

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: May 10, 2006

DAY: Wednesday, 5:00-7:00 p.m.

PLACE: Metro Council Chamber/Annex

NO	AGENDA ITEM	PRESENTER	ACTION	TIME
	CALL TO ORDER	Kidd		
1	SELF INTRODUCTIONS, ONE MINUTE LOCAL UPDATES & ANNOUNCEMENTS	All		5 min.
2	CITIZEN COMMUNICATIONS FOR NON- AGENDA ITEMS			2 min.
3	CONSENT AGENDA <ul style="list-style-type: none">March 8 & 22 and April 12, 2006MTAC Appointments	Kidd	Decision	3 min.
4	COUNCIL UPDATE	Hosticka	Update	5 min.
5	CONSTRUCTION EXCISE TAX	Valone	Update	10 min.
5	NEW LOOK AT REGIONAL CHOICES <ul style="list-style-type: none">Overview and Upcoming EventsInvesting in our Communities Panel of Economic Advisors UpdateShape of the Region Update2035 Regional Transportation Plan (RTP) Draft Work Program	McArthur Hosticka/Neill Hosticka/O'Brien Ellis	Information Information Information Discussion	75 min.
6	MAY 19 TH MAYORS/CHAIRS LEADERSHIP FORUM	Kidd/Bragdon	Information	5 min.

UPCOMING MEETINGS:

MPAC: May 24, 2006 & June 14, 2006

MPAC Coordinating Committee, Room 270: May 10, 2006

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,
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METRO POLICY ADVISORY COMMITTEE MEETING RECORD

March 8, 2006 – 5:00 p.m.

Metro Regional Center, Council Chambers

Committee Members Present: Chuck Becker, Nathalie Darcy, Rob Drake, Andy Duyck, John Hartsock, Jack Hoffman, Tom Hughes, Richard Kidd, Tom Potter, Lane Shetterly

Committee Members Absent: Ken Allen, Richard Burke, Bernie Giusto, Diane Linn, Wilda Parks, Katherine Ruthruff, Larry Sowa, Erik Sten, Steve Stuart, (Multnomah Co. Special Districts – vacant, Governing Body of School District –vacant)

Alternates Present: Bob Bailey, Larry Cooper, Tim Crail, Laura Hudson, Norm King, David Ripma

Also Present: Bill Ashworth, Oregon Realty and HCTF; Hal Bergsma, City of Beaverton and HCTG; Carol Chesarek, Citizen; Kathy Christy, Candidate for Metro; Bob Clay, City of Portland; Valerie Counts, City of Hillsboro; Danielle Cowan, City of Wilsonville; Sara Culp, Mayor Tom Potter's office; Brent Curtis, Washington County; Jon Holan, City of Forest Grove; Jim Jacks, City of Tualatin; Gil Kelley, City of Portland; Irene Marvich, League of Women Voters; Doug McClain, Clackamas County; Laura Oppenheimer, The Oregonian; Mike Ragsdale, GPAC; Pat Ribellia, City of Hillsboro; Paul Savas, Clackamas County; Amy Scheckla-Cox, Cornelius Council; Jonathan Schlueter, Westside Economic Alliance; Andy Smith, Multnomah County; David Zagel, TriMet

Metro Elected Officials Present: Liaisons – Carl Hosticka, Council District 3, Susan McLain, Council District 4; Robert Liberty, Council District 6 others in audience: Brian Newman, Council District 2; Rex Burkholder, Council District 5; Council President David Bragdon

Metro Staff Present: Kim Bardes, Dick Benner, Dan Cooper, Andy Cotugno, Chris Deffebach, Jim Desmond, Robin McArthur, Linnea Nelson, Amelia Porterfield, Ken Ray, Reed Wagner

1. SELF-INTRODUCTIONS, ONE MINUTE LOCAL UPDATES & ANNOUNCEMENTS

Chair Richard Kidd, called the meeting to order at 5:08 p.m. Chair Kidd asked those present to introduce themselves.

2. CITIZEN COMMUNICATIONS FOR NON-AGENDA ITEMS

There was none.

Chair Kidd announced that at the first MPAC meeting of each month Andy Cotugno would give an update on what the Joint Policy Advisory Committee (JPACT) was doing.

Andy Cotugno, Metro Planning Director, gave a short update on JPACT. He said that JPACT would be devoting a good portion of their time at the next meeting to scoping the Regional Transportation Plan (RTP) Update. He said they were just at the beginning of that process. He said that the biggest issue would be finances as there were a lot of expectations and not enough resources. JPACT was also finalizing the kickoff process for the funding that Metro allocates through Metropolitan Transportation Improvement Program (MTIP). He said that JPACT was also in the beginning stages of the Oregon Department of Transportation (ODOT) allocation process.

Councilor Robert Liberty asked that Metro, JPACT, and MPAC make sure that MPAC was weighing in on big transportation issues.

Lane Shetterly, Department of Land Conservation and Development, gave an update on Measure 37 and Senate Bill (SB) 82.

3. CONSENT AGENDA

Meeting Summary for February 22, 2006:

Motion:	Mayor Rob Drake, City of Beaverton, with a second from, Andy Duyck, Washington County Commissioner, moved to adopt the consent agenda without revisions.
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Vote:	The motion passed unanimously.
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4. COUNCIL UPDATE

Councilor Carl Hosticka said that at the next meeting the Council would be considering the Open Spaces Bond Measure proposal. He said that the Ag/Urban study group had been meeting and he anticipated an update on that for MPAC soon. He said that Metro had a meeting to discuss the Regional Transportation Plan (RTP) and he anticipated that it would be a bigger deal than just figuring out which projects they would fund. The transportation system for years had been trying to play catch up on land use to deal with problems created by where people live. They have now realized that it will probably never catch up and they would have to start doing something different in transportation and/or land use.

5. GPAC REPORT ON ACTIVITIES

Mike Ragsdale, GPAC Chair, gave an update on the Greenspaces Policy Advisory Committee (GPAC). He said that they had developed a work program for 2006 and started a work plan for 2007. He said that a big area of concern was operations and maintenance, and the committee was working on a comprehensive overview of finances for parks and natural spaces in the region. There was a heavy focus on institutional relationships and they wanted to aspire to a world-class system of parks and greenspaces in Oregon. He said that the role of GPAC was a convening role. During 2006 GPAC would be giving out reports on their conclusions. He said that GPAC would be looking to staff around the region to help them do the work.

6. EXPANSION AREA PLANNING FUND

Councilor Brian Newman gave a brief explanation of the Expansion Area Planning Fund (EAPF) proposal.

Mayor Chuck Becker, City of Gresham, reiterated his concern that the City of Gresham be reimbursed for the work they had already done on comprehensive planning for the land brought into their area.

Councilor Newman said that Metro had done some outreach to find out what jurisdictions had done regarding some up-front work paid out of their own general fund. He said there were other cities besides Gresham who had done or started some work. He said that Metro would try not to penalize jurisdictions that had already done some planning. Metro would go back to 2002 and try to reimburse those jurisdictions.

Mayor Rob Drake, City of Beaverton, asked how much had already been expended.

Councilor Newman said that if all the jurisdictions were taken together it was about \$1.3 million.

Councilor David Ripma, City of Troutdale, said that given the amount of money to be made by an expansion, and the possible harm to other jurisdictions that did not expand, why should the rest of the people, who were potentially harmed by the expansion, be forced to pay for planning of the expansion areas? He said that there had to be a better way to bring in money other than taxing everyone not involved in the expansion.

Councilor Newman said that issue had been discussed, and the feeling had been that the expansion affected the whole region. The expansion areas serve everyone in the region. Everyone benefits from a well-planned region. If we continue to bring land into the boundary and nothing happens, then that hurts the credibility of the land use system. Therefore there was concern to find a way to make sure the system would work and that those Metro policy decisions to bring in land would serve the entire region.

Councilor Ripma said that speaking for a jurisdiction that was under-developed and would not benefit from expansion elsewhere – whatever area that was expanding should be the area that paid for it. He said that he did not support this policy.

Councilor Liberty and Newman said that developers generally were supportive of the proposal.

