 MPAC Officers. | |
| | 7. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 5:30 PM | 7.1 | * Hillsboro Energy Flow Map – <u>INFORMATION</u> | Peter Brandom, Hillsboro |
| | | • <i>Outcome:</i> MPAC understanding of the Energy
Flow Map and its intended uses. | |
| 6 PM | 7.2 | * Community Investment Initiative: Development-Ready
Communities – <u>INFORMATION</u> | Joel Schoening, Metro
John Southgate, Hillsboro
Chamber of Commerce |
| | | • <i>Outcome:</i> MPAC members will be informed
about the progress of the Community
Investment Initiative (CII) Development-
Readiness strategy and offer feedback for the
consideration of the CII’s Development-
Readiness Implementation Group. | |
| 6:30 PM | 8. | <u>MPAC MEMBER COMMUNICATION</u> | |
| 6:40 PM | 9. | <u>ADJOURN</u> | Jerry Willey, Chair |

* Material included in the packet. 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.



2012 MPAC Tentative Agendas *As of 12/5/12*

<p><u>MPAC Meeting</u> December 12</p> <ul style="list-style-type: none">• 2013 MPAC Officers (Action)• Energy Map Program – Presentation by Peter Brandom (Information)• Community Investment Initiative Development – Ready Communities Program (Information)	<p><u>MPAC Meeting</u> December 26 (Cancelled)</p>
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METRO POLICY ADVISORY COMMITTEE
November 28, 2012
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Andy Duyck
Dennis Doyle
Amanda Fritz
Kathryn Harrington
Jack Hoffman
Wilda Parks
Loretta Smith, Vice Chair
Marilyn McWilliams
Doug Neely
Barbara Roberts
Norm Thomas
Bill Turlay
William Wild

AFFILIATION

Washington County Commission
City of Beaverton, representing Washington Co. 2nd Largest City
City of Portland Council
Metro Council
City of Lake Oswego, representing Clackamas Co. Largest City
Clackamas County Citizen
Multnomah County Commission
Washington County Special Districts
City of Oregon City, representing Clackamas Co. 2nd Largest City
Metro Council
City of Troutdale, representing other cities in Multnomah Co.
City of Vancouver
Clackamas County Special Districts

MEMBERS EXCUSED

Sam Adams
Shane Bemis
Jody Carson, 2nd Vice Chair
Michael Demagalski
Maxine Fitzpatrick
Carl Hosticka
Charlotte Lehan
Annette Mattson
Keith Mays
Jim Rue
Steve Stuart
Jerry Willey, Chair

AFFILIATION

City of Portland Council
City of Gresham, representing Multnomah Co. 2nd Largest City
City of West Linn, representing Clackamas Co. Other Cities
City of North Plains, representing Washington Co. outside UGB
Multnomah County Citizen
Metro Council
Clackamas County Commission
Governing Body of School Districts
City of Sherwood, representing Washington Co. Other Cities
Oregon Dept. of Land Conservation & Development
Clark County, Washington Commission
City of Hillsboro, representing Washington County Largest City

ALTERNATES PRESENT

Peter Truax

AFFILIATION

City of Forest Grove, representing Washington Co. Other Cities

STAFF:

Andy Cotugno, Alison Kean Campbell, Evan Landman, Kelsey Newell, Ted Reid, John Williams.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Vice Chair Loretta Smith called the meeting to order 5:14. There were insufficient voting members present to declare a quorum.

2. SELF INTRODUCTIONS AND COMMUNICATIONS

All members and attendees introduced themselves.

There were no communications.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COUNCIL UPDATE

Metro Councilor Barbara Roberts updated the group on two items:

- On November 15, the Metro Council unanimously adopted a Diversity Action Plan to create an inclusive workplace culture and promote broader and more diverse engagement practices to connect more people to Metro’s decision-making. The plan outlines two primary goals to public engagement: fully engaging diverse communities in the Metro region, and that Metro’s committees reflect the diversity of the region’s communities. The plan can be found on Metro’s “Get Involved” page at www.oregonmetro.gov/participate.
- The 25th annual ZooLights is underway at the Oregon Zoo through New Year’s Eve. ZooLights features more than a millions LED lights in the form of moving sculptures and animal silhouettes. ZooLights gates open at 5:00 p.m. and remain open until 8:00 p.m. Sundays through Thursdays, 8:30 p.m. on Fridays and Saturdays. More information can be found on the Oregon Zoo’s website, www.oregonzoo.org.

5. CONSENT AGENDA

There were not sufficient members in attendance to constitute a quorum.

