

Metro | *Agenda*

Meeting: Metro Council Work Session
Date: Tuesday, January 20, 2015
Time: 2 p.m.
Place: Metro Regional Center, Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|----------------|---|--|
| 2 PM | 1. CHIEF OPERATING OFFICER COMMUNICATION | |
| 2:10 PM | 2. OREGON CONVENTION CENTER LANDSCAPE REDESIGN (NORTH PLAZA) | Scott Cruickshank, Metro |
| 2:25 PM | 3. GROWTH MANAGEMENT DECISION: TOPICS AND TIMELINES IN 2015 | John Williams, Metro |
| 2:55 PM | 4. SOUTHWEST CORRIDOR PLAN UPDATE | Elissa Gertler, Metro
Malu Wilkinson, Metro |
| 3:15 PM | 5. MY PLACE IN THE REGION | Elissa Gertler, Metro |
| 3:45 PM | 6. METRO ATTORNEY COMMUNICATIONS | Alison Kean, Metro |
| 4:00 PM | 7. COUNCIL LIAISON UPDATES AND COUNCIL COMMUNICATION | |

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលក្ខណ៍រើសអើងសូមចូលទស្សនាការប្រកាស www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Agenda Item No. 2.0

**OREGON CONVENTION CENTER LANDSCAPE REDESIGN
(NORTH PLAZA)**

Metro Council Work Session
Tuesday, January 20, 2015
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: January 20, 2015

LENGTH: 15 minutes

PRESENTATION TITLE: OCC Landscape Redesign (North Plaza)

DEPARTMENT: MERC Venues

PRESENTER(S): Scott Cruickshank, 503-235-7575, scottc@oregoncc.org

WORK SESSION PURPOSE & DESIRED OUTCOMES

Provide clear, brief statements for the purpose of the work session and what policy direction you hope to receive from the conversation. Each bullet should not exceed three sentences.

- Purpose: In preparation for the development of the convention center hotel, OCC desires to improve its landscaping and wayfinding along NE Holladay St (North Plaza).
- Outcome: To inform Council and determine any Council feedback to inform the project.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The redevelopment of the OCC North Plaza landscape is a cooperative effort with the Portland Development Commission to best accommodate the additional traffic that will be arriving at OCC from the proposed convention center hotel as well as develop NE Holladay as Portland's first "Green Street". Main goals for this project are: 1) present a more outward facing plaza towards the Hotel and the transit station, emphasizing the two main lobbies on NE Holladay and NE MLK, Jr. Blvd. through design; 2) wayfinding solutions and; 3) artfully capture stormwater runoff that complies with Salmon-Safe green infrastructure standards. This project further enhances OCC's ability to attract additional national conventions and supports Metro's objectives toward clean air and water. This project is estimated at \$1 million and will be funded by OCC capital reserves, TLT Pooled capital and Aramark capital investment funds.

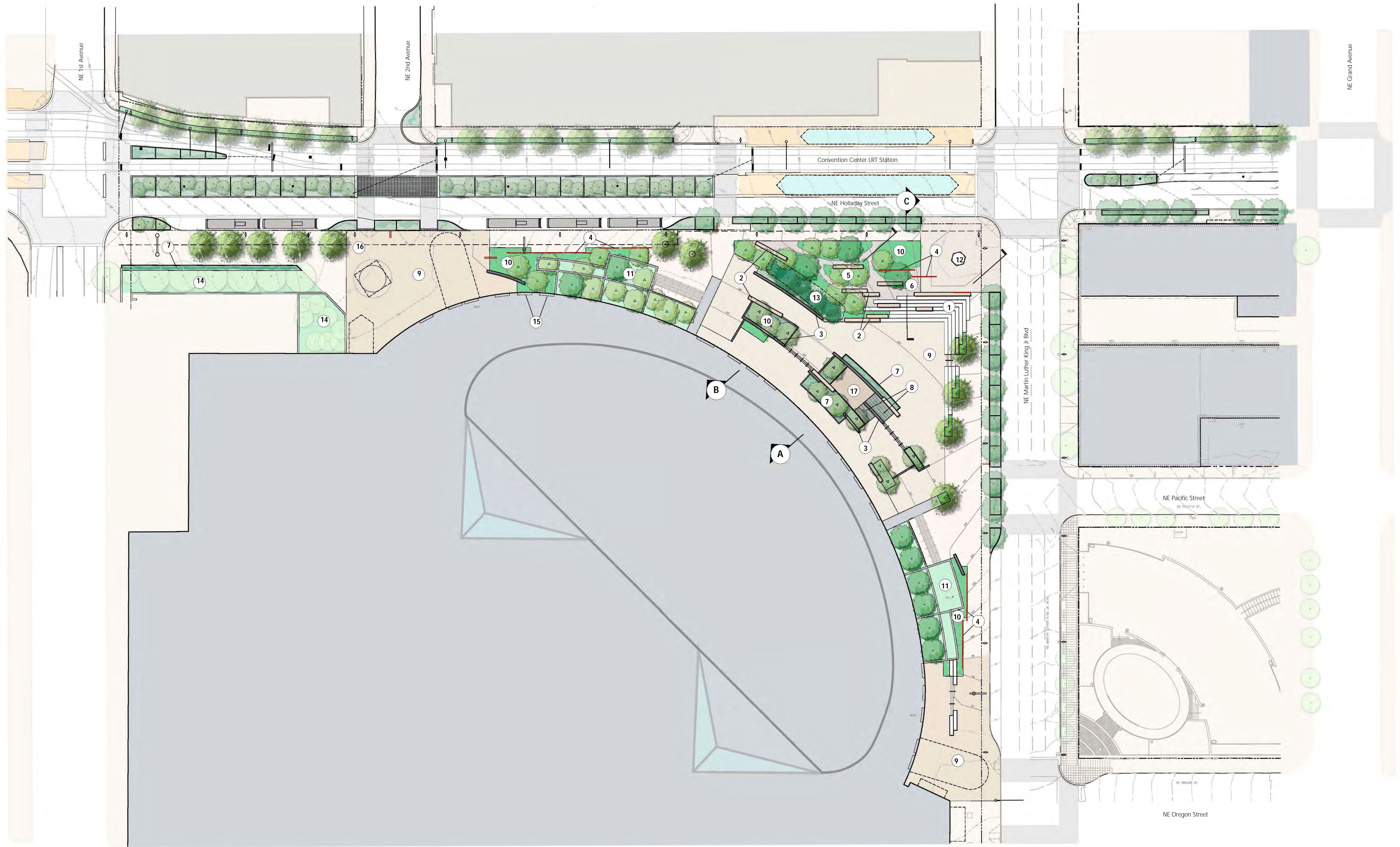
QUESTIONS FOR COUNCIL CONSIDERATION

List questions for Council's consideration that will help/guide the Council in providing policy direction.

- Does this project capture aesthetic and environmental improvements that council will support?
- Has the retention/relocation of public art been proposed in a respectful way?

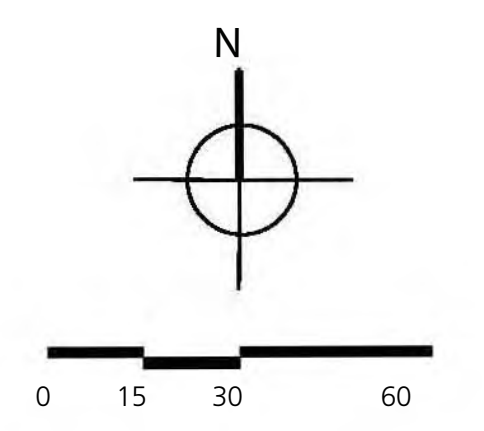
PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? HANDOUT OF PROPOSED LANDSCAPE PLAN



KEY LEGEND

- | | | |
|-------------------------------------|---|-------------------------------------|
| 1 STADIUM SEATING | 7 STORMWATER PLANTERS | 13 EXISTING HOST ANALOG SCULPTURE |
| 2 SEATING PLINTHS | 8 GRATING WALKWAY OVER STORMWATER | 14 EXISTING PLANTING AREA TO REMAIN |
| 3 SEATWALLS | 9 NEW PLAZA PAVING | 15 REMOVE EXISTING EXIT DOORS |
| 4 INTERPRETIVE / FEATURE WALLS | 10 NEW PLANTING AREA | 16 REMOVE EXISTING BUS CANOPY |
| 5 INFORMAL SEATING AREA / LANDSCAPE | 11 RENOVATED RAISED PLANTERS | 17 EVENT STAGE |
| 6 GRAVEL PAVING | 12 EXISTING MARTIN LUTHER KING, JR. SCULPTURE | |



Agenda Item No. 3.0

**GROWTH MANAGEMENT DECISION: TOPICS AND
TIMELINES IN 2015**

Metro Council Work Session
Tuesday, January 20, 2015
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: January 20, 2015

LENGTH: 30 minutes

PRESENTATION TITLE: 2015 growth management decision: topics and timelines in 2015

DEPARTMENT: Planning and Development

PRESENTER(S): John Williams, john.williams@oregonmetro.gov, 503-797-1635

WORK SESSION PURPOSE & DESIRED OUTCOMES

Purpose:

- Provide Council with an overview of MPAC and Council's tentative¹ discussion topics that will lead to the Council making an urban growth management decision in late 2015.