Commissioner Bob Bailey, City of Oregon City, said that the City of Oregon City was supportive of the proposal. He asked Mr. Ripma how the proposal would harm or reduce development in Troutdale.

Councilor Ripma said it would force development elsewhere. He said it was the kind of thing that would force development someplace else. He said that Troutdale, Fairview, and Wood Village had undeveloped industrial land and he wondered why those cities should subsidize expansion in Washington County, and Springwater when there was developable land in their cities?

Councilor Newman explained the rate and fee process. He said that the developers that Metro had spoken with had said that the fee would not affect whether they built in other areas or not. He said that while they did not support this type of fee in the past, they realized that for planning and development to happen in some places they would need to find some sort of solution.

Commissioner Ripma said it would benefit the areas that were coming in but not everyone else in the region. He said they were the ones gaining and they should be the ones to pay. He said that he would oppose the proposal.

Mayor Norm King, City of West Linn, expressed concern that they would not raise enough money to cover costs for all new areas to comprehensive plan. He asked what Metro planned to do if there were not enough funds.

Councilor Newman said that the numbers were achieved by what the cities themselves had estimated and provided to Metro. He said that Metro got the figures directly from the cities. He explained how the fee and payment process would work.

Councilor Jack Hoffman, City of Lake Oswego, asked about the next big issue which was finding funds for roads, water, and sewer needs.

Councilor Newman said that it was definitely a big question that needed to be addressed, but he said that they should take this small step of planning areas first, and get that approved before moving forward and taking a look at the infrastructure. He said they would probably tackle that in the Big Look/New look efforts.

Councilor Hoffman said that the biggest “loser” in this proposal would be the City of Portland.

Gil Kelley, City of Portland, said it was not a tax on the City of Portland per se, but the city would clearly be the largest donor and did not stand to receive much direct benefit. He said that the city councilors felt that even though they would not see a large benefit – they wanted to be good partners and to see good planning at the edges. He said that the urban growth boundary (UGB) experiment was a fragile one and even though the City of Portland frankly disagreed with the extent of the 2002 expansion, once that decision was made they at least agreed that we were all responsible for carrying out good planning with whatever area was brought in. It was clear that there was no money available for planning in the periphery and some collective pool was needed to do that. He agreed that it did not solve the infrastructure problem, but at least the concepts would be planned for how those areas wanted to be developed.

Mayor Drake said he had wrestled with the issue of areas brought in but not developed. He said he was not crazy about the proposal. He said that citizens expected new development to pay for itself. He said that one problem with the proposal was that the tax would be on development that was already in existing areas. He said he could effectively argue that it was not his citizens’ responsibility to pay for new development. He said he would like to see new development pay for itself more because he didn’t feel that was currently happening. He said that they would have to figure out how to pay for infrastructure, especially for transportation. He said he would want to be sure that there was an airtight sunset on this fee. He said that anything new to be enacted would have to go back through the public process. He said it was fair to pay for all of the 2002 and 2004 expansions with this proposal since nobody had put forward a better idea. He said that schools should not have to pay this fee and expressed his desire to have schools excluded from this tax.

Mayor Tom Hughes, City of Hillsboro, said he was also torn about this proposal. He said that on the pragmatic side this was not a lot of money per unit, and also no other solution had been determined. He said he did have some philosophical problems with the proposal, however. Asking the development community how they felt about the fee was not prudent because they probably don’t care and because they would pass the fee along to the purchaser anyway. He said he also thought that the comment about schools was good, although he had concerns. He said that the mechanisms of a market would drive the timing of development through every phase of development. When a property approached a point and time when it looked profitable to develop it, the developer would pay for planning. He said that was a timing issue and he did not see why they were worried about some places not being planned in 15-years when the UGB planning was for a 20-year land supply. He said that should work itself out via the market. He said it also suggested that good decisions would be punished and bad decisions would be rewarded. An example of a bad decision was bringing in land that was not market affordable and land that local jurisdictions did not want to plan anyway. He said that at the time the land was ready to be developed then the developers were ready to pay for concept planning. He said that he did not see a big problem with having land left over as it would still be in the land supply. As they looked ahead to each expansion they should account for that undeveloped land already (or still) in the supply and therefore bring in less land. The minute they put this proposal on the table then the willingness of developers to pay for planning would go away and negotiations would be impaired.

Councilor Newman said that he did not run for his seat in order to impose excise tax on building permits to pay for planning the expansion areas. He said that this was a sincere solution to a problem put on the table by local governments. He said that Metro was working on the compliance report and most local governments were out of compliance with the functional plan as it related to doing this sort of planning. Metro could enforce compliance, but a more rational response was to find a solution. He said that the point regarding the schools was legitimate. The problem with exemption for schools was where would they draw the line? At a certain point, when you exempt enough entities, then you need to increase the rate in order to compensate for the lost revenue. He said that at a certain point this proposal had to sunset because of Metro's spending cap. He suggested that other solutions in the future might be a value-capture tax, or have expansion areas themselves pay for their own planning. The fees could be focused on the areas that benefited.

Chair Kidd said he would like to entertain a motion.

Tim Crail, Multnomah County Citizen Representative, asked about the estimates from cities and how legitimate they were. He worried that the jurisdictions could come back and say that they wanted double what they had originally asked.

Councilor Newman said that Metro would be the banker. He said that Metro would not sign intergovernmental agreement contracts that exceeded the amount agreed upon. He said that Metro would not form commitments that could not be paid for.

Commissioner Bailey asked if this proposal was to authorize a collection mechanism at this time. He asked if the proposal included policies and procedures for allocating funds to jurisdictions.

Councilor Newman explained the process outlined in the proposal.

Commissioner Bailey said it seemed that there would be cases where allocating some funds would help get a jurisdiction over the planning hump, but they would not expect for all costs to be paid and he wondered how the amount granted to each area would be allocated.

Councilor Newman said that those agreements would be reached through intergovernmental agreements (IGAs). He said that the recommendation was to make it as easy as possible.

Motion:	Councilor John Hartsock, City of Damascus, with a second from, Mayor Chuck Becker, City of Gresham, moved to recommend that MPAC accept the Expansion Area Planning Report as presented to MPAC, and to include payback to those jurisdictions that had already had an outlay of funds for the 2002 and 2004 boundary expansions, and to forward that recommendation to the Metro Council.
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There was more discussion about government resources, the market, developers and the planning process and how all those factors related to developing land over the 20-year land supply rule.

Chair Kidd called for the vote.

Vote:	Yea: Bailey, Becker, Cooper, Crail, Darcy, Drake, Duyck, Hartsock, Hoffman, Kidd, King, and Potter. Nay: Hughes and Ripma. The motion passed.
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7. OPEN SPACES BOND MEASURE

Jim Desmond, Metro Greenspaces and Parks Director, distributed resolution 06-3672A and the corresponding staff report. Those handouts are attached and form part of the record. He reviewed changes that had been made by the Metro council to the previous version of the resolution.

Chair Kidd asked for a motion.

Motion:	Mayor Drake, City of Beaverton, with a second from Nathalie Darcy, Washington County Citizen Representative, moved for approval of Resolution No. 06-3672A as presented to MPAC and to have the approval and Resolution forwarded to the Metro Council for consideration.
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Commissioner Andy Duyck, Washington County, said he felt that the resolution had deviated from what it was originally intended to be. He said that the resolution now included much outside the regional boundary area. He said that the Metro council was very aware of those deviations and issues because they had received plenty of testimony on that subject. He said he felt that the program was being crafted to include things that people definitely wanted, but also included a lot of what people didn't want.

Mayor Becker asked if there was a map.

Mr. Desmond said there were maps but that he had not brought them along this time, since they had been viewed before.

Mayor Becker asked what areas were included outside the urban growth boundary (UGB)?

Those areas were discussed.

Commissioner Duyck said that some of those areas outside the regional boundary would probably never come within Metro's jurisdiction. It was very likely that no future expansions would occur in that direction, and yet Metro would impact resource industries and outlying neighbors and yet those entities would not have representation at Metro to respond to the resolution.

