

A G E N D A

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736



METRO

TEL 503-797-1540 FAX 503-797-1793

MEETING: METRO POLICY ADVISORY COMMITTEE

DATE: November 17, 2004
DAY: Wednesday, 5:00-7:00 p.m.
PLACE: Metro Council Chamber/Annex

NO	AGENDA ITEM	PRESENTER	ACTION	TIME
	CALL TO ORDER	Becker		
1	INTRODUCTIONS	All		5 min.
2	ANNOUNCEMENTS	Becker		3 min.
3	CITIZEN COMMUNICATIONS FOR NON-AGENDA ITEMS			3 min.
4	CONSENT AGENDA • Meeting Summary for November 10, 2004	Becker	Decision	5 min.
5	COUNCIL UPDATE	Bragdon		5 min.
6	COMMENTS ON THE GOVERNOR'S TASK FORCE ON GLOBAL WARMING REPORT	Cotugno	Decision	30 min.
7	GOAL 5	Bragdon/Park/ Newman	Decision	45 min.
8	PERFORMANCE MEASURE REPORT REVIEW	Uba	Review	15 min.

UPCOMING MEETINGS:

December 8, 2004

For agenda and schedule information, call Kim Bardes at 503-797-1537. e-mail: bardes@metro.dst.or.us
MPAC normally meets the second and fourth Wednesday of the month.

To receive assistance per the Americans with Disabilities Act,
call the number above, or Metro teletype 503-797-1804.

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

The November 10, 2004 minutes will be provided at the next MPAC meeting.

**METRO**

TO: Charles Becker, Chair, Metro Policy Advisory Committee (MPAC)
FROM: Andy Cotugno, Planning Director
DATE: November 10, 2004
SUBJECT: Oregon Strategy for Greenhouse Gas Reductions Report

Background. Governor Kulongoski appointed an Advisory Group on Global Warming earlier this year. During the past nine months the Advisory Group and subgroups have met and discussed the topic and made suggestions for action. In October the Advisory Group released a draft *Oregon Strategy for Greenhouse Gas Reductions* and public comment sought through November 15.

The entire *Strategy* is not included in this packet, but may be down loaded from:
http://www.energy.state.or.us/Publications/Global_Draft.pdf.

The *Strategy* includes a goal of stopping the growth of Oregon's greenhouse gas emissions by 2010 and by 2050 to achieve a "climate stabilization" level that is less than or equal to 75 percent below 1990 levels. There are six types of actions suggested ranging from energy efficiency and electric power generation to transportation and materials use, recovery and waste disposal.

This issue is very broad and has many aspects of which are complex, unknown and/or contested. The *Strategy*, including appendices, runs to 152 pages and there are many, many, other relevant reports and data. Accordingly, there are a variety of perspectives and concerns, recognizing substantial constraints of topic breath, review timeline and the potential for substantial debate

At the October 27 MPAC meeting, Angus Duncan, a member of the Governor's Advisory Group on Global Warming provided an overview and Justin Klure, Oregon Department of Energy, provided some of the land use and transportation details. In addition, Washington County Commissioner and MPAC member Andy Dyck commented on the issue in an email distributed to MPAC members on October 29. Mike Houck also sent MPAC a letter on the subject.

Response Proposal

As the *Strategy* contains recommendations that could influence land use and transportation decisions within the region, we have brought proposed comments to the *Strategy* to MPAC for consideration. It is proposed that a joint letter from MPAC, Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council be completed and forwarded to the Governor's Advisory Group on Global Warming concerning the *Strategy*. A draft letter for your consideration and discussion is attached. The letter includes comments made by the Transportation Policy Advisory Committee (TPAC), but, does not yet include a review by the Metro Technical Advisory Committee (MTAC) to be completed November 17.

I look forward to your discussion of this matter on November 17.

November 18, 2004

Dr. Jane Lubchenco, Mr. Mark Dodson, Co-Chairs
Governor's Advisory Group on Global Warming
c/o Kathy King
Oregon Department of Energy
625 Marion Street, NE
Salem OR 97301-3737

RE: draft *Oregon Strategy for Greenhouse Gas Reductions*

Dear Co-Chairs Lubchenco and Dodson:

Following are comments representing the discussion of your draft *Oregon Strategy for Greenhouse Gas Reductions (Strategy)* by the local elected officials from the Metro region. These officials include members of the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC) and the Metro Council.

We appreciate the opportunity to participate in this discussion of greenhouse gas reduction strategies for Oregon. We also recognize that your official deadline for public comment is November 15. However, our standing meeting schedule did not allow us to conclude our comments until today. Given that the greenhouse gas issue is one that is vast in scope and progress will likely require a series of efforts, we hope that our comments and recommendations can be taken into consideration by your committee for your immediate recommendations to Governor Kulongoski, as well as serving as Metro area suggestions for future efforts.

Accordingly, we offer the following comments and recommendations concerning the draft *Strategy*:

Provide Additional Impact Information. We suggest that more specific information about the adverse impacts and any benefits that are likely to occur to the State and regions within the State would help us and others understand the potential local consequences of not acting to reduce greenhouse gas (GHG) emissions.

Assess Both Modification and Adaptation. We urge that work be completed to assess what adaptation measures might be needed so that a clearer picture of the actions that may need to be taken can be assessed.

Lubchenco, Dodson
November 18, 2004

Consider Oregon Jobs, Non-Kyoto Protocol Countries. We urge that any greenhouse gas emission reduction actions consider whether the actions are likely to become an incentive to lose existing Oregon jobs or jobs that might be located in Oregon to countries not included in the Kyoto Protocol. Concerns have been raised with getting too far ahead of other nations, states or regions GHG initiatives that could result in a competitive economic disadvantage for our region. Alternatively, we understand that the other West Coast States are considering actions and that Oregon leadership could encourage new technologies and jobs. However, there are many factors to consider and the subject is complex. It is difficult to assess how to strike an appropriate balance.

We further suggest that the Strategy or other future analyses include tools or methods for local governments and regional entities to help support local businesses that may otherwise be adversely impacted by GHG emission reduction actions.

Assess Swiss Approach. It appears that at least in 1995, Switzerland had greenhouse gas emissions about 70 percent less than the US. The Strategy recommends a 2050 goal of 75% below 1990 emissions. We suggest that it could be useful to consider what actions Switzerland has taken to achieve much lower GHG emissions, how their approach compares with the *Strategy* and whether their methods might be applicable in the US.

Clarify Cost-Effectiveness Estimates. We recommend that the *Strategy* clarify and document how the cost-effectiveness estimates were calculated.

Recognize Past and Present Metro Area Success, Quantification. The Metro area has worked for about the past ten years to manage the region's land use and transportation systems to achieve goals that in many cases also reduce GHG emissions. For example, the region has managed the urban growth boundary to maintain a compact urban form and to reduce vehicle miles traveled. As a result, while most of the US continues to experience increasing vehicle miles traveled per capita (vmt/capita), the Metro region's rate has leveled off and has decreased. The Metro area has vmt/capita rates that are approximately 20 percent less than the US average. In addition, the City of Portland and Multnomah County have adopted a plan that is intended to meet *Strategy* goals. We believe that individual local government efforts and the region's actions should be quantified and included in any consideration of remaining actions that may be needed. Further, the Strategy might recognize measures suitable for urban areas and those suitable for rural areas.

Carefully Consider Building Code Update Approach. The energy efficiency section calls for updating building codes every 3 to 6 years. We urge consideration of whether large scale changes at such frequent intervals would be the best approach. It may be that there are other methods, including incentives, which could help achieve GHG emission reductions at a lower cost.

Lubchenco, Dodson
November 18, 2004

Consider Greater State Transit and Freight Rail Role. While the State has provided one source of funding for transit within the state, the *Strategy* could recognize the key role that transit can play in reducing GHG and recommend that the State make a greater commitment to funding urban transit system expansion and operation as well as inter-city transit passenger rail and bus. In addition the Oregon Transportation Plan could be revised to set a priority for addressing transportation problems, so that before a roadway capacity is expanded, TDM strategies are implemented; then alternative modes, including transit are implemented; then Intelligent Transportation Systems improvements and value pricing are considered. In addition, land use changes would be examined to see if these changes could become part of a transportation solution. Finally, the State could play a larger role in addressing freight rail needs.

Improve Coordination of Land Use, Housing and Transportation. The *Strategy* could include a recommendation that a mechanism be developed to better coordinate growth forecasts and Urban Growth Boundary decisions within each metropolitan area and adjacent travel shed. A requirement that calculation and consideration of the likely GHG emission consequences of new transportation facilities and/or Urban Growth Boundary expansions could reduce travel demand and GHG emissions. In Tran-2 and Tran-5, use of the MOBILE6.2 air quality software could be required as a readily available tool for estimating likely GHG emission results.

Favor Region-wide Versus Project Level Assessment. Within a transportation plan, some projects may lessen GHG emissions, others may increase GHG emissions. The most important consideration is the impact of the overall mix of projects, not the impact of an individual project. This would follow the same approach as Federal air quality requirements.

Support Transportation Choices and Travel Smart. Tran-6 suggests a variety of approaches to reduce travel demand. While the suggested methods are not the only ones available, they are ones in use within our region and we urge your support for this overall approach, the specific programs included as well as other programs which could provide similar results.

Support Traffic Flow Engineering Best Practices. Tran-12 includes support for best practices traffic flow engineering. Significant portions, though certainly not all of the region have already instituted this approach. Through the Intelligent Transportation System Plan and future updates and future investments, better management of the transportation system will be provided to get the most out of the transportation system investment. Accordingly, we support this measure.

Lubchenco, Dodson
November 18, 2004

Carefully Consider Warehousing and Distribution Land Use Locations. The region continues to assess its capacity to accommodate additional employment including warehousing and distribution centers. However, some of these uses can have very low employment density. Very low employment density may not be compatible with the economics of transit service. Accordingly, we suggest that it be recognized that in the consideration of the location of some types of employment, transit service may not always be a critical factor.

Review Airport Plans. Tran-13 suggests a different role than that now played by the Hillsboro Airport and its share of the region's overall airport capacity. We suggest that this recommendation be further analyzed and that the airport plans for both Hillsboro Airport and Portland International Airport be reviewed and the Port of Portland be consulted with further on this measure.