6. INFORMATION/ DISCUSSION ITEMS

6.1 Establish the 2013 Nominating Committee - INFORMATION

Vice Chair Smith requested three MPAC representatives – one from each of the three counties- to serve on the nominating committee for the 2013 MPAC officers. Three members volunteered to serve on the nominating committee:

- Mr. Andy Duyck, representing Washington County
- Mr. Norm Thomas, representing Multnomah County
- Mr. Doug Neeley, representing Clackamas County

6.2 Putting Parcelization into Perspective - INFORMATION/DISCUSSION

Mr. Ted Reid of Metro and Mr. Terry Moore of ECONorthwest presented on the Parcelization Evaluation, conducted by ECONorthwest and Fregonese Associates on behalf of the Metro Council. The study investigated why development is not occurring at commercial sites anticipated in regional and local plans; using case-study analyses and developer feedback, it also assessed the

specific challenges posed by parcelization, and how those obstacles might be overcome. This study did not focus on large industrial sites.

Parcelization is the fragmented ownership of parcels or small tax lots. In some cases, parcelization can be a good thing; it happens with density in neighborhoods and downtowns as land is subdivided. It can be a challenge when it prevents large-format development. Mr. Moore explained that broadly speaking, parcelization is not a great problem in the region, and that there aren't a lot of regional actions that need to be taken immediately. From developer feedback, the study found that market forces are usually more important than public policy, and that policy should focus on fixing more meaningful obstacles like infrastructure and zoning.

Mr. Moore also provided detail on the case-study areas examined in the study. The report looked at places where they expected to find parcelization, so the incidence of parcelization problems is higher in the case-studies than in the region at large. Land availability was a potential development obstacle in all study areas, but other issues were often found to be of equal or greater importance, including market conditions, zoning, lack of infrastructure, and pollution, among others. Parcelization is most important in parcels that are small or oddly-shaped, in a situation where there are multiple owners. Occasionally, this can be a major problem. In centers, parcelization was not usually found to be an important obstacle, but in certain instances it can become a critical problem.

This research also identified different policy actions jurisdictions could take. They examined policies to reduce new and existing parcelization, or mitigate problems caused by parcelization. Public action to reduce new parcelization presents a problem, because it usually accompanies increased density. Reducing or restricting parcelization can have the adverse effect of making densification more difficult.

Land assembly of parcels owned by a single owner is relatively straightforward; the report offers numerous tools for how to resolve the more complicated problems associated with multiple ownership. These tools including land banking of foreclosed properties, a limited liability corporation, or a horizontal development entity. A horizontal development entity issues its members shares in the land based on assessed value or acreage; gains from developing the land are split in proportion to the shared held. An important point is that there are often other public actions that can be taken to offset the costs imposed by parcelization

MPAC members discussed the following topics relating to the parcelization report:

- Members recalled the observation from the presentation that infrastructure is often a more important barrier to development than parcelization, and asked for clarification on which type of infrastructure needs were most prevalent. Mr. Moore explained that the most common infrastructural needs relate to transportation or drainage.
- Members asked whether citing the poor market conditions in the matrix of development obstacles was still appropriate in light of the ongoing economic recovery. The parcelization report's methods looked backwards, using data from the past 5-10 years to analyze why areas were not developing as quickly as intended. While current economic conditions may be improving, during the late 2000s market conditions were inhibiting development.
- Members discussed whether there were regional policies that could be instituted to stop parcelization from becoming a problem. Mr. Moore clarified that in preparing the report, the project team had phrased the question differently: whether addressing parcelization is the most efficient use of resources to reduce obstacles to development. Local jurisdictions now

have information and tools they can use to decide whether they want to deal with parcelization. Regional efforts like the Community Investment Initiative or infrastructure spending can offset parcelization to support development.

- The committee discussed whether the public sector really has a role to play in alleviating problems caused by parcelization, since regulations to limit new parcelization could serve to impinge on property rights. Mr. Moore agreed that it is a private market issue, but described the sort of situation in which a local jurisdiction may want to take action to see redevelopment on a site in a desirable area. Often, the existing development is fully capitalized and provides strong returns to the owner. Redevelopment represents an uncertain return on investment, and the public sector can take action through reducing problems created by obstacles including parcelization, among others, in an effort to limit the owner's risk and encourage redevelopment.
- Metro Councilor Kathryn Harrington expressed her appreciation for the presenters' work on the study. Parcelization and brownfields in centers and corridors were the two areas of concern that emerged from Metro's Making the Greatest Place program. This study was funded to find out the answers to these questions, which can be used moving forward in future urban growth management decisions to decide which actions, if any, should be taken, and at which levels of government.