Mayor Becker asked if there was need for protection of those areas.

Mr. Desmond said that those areas were chosen by a panel of biologists, scientists, and natural resource experts who were asked what areas they thought Metro should include in the measure. The ones outside of the UGB were primarily on the Westside and all were considered important to the health of the Tualatin River. The inclusion of those lands was primarily due to concerns about water quality in the Tualatin Basin.

Mayor Becker asked if Metro had done outreach to get help with those areas from other jurisdictions – jurisdictions located outside the UGB.

Mr. Desmond said that they had tried to leverage help from other agencies both inside and outside the region. He named organizations that Metro had engaged, volunteers, community groups, public and private agencies involved in stewardship of sites, etc.

Councilor Susan McLain referred to the agriculture study done by Metro where they tried to determine what the agriculture industry really needed. The Metro Councilors agreed in an amendment put forward at Metro Council the previous week that the study, as well as the discussion in the refinement process if the bond measure was to pass, would help assist them to answer that question on two levels: 1) regarding the greenspace and urban growth boundary amendment process level, and 2) the integrated issues regarding conflicting needs for the same pieces of land, whether it be parks or agricultural industries. She said that they would be putting interested parties on notice that they would integrate work of dealing with the agricultural studies, urban issues, and greenspaces.

Commissioner Duyck said that the members needed to understand that the areas under question were not in any danger of development. Most of the areas were flood plains; they had been that way for hundreds of years and would continue to be that way. There were many tools at their disposal to prevent any type of degradation. He talked about the 8-year process undertaken related to Goal 5 and Nature in Neighborhoods protection. He said the justifications for putting those particular areas on the Bond Measure map did not stand up to scrutiny.

Mr. Crail said he was concerned that forwarding this ballot would be asking the voters for too much this year with schools being in such great crisis.

Vote:	Yea: Bailey, Cooper, Crail, Darcy, Drake, Hartsock, Hoffman, Hughes, Kidd, King, Potter, and Ripma. Nay: Duyck and Becker. The motion passed.
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Mayor Becker said his opposition was due to the properties included outside the boundary.

8. HOUSING CHOICE TASK FORCE FINAL REPORT

Councilor Rex Burkholder reviewed the main points of the report and gave an overview of the charges given to the committee. He said that the committee's last meeting would be next week. He reviewed future steps for the members.

Chris Deffebach, Long Range Planning Manager, reviewed comments from MTAC, which was included in the meeting packet.

Councilor Liberty said every time Affordable Housing came up for discussion at MPAC the members agreed that it was a regional discussion and that it was an important issue.

Mayor Drake said that there were two points that MTAC made the previous week which had to do with serious reservations about linking affordable housing to greenspaces and transportation funding, which he said that he agreed with. The other serious reservations were about inclusionary zoning. He wondered if there was a way to address finding a voluntary way of dealing with it, without taking it to the legislature. He said that beyond those points the report did nice job of addressing the salient issues.

Councilor Hoffman said that they must make an effort not to trivialize the local variation – one size did not fit all. This was an important concept to remember.

Councilor Liberty said that he thought the task force had been very cognizant of the issue that some places had more affordable housing supply than others. He said that the primary concern was toward areas that were not meeting the burden. He said the emphasis should be that everyone had a stake in

fixing this issue. He said that in the growth concept it explicitly said that concentrations of poverty were something to be avoided from a regional perspective.

Nathalie Darcy, Washington County Citizen Representative, said she searched a website called "Housing Connections" which was a local website to search for housing. It would help locate, based on your salary for your area, affordable rent units. She said she plugged in what she thought would be typical rent for someone with 30% of average income, which calculated out to about \$400. She then did a search of the region (all four counties) for rental units renting for around that amount. She wanted something that would be available within 60 days for \$400 a month and she said she found about 20 possibilities. When she drilled down by individual county, however, most of those opportunities were located in Multnomah County. For Clackamas County and Washington County there was only one rental unit available for each. She said that showed a huge regional inequity.

Chair Kidd said that he recently had a discussion with some developers regarding including some habitat for humanity units in a new development. He said that the developers did not seem interested in talking about inclusionary zoning in their new projects, although they said they would be willing to provide it somewhere else. He said that inclusionary zoning was difficult to impose on builders on small amounts of land.

Councilor Liberty said that there was a mix of housing needs categories. He said that he had heard that 20% of the homeless had jobs. So you could go from complete subsidy to no subsidy. He said he was worried that the market on rental housing was getting down to 70%-80% and as soon as the single family home building boom died down that would start to rise and the problem would get a lot worse. He said they would need to be thinking about strategies where there was a big, modest, and low government investment scale and they needed to make sure that they did not lose a whole bunch of low income housing when this happened.

Councilor Ripma said that he had concern about any program that would be adopted, such as the housing score idea, because it would put a great burden on a small city's resources. Any program that was adopted should count the existing supply and some credit should be given for maintaining that supply.

Councilor Rex Burkholder said that the affordable housing concern was not an easy issue, and he thanked the MPAC members for the time that they had placed on this issue. He thanked the committee for the hard work that they had put into the report. He said that they had identified a lot of good ideas to pursue.

There being no further business, Chair Kidd adjourned the meeting at 7:07 p.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Kim Bardes".

Kim Bardes
MPAC Coordinator

ATTACHMENTS TO THE RECORD FOR MARCH 8, 2006

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

AGENDA ITEM	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
#5 Greenspaces Bond Measure	3/1/06	Letter to David Bragdon from Tom Brian, Washington County Chair re: 2006 Greenspaces Bond Measure Regional Target Area	030806-MPAC-01
#6 EAPF	3/8/06	Memorandum from Mayor Chuck Becker, City of Gresham to MPAC Chair, Mayor Richard Kidd and the members of MPAC re: Expansion Area Planning Fund	030806-MPAC-02
#7 Open Spaces Bond Measure	3/3/06	Greenspaces Bond Measure Resolution No. 06-3672A: For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection	030806-MPAC-03
#7 Open Spaces Bond Measure	3/3/06	Greenspaces Bond Measure Resolution No. 06-3672A Staff Report: For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection	030806-MPAC-04

METRO POLICY ADVISORY COMMITTEE MEETING RECORD

March 22, 2006 – 5:00 p.m.

Metro Regional Center, Council Chambers

Committee Members Present: Chuck Becker, David Fuller, John Hartsock, Jack Hoffman, Charlotte Lehan, Richard Kidd, Alice Norris, Wilda Parks, Chris Smith, Larry Sowa

Committee Members Absent: Ken Allen, Richard Burke, Nathalie Darcy, Rob Drake, Andy Duyck, Bernie Giusto, Tom Hughes, Margaret Kirkpatrick, Diane Linn, Tom Potter, Katherine Ruthruff, Larry Smith, Erik Sten, Steve Stuart, (Multnomah Co. Special Districts – vacant, Governing Body of School District –vacant)

Alternates Present: Martha Schrader, Dresden Skees-Gregory

Also Present: Robert Austin, City of Estacada; Ron Bunch, City of Gresham; Carol Chesarek, Citizen; Valerie Counts, City of Hillsboro; Danielle Cowan, City of Wilsonville; Shirley Craddick, City of Gresham; Brent Curtis, Washington County; Kay Durtschi, MTAC; Meg Fernekees, DLCD; Stacy Hopkins, DLCD; Gil Kelley, City of Portland; Steve Kelley, Washington County; Linda Malone, City of Sandy; Katie Mangle, City of Milwaukie, Irene Marvich, League of Women Voters; Doug McClain, Clackamas County; David Zagel, TriMet

Metro Elected Officials Present: Liaisons –Robert Liberty, Council District 6 others in audience: Rod Park, Council District 6

Metro Staff Present: Kim Bardes, Dan Cooper, Kim Ellis, Robin McArthur, Linnea Nelson, Tim O'Brien, Kathryn Sofich

1. **SELF-INTRODUCTIONS, ONE MINUTE LOCAL UPDATES & ANNOUNCEMENTS**

Chair Richard Kidd, called the meeting to order at 5:08 p.m. Chair Kidd asked those present to introduce themselves.

