

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: September 13, 2006

DAY: Wednesday, 5:00-7:30 p.m.

PLACE: Metro Council Chamber/Annex

PLEASE NOTE: THIS MEETING WILL RUN TO 7:30

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">June 14, June 28, July 26, and August 9, 2006	Kidd	Decision	3 min.
4	COUNCIL UPDATE	Hosticka	Update	5 min.
5	CONSTRUCTION EXCISE TAX UPDATE	Newman	Update	10 min.
6	JPACT UPDATE	Cotugno	Update	5 min.
7	ORDINANCE 06-1124 PROPOSED TITLE 4 MAP CHANGES (Industrial and Other Employment Areas)	Benner	Introduction	30 min.
8	NEW LOOK <ul style="list-style-type: none">Investing in our Communities (Vertical Housing Program Discussion)Regional Transportation Plan (Outcomes Framework Discussion)	Panel Ellis	Discussion Discussion	60 min. 15 min.
9	MTIP REVIEW	Leybold	Information	15 min.

UPCOMING MEETINGS:

MPAC: September 27, 2006 & October 11, 2006

MPAC Coordinating Committee, Room 270: October 11, 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, call the number above, or Metro teletype 503-797-1804.

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

METRO POLICY ADVISORY COMMITTEE MEETING RECORD

June 14, 2006 – 5:00 p.m.

Metro Regional Center, Council Chambers

Committee Members Present: Chuck Becker, Nathalie Darcy, Rob Drake, Andy Duyck, Dave Fuller, John Hartsock, Jack Hoffman, Tom Hughes, Richard Kidd, Charlotte Lehan, Alice Norris, Wilda Parks, Chris Smith

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

Alternates Present: Laura Hudson

Also Present: Mayor Robert Austin, City of Estacada; Hal Bergsma, City of Beaverton; Ron Bunch, City of Gresham; Bob Clay, City of Portland; Carol Chesarek, Citizen; Valerie Counts, City of Hillsboro; Danielle Cowan, City of Wilsonville; Kay Durtschi, MTAC; Gil Kelley, City of Portland; LEEANNE MacColl, League of Women Voters; Irene Marvich, League of Women Voters; Pat Ribellia, City of Hillsboro; David Zagel, TriMet

Metro Elected Officials Present: Liaisons – Carl Hosticka, Council District 3,

Metro Staff Present: Kim Bardes, Miranda Bateschell, Sonny Conder, Andy Cotugno, Robin McArthur, Lydia Neill

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

Chair Richard Kidd, called the meeting to order at 5:06 p.m. Chair Kidd asked those present to introduce themselves.

2. CITIZEN COMMUNICATIONS FOR NON-AGENDA ITEMS

There was none.

Due to lack of quorum at this time, the Chair skipped to agenda item No. 5.

5. NEW LOOK

5.1 Regional Forum

Robin McArthur, Long Range Planning Director, reviewed the agenda for the Regional Forum and spoke to why elected officials should attend as well as stakeholders. She distributed the new look mailer and asked the members to take extras to pass out in their jurisdictions. She outlined the three (3) planned exercises for the forum.

4. COUNCIL UPDATE

Councilor Carl Hosticka said that the Panel of Economic Advisors would be meeting at the convention center on June 16, 2006 from 8:30-4:00. He reviewed the agenda for that meeting. He said that the Metro Council had recently been spending most of their time on the Metro budget and measure 37 issues.

3. CONSENT AGENDA

Meeting Summary for May 24, 2005:

Motion:	Mayor Rob Drake, City of Beaverton, with a second from, Commissioner Andy Duyck, Washington County, moved to adopt the consent agenda with the minor revision pointed out by Chris Smith regarding the quorum and vote at the last meeting.
Vote:	The motion passed unanimously.

5.2 Investing in our Communities: Tools Discussion

Lydia Neill, Principal Regional Planner, distributed an updated version of the spreadsheet that had been included in the packet and that spreadsheet is attached and forms part of the record. She reviewed the importance of the matrix and discussed how she would like the exercise to run.