7. MPAC MEMBER COMMUNICATION

There were none.

8. ADJOURN

Vice Chair Loretta Smith adjourned the meeting at 5:59 PM.

Respectfully submitted,



Evan Landman
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR [DATE]:

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.2	Powerpoint	11/28/2012	Parcelization Evaluation: Project Overview and Key Findings	112812m- 01



METRO POLICY ADVISORY COMMITTEE

November 14, 2012

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Amanda Fritz
Dennis Doyle
Wilda Parks
Loretta Smith, Vice Chair
Marilyn McWilliams
Jody Carson, 2nd Vice Chair
Norm Thomas
Bill Turlay
William Wild
Jerry Willey, Chair

AFFILIATION

City of Portland Council
City of Beaverton, representing Washington Co. 2nd Largest City
Clackamas County Citizen
Multnomah County Commission
Washington County Special Districts
City of West Linn, representing Clackamas Co. Other Cities
City of Troutdale, representing other cities in Multnomah Co.
City of Vancouver
Clackamas County Special Districts
City of Hillsboro, representing Washington County Largest City

MEMBERS EXCUSED

Sam Adams
Shane Bemis
Michael Demagalski
Maxine Fitzpatrick
Kathryn Harrington
Jack Hoffman
Carl Hosticka
Charlotte Lehan
Annette Mattson
Keith Mays
Barbara Roberts
Jim Rue
Steve Stuart

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Multnomah County Citizen
Metro Council
City of Lake Oswego, representing Clackamas County Largest City
Metro Council
Clackamas County Commission
Governing Body of School Districts
City of Sherwood, representing Washington Co. Other Cities
Metro Council
Oregon Dept. of Land Conservation & Development
Clark County, Washington Commission

ALTERNATES PRESENT

Shirley Craddick
Paul Manson
Kathy Roth
Peter Truax

AFFILIATION

Metro Council
Multnomah County Citizen
City of Oregon City, representing Clackamas Co. 2nd Largest City
City of Forest Grove, representing Washington Co. Other Cities

STAFF:

Roger Alfred , Alison Kean Campbell, Nick Christensen, Mike Hoglund , Nuin-Tara Key, Evan Landman, Ken Ray, Katie Shriver, Gerry Uba, John Williams.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Jerry Willey called the meeting to order and declared a quorum at 5:08 P.M.

2. SELF INTRODUCTIONS AND COMMUNICATIONS

All attendees introduced themselves.

There were no communications.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COUNCIL UPDATE

Metro Councilor Shirley Craddick updated the group on the following items:

- On behalf of the Metro Council, Councilor Craddick congratulated the MPAC members who were re-elected in the November elections, and expressed appreciation and gratitude for the service of those whose re-election efforts were unsuccessful.
- On November 1, the Metro Council approved a proposal to develop an agency-specific equity strategy. The strategy will support Metro's effort to advance equity as one of the region's six desired outcomes. Metro will be working with partner jurisdictions in the coming months to develop the final work plan for this engagement process. More information will be shared with MPAC as Metro moves through this phase of the plan's development.
- The Community Investment Initiative (CII) Leadership Council has distributed a survey to city, county and special district administrators to help in the design of the Regional Infrastructure Enterprise, the centerpiece of CII's strategic plan. The survey closes Friday, December 7. For more information, contact Maria Ellis at 503-797-1732 or at info@communityinvestmentinitiative.org.

5. CONSIDERATION OF THE MPAC MINUTES FOR OCTOBER 10, 2012

MOTION: Ms. Wilda Parks moved and Mr. Peter Truax seconded to adopt the October 10, 2012 MPAC minutes with no corrections.

ACTION TAKEN: With all in favor, motion passed.

6. INFORMATION/ DISCUSSION ITEMS

6.1 Growth (Population and Employment Forecast) Distribution at Local Level- INFORMATION

Mr. Mike Hoglund and Mr. Gerry Uba of Metro presented on the Metro 2010-2035 Growth Management/ Population and Employment Distribution forecast. This study provides information on the future distribution of housing units and employment in the region. Under Oregon law, Metro is responsible for delivering a population forecast to regional jurisdictions every five years (ORS 195.036, 195.025).