2. **CITIZEN COMMUNICATIONS FOR NON-AGENDA ITEMS**

There was none.

Mayor Chuck Becker, City of Gresham, wanted to make sure that his testimony on the Bond Measure at the previous meeting was clear; he said that he did support the Bond Measure.

3. **CONSENT AGENDA**

Meeting Summary for March 8, 2006 and MTAC Appointment:

Deferred to the next meeting due to lack of quorum.

4. **COUNCIL UPDATE**

Councilor Robert Liberty gave an update. Notes from that update are attached and form part of the record.

5. 2035 REGIONAL TRANSPORTATION PLAN UPDATE

Councilor Rod Park gave an overview of the regional transportation situation. His talking points related to the overview are attached and form part of the record.

Councilor Liberty said that there would be \$4-\$10 million dollars to spend. What would that do for your city or county? He said that what Councilor Park had described was fundamentally different from how things had been done in the past. Don't look at the RTP as a bunch of projects that would be considered alone, but rather look at the whole region and use that as tool to plan. Take the RTP millions and look to what could be accomplished with it. Would it be a means or would it be the ends? He said that the Metro Council had discussed it and they felt it was a means. He said it would be a vote on what they wanted the investment to add up to. He said that this issue was very pivotal. He said that there was a lot of interest in having a bigger scale discussion and not treating this as a technical discussion but rather a regional investment priorities discussion to attain a certain quality of life for the region.

6. NEIGHBOR CITY PRESENTATIONS

Councilor Park introduced Mayor Austin and Mayor Malone.

Chair Kidd said that they had been invited to share growth issues about their communities.

Mayor Bob Austin, City of Estacada, distributed a handout, "City of Estacada Issues." That handout is attached and forms part of the record. He discussed the issues outlined on that handout for the members.

Councilor Park asked how the public felt about growth in Estacada.

Mayor Austin said that there were only a few so far who seemed opposed to that.

Mayor Becker asked what Estacada had looked at in terms of gas tax or opportunities to increase transportation revenues.

Mayor Austin said that they had decided on a gas tax rather than a transportation utility fee. He said that every time they got close to finalizing that tax, gas prices would increase, and it would be put onto the burner. He said that the city was hoping to get that tax passed this year. He said they were currently considering a one-cent tax or slightly more than that.

Chair Kidd asked about the density of the construction of 500 residential single houses.

Mayor Austin said that they were coming in at low densities, approximately 7500 sq. ft. lots. He said that the city was anticipating an increase in density in order to bring in more multi-family housing.

Councilor Liberty asked if the Estacada council had talked about an institutional relationship with Metro.

Mayor Austin said that they had not yet discussed it, but they were getting to the point to reach out. He said that they wanted to be less isolated but still maintain a green barrier. He said that Estacada schools had capacity to take on another 300-500 students.

Gil Kelley, City of Portland, asked what types of firms were filling in the industrial areas.

Mayor Austin described those industries. He said that many were metal related outfits.

Mayor Becker asked if Mayor Austin knew who was commuting out of the community for work.

Mayor Austin said he did not know, but it would be a good thing to survey citizens about. He said that he would like to see more of his community work close to their homes.

Mayor Linda Malone, City of Sandy, distributed a handout that focused on growth in the City of Sandy. That handout is attached and forms part of the record. She reviewed the handout for the members.

Chris Smith, Multnomah County Citizen Representative, said that both cities were located on a highway. He asked what that meant for their street grid and how it related to the highway. He asked about TriMet's service area and their transit system on the edge – how did they see the edge districts working together to help form a comprehensive network?

Mayor Malone said that Sandy had a fully up-to-date transportation master plan. She said that they hoped to someday have a truck bypass, and maybe a toll road bypass. She said that Sandy had just completed a north to south connection. She said they received money from ODOT that would fund the completion of a north to south connection out to highway 26 at Vista Loop. She said that the city was trying to provide options to the residents to avoid the highway. She said that on Friday and Sunday afternoons the residents were very aware that they live on a highway. She said that they had a bicycle and trail plan for future development.

Mayor Austin said that since Estacada was on the edge of a highway their situation was a little different. He said that there were currently other routes to get out of Estacada and thereby avoid the highway.

There being no further business, Chair Kidd adjourned the meeting at 6:33 p.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Kim Bardes".

Kim Bardes
MPAC Coordinator

ATTACHMENTS TO THE RECORD FOR MARCH 22, 2006

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

AGENDA ITEM	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
#4 Council Update	3/22/06	Councilor Robert Liberty Council Update for MPAC 3/22/06 talking points	032206-MPAC-01
#5 2035 RTP Update	3/22/06	2035 Regional Transportation Plan (RTP) Update – MPAC talking points	032206-MPAC-02
#6 Neighbor City Presentations	March 2006	City of Estacada Issues	032206-MPAC-03
#6 Neighbor City Presentations	March 2006	City of Sandy Growth	032206-MPAC-04

METRO POLICY ADVISORY COMMITTEE MEETING RECORD

April 12, 2006 – 5:00 p.m.

Metro Regional Center, Council Chambers

Committee Members Present: Chuck Becker, Nathalie Darcy, Rob Drake, John Hartsock, Jack Hoffman, Charlotte Lehan, Richard Kidd, Tom Potter, Chris Smith

Committee Members Absent: Ken Allen, Richard Burke, Andy Duyck, Dave Fuller, Bernie Giusto, Tom Hughes, Margaret Kirkpatrick, Diane Linn, Alice Norris, Katherine Ruthruff, Larry Sowa, Erik Sten, Steve Stuart, (Multnomah Co. Special Districts – vacant, Governing Body of School District –vacant)

Alternates Present: Larry Cooper, Ed Gronke, Laura Hudson

Also Present: Robert Austin, City of Estacada; Ron Bunch, City of Gresham; Bob Clay, City of Portland; Valerie Counts, City of Hillsboro; Danielle Cowan, City of Wilsonville; Shirley Craddick, City of Gresham; Sara Culp, City of Portland; Kay Durtschi, MTAC; Jon Holan, City of Forest Grove; Gil Kelley, City of Portland; Irene Marvich, League of Women Voters; Doug McClain, Clackamas County; Laura Oppenheimer, Oregonian; Paul Savas, Clackamas Co. Special Districts Alternate; Andy Smith, Multnomah County Chair's Office; David Zagel, TriMet

Metro Elected Officials Present: Liaisons – Carl Hosticka, Council District 3, others in audience: David Bragdon, Council President; Brian Newman, Council District 2; Rod Park, Council District 6

Metro Staff Present: Kim Bardes, Dan Cooper, Andy Cotugno, Chris Deffebach

1. SELF-INTRODUCTIONS, ONE MINUTE LOCAL UPDATES & ANNOUNCEMENTS

Chair Richard Kidd, called the meeting to order at 5:14 p.m. Chair Kidd asked those present to introduce themselves.

2. CITIZEN COMMUNICATIONS FOR NON-AGENDA ITEMS

There was none.

3. CONSENT AGENDA

Meeting Summary for March 8 & 22, 2006 and MTAC Appointments:

Deferred to next meeting due to lack of quorum.

4. COUNCIL UPDATE

Councilor Carl Hosticka said that LCDC had approved the industrial lands Urban Growth Boundary (UGB) decision. He announced that the Housing Task Force report would not be given to Council on April 13th as reported. It would be deferred one week due to an emergency in Councilor Liberty's family. He said that the speaker series on Economic Development was continuing and announced that Carol Coletta, President/CEO of CEOs for Cities, host/producer of a public radio show, Smart City, would be the next speaker in that series, presenting on Thursday, April 13, 2006 at 7:00 at Liberty Northwest.

5. JPACT UPDATE

Andy Cotugno, Metro Planning Director, distributed the agenda for Joint Policy Advisory Committee on Transportation (JPACT), which was due to meet the next morning. He reviewed that agenda for the members. That agenda is attached and forms part of the record. There was discussion about the State Transportation Improvement Program (STIP). Mr. Cotugno said that they would need to take action on the '100% list' by July. He said that the process had changed slightly. He explained the typical pattern versus the new pattern. He said that the basic change was that Metro and JPACT would get a chance to look at the range of projects under consideration by the state earlier in the process.