The members split into two groups and discussed the tools outlined in the matrix. Afterwards a member from each group gave a summary of their discussion. Jack Hoffman gave the first report and Mayor Rob Drake gave the second report.

5.3 Research Findings

Dick Bolen, Data Resource Center Manager, gave a report on research findings regarding the New Look Forecast. He said that those findings would be used as a base case on new look work and related work on the New Look effort in the fall. He reviewed the handout that had been placed at the back of the room, which is attached and forms part of the record.

There being no further business, Chair Kidd adjourned the meeting at 7:12 p.m.

Respectfully submitted,



Kim Bardes
MPAC Coordinator

ATTACHMENTS TO THE RECORD FOR JUNE 14, 2006

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

AGENDA ITEM	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
#5 New Look	June 2006	Flyer for 2006 Regional Forum – New Look at Regional Choices	061406-MPAC-01
#5 New Look	6/14/06	Memorandum from Lydia Neill to MPAC re: Investing in Our Communities Exercise	061406-MPAC-02
#5 New Look	6/14/06	Summary of report: Creating the Base Case Forecast for the New Look, a spatial allocation of projected regional population and employment growth	061406-MPAC-03

METRO POLICY ADVISORY COMMITTEE MEETING RECORD

June 28, 2006 – 5:00 p.m.

Metro Regional Center, Council Chambers

Committee Members Present: Chuck Becker, Nathalie Darcy, Andy Duyck, Dave Fuller, John Hartsock, Richard Kidd, Wilda Parks, Chris Smith

Committee Members Absent: Ken Allen, Richard Burke, Rob Drake, Bernie Giusto, Jack Hoffman, Tom Hughes, Margaret Kirkpatrick, Charlotte Lehan, Diane Linn, Alice Norris, Tom Potter, Katherine Ruthruff, Erik Sten, Steve Stuart, (Multnomah Co. Special Districts – vacant, Governing Body of School District –vacant)

Alternates Present: Martha Schrader

Also Present: Ron Bunch, City of Gresham; Al Burns, City of Portland; Danielle Cowan, City of Wilsonville; Shirley Craddick, City of Gresham; Kay Durtschi, MTAC; Jon Holan, City of Forest Grove; Irene Marvich, League of Women Voters; Doug McClain, Clackamas County; Pat Ribellia, City of Hillsboro; Melody Thompson, City of Canby; Rick Winterhalter, Clackamas County

Metro Elected Officials Present: Liaisons – Robert Liberty, Council District 6 others in audience: Rod Park, Council District 1

Metro Staff Present: Kim Bardes, Dan Cooper, Andy Cotugno, Chris Deffebach, Paul Ehinger, Kathryn Sofich

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

Chair Richard Kidd, called the meeting to order at 5:11 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 June 14, 2006

Deferred to the next meeting due to lack of quorum.

4. COUNCIL UPDATE

Councilor Robert Liberty said that the Metro budget had been formally approved. He reported that 19 jurisdictions had signed the intergovernmental agreement for the Construction Excise Tax. He announced that there would be a Headquarter Hotel meeting with POVA on the following day. He gave a report on the Hillsboro Get Centered! event that had taken place on Tuesday, June 27, 2006. He reviewed the Metro Council agendas for the last meeting in June and the meetings for July.

5. JPACT UPDATE

Andy Cotugno, Metro Planning Director, distributed a handout titled "Regarding the Prioritization Summary of Potential ODOT Region 1 Modernization Projects." That handout is attached and forms part of the record. He reviewed the projects outlined in the handout and explained that this was mid-point in the process.

6. SOLID WASTE DISPOSAL SYSTEM PLANNING

Mike Hoglund, Solid Waste & Recycling Director, reviewed a large map displayed at the front of the room that showed waste facilities locations – both Metro and private, as well as the two landfills. He then reviewed the materials included in the meeting packet, mainly focusing on the study/report submitted by the consultant hired to look into the feasibility of a fully private system, a fully public system, or the continuation of the current hybrid system. Mr. Hoglund outlined the time frame for the study and presentation of the findings to the Metro Council.