Support Goal Setting, Market Signals and Investment Approach. The *Strategy* recommends setting goals and defining a path based on cost-effective actions. This process provides a signal to markets about the State's commitment to reducing GHG. This approach is consistent with how the Metro region set and has tried to reach its waste reduction goals. In addition, the *Strategy* supports an "investment-based" approach rather than just viewing actions as unrecoverable costs. This is an approach consistent with regional waste reduction efforts. Accordingly, we urge support for this approach.

Recognize Effectiveness of Reducing Waste Generation, Support Additional Analysis. The region continues to work hard to increase the level of recycling and will continue to do so. However, the *Strategy* documents the substantially greater GHG emission reductions that can be achieved through meeting waste generation goals. While we support efforts to set solid waste performance measures that incorporate all costs, including GHG, we believe additional analysis is necessary. We are examining the issue in our solid waste planning process. We also support the completion of additional analysis by the DEQ on the programs that will be required to reach the waste generation goals.

Complete Further Analysis of Landfill Measures. MW-2, MW-3 and MW-10 recommend methods of reducing GHG from landfills. We support additional analysis to determine how effective each approach would be. We also would like more information on what the costs would be or the impact on tip fee structure that could result at affected landfills which take waste from the Metro region.

Support Increase in Salvage of Used Building Materials. We recognize the resources, including energy, embodied within used building materials and support MW-4, which encourages incentives for increasing used building material salvage.

Lubchenco, Dodson
November 18, 2004

Support Increase and Expand Bottle Bill. We agree with the interest in reducing litter and increasing the recycling of beverage containers within the State. An increase in the redemption value from 5-cents to 10- cents and expanding the list of beverage containers included to juice, water, liquor, wine, tea and sports drinks could also reduce contamination currently occurring in the region's recycling.

Support Consumer Electronics Waste Recovery. We support MW-6 that would encourage the State to consider statewide recovery infrastructure for consumer electronics waste.

The above concludes our comments at this time. The work that the Governor's Advisory Group on Global Warming is extensive and demonstrates a great deal of work completed. Thank you for your consideration of the above. We look forward to working with you in the future to ensure a bright future for Oregon and our region.

Sincerely,

David Bragdon, President
Metro Council

Rod Park, Chair
JPACT

Charles J. Becker, Chair
MPAC

cc: Metro Council
JPACT
MPAC

Draft Oregon Strategy for Greenhouse Gas Reductions

October 13, 2004

Executive Summary

This draft Oregon Strategy for Greenhouse Gas Reductions was developed and is offered for public comment by the Governor's Advisory Group on Global Warming. The Advisory Group was appointed by Governor Ted Kulongoski to perform this task early in 2004. This Strategy, if adopted, will complement the agenda of the West Coast Governors' Initiative on Global Warming undertaken by the Governors of California, Oregon and Washington to address greenhouse gas emissions at a state and regional level.

The Advisory Group invites Oregon citizens, businesses and organizations to offer their comments, additions and criticisms of the goals, approaches and actions assembled in this document. These will be taken into account before final recommendations are made to the Governor. The overall Strategy may be summarized as follows:

Goals:

Three proposed goals relate to Oregon Benchmark #76, which sets the goal of reducing carbon dioxide (CO₂) emission levels at or below 1990 levels by the year 2010. Oregon emissions in 2000 were 18 percent above this benchmark. While other states have proposed meeting a comparable emissions goal by 2010, the Advisory Group recognizes that its draft strategy is not likely to achieve this goal within the time frame. However, measurable progress towards attaining this goal is possible.

The Advisory Group proposes the following goals:

1. By 2010, arrest the growth of Oregon's greenhouse gas emissions (including, but not limited to CO₂) and begin to reduce them, making measurable progress towards meeting the existing Benchmark of not exceeding 1990 levels.
2. By 2020, achieve a 10 percent reduction below 1990 greenhouse gas levels.
3. By 2050, achieve a "climate stabilization" emissions level that is less than or equal to 75 percent below 1990 levels.

These goals offer a pathway to climate stabilization that requires vigorous action, but also allows time for necessary individual and business adjustments.

Strategies: This draft Oregon Strategy articulates a set of Principles (Section 2.1) and four broad strategies:

1. Invest in Efficiency
2. Replace Greenhouse Gas-Emitting Energy Resources with Cleaner Technologies
3. Increase Biological Sequestration (farm and forest carbon capture and storage)
4. Promote and Support Education, Research and Technology Development

Recommended Actions: The draft Strategy proposes actions in seven areas: (1) Integrating Actions; (2) Energy Efficiency; (3) Electric Generation and Supply; (4) Transportation; (5) Biological Sequestration (carbon capture and storage); (6) Materials Use, Recovery and Waste Disposal; and (7) Government Operations. Within these areas, the Advisory Group identified two categories of actions¹.

Category I: Significant Actions for Immediate State Action. These actions promise significant greenhouse gas savings, are technically feasible today, and are the most cost-effective first actions to be taken.

Category II: Other Immediate Actions. These actions make sense for the State to undertake immediately. In most cases the greenhouse gas savings are less significant, but costs are also proportionately lower and many actions are cost-effective now.

The Advisory Group particularly wishes to invite comment on Category I actions. Accomplishing these will usually require the most concerted and disciplined effort on the part of Oregonians; equally, meaningful progress toward the proposed goals will be extremely difficult to achieve without substantially achieving most or all Category I actions. These actions include:

Integrating Actions (IA-1): Arrest the growth of and begin to reduce Oregon's greenhouse gas emissions by 2010. Meet a goal of 10% below 1990 Oregon emissions levels by 2020, and of 75% below those levels by 2050.

Energy Efficiency (EE-1): Meet Oregon's energy efficiency target set by the Northwest Power Planning Council for the next 20 years, capturing at least 960 average megawatts (aMW) of electricity savings and comparable conservation of natural gas and oil.

Electric Generation and Supply (GEN-1): Develop about 130 average megawatts (aMW) of renewable generation by 2006 and comparable or greater amounts each biennium thereafter.

Electric Generation and Supply (GEN-2): Convene an interim work group to recommend to the 2007 Legislature, a "carbon content" standard for delivered energy (electricity, gas and oil) that will establish a schedule for reducing the greenhouse gas emissions from these sources consistent with the State's overall goals.

¹ Note: The Advisory Group considered Category III Actions that, for various reasons including simply manageability of the process, it chose to defer. As these and other possible actions are proposed, they can be developed and considered by a successor to this Advisory Group.

Transportation (TRAN-1): Convene an interim work group to recommend a proposal for the Governor, the Environmental Quality Commission and the Legislature to adopt 1) California Low Emissions Vehicle Standards (LEV II); and 2) California Greenhouse Gas Emissions (Pavley) Standards for vehicles.

Materials Use, Recovery and Waste Disposal (MW-1): Achieve the waste disposal and recovery goals already adopted by Oregon. (Note: There are three other Category I Actions in the MW section.)

Depending on the schedule of emissions reductions achieved in GEN 1 and MW 1, these five actions alone should result in reversing the continued growth of greenhouse gas emissions generated from Oregon and set us on a path of declining emissions. Costs of these actions also will vary, depending on when actions are undertaken, but the energy efficiency and transportation actions are selected to be cost-effective for Oregonians, independent of their greenhouse gas savings.

**Abstract of
DRAFT Recommendations of the
Oregon Strategy for Greenhouse Gas Reductions
(The Governor's Advisory Group On Global Warming)
October 13, 2004**

This abstract lists the draft recommendations of the Governor's Advisory Group on Global Warming. The full report is at http://www.energy.state.or.us/climate/Warming/Draft_Intro.htm
Recommendations fall within seven action areas:

- **Integrating Actions (IA)**
- **Energy Efficiency (EE)**
- **Electric Generation and Supply (GEN)**
- **Transportation (TRAN)**
- **Biological Sequestration (BIOSEQ)**
- **Materials Use, Recycling and Waste Disposal (MW)**
- **Government Operations (GOV)**

Also included is a graph that shows a forecast of the cumulative, sequential reductions that would result from the proposed actions as subtractions from the "business as usual" approach.

Specific actions are identified with an abbreviation denoting the action area and a number for easy reference. Actions are also grouped as Category I or Category II as follows:

Category I: Significant Actions for Immediate State Action. These actions promise significant greenhouse gas savings (usually greater than or equal to 0.25 million tons/year of CO₂ or equivalent savings); are technically feasible today; and are the most cost-effective first actions to be taken.

Category II: Other Immediate Actions. These actions make sense for the State to undertake immediately. In most cases the greenhouse gas savings are less significant, but costs are also proportionately lower and many actions are cost-effective now.

In the tables below, column three shows estimated CO₂ savings in million metric tons (MMT) through 2025. Column four asks if the action is cost-effective (C/E) - yes (Y) or no (N) - to the consumer over the action's lifetime. (This does not include whether it is cost-effective considering the projected effects of global warming.) Estimates for the CO₂ saving for energy efficiency and some generation actions assume displaced generation at a 50-50 mix of gas-fired and coal-fired generation. Please refer to the graph on page 8 for the cumulative impact of measures.

INTEGRATING ACTIONS TO REDUCE GREENHOUSE GASES

The three recommended Integrating Actions described in this section are crosscutting and affect the six other action areas. In order to slow and then reverse greenhouse gas (GHG) emissions, it is essential to have a long-term focus.

Action IA-1 recommends goals that provide a long-term context for all other draft actions. The goals extend out 50 years.

Action IA-2 recommends that the Governor continue the work this group has begun. This includes appointing a successor group that could oversee implementation of global warming actions, develop adaptation actions; and develop additional actions to reduce GHGs.

Action IA-3 recommends the Oregon University System develop a research strategy for technologies and techniques to reduce GHGs and adapt to climate change. This would allow Oregon to foster new industries and would help Oregon's economy.