6. MAYORS'/CHAIRS' IV: LEADERSHIP FORUM

Councilor Brian Newman distributed information regarding the Regional Mayors' and Chairs' Forum. That information is attached and forms part of the record. Councilor Newman reviewed that handout.

7. DEBRIEF ON NEIGHBOR CITIES PRESENTATIONS FROM MARCH 22, 2006

Chris Deffebach, Metro Long Range Planning Manager, distributed a handout that summarized the presentations by Estacada and Sandy at the previous meeting. That handout is attached and forms part of the record. She reviewed that handout for the members.

Councilor John Hartsock, Clackamas County Special Districts, said that they would need to include information on how (and if) growth creates traffic impacts in surrounding communities.

8. NEW LOOK: SHAPE OF THE REGION

Councilor Hosticka distributed an issue sheet for the members. That sheet is attached and forms part of the record. He said that they would be looking more at what decisions would be made by whom – regarding the shape of the region, and what kind of information was needed, and who would participate. He invited the members to comment on the list of identified issues that he had just handed out. He said that they were essentially working the process backwards this time. He said that decisions would be made by entities and maybe they should start the process by asking up front what those decisions would be and whom those entities would be. He reviewed each item on the list for the members. He said that he would add "bi-state," "population allocations," and "neighboring cities" as items to the list. He announced that there would be a June Regional Forum to discuss these items and the proposed process, and he encouraged MPAC members to attend.

Mayor Rob Drake, City of Beaverton, said that some of the committees dealing with these issues should take longer than 5-6 meetings to make decisions and explore possibilities. He said many folks on committees had full-time jobs and many other obligations so they were not always able to attend short run committees and give real input.

Chair Kidd said that to do that would require sub-committee formation and work.

Councilor Jack Hoffman, City of Lake Oswego, asked if there was going to be focus on issues inside the UGB.

Councilors Hosticka and Newman said yes. Councilor Newman explained that there were three tracks for the New Look effort: 1) the Regional Transportation Plan (RTP) update, which focuses on transportation

issues, 2) investing in communities – looking at centers, corridors, and focusing inside the UGB, and 3) looking outside the boundary – where would we decide to grow and not to grow? He said that each track would be kept separately but that they were all inter-related. He said that there would be two forums regarding this effort – the June 23, 2006 Regional Forum and another forum in early December.

Ed Gronke, Clackamas County Citizen Representative, asked how Metro planned to make sure the public was engaged.

Councilor Hosticka said they were just beginning the process, but that a lot of work would go into outreach and public engagement.

There being no further business, Chair Kidd adjourned the meeting at 6:36 p.m.

Respectfully submitted,



Kim Bardes
MPAC Coordinator

ATTACHMENTS TO THE RECORD FOR APRIL 12, 2006

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

AGENDA ITEM	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
#5 JPACT Update	April 13, 2006	Agenda for April 13, 2006 JPACT meeting	041206-MPAC-01
#6 Mayors' & Chairs'	April 2006	Save the date: Regional Mayors' and Chairs' Forum	041206-MPAC-02
#7 Debrief on Neighbor Cities	April 2006	Summary sheet of presentations by Estacada and Sandy Mayors at MPAC on March 22, 2006	041206-MPAC-03
#8 New Look: Shape of the Region	April 12, 2006	New Look: Shape of the Region – the New Look, April 12, 2006	041206-MPAC-04
Misc.	April 2006	Brochure: VisionPDX Community Visioning	041206-MPAC-05s

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



DATE: May 4, 2006
TO: Metro Policy Advisory Committee
FROM: Andy Cotugno, MTAC Chair
RE: **METRO TECHNICAL ADVISORY COMMITTEE NOMINEES FOR CONSIDERATION**

This is to inform you that we have received notification of four nominees to fill vacancies/seats on MTAC.

- 1) Katie Mangle, Milwaukie Planning Director, has been nominated for appointment to the Clackamas County/Other Cities (No. 10) MTAC seat.
- 2) Mike O'Brien, Viridian Environmental Design, LLC, has been nominated as the primary member for the Landscape Architect Association (No. 30) MTAC position.
- 3) Steve Durrant, Alta Planning, has been nominated for the alternate position for the Landscape Architect Association (No. 30) MTAC position.
- 4) Marcy McInelly, Urbsworks, Inc., has been nominated for the 2nd Alternate position for the Architect Association (No. 29) MTAC position. Joseph Readdy, Mahlum Architects, and Jeff Reaves, Group Mackenzie, would remain the primary and 1st Alternate members.

Per MPAC's bylaws:

Each jurisdiction or organization named [to MTAC] shall annually notify MPAC of their nomination. MPAC may approve or reject any nomination. Revision of the membership of MTAC may occur consistent with MPAC bylaw amendment procedures...

Please consider these nominees for appointment to MTAC at your May 10, 2006 meeting.

If you have any questions or comments, don't hesitate to contact me at 503-797-1763 or cotugnoa@metro.dst.or.us

Thank you.

Getting There

Updating Metro's Regional Transportation Plan

A NEW LOOK AT REGIONAL CHOICES FOR TRANSPORTATION



METRO

PEOPLE PLACES
OPEN SPACES

Metro is updating its Regional Transportation Plan (as required by federal law), which will identify transportation investments slated for the next 20 years. This is the first major update to the Regional Transportation Plan since 2000, which was the first truly multi-modal plan, integrating land-use and transportation objectives.

THE PROCESS

The Regional Transportation Plan will be created, reviewed, and adopted in five phases:

1. **Scoping** (February – June 2006).
2. **Research and Policy Development** (June – December 2006).
3. **System Development and Analysis** (January – September 2007).
4. **Adoption Process** (September – November 2007).
5. **Post-Adoption Consultation with federal and state agencies** (Dec. 2007 – March 2008).

There are many federal, state, and regional requirements, but the Regional Transportation Plan is fundamentally about prioritizing transportation investments in the face of competition for limited funds.

The process will incorporate public opinion research, policy development and technical work in a discussion of:

- What **outcomes** do we want to achieve
- What **actions** are most likely to produce those outcomes
- What **obstacles** (especially financial) are likely to hinder these actions
- **Which** actions should be pursued

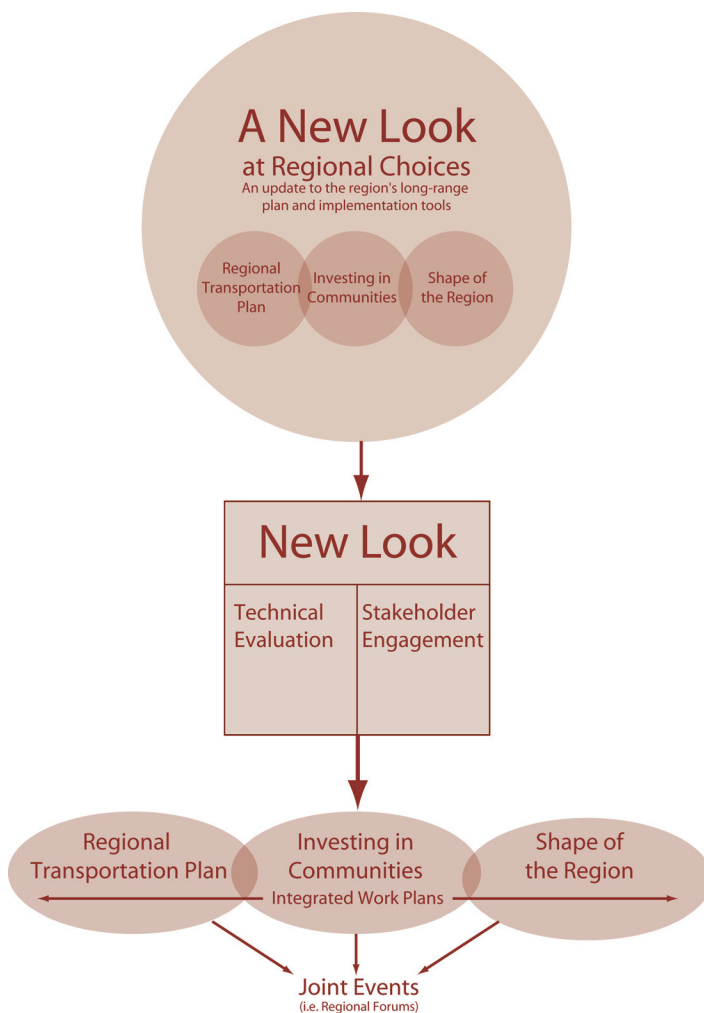
KEY OBJECTIVES

Three elements of the planning process are especially important:

- Integration and coordination with other regional planning efforts.
- Focus on relevant, understandable and accurate information, desired outcomes, and realistic financial assumptions.
- Effective stakeholder engagement.