Outcome:

- Council provides direction on the tentative sequence of discussion topics that will lead to the Council making an urban growth management decision in late 2015.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Metro plays a key role in guiding the development of the Portland metropolitan region by striking a balance between the preservation of the farms and forest that surround the Portland region, revitalizing existing downtowns, main streets and employment areas, and ensuring there is land available for new development on the edge of the region when it is needed. Many regional and local policy and investment decisions are used to achieve those ends.

The regional growth management decision is one of those tools and provides a venue for the region to assess its performance. The draft UGR, released by staff in July, provides the Council and others with an opportunity to review challenges and opportunities associated with implementing regional and local plans. A core element of the UGR is to assess whether the urban growth boundary (UGB) has enough space for housing and job growth.

The Council accepted the draft UGR on December 4, 2014 by Resolution No. 14-4582. In adopting the resolution, the Council identified a number of topics that it wishes to discuss in 2015, leading to its growth management decision in December 2015. At the work session, staff will describe the tentative sequence of discussions that will occur in 2015.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does the Council have any questions for staff?

PACKET MATERIALS

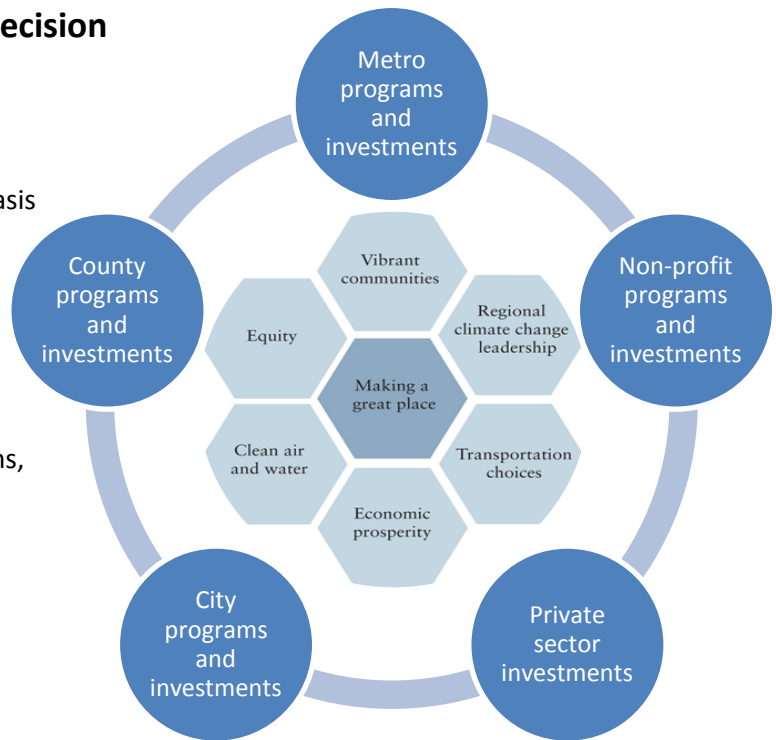
- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today?
 - 2015 urban growth management program summary

¹ The timeline is described as tentative since some of the discussions may involve the participation of Metro's partners whose availability is not yet known.

2015 Urban Growth Management Decision

PROGRAM OBJECTIVES:

- Provide the Metro Council with a sound basis for making an informed growth management decision
- Facilitate a dialogue about the shared actions needed to prepare the region for population and job growth
- Emphasize the need for local and regional investments to achieve thriving downtowns, main streets, and employment areas



KEY MILESTONES AND DECISIONS TIMELINE

1. Metro Council acceptance of draft UGR	December 2014
2. Deadline for cities to submit completed concept plans for UGB expansion candidate areas.	End of May 2015
3. Chief Operating Officer recommendations on growth management decision, including release of inaugural regional progress report	September 2015
4. MPAC recommendation to the Metro Council	November 2015
5. Metro Council growth management decision	December 2015
6. Submittal of growth management decision for state review	Early 2016

BACKGROUND ON THE DRAFT 2014 URBAN GROWTH REPORT

Urban growth management decisions provide the Metro Council and others with an opportunity to review challenges and opportunities associated with implementing regional and local plans. A core element of the decision is to assess whether the urban growth boundary (UGB) has enough space for housing and job growth. The draft Urban Growth Report (UGR) that the Metro Council accepted by resolution on December 4, 2014 found that currently-adopted local plans can accommodate forecast household and job growth inside the existing UGB.

CORE QUESTIONS ABOUT REGIONAL GROWTH CAPACITY FOR DISCUSSION IN 2015

Ultimately, the Metro Council must ensure that the UGB contains enough growth capacity for the next 20 years of household and job growth. Having accepted the draft UGR, the Council has indicated that it

wishes to continue a dialogue in 2015 about the region's growth capacity. There are three basic questions that the Council will need to consider:

- For how much household and employment growth will the region plan (within the range forecast)?
- At the chosen point in the range forecast, is there a regional need for more land in the UGB?
- If there is a regional need for more land, which urban reserves best meet the need?

OUTCOMES-BASED APPROACH TO URBAN GROWTH MANAGEMENT

On MPAC's advice, it is the Metro Council's adopted policy to make growth management decisions that advance the region's six desired outcomes. Consistent with this outcomes-based approach, the Council and MPAC wish to continue their discussions in 2015 about the implications of implementing existing plans, including these specific topics:

- Land readiness for job creation and community development
- City plans for urban reserve areas
- Regional housing affordability
- Implications of the residential preference study and the region's future housing mix
- Implications of surveys that show, for instance, support for preserving farms and forests
- Actions needed to create family-friendly and workforce housing
- Regional infrastructure costs
- Alignment with Metro's Equity Strategy
- Viability of development in Damascus
- Development trends in Portland and how to support Portland's growth potential

Also on MPAC's advice and consistent with its intent to take an outcomes-based approach, it is the Metro Council's policy to only add urban reserves to the UGB if a city has completed a concept plan for the area. The Metro Council has supported cities in their planning efforts by offering Community Planning and Development grants. To shift away from abstract debates about numbers and toward a constructive dialogue about practical options, Metro intends to focus discussions on how specific UGB expansions with city-adopted concept plans could advance the region's desired outcomes and address the above discussion topics identified by MPAC and the Metro Council.

CORE POLICY QUESTION FOR DISCUSSION IN 2015

In addition to the core questions about growth capacity, MPAC and the Council will need to consider which of the below options best address the topics of interest identified by MPAC and Council and support the region's desired outcomes:

- Support ongoing actions by Metro, counties, cities, non-profits, and the private sector
- Adopt new regional policies
- Add urban reserve land to the UGB if there is a demonstrated regional need and if there is a city that has completed a concept plan for the area

PROPOSED MPAC AND COUNCIL DISCUSSION TOPICS FOR 2015

January 2015

- Review proposed timeline and topics leading to 2015 growth management decision.
- Agree on which items are topics of general ongoing interest vs. questions that need to be resolved for the Council's 2015 urban growth management decision. In the list of topics below, staff has proposed whether a topic is of ongoing interest or needing resolution in 2015.

February 2015

- Briefing on Portland comprehensive plan update (topic of ongoing interest)
- How much 20-year growth capacity should be counted in Damascus? (needs resolution)

March 2015

- Residential preferences and needs:
 - Additional analysis of preference study results and data on home sales prices (topic of ongoing interest)
 - How to balance residential preferences with other considerations such as affordability, infrastructure costs, governance, and carbon reductions (topic of ongoing interest)
- Overview of recent development trends and plans around the region, e.g., Portland, Hillsboro, Gresham, Beaverton, Wilsonville (topic of ongoing interest)

April 2015

- Preliminary analysis of UGB candidate areas. Which urban reserves best meet the state “urbanization factors?” (needs resolution if a UGB expansion is warranted)
- Status of new urban areas added to the UGB 1998 onward (topic of ongoing interest)

May 2015

- Tour of recent developments in Portland (topic of ongoing interest)
- What investments are needed to support housing and community development in downtowns and main streets? (topic of ongoing interest)

June 2015

- Wilsonville’s community planning activities and the concept plan for the Advance Rd. urban reserve area. (topic of ongoing interest and in need of resolution if a UGB expansion is needed)
- Sherwood’s community planning activities and the concept plan for the W. Sherwood urban reserve area (topic of ongoing interest and in need of resolution if a UGB expansion is needed)
- Is there a regional need for a UGB expansion in 2015? What are the regional housing needs that are not otherwise addressed by existing lands and plans? (needs resolution)

September 2015

- Chief Operating Officer recommendation to Council on its growth management decision, including a regional progress report (milestone)

October 2015

- How much household and job growth should the region plan for within the range forecast? (needs resolution)

November 2015

MPAC recommendation to Metro Council on growth management decision (milestone)

December 2015

Metro Council growth management decision (milestone):

- a. Adopt final UGR, including adoption of a point in the range forecast
- b. Adopt efficiency measures and UGB expansions, if needed
- c. Direct staff to develop legal findings (including updating Housing Needs Analysis to reflect point forecast)

Early 2016

Submit growth management decision record to Oregon Department of Land Conservation and Development for review.