Mr. Hoglund shared the key technical takeaways from the study. The forecast reflects 2040 Growth Concept objectives. 32% of growth is forecasted to occur in centers; 17% in corridors. 75% of housing growth is projected as redevelopment or infill, and future residential density is expected to rise to 12.3 units per acre. The expected regional growth split for multi-family to single-family residential units is will be approximately 60/40. Despite a 40% projected population increase within the UGB by 2035, only a

10% increase in land absorption was expected. The report forecasts longer commutes for some households at the outer limits of the commute shed.

Through discussion with local government partners, the project team developed an ongoing research agenda. Mr. Hogle mentioned the need to monitor single-family home prices, as well as the capture rate for single family housing within the UGB. The capture rate is a key finding in Metro's Urban Growth Report and represents the percent of households or employment that will be accommodated within Metro's urban growth boundary during the forecast period). He also shared proposed improvements to the forecast distribution process, including a residential choice study enhanced with market segmentation, and the refinement of redevelopment supply assumptions.

This forecast supports ongoing local efforts, including comprehensive plan updates, transportation system plans, coordination of planning in areas outside the UGB, and planning for the extension of essential public infrastructure. Metro will use this information in its Climate Smart Communities and corridor planning activities, as well as the 2014 RTP update and Urban Growth Report. The Metro Council is scheduled to take action on this forecast on Thursday, November 29.

MPAC members discussed the following points relating to the report:

- Members noted that this report was produced through a more positive and collaborative process than previous iterations.
- MPAC members asked for clarification on the Household Growth Distribution map included in the report, which projects high growth in the Canby area. Members wanted to know whether this growth was anticipated as single-family or multi-family housing. Mr. Hogle estimated a 70-30 single-family to multi-family housing split.
- Members inquired whether the forecast was based on current zoning or expected future zoning. The presenters made it clear that the forecast reflects current zoned capacity and does not anticipate future zoning changes either at centers in along light rail corridors. However, some are stimulated to the degree that they are in an established urban renewal area. For example, urban renewal funding often subsidizes development land costs, may be used to provide infrastructure upgrades, or for local amenities such as parks or plazas.
- The committee discussed how this research pertains to Damascus, which has yet to adopt a comprehensive plan. According to the report, there is significant growth projected for the Damascus area. Mr. Hogle said that Metro staff had been in conversation with Damascus staff over the past two years to decide on the supply amount for the forecast, but that the recent vote occurred after this work was complete. It is important to understand what decisions are made in the next five years that pertain to the forecast. Damascus needs the forecast results to inform and run scenarios for their Transportation System Plan and Comprehensive Plan.
- The group commented on the expected increase in commute distance for long-distance commuters. They asked whether there was a disconnect between where housing and employment were likely to grow. Mr. Hogle responded that the forecast was based on existing zoning, but that in most parts of the region there was good overlap of job growth near where urban reserve housing was forecast. However, several thousand new households are forecast to have a longer commute to their place of employment, so there was not a perfect housing-employment match. A close match between housing and employment is hindered by the increasing number of two-worker households and less-stable careers. Chair Willey noted the importance of rezoning to facilitate the housing-employment match.

6.2 Brownfields Scoping Project Final Report – INFORMATION/DISCUSSION

Ms. Miranda Bateschell of Metro presented on the Regional Brownfield Scoping Project. The goal of this project was to understand the scale and impacts of contaminated, underutilized properties in the Portland metro region and assess a range of policy solutions to promote cleanup and redevelopment of these sites. The purpose of this information is to help policy makers to engage in a regional discussion and make more informed decisions regarding land use and redevelopment.

The project team used the existing DEQ catalog of reported brownfield sites, and extrapolated to include suspected but unreported sites using land use data, removing residentially-zoned sites. Taken together, there are 2300 parcels of 6300 combined acres that were identified as known or suspected brownfields.

The sites were broken into four typologies based on past or present use:

- Type 1: Small Commercial sites such as gas stations and dry cleaners
- Type 2: Industrial Conversion sites which have a history of industrial use, but have transitioned into commercial or mixed-uses
- Type 3: Ongoing Industrial sites are in designated employment areas
- Type 4: Rural Industry sites are natural resource related sites near the edge of urban cores

The majority of brownfields are Small Commercial Sites, but the bulk of the acreage is represented by Ongoing Industrial sites. By zoning class, mixed use residential sites represent the highest proportion of sites, but industrial and commercial sites represent the largest acreage.

50% of the sites are in Title 3 or Title 13 lands, and also impact underserved populations as designated by Metro's equity composite, highlighting areas that simultaneously have a high underserved population, low density of services and low proximity to transit. There are two brownfields in underserved-designated communities for every one outside of underserved communities. 60% of the brownfields in underserved communities are in centers or corridors.