INTEGRATION AND COORDINATION

The update of Metro's Regional Transportation Plan is one component of the region's "New Look" at its 2040 Growth Concept. The New Look also includes the "shape of the region" (land use and transportation patterns) and "investing in communities" (implementation and financing strategies). Each component of the New Look includes technical evaluation as well as stakeholder engagement. The process seeks to integrate and coordinate these interrelated work plans as shown in the following diagram:



A new look at regional choices

re-evaluates regional transportation, land use, and investment strategies and implementation tools.

FOCUS ON OUTCOMES

The current Regional Transportation Plan includes projects that would cost more than twice the anticipated funding. To build a more realistic transportation plan within the region's financial constraints, the process has been designed to:

- Identify what matters most to residents and businesses,
- Measure what matters, and
- Facilitate choices about public policies and investments.

STAKEHOLDER ENGAGEMENT

Effective outreach engages the community. It helps civic leaders make informed decisions, builds capacity at the community level, and creates good citizens who enable effective policy. Metro's Regional Transportation Plan update will include a robust dialogue about values, priorities, and desired outcomes.

Key elements of effective public involvement efforts include:

- **Equity** — all voices are heard
- **Efficiency** — through early community buy-in
- **Quality** — reflecting community needs enhances project quality

For the Regional Transportation Plan update, the outreach plan includes:

1. Initial Outreach and Education
2. Coordination and Collaboration
3. Public Review and Comment on the draft Regional Transportation Plan

A complete description of the Regional Transportation Plan update process can be found at www.metro-region.org/rtp.

For more information or to be added to the 2035 RTP Update interested parties list, call Regional Transportation Planning at (503) 797-1839 or send e-mail to rtp@metro-region.org.



May 2, 2006

Regional Transportation Forum Summary

A summary of the April 20, 2006 forum discussion about the future of transportation in the Portland metropolitan region and the 2035 Regional Transportation Plan update.



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Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 25 cities in the Portland metropolitan area. The regional government provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and owns the Oregon Zoo. It also oversees operation of the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition Recreation Commission.

Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor – Alexis Dow, CPA

NON-DISCRIMINATION NOTICE TO THE PUBLIC

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Metro's web site: www.metro-region.org

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STAKEHOLDER FORUM SUMMARY

As part of the Metro Regional Transportation Plan (RTP) Update planning process, a stakeholder forum was held on April 20, 2006 to solicit feedback and generate discussion. This report serves as a summary of that meeting, including:

- An overview of the meeting **background and objectives**
- A description of the **meeting format**
- A summary of **key issues** that arose during the meeting

BACKGROUND AND OBJECTIVES

A variety of stakeholders from the Portland metropolitan area attended the April 20th Metro RTP forum. Participants included elected officials, city and county staff, and representatives from the business, environmental, and transportation community.

The objectives of the stakeholder forum were:

- Educate participants on the parameters of the RTP Update, including integration with the New Look process
- Gather input from stakeholders on recommended approaches and key issues to inform development of a work program and public participation plan
- Develop agreement on overall approach and objectives for the RTP Update
- Develop agreement on how key stakeholders and the general public will be engaged in the process.

MEETING FORMAT

The forum began with presentations by Metro Council President, David Bragdon, and Rex Burkholder, Deputy Council President and JPACT chair. Terry Moore of ECONorthwest Consulting then presented the specifics of the RTP planning process and discussed its integration with the New Look, a long range planning effort that is currently under way. Brian Scott of MIG, Inc. then briefed the participants on the proposed work program and participatory process envisioned for the RTP Update.

After the presentations, stakeholders broke into small groups to discuss the RTP update. The small group discussions began with brainstorming exercises intended to generate ideas and input on the work program and public involvement program. After the brainstorming sessions and discussion, each group reported back the results of their discussion and identified key issues affecting the work plan and public involvement components of the RTP update.

KEY ISSUES SUMMARY

During the report back session, key issues were identified in both the workplan discussion and the public participation discussion.

WORKPLAN DISCUSSION KEY ISSUES

- ***Outcomes-Based Planning***
 - Participants wanted a process that focused on achieving tangible, realistic outcomes that bring a high level of “bang for the buck.”
- ***Fiscal Constraints***
 - Stakeholders relayed their clear understanding that transportation funding in the region would be under serious fiscal constraints due to a wide variety of factors including reductions in Federal contributions to local transportation funding, and a resistance to raising tax revenue at the State and local level.
- ***Sustainability***
 - Environmental sustainability should be a key consideration for the development of the RTP workplan.
- ***Equity***
 - Stakeholders wanted Metro to consider economic and social equity as an important part of the RTP update.
- ***Coordination and Integration***
 - Stakeholders stressed the need for effective coordination and integration of efforts between agencies and jurisdictions (including Washington State and the upper Willamette Valley) as essential for the success of the RTP update. In addition, coordination and integration with the local and regional business community, environmental organizations, and other interest groups will be key for the success of the RTP update.
- ***Connection between land-use and transportation***
 - Participants stated that addressing the link between transportation choices and land use decisions should be an important aspect of the RTP update.
- ***Economic development/freight movement***
 - Transportation planning has a large impact on freight movement and overall economic development at both the local and regional level. This should be a key consideration for the update process.

PUBLIC OUTREACH DISCUSSION KEY ISSUES

- ***Coordinate with agencies and jurisdictions***
 - Several participants stated that Metro’s past outreach efforts tended to bypass local jurisdictions, elected officials, and agencies. It was very strongly recommended that a concerted effort be made to effectively coordinate with local agencies and jurisdictions on the RTP update process.

- ***Education and Engagement***
 - Participants stated that the outreach effort was both an engagement effort and an education effort. Working to reach residents should involve both educational and outreach components so that the RTP update can benefit from informed input.
- ***Forge Partnerships***
 - Partnerships with a broad array of business, environmental, and transit advocacy groups would help the outreach effort be more effective.
- ***Multi-faceted outreach to the underrepresented***
 - A priority of the outreach effort should be to reach underrepresented groups such as non-English speakers and low-income communities.

CONCLUSIONS AND NEXT STEPS

During the key issues discussion and report back session, three issues emerged as most critical. First, participants were interested in an RTP that emphasizes realistic and tangible outcomes. Second, participants recognized that the RTP needed to take into account serious fiscal constraints facing the region. Finally, participants were very clear that effective coordination with jurisdictions and agencies would be necessary for the creation of an effective RTP. Integrating these critical issues into the workplan and public involvement effort will be key to ensuring the success of the RTP.