Agenda Item No. 4.0

SOUTHWEST CORRIDOR PLAN UPDATE

Metro Council Work Session
Tuesday, January 20, 2015
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: January 20, 2015 **LENGTH:** 20 minutes

PRESENTATION TITLE: Southwest Corridor Plan Update

DEPARTMENT: Planning and Development

PRESENTER(S): Elissa Gertler, elissa.gertler@oregonmetro.gov, x1752; Malu Wilkinson, malu.wilkinson@oregonmetro.gov, x1680

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Review Southwest Corridor Steering Committee recommendation that defines an 18-month work plan to activate the Southwest Corridor Shared Investment Strategy with a focus on places and define a Preferred Investment Package that includes High Capacity Transit and local transit, roadway, bicycle, pedestrian and development projects.
- Outcome: Metro Councilors are up to date on the approach defined by the Southwest Corridor Steering Committee to be implemented by Metro and TriMet's project team.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Southwest Corridor Plan is a comprehensive approach to achieving community visions through integrated land use and transportation planning. The Southwest Corridor Plan incorporates high capacity transit (HCT) alternatives, roadway, bicycle and pedestrian projects and adopted local land use visions, including the Barbur Concept Plan, the Tigard High Capacity Transit Land Use Plan, Linking Tualatin and the Sherwood Town Center Plan. In July 2013, the Southwest Corridor Plan Steering Committee recommended a shared investment strategy to include key investments in roadways, active transportation, parks, trails and natural areas along with options for HCT. The Plan is exploring Bus Rapid Transit (BRT) and Light Rail Transit (LRT) alternatives for several alignments that connect the Portland Central City, Southwest Portland, Tigard, and Tualatin.

As part of the Shared Investment Strategy, a refinement study was initiated to narrow HCT options, identify a preferred alternative (PA) and create a subset of road and active transportation projects to be studied jointly in a Draft Environmental Impact Statement (DEIS) under the National Environmental Policy Act (NEPA). In June 2014, the Steering Committee accepted the recommendation of a narrowed set of HCT design options and directed staff to address specific issues in a more focused refinement. In December 2014, the Steering Committee directed project staff to integrate the work undertaken to address these additional questions into the development of a Preferred Package of transportation investments to support community land use goals that is anticipated to be defined in spring 2016. This approach allows the project partners to make decisions locally and allows for maximum flexibility prior to entering into a federal planning process.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does the Council have any questions about this work to date, the Steering Committee recommendation, or the work moving forward?
- Are there any issues that Council would like to flag as the Southwest Corridor Project Partners move forward with a collaboratively funded study of how to best address the

transportation needs in the Southwest Corridor while supporting the Southwest Corridor land use vision?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? [INSERT]

Agenda Item No. 5.0

MY PLACE IN THE REGION

Metro Council Work Session
Tuesday, January 20, 2015
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: January 20, 2015

LENGTH: 30 minutes

PRESENTATION TITLE: My Place in the Region

DEPARTMENT: Planning and Development

PRESENTER(S): Elissa Gertler, elissa.gertler@oregonmetro.gov. 503-797-1752

WORK SESSION PURPOSE & DESIRED OUTCOMES

Provide clear, brief statements for the purpose of the work session and what policy direction you hope to receive from the conversation. Each bullet should not exceed three sentences.

- Purpose:
 - Provide Council with an overview of the project work plan, communication strategy, and public engagement opportunities that Councilors might foster to promote the My Place in the Region initiative.
- Outcome:
 - The initiative benefits citizens by creating a stronger sense of connectedness to their place and role in the community. Council has an ideal opportunity to further unite and serve their communities by increasing awareness of Metro's efforts and priorities. In this work session Council provides direction to help shape this initiative and its process forward.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

In October, the Planning and Development department initiated a new effort to refocus, reorganize, and rebrand its activities in order to reflect current community, economic, and demographic trends, and to improve our ability to measure our performance around key objectives. This effort, called My Place In The Region, includes organizational changes, new and improved programs, and a communications strategy that unites department activities under this common idea. My Place In The Region does not fundamentally shift the mission or key work of the Planning and Development department, rather it adds an emotional element of focusing on places that are close to people's hearts, while also engaging them in the intellectual work of land use and transportation planning. When viewed through the eyes of people who live, work, have fun, and visit here, our region is made up of many wonderful places that are special for so many reasons, and represent the key outcomes we strive for in our work.

Since October, staff has worked on each of these elements with the goal of a more formal public rollout of this effort in early 2015. While all elements of each work program are not final, work has progressed significantly since Fall, and Council direction is needed on program and communication elements, particularly regarding Council role in these elements, prior to further implementation of the program and communications work.

The My Place In The Region effort is intended to complement and integrate with other Metro branding, engagement, and program elements, particularly RISE, Research, Equity, and Sustainability. The opportunity for all of Metro's programs and facilities to be part of peoples' stories about their favorite places in the region can be an opportunity to help raise awareness of overall agency activities, the relationships between them, and the value they provide.

QUESTIONS FOR COUNCIL CONSIDERATION


List questions for Council's consideration that will help/guide the Council in providing policy direction.

- Does the Council have any questions for staff?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today?
 - My Place in the Region presentation

Materials following this page were distributed at the meeting.

 **Metro** | *Agenda*

Meeting: Metro Council Retreat
Date: Thursday, January 22, 2015
Time: 1:30 p.m.
Place: Portland Expo Center, Rooms D203-204
2060 N. Marine Dr.
Portland, OR 97217

1. INTRODUCTION AND BACKGROUND

2. REVIEW MAJOR BUDGET DECISIONS FOR 2015-2016

3. BREAK

4. COUNCIL DIRECTED INITIATIVES

5. NEXT STEPS

6. DEBRIEF

7. ADJOURN

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលក្ខណ៍រើសអើងសម្រាប់សេវាសេវា www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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 Metro | Agenda

Meeting: Metro Council Retreat
Date: Thursday, January 22, 2015
Time: 1:30- 5:00 p.m.
Place: Expo Center, Rooms D203-204

- I. Introduction and Background Martha Bennett
 - a. Goals for the day
 - b. Where have we been?
 - i. Confirm strategic goals
 - ii. Council direction from last retreat
 - c. Bike rack follow up

- II. Review major budget decisions for 2015-2016
 - a. Revenue and expenditure forecast for major operating funds Tim Collier
 - b. Highlight two departments major programmatic needs
 - i. Zoo enterprise fund and strategic direction Teri Dresler
 - ii. Planning and Development - major strategic work areas Elissa Gertler