Integrating Actions	
	CATEGORY I – SIGNIFICANT ACTIONS FOR IMMEDIATE STATE ACTION
IA-1	Recommend the Governor adopt near-term, intermediate and long-term greenhouse gas emissions goals for Oregon.
IA-2	Urge the Governor to renew the charter of the Advisory Group on Global Warming (or a successor body) to continue the Advisory Group's unfinished agenda.
IA-3	The Oregon University System should develop strategic and targeted research, development and demonstration (RD&D) programs for greenhouse gas reduction technologies.

ENERGY EFFICIENCY ACTIONS TO REDUCE GREENHOUSE GASES

Issue: For the past twenty years and more, Oregon has had successful energy savings programs for electricity, natural gas and petroleum users. These have included incentive programs and building codes. Even so, significant savings remain to be captured, and new technologies create opportunities for still more savings. Petroleum and natural gas use emits CO₂ and other greenhouse gases directly. Almost half of the electricity used in the Oregon is met by coal and gas-fired generation that emit greenhouse gases (GHG).

Solutions: To reduce emissions, Oregonians will need to use all energy more efficiently. Oregon's incentive and building code programs need to be reviewed and upgraded, based on concerns over global warming.

Energy Efficiency Actions			
	CATEGORY I: SIGNIFICANT ACTIONS FOR IMMEDIATE STATE ACTION	MMT CO₂e 2025	C/E?
EE-1	Meet the Northwest Power and Conservation Council (NWPCC) goal of implementing cost-effective electricity efficiency measures for electric users and an equivalent goal for natural gas users.		
	EE-1a: Expand and coordinate electric incentive programs for Investor-Owned Utilities (IOUs). Coordinate Oregon Department of Energy (ODOE), Energy Trust of Oregon (ETO), consumer-owned utility (COU) efficiency programs; 2005 assessment; legislation to amend Residential Energy Tax Credit (RETC).	3.20	Y
	EE-1b: Upgrade building codes on a 3-6-year cycle. (Add building commissioning and increase enforcement funds)	0.52	Y
	EE-1c: Amend building codes to set minimum space and water heating/cooling standards.	0.09	Y
	EE-1d: Adopt state appliance efficiency standards. (requires legislation)	0.41	Y
	EE-1e: Advocate with Bonneville Power Administration (BPA) and Oregon COUs to meet NWPCC goal.	1.24	Y
	EE-1f: Support Oregon Public Utility Commission (OPUC) actions to evaluate NW Natural/ETO and ODOE natural gas incentive programs. (Coordinate programs; conduct an assessment in 2005 to see if it is possible to double the base goal of 4.6 TBtu per year in energy savings)	0.24- 0.48	Y
	EE-1g: Advocate with OPUC for Avista and Cascade to meet gas energy savings goals comparable to NW Natural	0.05	Y
	EE-1h: Advocate for federal equipment and appliance efficiency standards.	0.40	Y
	EE 1i: Strengthen state marketing of energy efficiency and incentive programs; initiate Governor's Awards		Y
	SUB-TOTAL FOR EE-1	6.15- 6.39	
	CATEGORY II: OTHER IMMEDIATE ACTIONS		
EE-2	Support OPUC and COU efforts for modified rate designs (to reflect daily and seasonal peak demand)	0.16	Y
EE-3	Support OPUC initiatives for Gas Fuel Switching Programs (residential electric water heaters and commercial oil boilers)	0.10	Y
	TOTAL ALL EE ACTIONS	6.41- 6.65	

ELECTRIC GENERATION AND SUPPLY ACTIONS TO REDUCE GREENHOUSE GASES

Issue: Oregon electricity supplies, once nearly all renewable (hydro), are now over 40 percent from coal and another 8 percent from natural gas. Both emit CO₂ and other greenhouse gases (GHG) in combustion (although gas has lower emissions).

Solutions: To reduce greenhouse gas emissions, we must use all energy more efficiently, while meeting new load growth and replacing existing fossil fuel generation with energy efficiency and generation that does not produce greenhouse gases.

Electric Generation And Supply Actions			
	CATEGORY I: SIGNIFICANT ACTIONS FOR IMMEDIATE STATE ACTION	<i>MMT CO_{2e} 2025</i>	<i>C/E?</i>
GEN-1	Increase the renewable content of electricity.	0.80	Y
GEN-2	Develop a greenhouse gas allowance standard for delivered energy.	At least 7.0*	?
	GEN-2a Develop an Oregon Renewable Portfolio Standard (RPS) or expanded public purpose charge as an alternative to Gen 2 above (e.g., have new renewable meet 25% of 2025 load).	7.00	?
GEN-3	Support Oregon PUC's review of rules and tariffs for renewable and combined heat and power (CHP) facilities.	0.54	Y
CATEGORY II: OTHER IMMEDIATE ACTIONS			
GEN-4	Encourage state government to purchase renewables ("1% for renewables" in new buildings or 20% of energy purchases).	0.08	N?
GEN-5	Advocate for specific federal policies or legislation (Re: CO₂ legislation and U.S. Dept. of Energy and EPA policies).	varies	varies
GEN-6	Advocate with BPA to support Oregon's renewables measure (renewable funding, transmission and integration services, and other policies for renewables).	varies	varies

* Assumes carbon constraint at least equal to an RPS of 25 percent.

TRANSPORTATION ACTIONS TO REDUCE GREENHOUSE GASES

Issue: One-third of Oregon's GHG emissions are from vehicle exhaust. Cost-effective opportunities to reduce these emissions are available, particularly in urban areas.

Solutions: Two categorical solutions are: (1) to reduce greenhouse gas emissions from consumption of fossil fuels by displacing conventional combustion engines with hybrid, electric and other technological/fuel options; (2) to guide land use choices, especially in Oregon's urban areas,

toward more efficient choices including higher densities, transit options, mixed-use neighborhoods, apartment and common wall dwelling designs.

Transportation Actions		Reductions in Greenhouse Gas Emissions in MMTCO₂E	C/E
CATEGORY I: SIGNIFICANT ACTIONS FOR IMMEDIATE STATE ACTION		2025	
TRAN-1.	Convene an interim working group to recommend a proposal for the Governor, Environmental Quality Commission and the Legislature to adopt emission standards for vehicles.		
	TRAN-1a: Adopt Low Emission Vehicle (LEV II) Emission Vehicle Standards.	0.24	Y
	TRAN-1b: Adopt CO₂ Tailpipe Emission Standards (per California AB 1493 "Pavley" standards).	> 6.0	Y
TRAN-2.	Integrate land use and transportation decisions with GHG consequences.	0.40	Y
TRAN-3.	Promote biofuel use and production.	1.0	Y
CATEGORY II – OTHER IMMEDIATE ACTIONS			
TRAN-4.	Review and enhance state tax credits and local incentives for citizens purchasing high efficiency vehicles.	-	?
TRAN-5.	Incorporate GHG emission impacts into transportation planning decisions.	-	Y
TRAN-6.	Expand "Transportation Choices Programs" and "Travel Smart Pilots."	-	Y
TRAN-7.	Adopt state standards for high efficiency/low rolling resistance tires.	0.12	Y
TRAN-8.	Reduce GHG emissions from government fleet purchase and vehicle use.	-	Y
TRAN-9.	State and local governments should switch to "clean diesel" fuel and vehicle purchases, retrofits.	0.10	Y
TRAN-10.	Adopt state and local incentives for high efficiency vehicles.	-	Y
TRAN-11.	Set and meet goals for reduced truck idling at truck and safety stops.	-	?
TRAN-12.	Set up traffic flow engineering "Best Practices."	0.08	
TRAN-13.	Set and meet goals for freight (truck/ail) transportation efficiency; achieve this through equipment, coordination, and land use.	-	?
TRAN-14.	Establish consumer awareness education link to transportation choices.	-	Y
	TOTAL	7.84	

(-) Symbol denotes savings of less than .0001, or unable to be estimated.

BIOLOGICAL SEQUESTRATION ACTIONS TO MITIGATE GREENHOUSE GASES

Issue: Carbon dioxide is sequestered (captured and stored) in trees, soils and other biomass. Human activities can release this carbon or increase sequestration.

Solution: To increase sequestration or reduce emissions for forest and other lands Oregonians need to maintain and increase good land use practices.

Biological Sequestration Actions			
	CATEGORY I – SIGNIFICANT ACTIONS FOR IMMEDIATE STATE ACTION	MMT CO₂e 2025	C/E?*
BIOSEQ-1	Reduce wildfire risk by creating a market for woody biomass from forests.	3.2	Y
BIOSEQ-2	Consider GHG effects in farm and forest land use decisions.	0.6	Y
BIOSEQ-3	Increase forestation of underproducing lands.	0.5	Y?
	CATEGORY II: OTHER IMMEDIATE ACTIONS		
BIOSEQ-4	Expand the application of water-erosion reducing practices for cereal production.	0.2	Y?
BIOSEQ-5	Leverage the Conservation Reserve Program (CRP) to expand reserved acreage.	0.2	N?
BIOSEQ-6	Establish a municipal street tree restoration program.	less than 0.1	N

** Cost-effective to consumer over measure lifetime? (This does not include whether it is cost-effective considering the projected effects of global warming)*

MATERIALS USE, RECOVERY AND WASTE DISPOSAL ACTIONS FOR REDUCING GREENHOUSE GASES

This discussion evaluates actions relative to a common baseline and independent of other measures. The table below lists the measures that are recommended by the Advisory Group. A few of the measures in Figure 3 have been restated by the Governor’s Advisory Group. The state’s “solid waste management hierarchy” (ORS 459.015) ranks the preferred order of waste management options as follows:

1. Prevention/reuse
2. Recycling
3. Composting
4. Energy recovery
5. Landfilling

Information sources used to evaluate specific measures include waste composition studies, existing policy documents and feasibility studies, reports from evaluation of existing programs in Oregon and elsewhere, and in some cases, estimates informed by professional judgment.

Because measures interact, CO₂ savings cannot be added. Refer to the graph on page 8 for the cumulative impact of measures.