Rick Winterhalter, Waste Reduction Coordinator for Clackamas County, talked about how Clackamas County administered their solid waste program and how that intersected with the Metro run solid waste program.

Chris Smith, Multnomah County Citizen, said that as centers were developed with greater density planners should give thought to waste collection routes and practices. There was discussion about the hybrid system currently in use versus a totally private system.

Councilor Rod Park asked Mr. Hoglund to explain the flow of waste material from user to recycler or landfill. Mr. Hoglund used a large display at the back of the room to explain the process.

Councilor Park addressed issues surrounding resource management. He said that a rough estimate of contracts showed that there was 7 or 8 billion dollars. He said that was why this was such an important issue.

There was discussion about looking at the solid waste disposal system as a revenue source for planning or infrastructure costs.

Mr. Hoglund said that he would be back in August or September with a recommendation on the ownership model and to update the MPAC members.

7. NEW LOOK: SHAPE OF THE REGION

Chris Deffebach, Long Range Planning Manager, gave an update on the Regional Forum.

Chair Kidd expressed his admiration for the work on the forum exercise and how well it was put together. He said he was looking forward to the presentation of the results from that exercise. There was discussion about the difficulty level of the exercise and the real world issues that had to be wrestled with. Comments centered on the need for more time to actually do the exercises versus how much time was spent on explaining the exercise.

Chair Kidd said that there would be a follow-up Regional Forum in December.

Mayor Chuck Becker, City of Gresham, asked when the forum exercise results would be available.

Ms. Deffebach said that it could be 2-3 weeks.

Mayor Melody Thompson, City of Canby, gave a presentation on the City of Canby. Mayor Thompson's notes are attached and form part of the record.

There being no further business, Chair Kidd adjourned the meeting at 6:54 p.m.

Respectfully submitted,



Kim Bardes
MPAC Coordinator

ATTACHMENTS TO THE RECORD FOR JUNE 28, 2006

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

AGENDA ITEM	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
#5 JPACT	6/26/06	Prioritization Summary of Potential ODOT Region 1 Modernization Projects 2008-11 STIP	062806-MPAC-01
#7 New Look	6/27/06	Notes from Mayor Melody Thompson regarding the City of Canby for her "Neighboring Cities" presentation	062806-MPAC-02
Misc.	6/28/06	Letter from City of Gresham, Mayor Chuck Becker, to Mayor Kidd and MPAC re: Metro New Look Project- Investing in Our Communities	062806-MPAC-03
Misc.	6/28/06	MPAC Tentative 2006 Agenda Items	062806-MPAC-04
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METRO POLICY ADVISORY COMMITTEE MEETING RECORD

July 26, 2006 – 5:00 p.m.

Metro Regional Center, Council Chambers

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

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

Alternates Present: Laura Hudson, Martha Schrader

Also Present: Robert Austin, City of Estacada; Ron Bunch, City of Gresham; Carol Chesarek, Citizen; Bob Clay, City of Portland; Valerie Counts, City of Hillsboro; Shirley Craddick, City of Gresham; Kay Durtschi, MTAC; Dale Jutila, City of Gresham; Mike Kohlhoff, City of Wilsonville; LeeAnne MacColl, League of Women Voters; Irene Marvich, League of Women Voters; Doug McClain, Clackamas County; Pat Ribellia, City of Hillsboro; Christina Rosan, MIT Student; Andy Smith, Multnomah County; David Zagel, TriMet Planner

Metro Elected Officials Present: Liaisons – Carl Hosticka, Council District 3 others in audience: Rod Park, Council District 1; David Bragdon – Metro Council President

Metro Staff Present: Kim Bardes, Miranda Bateschell, Dick Benner, Dan Cooper, Andy Cotugno, Chris Deffebach, Robin McArthur, Lydia Neill, Ted Reid

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

Chair Richard Kidd, called the meeting to order at 5:07 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 June 14 & 28, 2006

Deferred to the next meeting due to a lack of quorum.