- III. Break

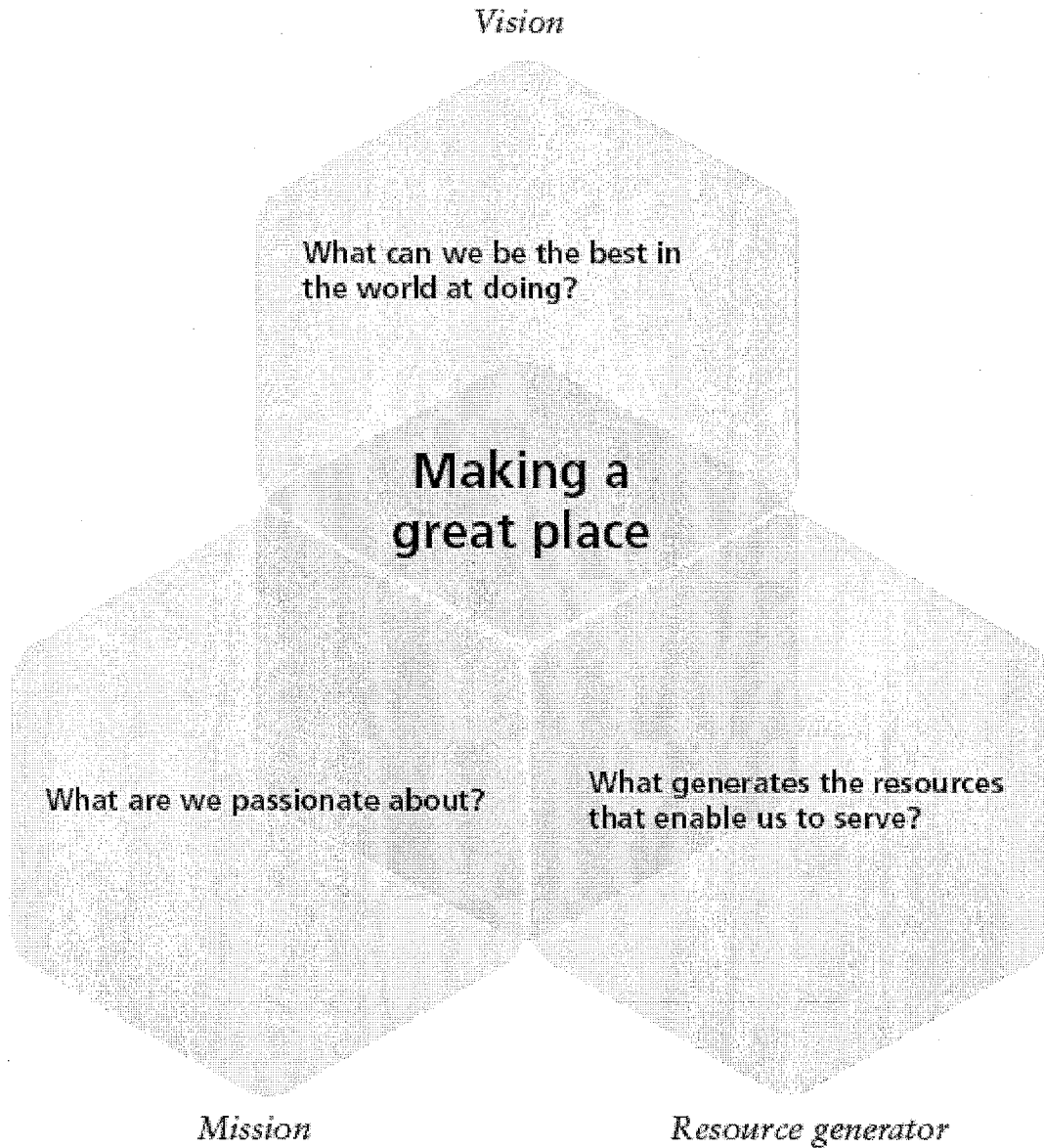
- IV. Council Directed Initiatives Martha Bennett

- V. Next Steps

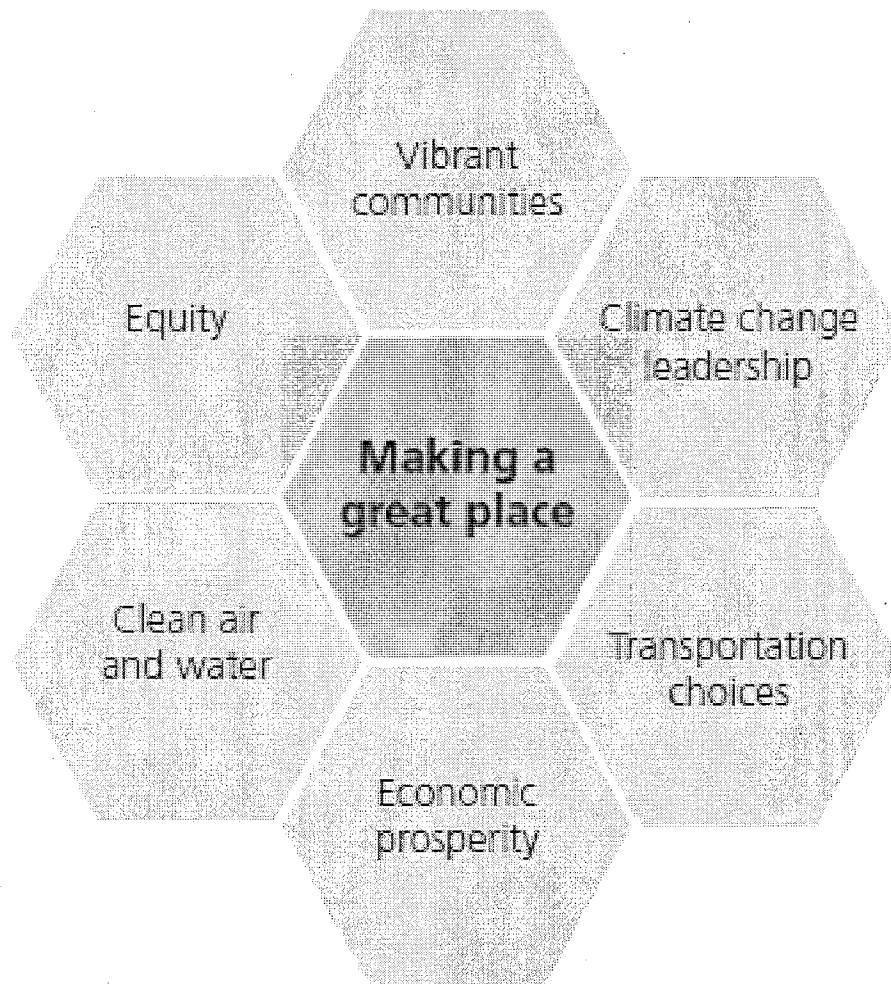
- VI. Debrief

- VII. Adjourn

The Metro Compass



6 desired outcomes



Metro Council Strategic Goals
Direction Received at December 2, 2014 Council Retreat

Strategic Goal #1. Invest in public infrastructure throughout the region

COUNCIL DIRECTION: Develop the concept of an agenda that incorporates the best of the natural areas and urban development (the “Rivers Agenda”). Investigate several issues including:

- What would be included in the agenda? What kinds of projects and policy issues? How do we continue to focus on water quality and expand our activities? Can we develop an agenda that is truly regional so every part of the region connects to it?
- What is the political environment like? If a matter would be taken to the ballot, what issues do the voters care about? What about timing?
- What resources do we already have to bring to this effort (in a resource constrained environment)? Are there ways to support an agenda without using the property tax? Are there links to other projects

Strategic Goal #2. Set the stage for the future of the region with innovative planning

COUNCIL DIRECTION:

- Continue to build the capacity and readiness of local communities for regional projects, so that we are not only planning but preparing communities for implementation. Continue the method of corridor planning used in East Metro Connections and Powell-Division Corridor Planning through the actual implementation of the capital projects.
- Use the Community Planning and Development Grants to help communities prepare for the next action needed in that part of the region to implement our mutual regional and community plans.
- Be open to exploring changes in the solid waste system that take advantage of new technologies, new methods of recovering material, and ensure all of the values included in the Solid Waste Road Map project.

Strategic Goal #3 Make investments to preserve and enhance the natural environment

COUNCIL DIRECTION: Continue work on ensuring that the 2006 Natural Areas Bond Program and the 2013 Parks and Natural Areas Levy keep faith with the promises made to the voters. Specific Council Direction included:

- Complete the Natural Areas System Plan
- Provide thorough, accurate, and reliable annual reporting on the work accomplished with both the bond and the levy. Use these reports to tell a story about these special places
- Explain the relationship between natural areas protection in both mitigating and preparing for climate change.
- Be open to exploring multiple options for ensuring long term funding for the region’s natural areas. Involve the Council and state and local park providers in exploring those options.

Strategic Goal #4 Invest in efforts to increase high wage jobs

COUNCIL DIRECTION:

- Tell a clear story about the importance of Metro's venues, OCC, P'5, and Expo Center to the vibrancy of the region and therefore to economic development. Bring plans for the financial and physical health of these three visitor venues to the Council for discussion.
- Strengthen Greater Portland Inc's role as the key convenor for economic development strategic planning and for working together on key strategic economic development issues in the region. Ensure Metro's work in enhancing the quality of life of the region is acknowledged as vital for recruiting top talent to the region.
- Continue work to make industrial land ready for development via the industrial land inventory and brownfields coalition.

Strategic Goal #5. Ensure that regional efforts respond to the increasing diversity of the region's residents

COUNCIL DIRECTION:

Revise the equity strategy work plan to ensure that Metro is making both short term changes and more longer range decisions to ensure Metro is playing its role in increasing opportunity for all people. Increase Council engagement on the equity strategy, and update the Council's analysis of the risks and rewards Metro faces by taking this project on.

Continue the strong progress on the Diversity Action Plan and in meeting our inclusion goals.

Strategic Goal #6. Increase citizen engagement and involvement throughout the region and with Metro

COUNCIL DIRECTION. Develop a communication strategy for Metro and for the Metro Council about the importance of Metro's work to the region and the state. Comply with Oregon Election laws. Provide research to the Metro Council about the public's perception of Metro.

