



**METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes

April 8, 2015

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Ruth Adkins  
Sam Chase  
Carlotta Collette  
Tim Clark, *1<sup>st</sup> Vice Chair*  
Andy Duyck  
Maxine Fitzpatrick  
Mark Gamba  
Jeff Gudman  
Charlie Hales  
Jerry Hinton  
Dick Jones  
Anne McEnery-Ogle  
Marilyn McWilliams  
Craig Prosser  
Loretta Smith  
Bob Stacey  
Peter Truax, *Chair*  
Jerry Willey

AFFILIATION

Portland Public Schools, Governing Body of School Districts  
Metro Council  
Metro Council  
City of Wood Village, Multnomah Co. Other Cities  
Washington County  
Multnomah County Citizen  
City of Milwaukie, Clackamas Co. Other Cities  
City of Lake Oswego, Clackamas Co. Largest City  
City of Portland  
City of Gresham, Multnomah Co. 2<sup>nd</sup> Largest City  
Oak Lodge Water District, Clackamas Co. Special Districts  
City of Vancouver  
Tualatin Valley Water District, Washington Co. Special Districts  
TriMet Board of Directors  
Multnomah County  
Metro Council  
City of Forest Grove, Washington Co. Other Cities  
City of Hillsboro

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Jim Bernard  
Jackie Dingfelder  
Ed Gronke  
Marc San Soucie  
Jeff Swanson

AFFILIATION

Clackamas County  
City of Portland  
Clackamas County Citizen  
City of Beaverton, Washington Co. 2<sup>nd</sup> Largest City  
Clark County

OTHERS PRESENT: Susan Anderson, Tom Armstrong, Chris Deffebach, Kay Durtschi, Kathryn Harrington, Eric Hesse, Zoe Monahan, Bill Peterson

STAFF: Tom Chaimov, Andy Cotugno, Alexandra Eldridge, Kim Ellis, Marvin Fjordbeck, Elissa Gertler, Nellie Papsdorf, Ramona Perrault, Ken Ray, Ted Reid, Paul Slyman, Ina Zucker

## **1. CALL TO ORDER AND DECLARATION OF A QUORUM**

MPAC Chair Peter Truax called the meeting to order and declared a quorum at 5:05 p.m.

## **2. SELF INTRODUCTIONS & COMMUNICATIONS**

All attendees introduced themselves.

## **3. CITIZEN COMMUNICATION ON NON-AGENDA ITEMS**

There were none.

## **4. COUNCIL UPDATE**

Councilor Chase notified MPAC members of the following items:

- The Metro Council unanimously voted to “Ban the Box” from agency-wide employment applications on March 12 in an effort to help underserved communities have access to jobs. Councilor Chase noted that this policy removes questions about criminal history from applications for employment. It will not eliminate Metro’s practice of background checks during the hiring process, but it allows applicants to be judged on their professional experience and individual merits without the initial stigma of a checked box.
- Metro’s Community Planning and Development Grants (CPDG) program is underway, with letters of intent due by April 16. CPDG grants are intended to help cities and counties across the region develop strategies to improve existing centers and corridors and prepare for new housing and jobs in urban expansion areas.
- The deadline for the next round of Enterprising Places grants is April 27. Enterprising Places is a new Metro program that offers grants to help revitalize downtowns and main streets.

Councilor Stacey notified MPAC members of the following items:

- An update on the Willamette Falls Legacy Project: Three finalists have been selected to design the public Riverwalk. Final interviews will occur in early May and a design firm should be selected by mid-summer.
- The Metro Council President and Councilors, as well as the Chief Operating Officer Martha Bennett and Metro staff, are participating in a series of forums across the region called Our Shared Region to talk about Metro and its role in the region, and to discuss with local jurisdictions how to best achieve their shared goals. Councilor Stacey noted that the next meeting would be April 9 at 6 pm in Beaverton and encouraged MPAC members to attend.

Chair Truax notified members that the Metro 2014 Compliance Report had been issued. Chair Truax explained that each year Metro’s Chief Operating Officer is required to update the Metro Council on the status of compliance by cities and counties with the requirements of Metro’s Urban Growth Management Functional Plan and Regional Transportation Functional Plan. Per Metro Code, the plan will be submitted to MPAC and the Joint Policy Advisory Committee on Transportation (JPACT) before being mailed to the region’s planning directors.

## **5. CONSENT AGENDA**

### **5.1 Consideration of February 25, 2015 Minutes**

MOTION: Mayor Jerry Willey moved and Dick Jones seconded, to approve the February 25, 2015 minutes.

ACTION: With all in favor, the motion passed.