Materials Use, Recovery And Waste Disposal Actions			
CATEGORY I – SIGNIFICANT ACTIONS FOR IMMEDIATE STATE ACTION		Reductions in GHG Emissions in MMTCO₂E	C/E?*
		2025	
MW-1	Achieve the waste generation and recycling goals in statute.	5.2	Y
MW-2	DEQ should develop guidance to clarify alternative final cover performance at larger landfills: Demonstrate control of gas emissions comparable to geomembrane cover.	0.53	N
MW-3	Provide incentives for larger landfills to collect and burn minimum percentage (65 percent to 80 percent) of methane generated.	@65 percent: 0.47 @80 percent: 0.88	N
CATEGORY II – OTHER IMMEDIATE ACTIONS			
MW-4	Provide incentives to increase salvage of reusable building materials.	0.02	Y
MW-5	Increase the “Bottle Bill” redemption value from 5-cents to 10-cents and expand the “Bottle Bill” to all beverages except milk, including juice, water, liquor, wine, tea and sports drinks; and consider alternative redemption methods.	0.05	?
MW-6	Develop statewide recovery infrastructure for consumer electronics waste, with shared responsibility among producers, retailers, NGOs, and government.	0.03	?
MW-7	Change land use rules to allow commercial composting on land zoned High Value EFU (exclusive farm use).	less than 0.01 [†]	Y
MW-8	Increase public awareness to discourage on-site burning of garbage, especially fossil-carbon materials.	0.02	Y
MW-9	Continue landfill regulation with additional reporting and analysis.	Unknown	Y
MW-10	Evaluate methane emissions from closed landfills and options to reduce such emissions.	Unknown	?

* Cost-effective to consumer over measure lifetime? (This does not include whether it is cost-effective considering the projected effects of global warming). Measures with savings 0.25 MMT CO₂e or more in 2025 are Priority I Measures.

† Actual reductions over time could be several times higher than shown, depending on the measure and the details of implementation. Most of the greenhouse gas benefit of these measures is associated with reducing methane generation at landfills; for the dry landfill that accepts most of the Metro area's waste, methane generation occurs up to 150+ years following disposal, so the majority of emissions offsets occur after the 2015 and 2025 time horizons of this project.

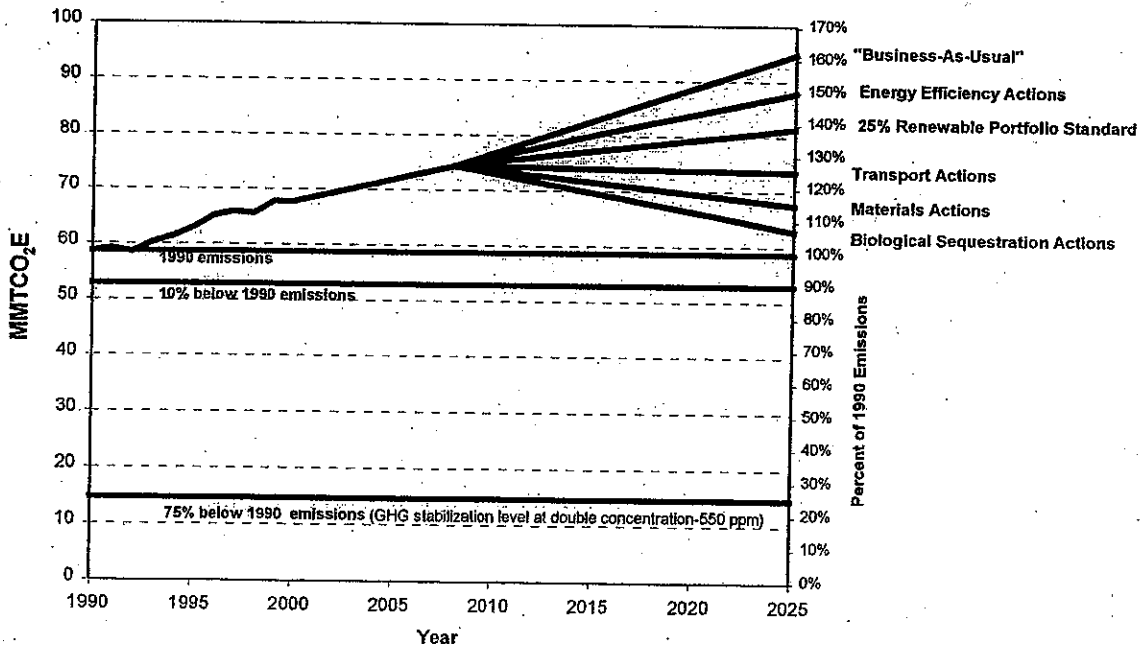
GOVERNMENT OPERATIONS ACTIONS TO REDUCE GREENHOUSE GASES

GOV-1	State agencies should use their agency Sustainability Plans as the tool for agencies' dynamic involvement in GHG reductions. Operational activities in the areas of electricity, natural gas, transportation, waste and water will be the focus for reduction opportunities.
GOV-2	Through a collaborative effort, the departments of Energy, Environmental Quality and Administrative Services should develop a process to educate agency personnel about opportunities for GHG reductions including how to set goals and calculate GHG reductions.

CUMULATIVE SUMMARY OF ALL ACTIONS TO REDUCE GREENHOUSE GASES

Emissions are expressed as million metric tons of carbon dioxide-equivalent (MMT CO₂E) in the left vertical axis from 1990 through 2025.

Historic and Forecast Greenhouse Gas Emissions in Oregon and Estimated Cumulative Reductions from All Measures in Sequence



AGENDA ITEM #6 COMMENTS ON GOVERNOR'S TASK FORCE ON GLOBAL WARMING REPORT:

Since this report is so lengthy (over 150 pages) please read the information below to access the report on-line.

Governor Kulongoski has committed to carry out the West Coast Governors' Global Warming Initiative. As part of that commitment, the Governor's Advisory Group on Global Warming was formed earlier this year.

The Advisory Group has completed a draft Oregon Strategy for Greenhouse Gas Reductions, which is available for public review. The draft report outlines actions Oregon can take to reduce greenhouse gas emissions. Recommended actions cover energy efficiency, transportation, renewable energy, electric generation and other areas.

Link to the Governor's Task Force on Global Warming Report:

This draft report is available from the Oregon Department of Energy (ODOE) from its Web site at:

http://www.energy.state.or.us/climate/warming/Draft_Intro.htm

Reports are also available by calling ODOE at (800) 221-8035 or by e-mail at energyweb.incoming@state.or.us

A final version of the report will be issued following the comment period.

For more information, contact Kathy King at (503) 378-5584.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DIRECTING THE) RESOLUTION NO. 04-3506
CHIEF OPERATING OFFICER TO DEVELOP A)
FISH AND WILDLIFE HABITAT PROGRAM)
THAT RELIES ON A NON-REGULATORY)
EFFORT TO IMPROVE HABITAT PRIOR TO)
ANY IMPLEMENTATION OF NEW REGIONAL,) Introduced by Metro President David Bragdon
PERFORMANCE-BASED REGULATIONS) and Metro Councilor Rod Park

WHEREAS, Oregonians have a long tradition of understanding the interdependent values of economic prosperity and environmental quality, both of which constitute important elements of the livability that distinguishes this state and the Portland metropolitan region; and

WHEREAS, citizens of the Metro region value living in a place that, within the built environment, provides access to greenspaces and habitat for fish and wildlife species; and

WHEREAS, citizens representing a range of economic and environmental interests have stated that wildlife habitat and water quality need to be more consistently protected and improved across the region, as part of an ongoing regional commitment to planning for the future; and

WHEREAS, the Metro Policy Advisory Committee (MPAC), comprised of elected officials representing the region's cities and counties, adopted a "Vision Statement" in 2000 to enunciate the region's commitment to improve the ecological health and functionality of the region's fish and wildlife habitat; and

WHEREAS, that Vision Statement set an overall goal "to conserve, protect and restore a continuous ecologically viable streamside corridor system, from the streams' headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with the surrounding urban landscape . . . [to be] achieved through conservation, protection and appropriate restoration of streamside corridors through time;" and

WHEREAS, Metro has pursued the development of a regional fish and wildlife habitat and water quality protection program consistent with Statewide Planning Goal 5, one of 19 state land use planning goals, thereby producing a region-wide inventory of habitat comprising over 80,000 acres that has been located and classified for its ecosystem values and mapped to provide an information system for developing the region-wide program; and

WHEREAS, by developing the habitat inventory, Metro now has extensive and comprehensive information on the ecological health of the region's fish and wildlife habitat, and an important role for Metro to play in the future will be to keep the inventory up to date, to continue to monitor the state of habitat in the region, and to share such information with local governments in the region to help them develop effective habitat protection and restoration programs; and

WHEREAS, fish and wildlife habitat depends on healthy functioning watersheds and follows the natural contours of the landscape, while political boundaries frequently split watersheds and divide the natural landscape, and Metro, as a regional government, can play an important role to help ensure a

consistent level of habitat protection and restoration across the region's political boundaries, in an ecologically-based manner that respects watersheds and the natural landscape; and

WHEREAS, access to resources for protecting and conserving habitat varies widely among the region's communities and Metro also can provide technical assistance to communities with fewer resources to help them develop protection and conservation approaches that are appropriate for their communities, such as tools to allow and encourage lowest impact development or the conservation of critical wildlife habitat through purchase or the use of creative land-trust instruments; and

WHEREAS, the rights of private property owners and their commitments to community goals and environmental protection should be recognized and honored, and that doing so will help us attain and sustain a high quality of life for both humans and wildlife; and

WHEREAS, the types of actions that affect the quality and quantity of the region's fish and wildlife habitat vary widely, including thousands of small decisions made each day by individuals, such as whether to use pesticides on their lawns, as well as bigger decisions, such as how development of these properties occurs; and

WHEREAS, to produce desired, measurable outcomes of cumulative improvements to fish and wildlife habitat throughout the region, the fish and wildlife habitat protection and restoration program must enlist the broad support of hundreds of thousands of people across the region, making habitat property owners participants in a regional program that includes education and incentives for lowest-impact development practices, restoration initiatives directed by watershed councils, and purchase of the most ecologically valuable habitat areas from willing sellers through the funds generated by a bond measure; and

WHEREAS, by making a concerted effort to provide the region's citizens with additional fish and wildlife habitat education, incentive, restoration and willing-seller property acquisition programs the region can potentially make substantial progress toward improving the quality and quantity of its fish and wildlife habitat; and