4. COUNCIL UPDATE

Councilor Carl Hosticka said that the Council was trying to convert the New Look effort into an official Council Work Program. He said that staff would soon be bringing that proposal to an MPAC meeting. The Ag/Urban committee had reached the point where they would have reports ready for the next MPAC meeting. He said that Metro was trying to figure out if there was anything to do about health care on a regional level. He talked about the situation as it now stood and how there was a need to have health care respond to community needs. He said that Metro was merely trying to determine if this was an issue that the agency should pursue, or if there might be another entity that could head the effort.

5. SYSTEM DEVELOPMENT CHARGES

Robin McArthur, Regional Planning Director, gave some background information on System Development Charges (SCDs) and referred to the packet material.

Dale Jutila, Gresham Department of Environmental Services, gave a PowerPoint presentation on System Development Charges: A foundation for Gresham's current & future communities. Copies of the slides from this presentation are attached and form part of the record. There was discussion about SDCs and how different jurisdictions collect SDCs and how they make up the difference on what is collected and what is paid out.

Mike Komlhoff, Wilsonville City Attorney, gave a presentation on SDCs for the City of Wilsonville. Mr. Komlhoff talked about the SDC fees for Wilsonville and the different ways that they can be used to fund Wilsonville projects. He distributed a document, Community Development Staff Report – Sewer Rates and Systems Development Charges. That document is attached and forms part of the record.

6. TITLE 4

Richard Benner, Metro Attorney, reviewed the material included in the meeting packet regarding Title 4. He informed the members that MTAC had been reviewing this issue and that they would be forwarding a recommendation. He said that recommendation would probably go before the MPAC body a few times for discussion. Then MPAC would be asked to forward their recommendation to the Metro Council.

Mayor Rob Drake, City of Beaverton, asked if there was more to the issue than presented in the packet memorandum.

Mr. Benner said that MTAC had considered the possibility of this issue getting bigger than just creating a process to make map corrections. He said MTAC was very careful about criteria and struggled to find flexibility without being too vague. He said that MTAC felt that the bar to change designations should be set high.

Chris Deffebach, Long Range Planning Manager, reviewed some highlights of the MTAC discussions relating to Mayor Drake's question.

There was discussion about changing land designations and the potential consequences that could develop.

There being no further business, Chair Kidd adjourned the meeting at 6:44 p.m.

Respectfully submitted,



Kim Bardes
MPAC Coordinator

ATTACHMENTS TO THE RECORD FOR JULY 26, 2006

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

AGENDA ITEM	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
#5 SDC	July 2006	New Tools Community investment incentives	072606-MPAC-01
#5 SDC	July 26, 2006	System Development Charges: A foundation for Gresham's current & future communities Dale Jutila – Gresham Department of Environmental Services	072606-MPAC-02
#5 SDC	March 28, 2006	Community Development Staff Report	072606-MPAC-03

METRO POLICY ADVISORY COMMITTEE MEETING RECORD

August 9, 2006 – 5:00 p.m.

Metro Regional Center, Council Chambers

Committee Members Present: Larry Cooper, Rob Drake, Andy Duyck, Dave Fuller, Jack Hoffman, Richard Kidd, Charlotte Lehan, Wilda Parks, Chris Smith, Erik Sten

Committee Members Absent: Ken Allen, Richard Burke, Nathalie Darcy, Bernie Giusto, Tom Hughes, Margaret Kirkpatrick, Diane Linn, Alice Norris, Tom Potter, Katherine Ruthruff, Steve Stuart, (Multnomah Co. Special Districts – vacant, Governing Body of School District –vacant)

Alternates Present: Shirley Craddick, Paul Savas

Also Present: Chuck Beasley, Multnomah County; Hal Bergsma, City of Beaverton; Ron Bunch, City of Gresham; Al Burns, City of Portland; Carol Chesarek, Citizen; Brent Curtis, Washington County; Kay Durtschi, MTAC; Jon Holan, City of Forest Grove; Steve Kelley, Washington County; Martha Psuelrwc; City of Portland; Pat Ribellia, City of Hillsboro; Marc San Soucie, Beaverton resident; Amy Scheckla-Cox, City of Cornelius; Andy Smith, Multnomah County; David Zagel, TriMet Planner

Metro Elected Officials Present: Liaisons – Carl Hosticka, Council District 3; Robert Liberty, Council District 6 others in audience: David Bragdon – Metro Council President

Metro Staff Present: Kim Bardes, Dan Cooper, Andy Cotugno, Chris Deffebach, Robin McArthur, Tim O'Brien

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

Chair Richard Kidd, called the meeting to order at 5:09.m. Chair Kidd asked those present to introduce themselves. The Japanese delegation was introduced.