## **6. INFORMATION/DISCUSSION ITEMS**

### **6.1 2015 Solid Waste Roadmap Work Plan**

Chair Truax introduced Metro's Director of Parks and Environmental Services Paul Slyman and Senior Solid Waste Planner Tom Chaimov.

Paul Slyman gave an introduction to the item, noting that Metro has managed the region's waste needs for 25 years. Mr. Slyman noted that the system was shared by Metro, local governments, and the waste industry, including everything from small neighborhood haulers to large national corporations. Because of the significant economic and environmental value of the system, Mr. Slyman explained that Solid Waste staff was looking to plan for the future in terms of how to best plan for dealing with regional solid waste in the next 20 years. He then introduced Tom Chaimov to go over this plan.

Mr. Chaimov stressed that Solid Waste staff and their partners continue to strive for ways to have less of an impact on the environment. He noted that in 2013 the region reduced, reused, recycled or composted 64 percent of its waste, leading to an all-time record and demonstrating the region's success in managing its materials. Mr. Chaimov also noted that despite the success, about 1 million tons of garbage was thrown out by individuals and businesses each year. Mr. Chaimov noted that most of this garbage ends up in landfills around the region, which signifies a wasted opportunity in terms of resources. The leftover trash has the capacity to produce energy, whether through electricity, steam, or other types of fuels. Mr. Chaimov noted that part of the work plan was finding a better way to make use of this resource.

Mr. Chaimov gave a brief overview of the varying actors and their roles in the waste system, including local cities, counties, franchises for local collections, and the private companies that operate transfer stations and landfills. Mr. Chaimov explained that at the end of 2019, Metro's agreement with Waste Management expires, providing an opportunity to reconsider the region's choices regarding garbage collection and management.

Mr. Chaimov explained what staff was hoping to achieve with the Solid Waste Roadmap. He explained that the Solid Waste Roadmap is Metro's effort to get more from the waste the region generates and to make sure the system is positioned for future change.

Mr. Chaimov then went over some key questions from the plan including how to best manage garbage and other materials in the years ahead, how to position the region to make better use of discarded materials, and how the region's solid waste system can best meet the needs of the public.

Mr. Chaimov noted that Metro staff hope to do better with the leftover materials, but pointed out

that using landfills continues to be the most inexpensive system. Mr. Chaimov then went over some potential alternative approaches that would be more expensive but would also yield increased benefits, such as fermenting garbage to generate methane or using more advanced mechanical techniques to improve sorting at transfer stations. Mr. Chaimov noted that part of the Roadmap process would be looking at a number of different options to find the region's best fit.

Mr. Chaimov explained that a key question was how to keep more food scraps out of the waste stream, in particular the significant amount of food scraps generated by businesses (such as school cafeterias, restaurants, and hospitals). He noted almost one fifth of what is sent to landfills is food and that the system needs the correct policies and facilities to deal with this waste.

Mr. Chaimov added that an important factor in the Roadmap process is working closely with facility operators both public and private to develop improved configurations of roles and responsibilities in terms of waste management.

Mr. Chaimov gave a brief overview of its partners in this effort, including its partners in the waste industry, as well as the Solid Waste Alternatives Advisory Committee (SWAAC), local governments, cities, citizens, and the Oregon Department of Environmental Quality. Mr. Chaimov also noted the Solid Waste department's extensive outreach efforts, including an innovative engagement series, film festivals, lectures and other events.

Mr. Chaimov finished by providing an overview of upcoming decisions related to the Solid Waste Roadmap work plan, including a direction for managing food scraps, the best options for long-term management of garbage, updating public and private transfer station roles and responsibilities, and further into 2016, possibly improving Metro South Station and adjusting fees and tax policies, if needed.

*Member discussion included:*

Chair Truax noted that the City of Forest Grove, along with Waste Management and Recology, was working on a pilot program that would include adding food scraps to the green barrels used for yard debris. Chair Truax added that it seemed to be a good example of public and private sectors working together to improve recycling means in the region.

Jackie Dingfelder thanked Mr. Chaimov and Mr. Slyman for the presentation. She then asked about the potential environmental effects of transporting waste and recyclables across such distances.

Paul Slyman responded that Solid Waste staff is interested in looking at alternative options for transporting garbage in order to reduce environmental impacts. He gave the example of Seattle, which transports its garbage by train. Mr. Slyman also noted that Metro and its partners are doing well managing the waste that gets reduced, reused, and recycled, but that they also hope to improve management of the leftover materials that currently end up in landfills.

Councilor Marc San Soucie gave an overview of two incentives-based programs that the City of Beaverton has implemented: the Recycle at Work program that focuses on office waste and a commercial food waste program that collects food scraps from local businesses. Mr. San Soucie noted that both programs have so far been a success and explained that grants from Metro available to local jurisdictions had proven very effective in implementing these programs.