WHEREAS, Metro, local governments, and the citizens of the region should make such a concerted effort to meet the goals of the Vision Statement using non-regulatory strategies, and our progress toward meeting those goals should be measured, before local governments are required to comply with any new rules or regulations; now therefore,

BE IT RESOLVED that the Metro Council hereby directs the Chief Operating Officer to develop a fish and wildlife habitat protection and restoration program consistent with the following provisions:

1. Metro's Program Shall Rely Primarily on Education, Incentive, Restoration and Acquisition Programs

Metro, other government agencies and volunteer-based non-governmental organizations across the region already have in place extensive education, restoration and acquisition programs designed to protect and enhance the quality and quantity of well-functioning fish and wildlife habitat. Metro's parks and solid waste and recycling departments and the Oregon Zoo, for example, have already developed education programs to teach individuals about fish and wildlife habitat, water quality, natural gardening, and what we all can do to improve fish and wildlife habitat. Many local governments (e.g. Portland's Bureau of Environmental Services), special districts (e.g. Clean Water Services in the Tualatin Basin), and non-governmental organizations (e.g. Friends of Trees) already engage in extensive natural area restoration programs and

neighborhood tree planting programs that improve habitat. Metro, local governments, and non-governmental organizations (e.g. the Wetlands Conservancy) are all engaged in willing-seller land acquisition programs designed to purchase, preserve, and restore the region's highest-quality fish and wildlife habitat. Many of these efforts only take place thanks to the strong support of the region's private businesses and the efforts of many individuals. The region's vision of protecting and restoring a "continuous ecologically viable streamside corridor system" will only be achieved by harnessing the collective power of regional and local governments, non-profits, citizen volunteers, and private business to expand these programs. Such an effort should include:

a. Education and Incentive Programs

Metro's program shall be focused, first and foremost, on creating citizen education and incentive programs to help the citizens of the region voluntarily make the best choices for the protection and enhancement of fish and wildlife habitat. In addition, existing incentive programs that have not yet been implemented at the local level, such as Oregon's riparian and wildlife habitat property tax incentive programs that are ready for use by local governments, shall be identified and efforts made to ensure that such programs are available to, and used by, the citizens of the region.

b. A Regional Habitat Acquisition and Restoration Program

The Metro Council intends to develop, and take before the voters for approval, a fish and wildlife property acquisition and restoration bond measure to purchase from willing sellers those properties, or conservation easements on those properties, that are deemed to be of the greatest ecological importance for fish and wildlife habitat, and to fund habitat restoration efforts that could provide even higher quality habitat.

2. Development of Local Program Performance Standards and Timeline for Compliance

The regional fish and wildlife habitat protection and restoration program shall establish local program performance standards to be achieved by the local fish and wildlife habitat protection and restoration efforts adopted by local jurisdictions in the region. Local jurisdictions will be required to show that their programs will meet the local program performance standards, and Metro shall make such local program performance standards as clear and objective as possible to provide local governments with a clear understanding of what programs will be sufficient to meet such standards. For example, such standards could include calculations of the amount of habitat that is protected through public ownership, a tree protection ordinance, regulatory buffers, easements, or other tools, and an assessment of the potential to minimize or mitigate impacts to fish and wildlife habitat through the use of low-impact, habitat friendly design approaches. Local governments will have the option of retaining their existing programs, developing their own new programs, or using a model program approach to be developed by Metro. Local program performance standards will be broad and flexible enough to allow for local programs to take very different approaches, and Metro shall review and give equal credence to all approaches when determining whether local governments are in substantial compliance with those standards. The model program developed by Metro shall be based on the use of best management practices for low-impact, habitat-friendly, environmentally sensitive land development. Local governments shall be required to be in compliance with the local program performance standards no later than June 1, 2012, subject to the provisions of paragraph 4 of this resolution.

3. Regional Outcome Measures and Metro Monitoring of Habitat Conditions

Metro shall develop regional outcome measures to evaluate the region's progress toward meeting the vision of conserving, protecting and restoring fish and wildlife habitat in the region. Upon Metro's adoption of a fish and wildlife habitat protection and restoration program, Metro shall begin immediate implementation of the non-regulatory program components described in paragraph 2, above, and paragraph 5, below. The Chief Operating Officer shall periodically assess the region's progress toward meeting the regional outcome measures. Not later than March 1, 2010, the Chief Operating Officer shall prepare and present to the Metro Council a written report on the region's progress toward meeting the regional outcome measures. Such report shall include a new analysis of habitat inventory in the region, using the same methodological approaches used to create the habitat inventory adopted by the Metro Council in Resolution No. 02-3218A, but allowing for the use of analytic and data improvements developed in the interim. The Metro Council shall hold at least three public hearings to review and consider the Chief Operating Officer's report. Not later than June 1, 2010, the Metro Council may adopt an ordinance to extend the time by which local governments are required to comply with the local program performance standards if the Metro Council concludes that the region has made substantial progress toward achieving the regional outcome measures described above.

4. Metro Technical Assistance to Local Governments

To help the region meet the regional outcome measures, as Metro implements the non-regulatory approaches described in paragraph 2, above, it shall provide technical assistance to local governments to help them develop and improve their local fish and wildlife habitat protection and restoration programs. Such technical assistance may include providing information about alternative low impact development practices, scientific analysis of local habitat conditions, the collection, organization and use of geographic information system data and mapping technologies, development of educational information and curricula, and review of local land use codes to identify current barriers to development approaches that benefit fish and wildlife habitat and potential modifications to benefit fish and wildlife habitat.

5. This Resolution is Not a Final Action

This resolution is not a final action. The Metro Council's action in this resolution is not a final action on an ESEE analysis, a final action on whether and where to allow, limit, or prohibit conflicting uses on regionally significant habitat and impact areas, or a final action to protect regionally significant habitat through OAR 660-023-0050 (Programs to Achieve Goal 5).

ADOPTED by the Metro Council this _____ day of _____, 2004.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REVISING METRO’S)
PRELIMINARY GOAL 5 ALLOW, LIMIT, OR PROHIBIT) RESOLUTION NO. 04-XXXX
DECISION; AND DIRECTING STAFF TO DEVELOP A)
FISH AND WILDLIFE HABITAT PROTECTION AND)) Introduced by Councilor Brian Newman
RESTORATION PROGRAM THAT RELIES ON A)
BALANCED REGULATORY AND INCENTIVE-BASED)
APPROACH)

WHEREAS, Metro is developing a regional fish and wildlife habitat protection and restoration program consistent with the state planning Goal 5 administrative rule, OAR 660-023-0000 through OAR 660-023-0250; and

WHEREAS, on May 20, 2004, Metro adopted Resolution No. 04-3440A, “For the purpose of endorsing Metro’s draft Goal 5 Phase 3 ESEE Analysis, making preliminary decisions to allow, limit, or prohibit conflicting uses on regionally significant fish and wildlife habitat; and directing staff to develop a program to protect and restore regionally significant fish and wildlife habitat;” and

WHEREAS, based on further review and consideration of the Draft Phase 2 ESEE Analysis, Metro is now prepared to revise its preliminary decision of where to allow, limit, or prohibit development on regionally significant fish and wildlife habitat lands and impact areas and, based on that revised decision, to develop a Program to Achieve Goal 5; now therefore

BE IT RESOLVED:

Revised Allow-Limit-Prohibit Decision

Based upon and supported by the Metro Council’s further review and analysis of the economic, social, environmental, and energy consequences of decisions to allow, limit, or prohibit conflicting uses in identified fish and wildlife habitat resources and impact areas, on the technical and policy advice Metro has received from its advisory committees, and on the public comments received regarding the ESEE analysis, the Metro Council concludes that the preliminary allow, limit, and prohibit decisions described in Exhibit A best reflect the appropriate ESEE tradeoffs for the region. The Council’s revised preliminary decision reflects the conclusion that a limit decision is appropriate for Class I and Class II riparian habitat, but that an allow decision is appropriate for all other habitat classes.

Direct Staff to Develop Regulatory Program for Class I and II Riparian Habitat

The Metro Council directs staff to develop a regulatory program to protect and restore Class I and II riparian habitat consistent with the revised allow, limit, and prohibit decision described in Exhibit A, with the factors described in Exhibit C to Resolution No. 04-3440A, and with the provisions of this paragraph. Such a program shall establish local program performance standards for the protection and restoration of Class I and II riparian habitat to be achieved by local jurisdictions in the region. Local jurisdictions will be required to show that their programs will meet the local program performance standards, and Metro shall make such local program performance standards as clear and objective as possible to provide local governments with a

clear understanding of what programs will be sufficient to meet such standards. For example, such standards could include calculations of the amount of Class I and II riparian habitat that is protected through public ownership, a tree protection ordinance, regulatory buffers, easements, or other tools, and an assessment of the potential to minimize or mitigate impacts to Class I and II riparian habitat through the use of low-impact, habitat friendly design approaches. Local governments will have the option of retaining their existing programs, developing their own new programs, or using a model program approach to be developed by Metro, provided that the local government can demonstrate that its program will meet the performance standards. Local program performance standards will be broad and flexible enough to allow for local programs to take very different approaches, and Metro shall review and give equal credence to all approaches when determining whether local governments are in substantial compliance with those standards. The model program developed by Metro shall be based on the use of best management practices for low-impact, habitat-friendly, environmentally sensitive land development. Local governments shall be required to be in full compliance with the local program performance standards no later than two years after the effective date of this resolution.

Direct Staff to Develop Non-Regulatory Program for All Habitat

Metro, other government agencies and volunteer-based non-governmental organizations across the region already have in place extensive education, restoration and acquisition programs designed to protect and enhance the quality and quantity of well-functioning fish and wildlife habitat. Metro's parks and solid waste and recycling departments and the Oregon Zoo, for example, have already developed education programs to teach individuals about fish and wildlife habitat, water quality, natural gardening, and what we all can do to improve fish and wildlife habitat. Many local governments (e.g. Portland's Bureau of Environmental Services), special districts (e.g. Clean Water Services in the Tualatin Basin), and non-governmental organizations (e.g. Friends of Trees) already engage in extensive natural area restoration programs and neighborhood tree planting programs that improve habitat. Metro, local governments, and non-governmental organizations (e.g. the Wetlands Conservancy) are all engaged in willing-seller land acquisition programs designed to purchase, preserve, and restore the region's highest-quality fish and wildlife habitat. Many of these efforts only take place thanks to the strong support of the region's private businesses and the efforts of many individuals. The region's vision of protecting and restoring a "continuous ecologically viable streamside corridor system" will only be achieved by harnessing the collective power of regional and local governments, non-profits, citizen volunteers, and private business to expand these programs.