There are four primary challenges to making redevelopment of brownfields sites feasible: financial costs, risk and uncertainty, the disconnect between cleanup and redevelopment, and regulatory uncertainty. Currently, only type 1 sites are feasible for redevelopment, but over half of all sites are close to feasibility. Types 1 & 2 include high density development so changes in the assumptions about rent strongly affect viability of development – making these sites feasible or nearly feasible. Type 3 & 4 are largely single-story employment uses. In both the worst and best case scenarios this development type and potential value is much lower, making both development feasible or close to feasible in both scenarios, but remediation costs a greater proportion of project costs.

The report proposes three sets of tools jurisdictions could use to make redevelopment of the sites in the report feasible. These policy tools can bridge the financial gap between combined remediation and development costs and the potential value of the site post-redevelopment.

The first category, tax incentives, includes a tax credit for remediation costs; a 3-5 year tax abatement for redeveloping a brownfield site; and reforming the existing tax structure so that an assessed value reduction taken for contamination is tied to investing in cleanup and redevelopment and cannot be taken indefinitely (a current incentive to do nothing).

The second category focuses on capacity building, involving a public funding mechanism at the local, regional, or state level. This fund could be used to set up a land bank to acquire and reposition brownfield properties, provide cleanup funding, or provide grant funds for assessment and site planning activities.

The third set of policy tools are focused on regulatory streamlining; providing increased flexibility in zoning or use in brownfields, prioritizing response time for permitting, or setting up a one-stop shop system across agencies to coordinate permitting and reduce development timelines.

The report included a return on investment (ROI) analysis for the various policy tools. Each proposed tool moves sites to feasibility, but Ms. Bateschell emphasized that no single policy incentive is likely to be sufficient to catalyze redevelopment of all the brownfields. The tax incentive tools offer a positive year-one ROI, while the public funding mechanisms such as a cleanup fund or land bank are expected to recover the investment within five years. Tax incentives tend to support projects that are already close to financial feasibility, while direct public investments are better suited to challenged properties further from feasibility. Regulatory streamlining can provide a large impact with relatively small public investment.

MPAC members discussed the following aspects of the Regional Brownfield Scoping Project

- Members asked for clarification in how the proposed policy tools could be used, particularly in whether they could target the underserved areas. Ms. Bateschell explained that programs could be developed to focus on specific area, and that the criteria could depend on the population you were trying to serve or the type of site to be developed, but that the tools are the same across the board. The criteria for public funding could be set up to focus in enterprise zones, for example.
- MPAC members discussed concerns around how policy tools like the tax abatements described in the report can have serious impacts on cities, and that positive ROI is not always assured, or only forecast over a multi-decade timeframe. They requested more detail on where actual brownfield sites are at the city level, which would be helpful in developing solid regional recommendations for incentives. Mr. John Williams of Metro explained that the intent of this project was to get an understanding of the scope and scale of where such sites might be, but agreed that the next step might be to identify properties that could be priorities at the local level. Ms. Bateschell said that the study used 7 areas to ground-test the analysis of unreported sites, but that the typologies would be helpful to analyzing sites in local communities to find out what is actually there.
- Members recalled from the industrial lands survey the problem of large local investments creating tax benefits that accrue primarily to the state via income taxes. Members asked which of the proposed policy tools here are in the same situation, and posed the question of how to get the state to return the benefits of public investment at the local level to local jurisdictions. Ms. Bateschell suggested that the state may want to take the lead where they will reap the benefits; other tools might be better implemented at a local or regional level.
- Members also suggested that regulatory flexibility could encompass a more permissive attitude to low-liability sites. Ms. Bateschell emphasized the need to balance the environment and public health, as well as job growth and tax returns. She suggested that this was a benefit of the one-stop shop, where if all parties could be integrated, it may be easier to get the okay to proceed with development from all the stakeholders.
- Members thanked the presenters for their work, and asked how local jurisdictions should respond to the questions posed by the study? The project teams to go to the Metro Council in December, and asked for recommendations prior to the 2nd week of December. Councilor Craddick emphasized that Metro needs input from local jurisdictions on how to take both brownfields and industrial lands to the state legislature.

7. MPAC MEMBER COMMUNICATION

There were none.

8. ADJOURN

Chair Willey adjourned the meeting at 6:41 p.m.