Metro's Six Strategic Goals

Draft Council Initiatives as of January 20, 2015



- 1. Invest in public infrastructure throughout the region**
 - SW Corridor and Powell Division Corridor projects
 - Visitor venue capital projects
 - Rivers agenda development
 - Transportation funding advocacy
- 2. Set the stage for the future of the region with innovative planning**
 - Urban growth management decisions
 - Solid waste road map
 - 2018 Regional Transportation Plan
 - Affordable housing project
- 3. Make investments to preserve and enhance the natural environment**
 - Natural area system plan
 - Levy implementation
 - Climate Smart Communities Implementation
- 4. Invest in efforts to increase high wage jobs**
 - Willamette Falls Legacy Project
 - Industrial lands and brownfields
 - OCC hotel
 - P'5 relationship with City of Portland
- 5. Ensure that regional efforts respond to the increasing diversity of the region's residents**
 - Equity strategy
 - Diversity Action Plan implementation
- 6. Increase citizen engagement and involvement throughout the region and with Metro**
 - Innovative outreach methods
 - 2016 initiative

Proposed Phasing of Council Initiatives

Updated as of January 2015

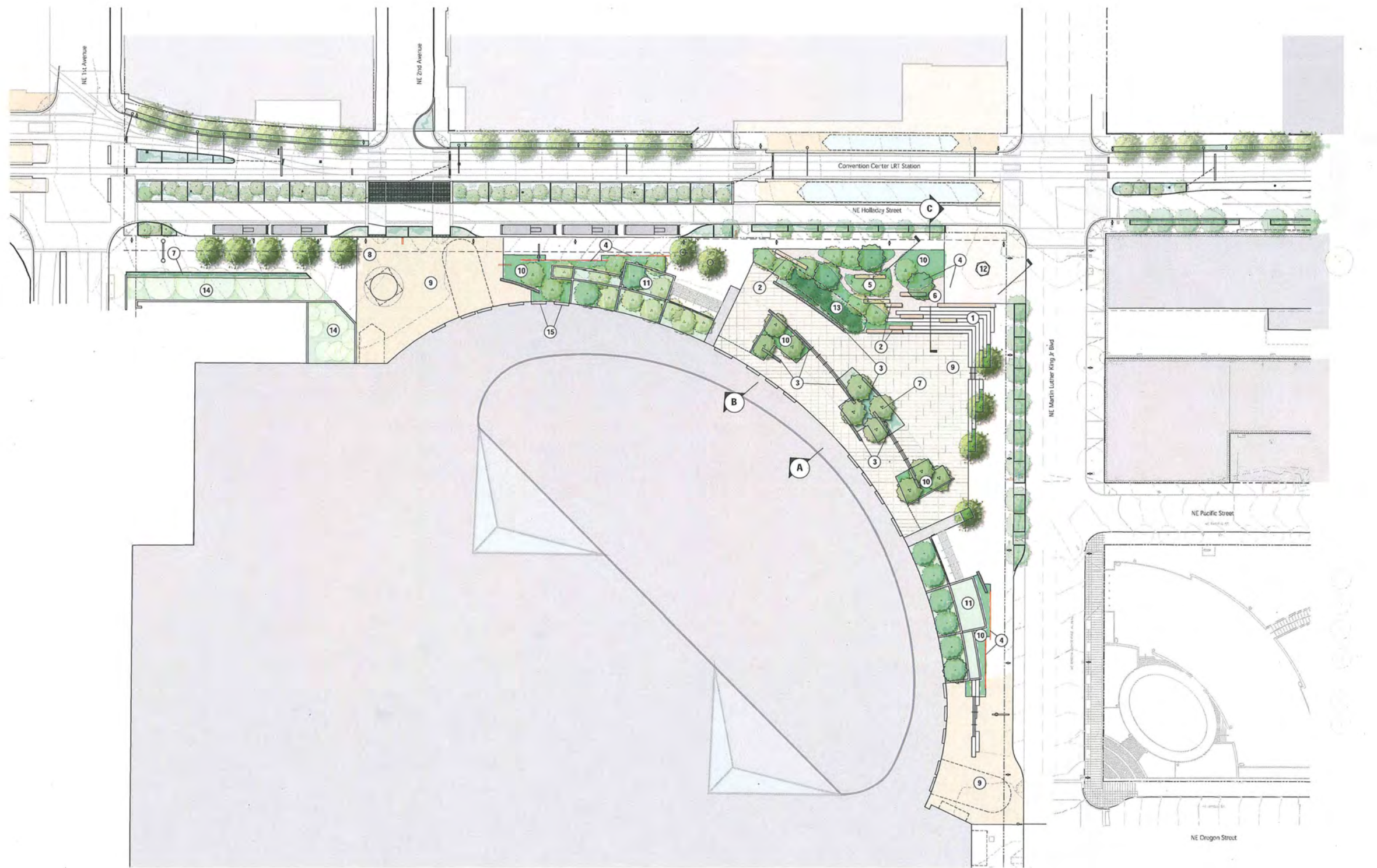
	0-18 Months	18+ Months
Council Ownership	<ul style="list-style-type: none"> • Southwest Corridor pre-LPA • Powell Division Corridor plan • Equity Strategy • Urban Growth Decision • Solid Waste Roadmap <ul style="list-style-type: none"> - Organics - Long-term management - Transfer system configuration • OCC capital projects, hotel and business plan • Remote Elephant Center decision 	<ul style="list-style-type: none"> • SW Corridor • Equity Strategy • Solid Waste Roadmap • Natural Areas funding • 2016 statewide initiative • 2018 RTP
Council Attention	<ul style="list-style-type: none"> • Willamette Falls Riverwalk • Natural Areas System Plan • Transportation funding advocacy • CSC implementation • Expo Center business/capital plan • 2018 RTP ramp-up • Affordable housing workplan • Rivers agenda development 	<ul style="list-style-type: none"> • Willamette Falls Riverwalk • Transportation funding (depending on legislative action) • 2019 - 2020 MTIP flex funds • P5 business model and strategic plan
Council Awareness	<ul style="list-style-type: none"> • Labor relations strategy • Diversity Action Plan implementation • Opening of Elephant lands • Natural Areas levy implementation • Participation in the Multnomah Co. Drainage District levee accreditation project • Changes related to management of organics at Metro transfer stations 	<ul style="list-style-type: none"> • Refinement of OCC Business Plan in post hotel environment. • Conservation Education Center at Oregon Zoo

Council Ownership – Significant Council initiatives for which a significant investment by the Council itself will be required for success.

Council Attention - Significant Metro initiatives for which Council action will be required to develop or progress.

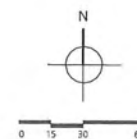
Council Awareness – Significant initiatives implemented by Metro management or Committees (MERC, JPACT, MPAC, Natural Areas Oversight Committee) for council awareness and occasional council action.

	0-18 Months January 2014 – June 2015	18+ Months July 2015 – December 2016
Council Ownership	<ul style="list-style-type: none"> • OCC Hotel • Climate Smart Communities Scenario Adoption • SW Corridor Next Phase • Referral of Charter Language on Single Family Residential Neighborhoods • Regional Infrastructure Enterprise start-up • 2015 State of Oregon Transportation Funding Package • Construction Excise Tax renewal 	<ul style="list-style-type: none"> • SW Roadmap Decisions – adopt post-2019 system configuration • Parks and Natural area system plan adoption and regional convening on long term funding. Tied to Wind down of 2006 natural areas bond measure and next steps for Bond Program and renewal or replacement of serial levy. • Equity Strategy Steps 2 and 3 (Action Plan) • Regional Infrastructure Enterprise Phase 2 • Southwest Corridor funding • 2018 RTP • Willamette Falls funding
Council Attention	<ul style="list-style-type: none"> • 2014 RTP • Urban Growth Report • SW Roadmap Phase 1 – Understanding and narrowing options • Parks and Natural areas system plan • MERC FOTA • Willamette Falls planning • Reauthorization of Federal Transportation Legislation 	<ul style="list-style-type: none"> • 2015 Urban Growth Boundary Decisions • Powell/Division Corridor Plan • Expo Center Strategic Plan Implementation • 2019-2020 MTIP Flex Fund allocation • P’5 – business model and strategic planning discussion
Council Awareness	<ul style="list-style-type: none"> • Equity Strategy Step 1 – Equity Baseline • Opening of California Condor exhibit • Oregon Zoo Foundation Metro MOU • Negotiations – LIUNA AFSCME 3580 • Resolution of issues related to seasonal, temporary, and event driven employees • Remote elephant center • Diversity Action Plan implementation • Natural area levy implementation and grant programs • Decisions related to management of organics including compostable service ware, organic food waste capacity, and other program elements • Adopt cemetery unclaimed burial spaces • Zoo bond education center special procurement • OCC –MLK plaza renovation planning and budget • Expo Center - business model and strategic planning discussion • Oregon Zoo Foundation Annual report (this December) • MERC – class/comp strategy • Powell/Division Corridor Plan • Pacific NW conservation surcharge (Oregon Zoo) • Solid waste facility Community Enhancement Fee 	<ul style="list-style-type: none"> • OCC Hotel (grand opening) • Refinement of OCC Business Plan in post hotel environment. • Opening of Elephant Lands • Groundbreaking for Conservation Education Center at Oregon Zoo