Such an effort should be consistent with the factors described in Exhibit D to Resolution No. 04-3440A, shall have a particular focus on non-regulatory actions that can be taken to preserve and restore Class A and B upland wildlife habitat, Class III riparian habitat, habitats of concern, and impact areas, and shall include:

Education and Incentive Programs

Metro's program shall focus on creating citizen education and incentive programs to help the citizens of the region voluntarily make the best choices for the protection and enhancement of fish and wildlife habitat. In addition, existing incentive programs that have not yet been implemented at the local level, such as Oregon's riparian and wildlife habitat property tax incentive programs that are ready for use by local governments, shall be identified and efforts made to ensure that such programs are available to, and used by, the citizens of the region.

A Regional Habitat Acquisition and Restoration Program

The Metro Council intends to develop, and take before the voters for approval no later than the general election to be held in November 2006, a fish and wildlife property acquisition and restoration bond measure to purchase from willing sellers those properties, or conservation easements on those properties, that are deemed to be of the greatest ecological importance for fish and wildlife habitat, and to fund habitat restoration efforts that could provide even higher quality habitat. Such a program shall include "local share" amounts dedicated for use by any local government in the region that has adopted its own non-regulatory habitat protection and restoration incentive program. As staff develops the regional habitat property acquisition program it shall further develop and clarify clear and objective standards to determine the types of local non-regulatory incentive-based programs that are sufficient to qualify a local government to receive its local share of the acquisition bond proceeds.

Metro Technical Assistance to Local Governments

To help the region achieve the program's vision "to conserve, protect and restore a continuous ecologically viable streamside corridor system . . . in a manner that is integrated with the surrounding urban landscape," as Metro implements the regulatory and non-regulatory approaches described in this resolution, it shall provide technical assistance to local governments to help them develop and improve their local fish and wildlife habitat protection and restoration programs. Such technical assistance may include providing information about alternative low impact development practices, scientific analysis of local habitat conditions, the collection, organization and use of geographic information system data and mapping technologies, development of educational information and curricula, and review of local land use codes to identify current barriers to development approaches that benefit fish and wildlife habitat and potential modifications to benefit fish and wildlife habitat.

This Resolution is Not a Final Action

The Metro Council's action in this resolution is not a final action designating regionally significant fish and wildlife habitat areas, a final action on an ESEE analysis, a final action on whether and where to allow, limit, or prohibit conflicting uses on regionally significant habitat and impact areas, or a final action to protect regionally significant habitat through a Program to Achieve Goal 5.

ADOPTED by the Metro Council this ____ day of _____ 2004.

David Bragdon, Council President

Approved as to Form:

Dan Cooper, Metro Attorney

EXHIBIT A TO RESOLUTION NO. 04-XXXX [Newman Resolution]

REGULATORY PROGRAM

Based on the results of the Phase II ESEE analysis, public comments, and technical review, Metro Council recommends that the following allow-limit-prohibit designations form the basis for a regulatory program to protect fish and wildlife habitat.

Fish & wildlife habitat classification	High Urban development value	Medium Urban development value	Low Urban development value	Other areas
	Primary 2040 components, ¹ high employment value, or high land value ⁴	Secondary 2040 components, ² medium employment value, or medium land value ⁴	Tertiary 2040 components, ³ low employment value, or low land value ⁴	Parks and Open Spaces, no design types outside UGB
Class I Riparian/Wildlife	ML / A ⁵	SL	SL	SL / SL+ ⁶
Class II Riparian/Wildlife	LL/ A ⁵	LL	ML	ML / SL+ ⁶
Class III Riparian/Wildlife	A ⁷	A ⁷	A ⁷	A ⁷
Upland Wildlife	A ⁷	A ⁷	A ⁷	A ⁷
Impact Areas	A ⁷	A ⁷	A ⁷	A ⁷

¹Primary 2040 components: Regional Centers, Central City, Town Centers, and Regionally Significant Industrial Areas

²Secondary 2040 components: Main Streets, Station Communities, Other Industrial areas, and Employment Centers

³Tertiary 2040 components: Inner and outer neighborhoods, Corridors

⁴ Land value excludes residential lands.

⁵ Apply allow treatment to the International Terminal (IT) site because Council finds the site’s special economic importance outweighs its resource values and direct staff to determine if there are other similarly situated sites.

⁶ Apply more strict protection (SL+) to parks designated as natural areas in Class I and II riparian habitat.

⁷ Develop aggressive, non-regulatory, incentive-based programs to preserve and restore Class III riparian habitat, upland habitat, habitats of concern, and impact areas.

Key to abbreviations

SL = strictly limit

ML = moderately limit

LL = lightly limit

A = allow

**METRO**

Date: November 10, 2004
To: Metro Policy Advisory Committee
From: Gerry Uba, Projects Manager, Planning Department
Subject: 2004 Performance Measures Report

A handwritten signature in black ink, appearing to be 'G. Uba'.

Purpose

State law and Metro Code require completion of performance measures (see background below). The completed 2004 Performance Measures Report is now ready for the Metro Council review and adoption. Copies of the report will be distributed at the November 17, 2004 meeting. In addition, staff intends to prepare a summary version of the performance measures report suitable for wide public use.

The following documents are attached.

1. Metro Council Resolution No. 04-3513;
2. Exhibit A to Resolution No. 04-3513;
3. Exhibit B to Resolution No. 04-3513; and
4. Staff Report to the Resolution

The Resolution No. 04-3513 would:

1. Adopt the 2004 Performance Measures Report in compliance with ORS 197.301(1) and Metro Code sections 3.07.910 and 3.07.920B;
2. Direct staff to submit the 2004 Performance Measures Report to the Oregon Department of Land Conservation and Development, in compliance with ORS 197.301(1); and
3. Initiate the amendment of Title 9 (Performance Measures) of the Urban Growth Management Functional Plan to respond to the changes in the 2040 Fundamental that MPAC has previously recommended;
4. Initiate the comparison of the findings of the Metro performance measures project to the performance measures findings of similar metropolitan regions.
5. Set a stage for next performance measures report in 2006 that reflects progress on measures in the 2003 and 2004 updates.

Background

In March 2003, the Metro Council adopted the first (2003) performance measures report (Ordinance No. 03-991A), and the report was submitted to the Oregon Department of Land Conservation and Development as required by law. The 2003 Performance Measures Report established a methodology for conducting subsequent performance measurements. That methodology established eight 2040 Fundamental goals from various policies adopted in Metro plans that were later incorporated into Title 9 of the Functional Plan as directed by the Council (Resolution No. 03-3262).

While adopting the 2003 Performance Measures Report, the Council directed staff to prioritize the 138 performance indicators identified to evaluate the implementation of the 2040 Growth

Concept, and potentially reduce them. MTAC and TPAC worked with staff to propose reorganization of the performance indicators (as recommended by their joint performance measures subcommittee). In September 2003, staff updated the Council on a basic reorganization methodology for reducing the number of indicators proposed by MTAC and TPAC.

On November 12, 2003, MPAC reviewed the proposed reorganization of the performance measures. During the review, MPAC recommended (by unanimous vote) minor changes in the wording of four of the eight 2040 Fundamental goals for Metro Council consideration and adoption.

The overall results of the review of the proposed reorganization of the performance indicators include:

- a) Minor edits to four of the eight 2040 Fundamentals
- b) A reduced set of indicators (32) that were redefined to be broader statements of intent behind Metro's regional policies adopted to implement the 2040 Fundamentals;
- c) Data factors that supply specific information and data to answer the questions posed by the indicators.
- d) New data on a range of topics including property tax revenue, school performance, jobs in 2040 Centers, and a preliminary analysis of travel times and speed in key transportation corridors throughout the region.

From September through November, Metro staff made presentations of the findings of the 2004 Performance Measures Report to the Metro Council, MPAC, MTAC and TPAC. A presentation to JPACT is scheduled for in December.

Requested Action

This memo and the accompanying first progress report on 2040 growth management policies are provided for MPAC review on November 17, 2004, and action on a later meeting (proposed for December 8, 2004).

cc: Metro Council
David Bragdon, Council President
Michael Jordan, Chief Operating Officer
Andy Cotugno, Planning Director
Chris Deffebach, Long Range Planning Manager

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RECEIVING THE)	Resolution No. 04-3513
PERFORMANCE MEASURES REPORT AND)	
DIRECTING THE CHIEF OPERATING)	
OFFICER TO SUBMIT THE REPORT TO THE)	Introduced by Chief Operating Officer Michael
OREGON DEPARTMENT OF LAND)	Jordan, with Concurrence of Council President
CONSERVATION AND DEVELOPMENT)	David Bragdon

WHEREAS, ORS 197.301(1) requires Metro to adopt performance measures and to report to the Oregon Department of Land Conservation and Development ("DLCD") on the measures at least every two years; and

WHEREAS, Metro submitted its first performance measures report to DLCD in April, 2003, making the second report due no later than April, 2005; and

WHEREAS, Title 9 of the Urban Growth Management Functional Plan ("UGMFP") requires the Council President to monitor implementation of the Regional Framework Plan ("RFP") and to assess the performance of the RFP and the measures themselves, and to recommend any necessary corrective actions to the Council; and

WHEREAS, the Council adopted Resolution 03-3262 [For the Purpose of Directing the Chief Operating Officer ("COO") to Submit the Performance Measures Report to the Oregon Department of Land Conservation and Development] on March 27, 2003, directing the COO to (1) prepare appropriate amendments to the RFP to incorporate the 2040 Fundamentals; (2) prepare for Council consideration a prioritization of performance measures and recommendations, if any, for changes to the measures; and (3) prepare for Council consideration a set of "benchmarks" against which changes recorded through performance measurement are evaluated; and