Next Steps:

- Work to integrate the RTP more effectively with the New Look effort
- Develop a workplan and public outreach effort based on the input received at the April 20 stakeholder forum
- Develop the RTP desired outcomes and evaluation criteria
- Develop RTP scenarios (specifics still to be determined)
- Integrate agency, jurisdictional, and public input to identify key regional transportation priorities
- Identify strategies for implementing regional priorities

Appendix A: Small Group Report Back Session Feedback

Workplan Feedback

- Take a hard look at costs & benefits
- Balance maintenance with capital investment
- Ensure balance between urban and rural (equity)
- Integrate environmental/sustainability goals into the planning (e.g. green streets)
- Tailor scenarios to reflect the possible energy shortage
- Make that land use and transportation connection
- Remember to consider freight mobility
- Revenues: (1) start with realistic revenue projection (2) It is ok to deviate from plans, but have a specific process of how to do that
- Make better connections (road and transit)
- Need to engage in community building
- Provide consistent information
- Be creative and equitable in funding solutions
- Provide values to products
- Orientation to scale and benefits of funding
- Outcomes: greater jurisdiction coordination (not only local other states too)
- Safety, can greatly influence our transportation system
- Mobility and access are interconnected
- Make sure it is a holistic process (funding and efficiency)
- Are we achieving our vision for the future?
- Look at current infrastructure options before we start new commitments
- Broader look at bi-state – make sure the planning process does not decouple the states
- Common standards and values
- Give people choices (e.g. tolls roads vs. gas tax) so they can respond more effectively
- Need to use scenario planning that shows possibilities of the future
- Need to ask these questions: Where are we now? What do we know, how do we know we are winning if we don't have a scorecard? Does the existing RTP meet objectives?
- Start with a no build option and then go on from there
- Clarify relationship between state and regional plans

- Overall balance of modes in RTP and matching funding with modal choices – be discrete and specific
- The existing framework does not adequately address business and freight
- Consider what are the tradeoffs to get the outcomes we want
- Need an improved way on how we make decisions
- Be realistic about our approach

Stakeholder Outreach Feedback

- Be sure to include special groups that were not captured in the past (e.g. developers, business communities, and individual jurisdictions)
- Communication across groups (interest and geographical) affects prioritizing. Once there is a balance we can agree and get better detail on strategic implementation
- Include local government – make them a strong partner
- Be careful there is no bias in polling
- Outreach to underrepresented people and youth
- Include web/tech based outreach tools and provide simulations
- Do not try to sell the public on our plan, ask them what they want and approach them in a very respectful way
- Question assumptions – the public is curious and intuitive
- Consider all costs of transportation and develop measurable outcomes
- Show relevance to lives of stakeholders
- Get past the hot button issues
- Focus on unlikely partnerships and public private partnership
- Work with Oregon and Washington transportation agencies
- Keep those who might disagree informed (gives them less ammunition)
- Outreach to elected officials (not just inside but also outside to include the northern Willamette valley)
- Iterative process involving education and engagement
- Tell people what strategy has been, how effective it has been, what's worked and not, and what are the future possibilities
- Outreach to local governments and civic groups and business community
- Engagement across disciplines
- Two-way conversation – input and engage people (big picture concepts)
- Be flexible and tailor events to fit the stakeholder groups/communities
- Make sure that everyone gets the same information and same context

- Offer choices – don't give stakeholders a blank slate
- Engage different groups (AAA, BTA etc.) by giving them a standard outline and let them run with it and inform their members

Appendix B: Small Group Participants

Light Green Group

- Nancy Kraushaar (Oregon City and TPAC member)
- Charles Becker (City of Gresham and MPAC member)
- Andy Cotugno (Metro)
- Jeanne Harrison (City of Portland)
- John Hartsock (City of Damascus and MPAC member)
- Ed Abrahamson (Multnomah County and TPAC member)
- Bob Cortright (DLCD)
- Roland Chlapowski (City of Portland)

Light Blue Group

- Kelly Sills (Policy Assistant Clark County Board of Commissioners)
- Corky Collier (Columbia Corridor Association)
- Kathy Busse (Washington County Transportation/Land Use Department)
- Richard Kidd (City of Forest Grove and MPAC member)
- Kate Warren (Metro Committee for Citizen Involvement)
- Chris Deffebach (Metro)
- Bridget Wieghart (Metro)

Dark Green Group

- Robert Liberty (Metro Council)
- Paul Thalsofer (City of Troutdale and JPACT member)
- Rob Drake (City of Beaverton, JPACT and MPAC member)
- Lenny Anderson (Swan Island TMA and RTO Subcommittee member)
- Gary Barth (Clackamas County Economic Development Commission)
- Meg Fernakees (Department of Land Conservation and Development and MTAC member)
- Arch Miller (Port of Vancouver)

Red Group

- David Bragdon (Metro Council President)
- Susie Lahsene (Port of Portland and JPACT alternate)
- Olivia Clark (TriMet)
- Matt Garrett (ODOT)
- Alice Norris (City of Oregon City and MPAC member)
- Scott Bricker (Bicycle Transportation alliance and TPAC citizen member)
- Jeff Stone (Oregon Association of Nurseries)

Yellow Group

- Brian Newman (Metro Council)
- Norm Andreen (Metro Committee for Citizen Involvement)
- Bill Kennemer (Clackamas County Commissioner and JPACT member)

- Jon Schlueter (Westside Economic Alliance)
- Anne Madden (Washington County Senior Program Educator)
- Jill Fuglister (Coalition for Livable Future)
- Dick Pedersen (Department of Environmental Quality and JPACT member)
- Don Wagner (WSDOT and JPACT member)

Orange Group

- Rod Park (Metro Council)
- Charlotte Lehan (City of Wilsonville and MPAC member)
- Chris Smith (MPAC citizen member)
- Lynn Peterson (City of Lake Oswego and JPACT member)
- Danielle Cowan (City of Wilsonville)
- Andy Back (Washington County and TPAC member)
- Marty Snell (Clark County and MTAC member)
- Lainie Smith (ODOT and MTAC member/TPAC alternate)
- Ginger Metcalf (Identity Clark County)
- Tom Miller (City of Portland)

Pink Group

- Marion Haynes (Portland Business Alliance)
- Sonia Manhas (Multnomah County Public Health)
- Margaret Middleton (City of Beaverton and TPAC alternate)
- Phil Selinger (TriMet and TPAC member)
- Tom Kloster (Metro)
- Bryan Snodgrass (City of Vancouver and MTAC alternate)
- Joan Plank (ODOT Chief of Staff)
- Satvinder Sandhu (FHWA)

Dark Blue Group

- Rex Burkholder (Metro Council and JPACT Chair)
- Steve Clark (Community Newspapers and Portland Business Alliance)
- David Cox (Federal Highway Administration)
- Dean Lookingbill (Clark County Regional Transportation Commission and JPACT member)
- Fred Hansen (TriMet)
- Kathryn Harrington (RTO Subcommittee Citizen Member)
- Vicki Dugger (Oregon Downtown Development Association)

Appendix C: Forum Participants

Metro

David Bragdon (Metro Council President)
Rex Burkholder (Metro Council District 5)
Rod Park (Metro Council District 1)
Brian Newman (Metro Council District 2)
Robert Liberty (Metro Council District 6)
Michael Jordan (Chief Operating Officer)
Andy Cotguno (Planning Director)
Chris Deffebach (Long-Range Planning Manager)
Tom Kloster (Regional Transportation Planning Manager)
Bridget Wieghart (Corridor Planning Manager)

Metro Committee for Citizen Involvement (MCCI)

Norm Andren (Metro Committee for Citizen Involvement)
Kate Warren (Metro Committee for Citizen Involvement)

JPACT Members (not including Metro Councilors)

Commissioner Sam Adams (City of Portland, JPACT and MPAC alternate)
Mayor Rob Drake (City of Beaverton, JPACT and MPAC)
Fred Hansen (TriMet, JPACT and MPAC alternate)
Commissioner Bill Kennemer (Clackamas County and JPACT)
Susie Lahsene (Port of Portland and JPACT alternate)
Dean Lookingbill (Transportation Director of RTC and JPACT alternate)
Dick Pedersen (Department of Environmental Quality and JPACT)
Councilor Lynn Peterson (City of Lake Oswego and Cities of Clackamas County – JPACT)
Mayor Paul Thalhoffer, (City of Troutdale and Cities of Multnomah County – JPACT)
Don Wagner (Washington Department of Transportation and JPACT)

MPAC Members (not including Metro Councilors)

Mayor Richard Kidd (MPAC chair and City of Forest Grove)
Mayor Charles Becker (MPAC and City of Gresham)
Councilor John Hartsock (MPAC and City of Damascus)
Mayor Charlotte Lehan (MPAC and City of Wilsonville)
Mayor Alice Norris (MPAC and City of Oregon City)
Chris Smith (MPAC citizen member)