Members discussed alternative waste sorting systems, including single can systems. Mr. Chaimov

noted that single can systems tend to work more efficiently in jurisdictions that are starting at zero percent recycled waste instead of the Metro area's 64 percent.

Members discussed the large amount of packaging that goes into waste management, such as plastic bags.

Mayor Jerry Willey asked about the Bottle Bill and bottle redemption rates. He expressed his interest in providing waste education programs in Hillsboro and asked that Solid Waste staff return to MPAC in fall to provide an update on their work. Chair Truax agreed to work with staff in putting the visit on the work program.

## **6.2 Update on Climate Smart Strategy Submittal to Land Conservation and Development Commission**

Chair Truax introduced Metro Principal Transportation Planner Kim Ellis. Ms. Ellis provided an update on the Climate Smart Communities Strategy, noting that on February 23, 2015 Metro staff submitted the Climate Smart Strategy decision record, as recommended by MPAC and JPACT, to Oregon's Land Conservation and Development Commission (LCDC) in the manner of periodic review.

Ms. Ellis thanked MPAC committee members and Metro staff for the time they invested in the Climate Smart Strategy that was adopted by the Metro Council in December 2014 and distributed certificates of appreciation. Ms. Ellis added that she would return to MPAC after LCDC's May 21 meeting to update members on the commission's findings. She also noted that in coming months Metro staff and MPAC would begin to develop a work program in order to structure implementation of the strategy and to address any issues moving forward.

## **6.3 Urban Growth Management Decision: Portland's Comprehensive Plan Update**

Chair Truax introduced the item, noting that at the February 25 MPAC meeting, staff described a revised work program for the Urban Growth Management (UGM) decision in light of the legislative status of Metro's urban and rural reserves. One topic for discussion in the revised work program is the likelihood of future development in urban centers such as Portland. Chair Truax introduced Metro Senior Regional Planner Ted Reid to give an overview of the revised work program.

Mr. Reid reminded MPAC members that Metro staff had proposed to focus policy discussions related to the UGM decision on the following three topics related to regional housing needs: 1. Residential development potential in urban centers such as Portland. 2. Residential development potential in areas brought into the urban growth boundary (UGB) such as Damascus. 3. Choosing a point in the range forecast. Mr. Reid noted that the meeting's discussion of Portland's Comprehensive Plan update was the first of three installments focused on Portland. The next phase will occur April 22 with a discussion related to historic development trends in some of the region's urban centers with a possible visit from local developers. Mr. Reid explained that for the last installment Metro staff hoped to organize an external meeting on June 10 to provide MPAC members with a firsthand look at what recent multi-family development looks like in the Portland area.

Mr. Reid added that the Urban Growth Report (UGR) forecast was peer-reviewed by a panel chaired by former state economist Dr. Tom Potiowsky, with representatives from Portland State University, NW Natural, ECO Northwest and Johnson Economics. He noted that the report predicted that 60

percent of new households will have one or two people and make less than \$50,000 a year, and that these figures have significant implications in terms of addressing future housing needs.

Ted Reid then introduced the City of Portland's Director of Planning and Sustainability Susan Anderson and Supervising Planner Tom Armstrong.

Susan Anderson explained that it has been 35 years since Portland's last Comprehensive Plan, noting the significant population growth in that time. She then provided an introduction to the plan and its history.

Tom Armstrong provided a background to the plan's development, explaining that the City of Portland staff has worked on the plan for a number of years, using 2010 as the baseline year and 2035 as the planning horizon. He added that the growth forecast was based on the Portland allocation from Metro's 2012 adopted growth allocation. He explained that the plan took a lot of its direction from the Portland Plan process, including broad strategic planning and significant community outreach. He noted that the Equity Framework and the Healthy Connected City (or Complete Neighborhoods) strategy both heavily influenced the plan, and that economic prosperity and affordability were integrated into the plan's goals and policies. He explained that while the document was completely rewritten and reorganized, with new elements and restructured policies including a reprioritization of Transportation System Plan (TSP) projects, there were only incremental changes to the city map.

Mr. Armstrong then provided the seven key directions of the Comprehensive Plan: 1. Create complete neighborhoods. 2. Encourage job growth. 2. Create a low-carbon community. 4. Protect natural areas and open spaces. 5. Provide reliable infrastructure that equitably serves all parts of the city. 6. Improve resiliency. 7. One size does not fit all.

Mr. Armstrong explained that a healthy connected neighborhood is one that provides safe and accessible access to economic opportunity, healthy food, sustainable and active transportation options and recreation. He noted that it is also a place that has a variety of affordable housing choices, strengthens social connections and has a reduced environmental footprint.