2. CITIZEN COMMUNICATIONS FOR NON-AGENDA ITEMS

There was none.

3. CONSENT AGENDA

Deferred to the next meeting due to a lack of quorum.

4. COUNCIL UPDATE

Council President David Bragdon discussed an upcoming “Get Centered!” trip to Vancouver, British Columbia. He distributed an invitation letter outlining the details of the trip. That letter is attached and forms part of the record.

Andy Cotugno, Planning Director, said that they would be meeting with Gordan Price, City of Vancouver BC. Mr. Cotugno said that Mr. Price would be a tour guide for the group and a wonderful resource.

5. JPACT UPDATE

Mr. Cotugno distributed and reviewed the agenda for the JPACT meeting scheduled for the next morning. That agenda is attached and forms part of the record.

Chair Kidd announced a possible Mayor's Forum/MPAC meeting in place of the October 25th MPAC meeting. He said that JPACT members would be invited to attend. The meeting would focus on '07 legislation and the regional transportation plan (RTP). It would be held at the Oregon Convention Center (OCC) and dinner or hors d'oeuvres would be served.

6. NEW LOOK

Robin McArthur, Regional Planning Director, gave a brief overview of the New Look program and why it would be beneficial to have a joint meeting of the Mayors' and MPAC groups. She distributed a spreadsheet, which is attached and forms part of the record.

6.1 Forum Summary

Ms. McArthur reviewed the New Look Regional Forum handout, which was at the back of the room. That handout is attached and forms part of the record.

6.2 Work Program Update

Chris Deffebach, Long Range Planning Manager, reviewed System Development Charges (SDCs) and issues pertaining to those tools. She reviewed the overall work program outlined in the large spreadsheet already handed out by Ms. McArthur.

Councilor Jack Hoffman, City of Lake Oswego, reviewed the three issues that he thought would be most focused on with the New Look process: 1) investing in communities, 2) shape of the region, and 3) the regional transportation plan.

Ms. Deffebach agreed.

Mr. Hoffman wanted to know when infill would come back into that process.

Ms. Deffebach said that it would definitely come back, she just wasn't sure exactly when. She said that different topics would come back as they were ready to be discussed.

Mr. Hoffman said he felt that they needed a wider audience and suggested that as many mayors as possible should be present for these discussions. His concern was that there would be a gap in the discussion and things would be missed and folks would say they were not informed.

Ms. McArthur said that hopefully the Mayors'/Chairs' forum would include all the mayors and cover the important issues, therefore reaching that wider audience.

Chair Kidd said that there were 26 jurisdictions and 3 counties, and he agreed that they needed to find the tool that would get those mayors to buy into this work. He said that the goal was to end up with an ordinance that would be most beneficial to the region at the end of this process.

Councilor Shirley Craddick, City of Gresham, said that there were other policies that should be addressed, such as SDCs and how they should be used, infrastructure and related costs, and development costs.

Council President David Bragdon said that this effort was currently in the research phase. He said that the Metro Council had asked staff to find ways to engage jurisdictions. He said that the "Get Centered" project had previously been broader, but they were now getting more specific and moving toward the next level of detail.

Chair Kidd said that all the mayors needed to be on board now and that Metro could not wait as they needed to bring key players along in the process as it developed. He said he didn't know how to do that, but keeping everyone informed and on the same page was important.

Mayor Rob Drake, City of Beaverton, agreed that the process was currently in the exploratory stage and that different people would see different things differently. He said that looking out at the audience, he thought that almost every city was represented today, either with a mayor at the table or with staff in the audience.