Respectfully submitted,



Evan Landman
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR [DATE]:

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Handout	11/8/12	Metro Growth Distribution Process – JPACT discussion	111412m- 01
6.1	Powerpoint	11/14/12	Metro 2010-2035 Growth Distribution	111412m -02
6.2	Powerpoint	11/14/12	Regional Brownfield Scoping Report	111412m -03



Date: November 1, 2012

To: Metro Policy Advisory Committee

From: John Williams
Deputy Director, Community Development Division
Chair, MTAC

Re: MTAC Nominees for MPAC Approval

Please see the 2012 nominations for the Metro Technical Advisory Committee in the attached table. As per MPAC bylaws, MPAC may approve or reject any nomination.

Any vacant positions are still pending and will be submitted for MPAC consideration as soon as they are received.

If you have any questions or comments, do not hesitate to contact me.

Thank you.

**METRO TECHNICAL ADVISORY COMMITTEE
2012 MEMBERS**

	<i>Position</i>	<i>Member</i>	<i>Alternate</i>
1.	Clackamas County Citizen	Jerry Andersen	Susan Nielsen
2.	Multnomah County Citizen	Kay Durtschi	<i>Vacant</i>
3.	Washington County Citizen	Bruce Bartlett	Dresden Skees-Gregory
4.	Largest City in the Region: Portland	Susan Anderson	Joe Zehnder (1 st), Tom Armstrong (2 nd)
5.	Largest City in Clackamas County: Lake Oswego	Denny Egner	<i>Vacant</i>
6.	Largest City in Multnomah County: Gresham	Jonathan Harker	Stacy Humphrey
7.	Largest City in Washington County: Hillsboro	Colin Cooper	Jeannine Rustad
8.	2 nd Largest City in Clackamas County: Oregon City	Tony Konkol	Pete Walter
9.	2 nd Largest City in Washington County: Beaverton	Don Mazziotti	Tyler Ryerson
10.	Clackamas County: Other Cities	John Sonnen, West Linn	Michael Walter, Happy Valley
11.	Multnomah County: Other Cities	Lindsey Nesbitt, Fairview	Rich Faith, Troutdale
12.	Washington County: Other Cities	Julia Hajduk, Sherwood	Jon Holan, Forest Grove (1 st), Aquilla Hurd-Ravich, Tualatin (2 nd), Dick Reynolds, Cornelius (3 rd)
13.	City of Vancouver	Chad Eiken	Matt Ransom
14.	Clackamas County	Dan Chandler	Jennifer Hughes
15.	Multnomah County	Chuck Beasley	Karen Schilling (1 st), Jane McFarland (2 nd)
16.	Washington County	Andy Back	Aisha Willits

17.	Clark County	Michael Mabrey	Oliver Orjiako
18.	ODOT	Lainie Smith	Kirsten Pennington (1st), Lidwien Rahman (2nd)
19.	DLCD	Jennifer Donnelly	Anne Debbaut
20.	Service Providers: Water and Sewer	Kevin Hanway (Water)	Dean Marriott (Sewer)
21.	Service Providers: Parks	Hal Bergsma	<i>Vacant</i>
22.	Service Providers: School Districts	Tony Magliano (Portland Public Schools)	Dick Steinbrugge (1st - Beaverton); Ron Stewart (2nd - N. Clackamas)
23.	Service Providers: Private Utilities	Shanna Brownstein	Annette Mattson
24.	Service Providers: Port of Portland	Susie Lahsene	Tom Bouillion
25.	Service Providers: TriMet	Eric Hesse	Alan Lehto
26.	Private Economic Development Associations	Peter Livingston	Darci Rudzinski
27.	Public Economic Development Organizations	Eric Underwood (Oregon City)	<i>Vacant</i>
28.	Land Use Advocacy Organization	Mary Kyle McCurdy	Tara Sulzen
29.	Environmental Advocacy Organization	Jim Labbe	Bob Sallinger
30.	Housing Affordability Organization	Ramsay Weit	<i>Vacant</i>
31.	Residential Development	Justin Wood	Ryan O'Brien (1st), Dave Nielsen (2nd)
32.	Redevelopment / Urban Design	David Berniker	Joseph Readdy
33.	Commercial / Industrial	Dana Krawczuk	<i>Vacant</i>

34.	Green Infrastructure, Design, & Sustainability	Mike O'Brien	<i>Vacant</i>
35.	Public Health & Urban Form	Moriah McSharry McGrath	Paul Lewis (1st), Jennifer Vines (2nd)
	Non-voting Chair	Robin McArthur	John Williams

MPAC Worksheet

Agenda Item Title: Hillsboro Energy Flow Map

Presenter(s): Peter Brandom

Contact for this worksheet/presentation: Peter Brandom

Date of MPAC Meeting: December 12, 2012

Purpose/Objective

For information purposes, present to MPAC the Hillsboro Energy Flow Map, which illustrates the macro sources and end use sectors of energy for the Hillsboro community. Describe how the map was produced and its intended use in community energy sustainability initiatives.