WHEREAS, the COO prepared amendments to the RFP, which the Council adopted by Ordinance No. 03-991A [For the Purpose of Adopting Performance Measures to Monitor the Progress of

Implementing the Urban Growth Management Functional Plan and Amending Title 9 (Performance Measures) of the Urban Growth Management Functional Plan] on March 27, 2003, incorporating the 2040 Fundamentals into Title 9; and

WHEREAS, the COO prepared a report on performance of the RFP that recommends re-organization and prioritization of the performance measures and the Council President has assessed the performance of the RFP and the recommendations by the COO; and

WHEREAS, the RFP and the UGMFP do not have "benchmarks" for use in comparison with data used to evaluate adopted policies; and

WHEREAS, insufficient time has passed to assess the effectiveness of actions taken by the Metro Council in Ordinances No. 02-969B to use housing land more efficiently; and

WHEREAS, the Council President has referred the report to the Metropolitan Policy Advisory Committee ("MPAC") and the Joint Policy Advisory Committee on Transportation ("JPACT") for their comment and has received and considered their input, including recommendations for revisions to the 2040 Fundamentals in Title 9; and

WHEREAS, the Metro Council held a public hearing to receive testimony on the report on December 2, 2004; now, therefore,

BE IT RESOLVED:

1. The Council accepts the second Performance Measures Report, attached to this resolution as Exhibit "A", and the recommendations on reorganization and prioritization of and changes to the performance measures, entitled "Revised list of performance measures" and attached to this resolution as Exhibit "B", as complying with Title 9 of the UGMFP.
2. The Council directs the COO to prepare an ordinance for Council consideration to amend Title 9 to revise the 2040 Fundamentals as recommended by MPAC.
3. The Council directs the COO to evaluate comparative statistics or other examples of information to assist Metro in the establishment of "benchmarks" in the RFP and UGMFP in future revisions.
4. The Council determines that, given the short time that has passed since adoption of the actions taken to increase the efficiency of land designated for residential use, and given insufficient data on the effects of those actions, no corrective action pursuant to ORS 197.302(1) should be taken at this time.

5. The Council directs the COO to submit the Performance Measures Report to DLCD no later than April 30, 2005, in compliance with ORS 197.301(1).
6. The Council adopts the Findings of Fact in Exhibit B, attached to this resolution as Exhibit "C".

ADOPTED by the Metro Council this 2nd day of December, 2004.

David Bragdon, Council President

Approved as to form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 04-3513

2004 Performance Measures Report

**An Evaluation of 2040 growth management policies
and implementation**

**Planning Department
November 2004**



METRO

**PEOPLE PLACES
OPEN SPACES**

Exhibit B to Resolution No. 04-3513

Revised list of performance measures (32) for Metro Performance Measures Reports based on Metro Council Resolution No. 03-3262 directing the Chief Operating Officer to prepare for Council consideration a prioritization of performance indicators (80 in the 2003 Performance Measures Reports) and recommendations, if any, for changes to the indicators.

Fundamental 1: Encourage a strong local economy by providing an orderly and efficient use of land, balancing economic growth around the region and supporting high quality education.

Indicator 1.1: Supply of land inside the UGB and mixed use centers by type. *Measures the current availability of the major categories of land in the Metro UGB*

Related State (ORS 197.301) measures¹:

#1: The rate of conversion of vacant land to improved land.

#4: The number of residential units added through redevelopment and infill.

Indicator 1.2: Protection of industrial lands. *Measures factors that could compromise the supply of industrial land*

Related Statewide Planning Goal 14 (Periodic Review) measures:

#3. Measure the amount of land in Regionally Significant Industrial Areas or Industrial Areas currently zoned for industrial use that is rezoned to allow commercial, residential, institutional or other non-industrial use.

Indicator 1.3: Industrial land access and movement of goods. *Measures the amount and value of goods that travel to, from and within the Metro Region and assesses the transportation system that supports this freight movement*

Indicator 1.4: Tax base capacity of jurisdictions in the Metro region. *Measures the strength of the regional economy by analyzing land development activity and land value*

Related State (ORS 197.301) measures

#2: The density and price ranges of residential development, including both single family and multifamily residential units.

#6: The sales price of vacant land. [Not Measured]

Indicator 1.5: Employment, income and business trends. *Measures the economic health of the region by looking at general economic indicators such as employment and wages*

Related State (ORS 197.301) measures

#3 The level of job creation within individual cities and the urban areas of a county inside the metropolitan service district.

¹ The list of the State measures is attached to this Exhibit B.

Indicator 1.6: High quality education in the Metro region. *Measures the extent to which educational opportunities contribute to a strong regional economy*

Fundamental 2: Encourage the efficient use of land within the UGB including buildable industrial and commercial land and focus development in 2040 mixed use centers and corridors.

Indicator 2.1a: Absorption of land inside the UGB and mixed use centers by type. *Measures the consumption/change of the major categories of land in the Metro region*

Related State (ORS 197.301) measures

#1: The rate of conversion of vacant land to improved land.

#4: The number of residential units added through redevelopment and infill.

Indicator 2.1b: Density conditions reflecting the absorption of land in the UGB and mixed use centers by type. *Measures the efficiency with which several significant land development factors are consuming sectors of available land by type*

Indicator 2.2: Growth accommodation in mixed use centers. *Measures the contribution that mixed use centers are making in helping the region accommodate new growth*

Related State (ORS 197.301) measures

#2: The density and price ranges of residential development, including both single family and multifamily residential units.

#3: The level of job creation within individual cities and the urban areas of a county inside the metropolitan service district.

Related Statewide Planning Goal 14 (Periodic Review) measures:

#2. Measure the number of Centers for which local governments have adopted strategies under new Title 6 of the Metro Urban Growth management Functional Plan.

Indicator 2.3: Accessibility in mixed use centers. *Measures regional efforts to maintain auto and freight access to 2040 Centers by intensifying mixed residential/commercial/employment uses and providing multi-modal access from areas outside the centers.*

Related State (ORS 197.301) measures

#9: Transportation measures including mobility, accessibility and air quality indicators.

Related Statewide Planning Goal 14 (Periodic Review) measures:

#1. Measure the investment in transportation improvements in centers overall and as a percentage of overall transportation investments.

Fundamental 3: Protect and restore the natural environment including fish and wildlife habitat, streams and wetlands, surface and ground water quality and quantity, and air quality.

Indicator 3.1: Condition and conversion of environmentally sensitive areas regulated (and not regulated) by Title 3 and Goal 5. *Measures the condition of the natural environment in the Metro region and the effect that regulations intended to protect these resources are having*

Related State (ORS 197.301) measures

#5: The amount of environmentally sensitive land protected and developed.

Indicator 3.2: Acquisition of environmentally sensitive areas with Metro's \$135.6 million bond measure approved in 1995. *Measures the effort of Metro and local governments in acquiring natural areas*

Related State (ORS 197.301) measures

#5: The amount of environmentally sensitive land protected and developed.

Indicator 3.3: Acquisition of other environmentally sensitive areas using non-1995 bond measure funds (including acquisition of development rights, i.e., easements). *Measures the effort of various entities in acquiring natural areas with non-bond measure funds.*

Indicator 3.4: Restoration of environmentally sensitive lands. *Measures the efforts of Metro, local governments, and other organizations to restore degraded natural areas*

Indicator 3.5: Preservation of environmentally sensitive areas through non-regulatory means. *Measures the number and effectiveness of programs that create incentives for people to protect environmentally sensitive areas*

Related State (ORS 197.301) measures

#5: The amount of environmentally sensitive land protected and developed.

Indicator 3.6: Air quality. *Measures the region's ability to maintain air quality while accommodating increases in population and employment.*

Related State (ORS 197.301) measures

#9: Transportation measures including mobility, accessibility and air quality indicators.

Indicator 3.7: Waste reduction and recycling in the Metro region. *Measures the efforts that the region is making in reducing, reusing, and recycling waste*

Fundamental 4: Provide a balanced transportation system including safe, attractive facilities for bicycling, walking and transit as well as for motor vehicles and freight

Indicator 4.1: Funding the RTP Priority System. *Measures regional success securing funds to build and maintain a regional transportation system adequate to support the Region 2040 Concept Plan.*

Related State (ORS 197.301) measures

#9: Transportation measures including mobility, accessibility and air quality indicators.

Indicator 4.2: Using transportation investments to leverage land use goals. *Measures implementation, especially by local governments, of regional transportation system policies designed to encourage development of 2040 mixed use centers.*

Related State (ORS 197.301) measures

#9: Transportation measures including mobility, accessibility and air quality indicators.

Indicator 4.3: System performance. *Measures effectiveness of region-wide auto, freight and transit systems.*

Related State (ORS 197.301) measures

#9: Transportation measures including mobility, accessibility and air quality indicators.

Indicator 4.4: Preservation of the existing multi-modal transportation system. *Measures the degree to which regional facilities are being adequately maintained and additional funding that may be needed to meet specified preservation standard.*

Fundamental 5: Maintain separation between the Metro UGB and neighboring cities by working actively with these cities and their respective counties

Indicator 5.1: Growth accommodation inside the UGB versus growth in neighboring cities. *Measures the pressure that is being placed on Metro and its surrounding rural communities to grow together*

Indicator 5.2: Effectiveness of intergovernmental agreements to preserve separation of communities. *Measures the number, and effectiveness of certain agreements that were signed between Metro and others to preserve a separation of communities*

Fundamental 6: Encourage communities inside the Metro UGB to enhance their physical sense of place by using among other tools, greenways, natural areas, and built environment elements

Indicator 6.1: Built characteristics of the community. *Measures the unique built attributes of a community that help to define community identity*

Indicator 6.2: Design/layout of the community. *Measures unique design and layout characteristics that help define a community's sense of place.*

Indicator 6.3: Natural characteristics of the community. *Measures the unique natural attributes that contribute to a community's sense of place*

Indicator 6.4: Retail and service opportunities in the community. *Measures unique shopping and service opportunities that may help to define a community's character*

Fundamental 7: Encourage the availability of diverse housing options for all residents by providing a mix of housing types as well as affordable homes in every jurisdiction

Indicator 7.1 – Affordable housing supply, consumption, and affordability in the UGB and mixed use centers. *Measures the supply and demand for affordable housing in the Metro region and the factors that affect a person's ability to pay for housing.*

Related State (ORS 197.301) measures

#2: The density and price ranges of residential development, including both single family and multifamily residential units.