KEY LEGEND

- | | | |
|-------------------------------------|--|------------------------------------|
| ① STADIUM SEATING | ⑦ STORMWATER PLANTERS | ⑬ EXISTING HOST ANALOG SCULPTURE |
| ② SEATING PLINTHS | ⑧ REMOVE EXISTING BUS CANOPY | ⑭ EXISTING PLANTING AREA TO REMAIN |
| ③ SEATWALLS | ⑨ NEW PLAZA PAVING | ⑮ REMOVE EXISTING EXIT DOORS |
| ④ INTERPRETIVE / FEATURE WALLS | ⑩ NEW PLANTING AREA | |
| ⑤ INFORMAL SEATING AREA / LANDSCAPE | ⑪ RENOVATED RAISED PLANTERS | |
| ⑥ GRAVEL PAVING | ⑫ EXISTING MARTIN LUTHER KING, JR. SCULPTURE | |



1/20/2015 DRAFT

Southwest Corridor Plan 2015-2016 schedule

Guiding principles:

- Activate the Shared Investment Strategy with a focus on places
- Define a Preferred Package that includes High Capacity Transit (HCT) and local transit, roadway, bicycle, pedestrian and development projects
- Make decisions along the way to support local priorities and allow flexibility prior to federal assessment
- Provide and discuss corridor-wide data to support transportation decisions at every meeting
- Allow ample time for enhanced engagement and community discussion

When	Major decision
February 2015	Define what's in the Preferred Package; confirmation of HCT alternatives; evaluation approach; confirm timeline
January – July 2015	Place-oriented discussions of choices and tradeoffs – aligning local benefits with regional implications (focus on South Portland, Tigard, Hillsdale, PCC)
July 2015	Preliminary connection of Shared Investment Strategy (SIS) projects with potential funding sources and implementation timing
	Narrow definition of HCT alternatives for evaluation based on preliminary assessment and public engagement <ul style="list-style-type: none"> • Direct/indirect access to key places (tunnels to Marquam Hill, Hillsdale, PCC) • Tigard alignments
	Confirmation of road, bike, pedestrian projects that may be part of an HCT package
August – November 2015	Continue place-oriented discussions of choices and tradeoffs – aligning local benefits with regional implications (focus on Tualatin, Sherwood, central Barbur, connections to Kruse Way and Washington Square)
October 2015	Confirm evaluation analysis on narrowed HCT alternatives
October – December 2015	Corridor wide discussions of evaluation results and best investment for the Southwest Corridor investment area
December 2015	Recommended strategy for funding SIS projects for public review
	Recommended HCT package of road, bike, ped projects for public review
	Recommended HCT decisions for public review: <ul style="list-style-type: none"> • Mode (is BRT or LRT the right investment for the corridor?) • Terminus options – can any be removed prior to study in DEIS? • Alignment options for further study (Barbur/Naito; Barbur/I-5 adjacent; Tigard to Tualatin adjacent to freight rail or not)
December 2015 – March 2016	Corridor/regionwide/place-oriented discussion of investment recommendations for the Southwest Corridor investment area
April 2016	Steering Committee recommendation on preferred investment package
May – November 2016	Local and regional actions to implement preferred investment package

Activating the Shared Investment Strategy: Elements of a Preferred Package

Work Element	What	How	Implementation
Development Strategy	<ul style="list-style-type: none"> Strategies specific to key places in the investment area (e.g., development incentives, brownfield cleanup, policy changes, etc.) 	<ul style="list-style-type: none"> Place focused review of defined community aspirations, development opportunities, market analysis, and public investments to support local visions 	<ul style="list-style-type: none"> Partnerships Development agreements Local actions: policy changes and incentives
HCT Package	<ul style="list-style-type: none"> Roadway, bicycle and pedestrian projects that are part of the HCT package HCT project definition (mode, terminus, alignment(s) for DEIS) 	<ul style="list-style-type: none"> Confirm transit supportive road, bike, & pedestrian projects with partners and community Provide technical information on HCT project trade-offs, costs, benefits, and impacts to public and decision-makers 	<ul style="list-style-type: none"> Road, bike, & pedestrian and HCT investment priorities Funding Federal impact analysis through NEPA Construction
Corridor Connections	<ul style="list-style-type: none"> Prioritized non-HCT related roadway, bicycle and pedestrian projects from the Shared Investment Strategy that provide important transportation solutions New local transit service plans 	<ul style="list-style-type: none"> Start with Shared Investment Strategy, review priorities with project partners and public Define implementation timeframe, within 15 years Identify projects for fast implementation (signals, etc.) 	<ul style="list-style-type: none"> Funding CIP, TSP, MSTIP, RTP Implementation priorities (2-15 years)
Other Mobility Needs	<ul style="list-style-type: none"> Major multimodal projects that are not prioritized in the other two categories 	<ul style="list-style-type: none"> Captured as we hear them 	<ul style="list-style-type: none"> Local TSPs RTP

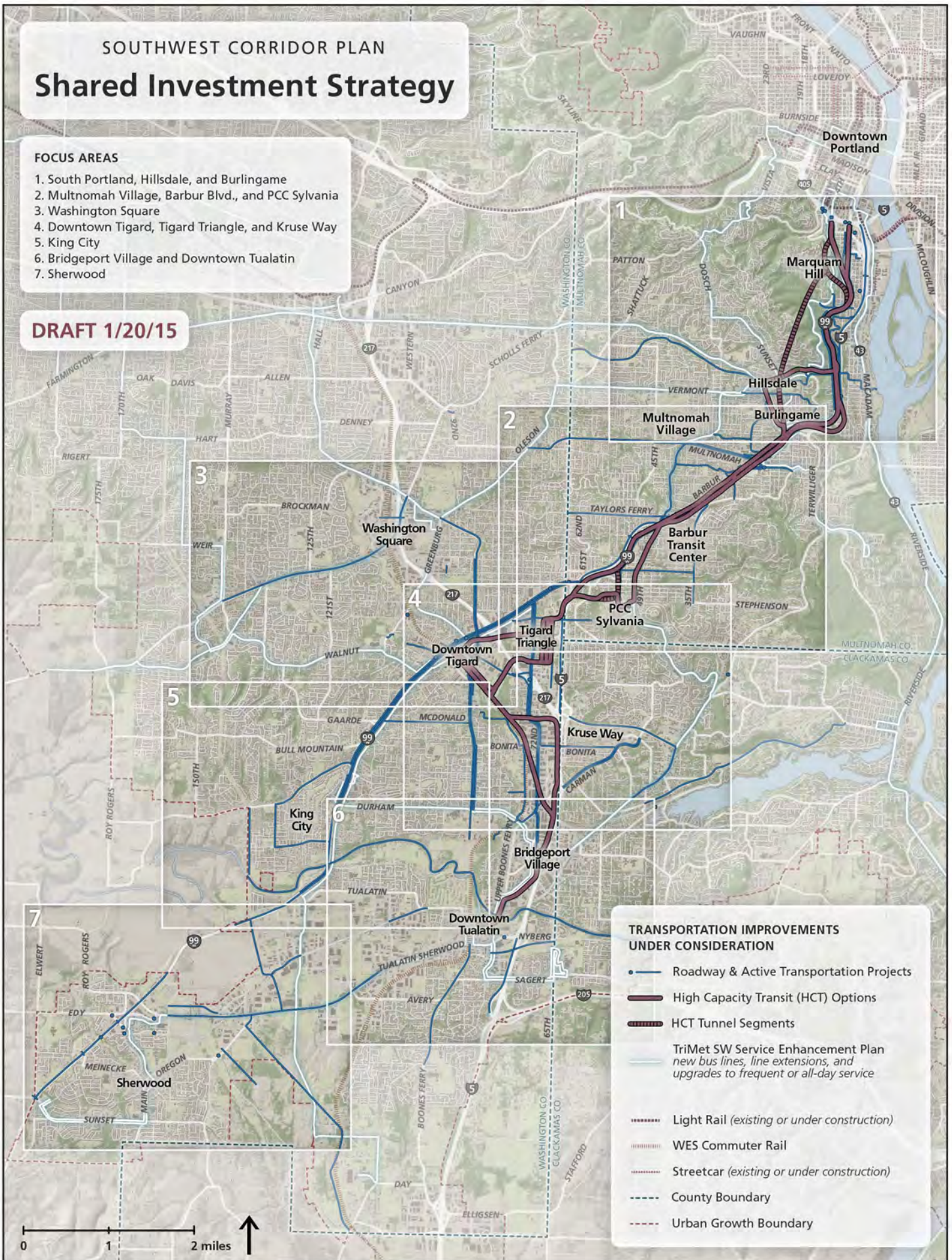
SOUTHWEST CORRIDOR PLAN

Shared Investment Strategy

FOCUS AREAS

1. South Portland, Hillsdale, and Burlingame
2. Multnomah Village, Barbur Blvd., and PCC Sylvania
3. Washington Square
4. Downtown Tigard, Tigard Triangle, and Kruse Way
5. King City
6. Bridgeport Village and Downtown Tualatin
7. Sherwood