Action Requested/Outcome

Provided for informational purposes.

How does this issue affect local governments or citizens in the region?

The Energy Flow Map is a component of the Hillsboro 2020 Vision and Action Plan, specifically a source of information to inform decision making for energy and emissions reduction and alternative energy efforts.

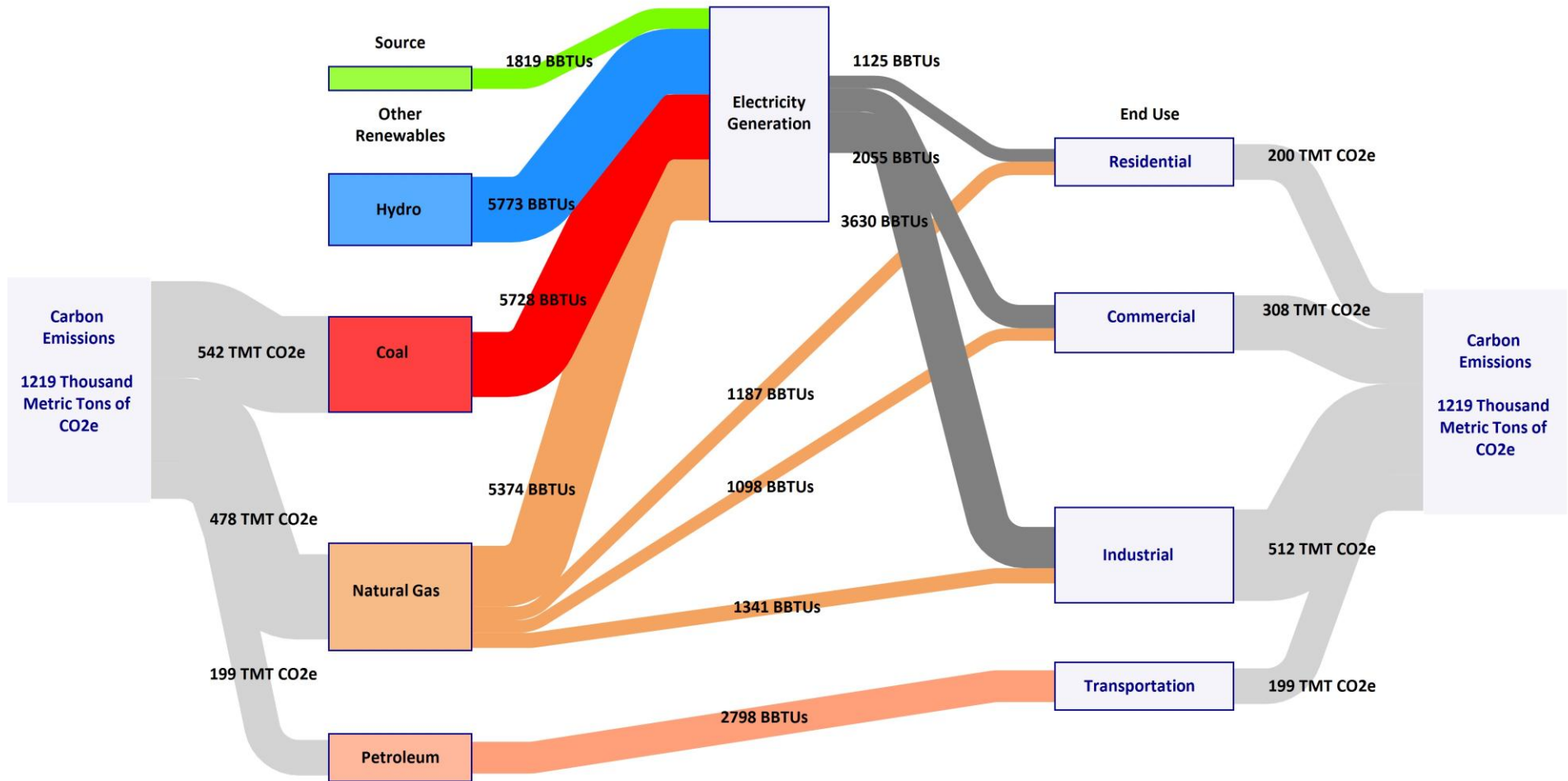
What has changed since MPAC last considered this issue/item?