#7: Residential vacancy rates.

Indicator 7.2 – Affordability by development pattern in the UGB and mixed use centers (via computation of Smart Commute Mortgage Index or Location Efficient Mortgage Index) *Measures transportation savings that home buyers can realize by purchasing a home in neighborhoods served with abundant public transportation with easy access, via non-auto travel modes to jobs, shopping cultural activities and other destinations.*

Fundamental 8: Create a vibrant place to live and work by providing sufficient and accessible parks and natural areas, improving access to community resources such as schools, community centers and libraries, and providing attractive facilities for cultural and artistic performances and supporting arts and cultural organizations.

Indicator 8.1: Parks and greenspaces in the Metro Region. *Measures the amount of parks and greenspaces that are available to citizens of the Metro region.*

*Related State (ORS 197.301) measures
#8: Public access to open spaces.*

Indicator 8.2: Access to community resources. *Measures contribution of Metro land use policies and facility management to the support of cultural amenities in the region.*

Indicator 8.3: Opportunities and support for arts and recreation. *Measures contribution of Metro and the region in supporting cultural and artistic activities.*

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 04-3513, FOR THE PURPOSE OF RECEIVING THE PERFORMANCE MEASURES REPORT AND DIRECTING THE CHIEF OPERATING OFFICER TO SUBMIT THE REPORT TO THE OREGON DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT

Date: November 10, 2004

Prepared by: Andy Cotugno and Gerry Uba

BACKGROUND

On March 27, 2003, the first performance measures report was completed and adopted by the Metro Council (Ordinance No. 03-991A – see Attachment 1). The Chief Operating Officer submitted the report to the Oregon Department of Land Conservation and Development as directed by the Council (Resolution No. 03-3262). The first report established a methodology for conducting subsequent performance measurements. That methodology established eight 2040 Fundamental goals from various policies adopted in Metro plans. The 2040 Fundamental Goals were incorporated into Title 9 of the Functional Plan as directed by the Council (Resolution No. 03-3262).

Reorganization/Prioritization of Indicators:

While adopting the first report, the Council directed staff to prioritize the performance indicators (138) identified to evaluate the implementation of the 2040 Growth Concept, and potentially reduce them, and recommend changes that would improve the overall presentation.

In September 2003, staff updated the Council on a basic methodology for reducing the number of indicators. The MTAC and TPAC proposed reorganization of the performance indicators (as recommended by their joint performance measures subcommittee). The reorganization did also address the nine subjects for performance measures required by Oregon State Law (ORS 197.301). The state performance measures are included in the revised performance indicators (Exhibit B of Resolution No. 04-3513).

During the fall of 2003, staff also presented to MPAC, MTAC and TPAC the reorganization methodology and the reduced set of indicators (32) recommended for future performance measurements. The reorganization methodology includes:

- a) The eight 2040 Fundamentals (that remained largely unchanged);
- b) Indicators that were redefined to be broader statements of intent behind Metro's regional policies adopted to implement the 2040 Fundamentals; and
- c) Data factors that supply specific information and data to answer the questions posed by the indicators.

In the process of the reorganization, some former indicators were retained as "data factors." The reduced number of indicators reflects changes in the physical, economic or social systems affecting the 2040 Fundamentals. In essence, the indicators now ask questions about the key activities that must occur if Metro policies are to succeed in implementing the 2040 Fundamentals.

MPAC recommended minor changes in the wording of four of the eight 2040 Fundamental goals for Metro Council consideration and adoption. The changes are shown in the first page of each Fundamental section of the 2004 Performance Measures Report (Exhibit A of Resolution No. 04-3513).

Recommendation on "Benchmarks:"

While adopting the first performance measures report, the Council also directed staff to prepare for consideration a set of benchmarks or targets against which changes recorded through performance measures are evaluated. It is important to mention that the current Regional Framework Plan and Urban Growth Management Functional Plan do not have "benchmarks" to compare with the findings in the performance measures reports to determine progress or lack of progress in the implementation of these plans.

Staff considers it a better approach for the Council to direct it to evaluate comparative statistics that could be used to establish some basis of comparison with the findings in the performance measures reports. The development of "benchmarks" is a tedious strategic process. It is a process that takes into account the agency's mission, goals, objectives and budget to establish desired long-term (5, 10, 20, 40 year) outcomes or targets for the agency or the region in particular subjects. "Benchmarks" are "forward looking" (while Performance measures are "backward looking") and indicates where the region wants to be in the future, at least in comparison with comparable regions. In the development of "benchmarks," the established basis of comparison with similar regions would be a useful product for the discussion and development of desired long-term outcomes in particular subjects.

Development and Review of 2004 Performance Measures Report:

Between the fall of 2003 and summer of 2004, staff collected and analyzed data for the indicators, including new data that was not in the 2003 report. Some of the new data are:

- a) Real property tax revenue (an indicator of the fiscal realities that local governments face and the degree to which the benefits and burdens of growth are distributed across the region);
- b) School performance (as an indicator of the region's desirability to attract and hold employers and employees and also another way to measure the benefits and burdens of growth);
- c) Types of jobs in the 2040 Centers (as an indicator of the attractiveness of mixed use centers); and
- d) Preliminary analysis of travel times and speed on key transportation corridors in the region.

Staff anticipates preparing the summary version of the performance measures report suitable for wide public use.

The three additional performance measures adopted by the Council during the Periodic Review that expanded the UGB in 2002 to evaluate efforts to improve land use efficiency to achieve the 2040 Growth Concept were not measured. The Periodic Review program conducted an extensive assessment of the region's remaining land capacity prior to expansion of the UGB. Additional time and data is suggested before the assessment of the effectiveness of actions taken by the Council to use land more efficiently. Some of the available land use data are baseline data, starting in 2000 and 2002. It is unclear whether actual trends have been established by reviewing the limited data. Additional time and data is needed to determine the

effectiveness of Council action and to recommend corrective actions.

On August 17 and September 23, 2004, staff presented to the Council key findings in the 2004 Performance Measures Report. Staff presented the key findings also to MPAC, MTAC, JPACT and TPAC. Various Metro staff reviewed the report. The Metro staff included the Planning Department, Parks and Greenspaces Department and the Solid Waste and Recycling Department.

ANALYSIS/INFORMATION

1. Known Opposition

Staff is not aware of any opposition to the proposed legislation.

2. Legal Antecedents

Oregon State Law (ORS 197.301) and Metro Code 3.07.910 et. seq. Both legislation established subjects for performance measures for Metro to compile and report to the Department of Land Conservation and Development.

3. Anticipated Effects

Resolution No. 04-3513 would:

- Adopt the 2004 Performance Measures Report attached to the resolution to comply both with State law and Metro Code;
- Initiate the amendment of Title 9 (Performance Measures) of the Urban Growth Management Functional Plan to respond to this Resolution No. 04-3513;
- Initiate the comparison of the findings of the Metro performance measures project to the performance measures findings of similar regions.
- Set a stage for next performance measures report in 2006 that reflects progress on measures in the 2003 and 2004 updates.

4. Budget Impacts

None

RECOMMENDED ACTION

Staff recommends the adoption of Resolution No. 04-3513 to comply with ORS 197.301 and Metro Code sections 3.07.910 and 3.07.920B, and to respond to Ordinance No. 02-969B.

In compliance with ORS 197.301, staff also recommends submitting the performance measures report to the State Department of Land Conservation and Development.

(to Staff Report to Resolution)
(No. 04-3513)

I HEREBY CERTIFY THAT THE FOREGOING
IS A COMPLETE AND EXACT COPY OF THE
ORIGINAL THEREOF

Russell V. Shoemaker
METRO COUNCIL ARCHIVIST

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING)	
PERFORMANCE MEASURES TO MONITOR)	Ordinance No. 03-991A
THE PROGRESS OF IMPLEMENTING THE)	
URBAN GROWTH MANAGEMENT)	
FUNCTIONAL PLAN AND AMENDING TITLE)	Introduced by the 2002 Community
9 (PERFORMANCE MEASURES) OF THE)	Planning Committee
URBAN GROWTH MANAGEMENT)	
FUNCTIONAL PLAN)	

WHEREAS, ORS 197.301(1) requires Metro to adopt performance measures and to report to the Department of Land Conservation and Development on the measures at least every two years; and

WHEREAS, the Regional Framework Plan and the Urban Growth Management Functional Plan ("UGMFP") require the Metro Council to develop performance measures in consultation with the Metropolitan Policy Advisory Committee ("MPAC"); and

WHEREAS, on March 24, 1999, the MPAC reviewed a list of proposed performance measures and made recommendations on the measures and the schedule for reporting progress to the Council; and

WHEREAS, Resolution No. 99-2859 (November 18, 1999) directed the Metro staff to draft an ordinance to revise the list of performance measures and to amend Title 9 to respond to recommendations from MPAC and Metro's Growth Management Committee; and

WHEREAS, the list of performance measures in this ordinance reflects direction given by the Metro Council's Community Planning Committee in regular meetings on April 17, 2001, and May 8, 2001, and experience gained since that direction; and

WHEREAS, Title 9 requires referral of corrective action to a Hearings Officer for a public hearing to review the data and gather additional data from interested persons; and

WHEREAS, the Council believes review of the data and performance measures can be accomplished more effectively by MPAC and the Joint Policy Advisory Committee on Transportation ("JPACT"); and

WHEREAS, the date for performance reports to the Council has been revised to conform to city and county reporting dates to Metro in Titles 1 and 6 of the UGMFP; now, therefore

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The performance measures contained in the document entitled "Performance Measures Report - Complete Results: An Evaluation of 2040 Growth Concept Policies and Implementation," dated December, 2002, as indicated in Exhibit A, attached and incorporated into this ordinance, are hereby adopted as Metro's performance measures in compliance with ORS 197.301(1) and Metro Code sections 3.07.910 and 3.07.920B.