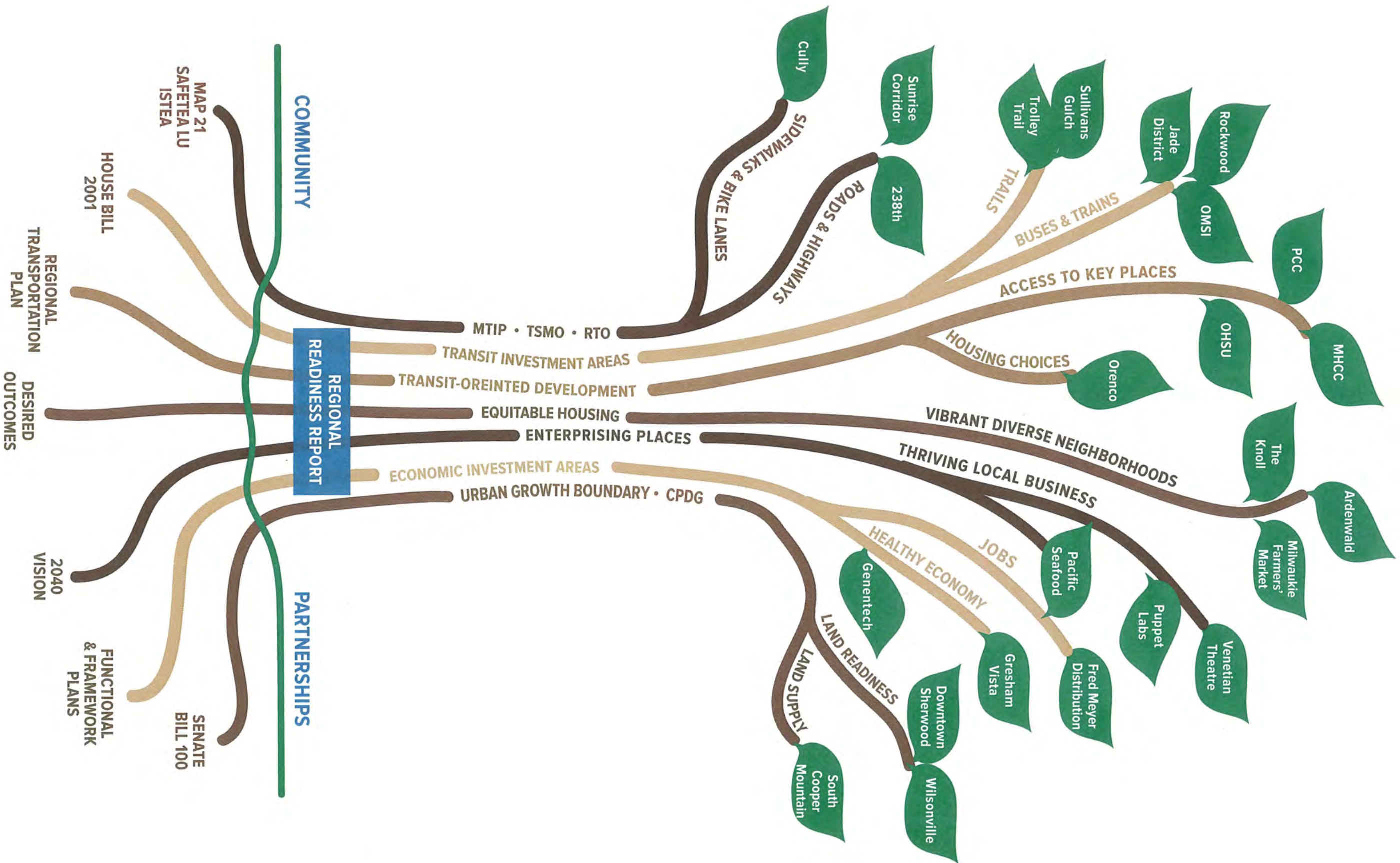
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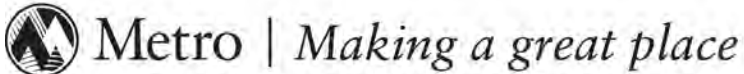


TRANSPORTATION IMPROVEMENTS UNDER CONSIDERATION

- Roadway & Active Transportation Projects
- High Capacity Transit (HCT) Options
- HCT Tunnel Segments
- TriMet SW Service Enhancement Plan
new bus lines, line extensions, and upgrades to frequent or all-day service
- Light Rail (existing or under construction)
- WES Commuter Rail
- Streetcar (existing or under construction)
- County Boundary
- Urban Growth Boundary

Growing places, together





January 20, 2015

The Honorable Ron Wyden
United States Senate
Washington, DC 20510

The Honorable Jeff Merkley
United States Senate
Washington, DC 20515

The Honorable Suzanne Bonamici
United States House of Representatives
Washington, DC 20515

The Honorable Greg Walden
United States House of Representatives
Washington, DC 20515

The Honorable Earl Blumenauer
United States House of Representatives
Washington, DC 20515

The Honorable Peter DeFazio
United States House of Representatives
Washington, DC 20515

The Honorable Kurt Schrader
United States House of Representatives
Washington, DC 20515

Dear Representative/Senator _____:

Congratulations on the convening of the 114th Congress. We are looking forward to working closely with you on issues of importance to the Portland region. High on our list, and the reason we are writing to you today, is the looming crisis in the federal transportation program. This is one of the first items the new Congress will need to address, as the law governing that program expires at the end of May. We want to underscore the need for Congress to increase transportation user fees in the Highway Trust Fund and adopt a new multi-year transportation bill that provides stable and dependable funding and addresses local communities' transportation needs.

Our state's and country's economic strength depends upon our cities, towns, and suburbs having the resources they need to attract and retain businesses and provide for a high quality of life for residents to prosper. Their success relies on an integrated, multimodal transportation network that allows for the safe and efficient movement of people and goods. Unfortunately, the federal Highway Trust Fund has been on the brink of insolvency for years, staving off fiscal disaster through a series of stop-gap budget adjustments that do nothing to address the underlying issue of declining fuel tax revenues.

Oregon has long been a national leader for transportation issues. In 1919, the State of Oregon led the country by introducing the first gas tax, and is currently pioneering the nation's first road usage charge program to assess a fee on users of our transportation system on a per mile basis.

We will continue to lead through action at the local and state level, but we rely on a strong Federal program for maintaining and building transportation networks fit for the 21st century. Oregon receives over half a billion dollars in federal surface transportation funding each year. Because ODOT's State Highway Fund resources are generally fully dedicated to debt service, highway maintenance, and agency operations, federal highway funds are the only source of funding for new construction projects that preserve and improve the state highway system.¹ If Oregon is able invest enough to build the projects in our long-range transportation plans, by 2040, we will see a \$928 million annual benefit to our state compared with current levels of investment.²

We support responsible solutions to fix the Trust Fund and direct more funding to local needs. Specifically, we urge Congress to take the following actions:

- Raise transportation user fees to stabilize the Highway Trust Fund and spur economic growth. Federal fuel taxes have not been raised since 1993, but transportation investment needs have grown significantly since that time. We urge Congress to raise revenues for transportation through one of the following means: an increase in the gasoline tax, indexing the gas tax, a sales tax on fuel, a per-barrel of oil fee, or any other reliable and dedicated user based funding source. These additional revenues should be available to invest in all modes of surface transportation in order to create the network of transportation options that a 21st century economy demands.
- Stimulate innovation through local empowerment. Local leaders are best able to identify the particular transportation investments to address their communities' unique challenges. Yet, under current law, local communities have direct access to less than 8 percent of federal highway funds, and many discretionary programs that communities once utilized to help fund innovative transportation projects have been eliminated. Congress should provide local leaders with control of a greater share of transportation funding to ensure that it will be invested in the projects that best meet local needs and provide a strong return on investment.

As a member of the 114th Congress, you have a crucial opportunity to refocus the transportation program in ways that will boost local economies, maintain our existing infrastructure, and prepare for the future. We request that Oregon's delegation show bold and visionary leadership on transportation issues at the Federal level in the 114th Congress and make strengthening the Federal, state and local transportation partnership one of your highest priorities. We stand ready to help you succeed in that important work.