N/A

What packet material do you plan to include?

The one-page pdf Hillsboro Energy Flow Map

Estimated Hillsboro Energy Flow 2010



V.2 Completed July 27, 2012. Based on order-of-magnitude analysis by New Energy Cities, not intended as a precise greenhouse gas emissions inventory. Flows are proportionally sized. Boxes are proportionally sized where possible. Data sources: Portland General Electric (PGE) and Northwest Natural 2010 purchase data; Metro 2009 figure for daily VMT (adjusted for 2010 based on 2009-2010 population growth).

Other notes: Nuclear energy (via market purchase) accounts for less than 1 percent of PGE's resource mix and therefore does not show up on the Energy Flow graphic at this scale. Hillsboro's waste-related carbon emissions were calculated using the USEPA WARM model but were too low relative to overall community emissions to show up on the graphic at this scale. Note that this waste emissions analysis did not include an accounting of carbon emissions related to consumption of goods and services.

MPAC Worksheet

Agenda Item Title: Community Investment Initiative: Development-Ready Communities

Presenter(s): John Southgate, Joel Schoening

Contact for this worksheet/presentation: Joel Schoening

Date of MPAC Meeting: 12/12/12

Purpose/Objective : Information

Action Requested/Outcome : Information

How does this issue affect local governments or citizens in the region?

The CII will be conducting a Development-Ready Communities Pilot program the Spring of 2013. The pilot program will assess the potential for a long-term program that could offer assistance to jurisdictions seeking to create a more efficient and effective development process in their communities.

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

This is the first time that MPAC has considered this item.

What packet material do you plan to include?

Materials include a project description and a project timeline.

Community Investment Initiative Project Description: Development-Ready Communities Pilot Program

What is the Community Investment Initiative?

The Community Investment Initiative brings together more than thirty business and community leaders from the Portland metropolitan area that are committed to building the region's economy by making investments that create and sustain living-wage jobs. Over the last two decades, the region struggled to make the infrastructure investments necessary to support quality communities and the creation of living-wage jobs.

What is the Development-Ready Communities program?

The Development-Ready Communities pilot program is intended to assess the region's need for a public private partnership aimed at maximizing the community and economic development potential of the region's diverse jurisdictions. The program is intended to assist interested communities in aligning building codes, zoning capacity, permitting, public engagement processes, staff capacity, and financial tools in order to better achieve local development goals.

Where did this idea come from?

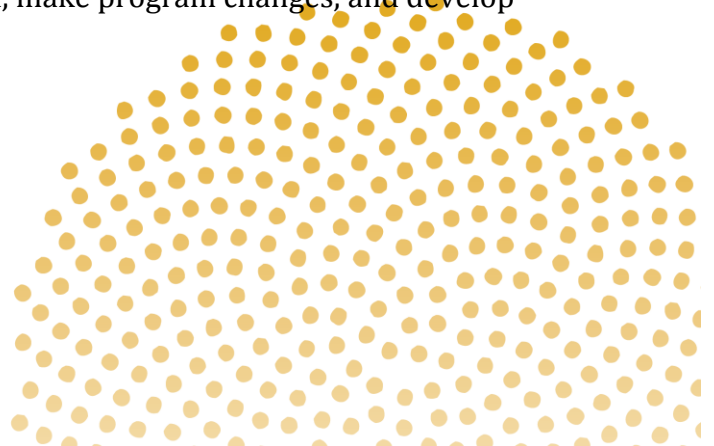
Targeted development in the region's centers, corridors and employment areas is an essential component of a resilient economy and a healthy and livable region. Yet, there is a common perception among developers that jurisdictions could be doing more to facilitate the entitlements process and to encourage development. The Development-Readiness pilot program seeks the input of the public and private sectors in developing a process that will uphold the intent of local regulatory standards while providing increased predictability and efficiency to developers.

What are the benefits?

An ongoing Development-Readiness program could deliver increased economic development in the form of jobs and rising property values. Most importantly, community and economic development brings the parks, community centers, cafés and grocery stores that make our neighborhoods desirable places to live, work and play.

What are the next steps?

- Fall 2012: Identify barriers to development, design assessment methodology, and develop pilot program design (in progress)
- Winter-Spring 2013: Implement pilot program, assess pilot jurisdictions
- Spring-Summer 2013: Assess pilot program, make program changes, and develop final program recommendations



Development-Ready Communities Integrated Work Plan