Mr. Armstrong then went over some other key aspects of the plan, including housing improvements and additions; providing an adequate supply of industrial land; increased employment with a focus on industrial jobs for middle-wage earners; the Urban Design Framework and its purposes and findings; the Investment Strategy used to address various growing neighborhoods' unique needs; and an overview of the Comprehensive Plan Map and its predominantly small changes, mostly related to rewriting commercial mixed-use zoning codes and down-zoning some residential areas.

Mr. Armstrong then gave a brief overview of the city's Map App, which was used to collect shared public comments after the release of the plan's draft goals, policies and map. Mr. Armstrong noted that the online interactive map was a very effective tool that resulted in more than 2,000 comments and could be used in other jurisdictions.

Mayor Hales noted that the city was committed to advancing the updated Comprehensive Plan and reaching its targets. He noted that part of this commitment would include managing the side effects of significant change, but that the City of Portland staff was committed to these efforts.

*Member discussion included:*

Councilor Mark Gamba noted that a criticism he often hears in Clackamas County is that the plan involves a significant amount of multi-family residential growth. He referenced a preference survey in the UGR that showed that most people would like to live in single-family housing. He asked if it was realistic to forecast the majority of people in Clackamas County living in multi-family housing. Mayor Hales responded that most people will not be able to afford single-family homes and that trying to achieve low-density single-family housing for most people is not a reliable strategy. He also noted that part of the solution might be providing people with diverse housing options.

Commissioner Jim Bernard and Ruth Adkins commended City of Portland staff for considering school district needs in the plan. Ms. Adkins encouraged planning staff to continue to break down barriers between education and planning to accommodate families' needs.

Commissioner Loretta Smith expressed her concern about the lack of affordable housing in core areas. She noted the breadth of fair-market high-density housing and the need for alternative options. She also expressed concern about the potential for overdeveloping.

Mayor Hales noted that there is demand for the units now under construction. He added that there was a need for public subsidies and other sources of additional revenue to achieve public housing and address the commissioner's concerns.

Ms. Anderson added that as part of the city's mixed use zoning project, City of Portland staff are using new tools to encourage affordable housing by providing incentives to create affordable housing units.

Members discussed affordable housing strategies and possible incentives, as well as Portland's capacity for further development. Ms. Anderson noted that even at base level, the city forecasts having 43 years of additional growth capacity.

**7. MPAC MEMBER COMMUNICATION**

- TriMet Director Craig Prosser provided a TriMet budget update, emphasizing strong improvement in TriMet services. He noted that 2015 was the fourth year with no fare increase, although there was a possible \$.25 increase slated for Honored Citizen tickets. Mr. Prosser also reminded members that the MAX Orange Line will launch on September 12 and as a result, bus and MAX service hours will increase by 2 and 15 percent respectively. Mr. Prosser also noted that the budget includes funding for 77 new buses, which will address a backlog in maintenance and bring the average age of fleet buses to the industry standard of 8 years. Councilor Jeff Gudman commended TriMet's increased services but also noted that Lake Oswego will experience some reduction in services as part of the plan and that will be an adjustment.
- Chair Truax noted that per Councilor Gudman's request, at the next Metro Technical Advisory Committee (MTAC) meeting on April 15, Deputy Director of Planning John Williams would be requesting that MTAC review Metro's current deadline requirement for local jurisdictions to provide Metro notice of proposed land use actions.
- Councilor Mark Gamba requested that further discussions concerning the Climate Smart Communities Strategy, including local jurisdictions' roles and potential federal funding, be added to the MPAC parking lot.

- Chair Truax alerted members to another topic up for possible discussion that will aim to inform the relationships between MPAC and the Metro Council, between MPAC and the various municipalities, and the various municipalities and the Metro Council.

**8. ADJOURN**

MPAC Chair Peter Truax adjourned the meeting at 6:56 p.m.

Respectfully Submitted,



Nellie Papsdorf  
Recording Secretary



**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APR. 8, 2015**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
2.0	Handout	04/08/15	Updated 2015 MPAC Work Program	040815m-01
2.0	Handout	N/A	2014 Compliance Report	040815m-02
6.1	Flyer	N/A	Let's Talk Trash Invitation	040815m-03
6.1	PowerPoint	04/08/15	Metro's Solid Waste Roadmap	040815m-04
6.3	Memo	02/12/15	Staff Proposal for Structuring Urban Growth Management Discussions	040815m-05
6.3	Handout	04/07/15	Urban Growth Management Decision: Tentative Schedule for Council, MPAC and MTAC	040815m-06
6.3	PowerPoint	04/08/15	2035 Comprehensive Plan: Overview of the Proposed Draft	040815m-07