TPAC and TPAC Subcommittee Members

Ed Abrahamson (Multnomah County and TPAC alternate)
Lenny Anderson (Swan Island TMA and RTO Subcommittee member)
Frank Angelo (Westside Economic Alliance and TPAC citizen member)
Andy Back (Washington County and TPAC member)
Scott Bricker (Bicycle Transportation Alliance and TPAC Citizen member)
Kathryn Harrington (RTO Subcommittee citizen member)
Nancy Kraushaar (City of Oregon City and TPAC member)
Margaret Middleton (City of Beaverton and TPAC alternate)
Phil Selinger (TriMet and TPAC member)

Elaine Smith (ODOT Region 1 and TPAC member)

Paul Smith (City of Portland and TPAC member)

MTAC Members

Meg Fernekees (Department of Land Conservation and Development and MTAC member)

Marty Snell (Clark County Long-range Planning Manager and MTAC member)

Bryan Snodgrass (City of Vancouver and MTAC alternate)

Other Local, State and Regional Governmental Representatives

Kathy Busse (Washington County)

Bob Carley (City of Wood Village)

Roland Chlapowski (City of Portland)

Olivia Clark (TriMet)

Bob Cortright (Department of Land Conservation and Development)

Danielle Cowan (City of Wilsonville)

David Cox (FHWA Regional Administrator)

Vicky Dugger (Oregon Economic and Community Development Department)

Matt Garrett (ODOT Director)

Cam Gilmour (Clackamas County)

Jeanne Harrison (PDOT)

Anne Madden (Washington County Senior Program Educator)

Sonia Manhas (Multnomah County Community Health)

Arch Miller (Chair, Port of Vancouver)

Tom Miller (City of Portland)

Joan Plank (ODOT Chief of Staff)

Kelly Sills (Policy Assistant for Clark County Board of Commissioners)

Satvinder Sandhu (Federal Highway Administration and TPAC alternate)

Business Groups

Gary Barth (Vice President of Sterling Savings Bank and Clackamas County Economic Development Commission member)

Steve Clark (Portland Tribune and Portland Business Alliance)

Corky Collier (Columbia Corridor Association)

Marion Haynes (Portland Business Alliance)

Jonathan Schlueter (Executive Director of Westside Economic Alliance)

Jeff Stone (Oregon Association of Nurseries)

Community Groups

Jill Fuglister (Coalition for a Livable Future)

Ginger Metcalf (Executive Director Identity Clark County)

INVITED, BUT NOT ABLE TO ATTEND

Metro

Carl Hosticka (Metro Council District 3)

Susan McLain (Metro Council District 4)

JPACT Members

Jason Tell (Oregon Department of Transportation Region 1)

Mayor Royce Pollard (City of Vancouver)

Commissioner Roy Rogers (Washington County)

Commissioner Maria Rojo de Steffey (Multnomah County)

Commissioner Steve Stuart (Clark County)

Bill Wyatt (Port of Portland)

MPAC Members

Jack Hoffman (Lake Oswego attorney)

Laura Hudson (City of Vancouver and MPAC alternate)

Mayor Tom Hughes (City of Hillsboro and MPAC)

Margaret Kirkpatrick (NW Natural and MPAC member)

Commissioner Steve Stuart (Clark County)

TPAC and TPAC Subcommittee Members

Lynda David (RTC and TPAC member)

Lee Johnson (TPAC Citizen member)

Dave Nordberg (DEQ and TPAC member)

Ron Papsdorf (City of Gresham and TPAC member)

John Rist (Clackamas County and TPAC member)

Karen Schilling (Multnomah County and TPAC member)

Other Local, State and Regional Governmental Representatives

Gail Achterman (Oregon Transportation Commission)

Dennis Derby (Land Conservation and Development Commission)

Pat Egan (Governor's Office)

Lynne Griffith (C-TRAN Executive Director)

Dave Hunt (State Representative District 40)

Bob McIntire (Clark County)

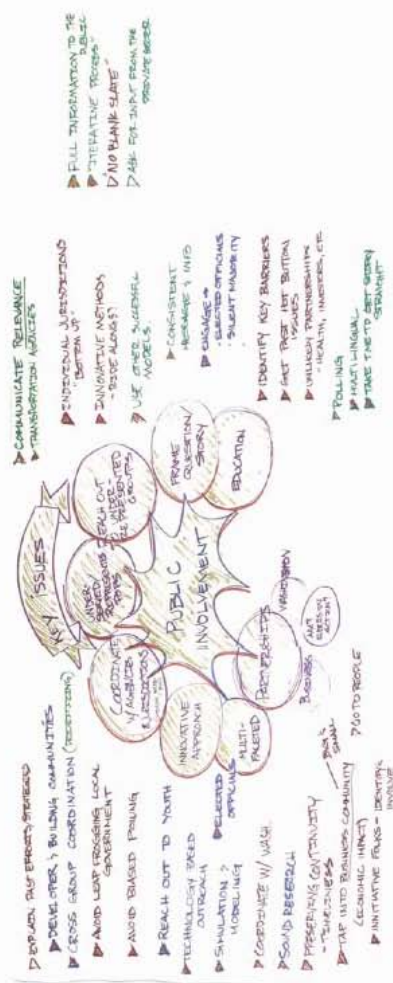
Chris Warner (Governor's Office)

Janice Wilson (Oregon Transportation Commission)

Appendix D: Small Group Report Out Wall Graphic

Metro RTP Update Stakeholder Forum

April 20th, 2006





Schedule for Development of 2035 RTP Update Work Program and Public Participation Plan

Date	Time/Location	Meeting	Purpose
March 7	2:15-3:15 p.m. Council Chambers	Council work session	Contractor facilitates discussion on RTP issues/principles/parameters
March 9	7:30-9 a.m. Council Chambers	JPACT	Contractor facilitates discussion on RTP issues/principles/parameters
March 15	9:30-noon Room 370 A/B	MTAC	Informational update
March 22	5-7 p.m. Council Chambers	MPAC	Informational update
March 31	9:30-noon Room 370 A/B	TPAC	RTP 101 - Informational update
April 6	2-4 p.m. Council Chambers	Council work session	New Look/RTP - Informational update
April 13	7:30-9 a.m. Council Chambers	JPACT	Informational update
April 19	9:30-noon Room 370A/B	MTAC	RTP 101 – informational update
April 20	8-11 a.m. OCC, room A106	RTP Forum	Contractor facilitates discussion of RTP issues and process with key stakeholders
May 9	2:15-3:15 p.m. Council Chambers	Council work session	Contractor facilitates discussion of draft work plan and PIP
May 10	5-7 p.m. Council Chambers	MPAC	Members debrief on RTP forum and discuss draft work plan and PIP
May 11	7:30-9 a.m. Council Chambers	JPACT	Contractor facilitates discussion of draft work plan and PIP
May 11	1:30-3 p.m. Room 270	RTO Subcommittee	Discuss draft work plan and PIP
May 15	2-4 p.m. Rom 370 A/B	Joint TPAC/MTAC workshop	Discuss draft work plan and PIP
May 17	9:30-noon Rom 370 A/B	MTAC	Discuss draft work plan /recommendation to MPAC
May 24	1-3 p.m. Council Chambers	Council work session	New Look <ul style="list-style-type: none"> • RTP 101 – informational update
May 24	5-7 p.m. Council Chambers	MPAC	Considers draft work plan and PIP/recommendation to JPACT and Council
May 26	9:30-noon Room 370 A/B	TPAC	Considers draft work plan and PIP/recommendation to JPACT
June 7	6- 8 p.m. Room 270	MCCI	Discuss draft PIP/recommendation to Council
June 6	2:15-3:15 p.m. Council Chambers	Council work session	Discuss draft work plan/PIP if needed
June 8	7:30-9 a.m. Council Chambers	JPACT	Considers draft work plan and PIP/recommendation to Council
June 15	2-4 p.m. Council Chambers	Council meeting	Considers draft work plan and PIP and Res. 06-0661

April 27, 2006