CC: JPACT

Sincerely,

Tom Hughes
Metro Council President

Craig Dirksen
Metro Council
JPACT Chair

¹ What will happen to federal transportation funding? ODOT, 2014: <http://www.oregon.gov/ODOT/GOVREL/Pages/Federal-Funding.aspx>

² *Economic Impacts of Congestion Report*, 2014

Kathryn Harrington

From: Paul Slyman
Sent: Tuesday, January 20, 2015 11:28 AM
To: Metro Councilors; Council Office Staff
Cc: PES SW Roadmap; Martha Bennett; Scott Robinson; Amy Croover; John Williams
Subject: Solid Waste Roadmap 2015 Update
Attachments: Solid Waste Roadmap schedule 2015.pdf

Categories: Oregonmetro.gov

Hello Councilors—This email gives you a brief look at important Solid Waste Roadmap work that will come before you this year. As you recall, last year’s work was effective at building program awareness, cultivating new interested parties, soliciting public interest and opinion, narrowing research options, and describing system alternatives. The work for 2015 continues this, but more importantly narrows options and positions the Metro Council to make decisions on the major questions below.

1. What actions should Metro take to ensure the availability of “adequate and reasonably proximate” food scraps transfer and processing capacity? In late June or early July, you will be asked to consider actions that Metro should take to continue our regional progress on diverting food scraps from disposal, and ensuring adequate processing facilities exist to capture the energy and environmental benefits from these materials. Also important, these decisions will influence choices for the long term management of what’s left.
2. Long term, what should the region do with items that aren’t reused, recycled, or composted? In mid-summer (likely late July), staff will advise you about feasible long term management options and will seek decision on which of a small group of options (in addition to landfills) it should focus attention on. This direction will influence what Metro asks of private companies who want to be part of this work, and will also give those companies notice about Metro’s expectations of them in the region’s solid waste system.
3. What model of public-private transfer system best serves the public interest? At several points during the year you will learn about various transfer system configuration options. In December, you will be asked to determine the model that best serves the public interest of the Metro region. New transfer station franchises take effect January of 2016. This is where “the rubber meets the road” and Metro Council decides how to best provide this service in the region.

Why is this work important?

We have a well-managed garbage system that is affordable and strives to reduce the amount of waste we throw away. That said, the expiration of our major contracts affords the opportunity to evaluate where our garbage goes and what happens to it, and decide if we want to pursue new ways of managing it. The decisions Metro Council makes may affect the operation of facilities; the access people have to recycling, disposal, and household hazardous waste services; the amount people pay to have their garbage removed; or the operations of large, integrated solid waste companies. So, as you make these decisions, we want to ensure you have as much information and perspective as possible as you strive for a system that protects people’s health and the environment, get goods value for the public’s money, keeps the commitment to the best use of materials, remains adaptive and responsive in managing materials, and ensures services are available to all types of customers.

These decisions are best made when our local governments—through staff involvement in SWAAC and elected official involvement in MPAC or other areas—understand what we are trying to achieve and why we are pursuing certain strategies. For that reason, staff is requesting time on the MPAC agenda and also developing information for you to share with your stakeholders as you see fit.

Is that it for solid waste issues in 2015?

Of course while the Council will be setting long-term direction for the solid waste system, several routine decisions will be brought to you in 2015. For instance, Council will consider food waste NSLs (non-system licenses), whether to list new out-of-region designated disposal facilities, whether to issue new or renewed franchises, whether to grant or adjust tonnage cap requests at transfer stations, and changes to the Metro Code that governs oversight of the system. You will also be considering whether additional steps should be taken to maintain or increase the recovery of urban wood waste. Finally, Council will be reviewing the Regional Solid Waste Management Plan (RSWMP) at mid-term and looking to longer term update direction and issues for the 2018 RSWMP.

I've attached a graphic schedule that you may find helpful. If you would like additional information, please do not hesitate to contact me or any of the SW Roadmap team.

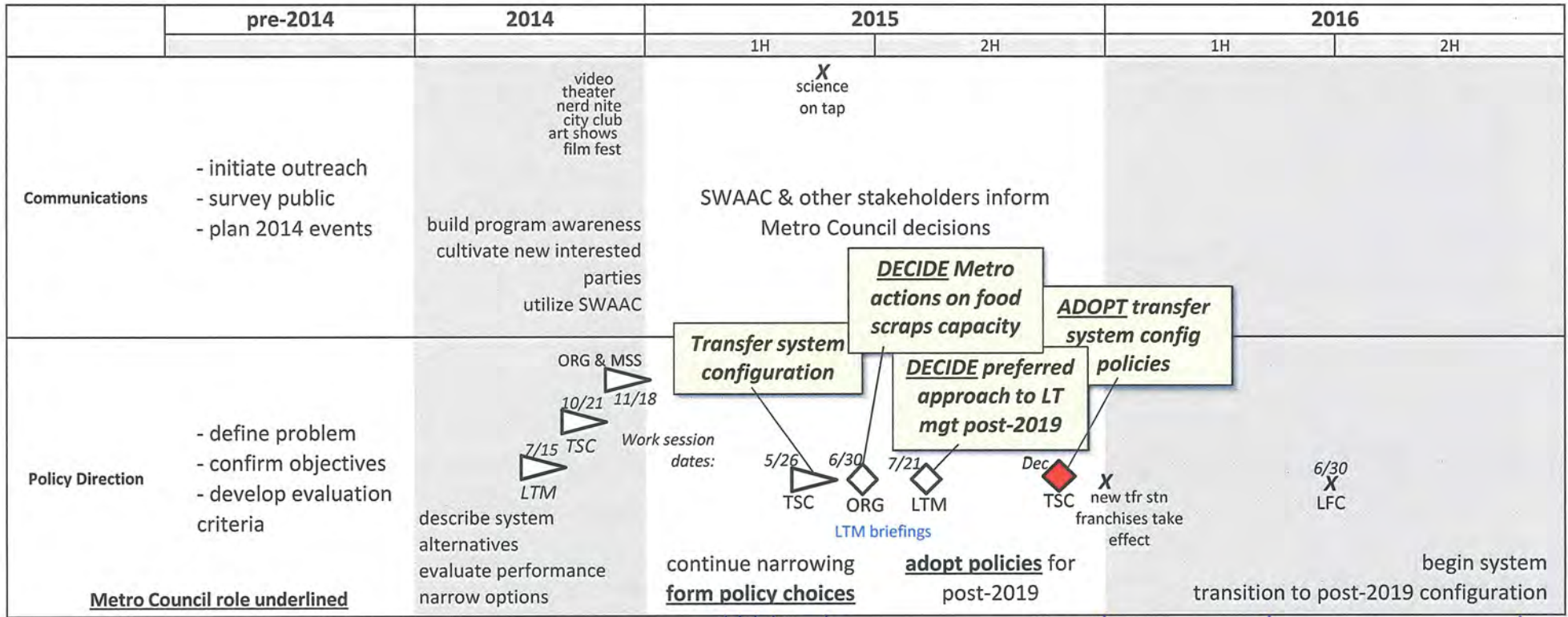
My best,
Paul

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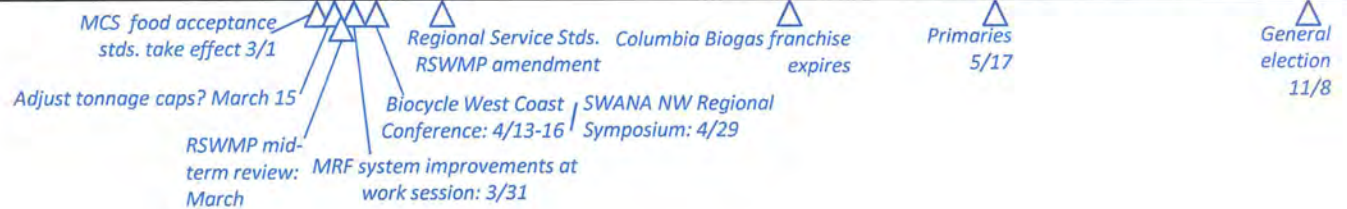


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Schedule for Solid Waste Roadmap Policy Development, 1/9/15 update



△ Non-Roadmap milestones



KEY QUESTIONS*

- KEY TO SYMBOLS**
- ▷ Council work session
 - ◇ Provide major policy direction
 - ◆ Formally adopt new policies
 - X Date certain event

- LTM = Long-term, what should the region do with items that aren't reused, recycled, or composted?
- TSC = What model of public-private transfer system best serves the public interest?
- ORG = What actions should Metro take to ensure adequate and reasonably proximate food scraps tfr and processing capacity?
- MSS = What service alternative should Metro pursue at or near Metro South?
- FEES = How should Metro recover the cost of solid waste services and general government?
- LFC = What is Metro's policy on landfill capacity?

DRAFT

current as of 1/9/2015

* Ongoing foundational work will support key questions by helping to describe how various alternatives would perform in managing the region's waste.