Mr. Hoffman said he thought the process had a rather tight time frame. He estimated that there was only about 15 months to complete the effort. He said he was concerned about civic engagement. He said he didn't think it was too early for MPAC or Metro staff to start a draft for an ordinance.

6.3 Shape of the Region

6.3a & b Characteristics of Great Communities and Test Areas for Characteristics

Tim O'Brien, Senior Regional Planner, said that the New Look was a cooperative effort to anticipate and absorb population growth over the next 25 years. He said there were three components that the New Look would take in order to shape the region: 1) agricultural land inventory and assessment, 2) natural and cultural landscapes, and 3) great communities. Mr. O'Brien's notes are included in the record for reference. He reviewed the Great Communities material included in the meeting packet.

Brent Curtis, Washington County, described the process that Washington County underwent in order to decide which area should be part of the study. He said that they chose the Forest Grove/Cornelius area. He distributed a map for the members, which is attached and forms part of the record.

There was discussion about the process of modeling that these sites would undergo and concerns were expressed. Chair Kidd said that the purpose of the modeling was to help find some answers about growth, not to select future expansion sites or any other agenda.

Chuck Beasley, Multnomah County, also described the process that Multnomah County underwent in order to select their study area. He said that their process was different from that of Washington County. Multnomah County chose the northwest hills area to undergo the modeling.

Councilor Liberty asked if the test cases would include costs.

Mr. O'Brien said yes.

Councilor Liberty said that there was a lot of discussion about the process, the time involvement and the lengthy public meetings. He said a good outcome and positive results were more important to him than how they got there. He said that if they could make it real and back it up, then the process, even as it stands now, was worthwhile.

There was discussion about density, corridors, and political will.

Mr. O'Brien said that Clackamas County selected the Stafford Triangle area for the modeling exercise.

There being no further business, Chair Kidd adjourned the meeting at 6:46 p.m.

Respectfully submitted,



Kim Bardes
MPAC Coordinator

ATTACHMENTS TO THE RECORD FOR AUGUST 9, 2006

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

AGENDA ITEM	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
#5 JPACT	7/31/06	Letter of invite, distributed to MPAC members, re: Metro's Get Centered! Vancouver, BC Tour September 14-16	080906-MPAC-01
#5 JPACT	8/9/06	JPACT Agenda for August 10, 2006	080906-MPAC-02
#6 New Look	August 2006	A New Look at Regional Choices, Updating the Metro region's long-range plan - spreadsheet	080906-MPAC-03
#6 New Look	August 2006	New Look at Regional Choices, June 23, 2006 Regional Forum Summary	080906-MPAC-04
#6 New Look	August 2006	Notes from Tim O'Brien, Senior Regional Planner, regarding "Shape of the Region"	080906-MPAC-05
#6 New Look	August 2006	Washington County Ag/Urban Study map	080906-MPAC-06
#6 New Look	8/9/06	Draft Memorandum to Ag/Urban Coordinating Committee, MPAC, MTAC, Interested Parties, from Ag/Urban Project Management Team, Cogan Owens Cogan re: Great Communities test areas	080906-MPAC-07

M E M O R A N D U M

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METRO

To: MPAC

From: Dick Benner, Chris Deffebach

Subject: Ordinance 06-1124 to establish a process and criteria for changes to the employment and industrial areas map

Date: September 7, 2006

Title 4 of the Urban Growth Management Functional Plan (UGMFP) seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses within Regionally Significant Industrial Areas, Industrial Areas and Employment Areas. Title 4 sets the boundaries for these design type designations and determines which land in the region is subject to the title's limitations. Local governments rely upon the Title 4 map (Employment and Industrial Areas map) to bring their comprehensive plans and zoning ordinances into compliance with the provisions of this title. From time to time, a city or county wants to change its plan and zone designations within a Title 4 design type. To remain in compliance with the UGMFP, these changes usually require an amendment to the Title 4 map.

Currently, there is no specific process or specific criteria in place in Title 4 against which to judge Title 4 map change requests. In recent months, several local governments have requested changes to this map. In the absence of specific criteria, the Council would apply the policies of the Regional Framework Plan (RTP). In the absence of a specific process, the Council would follow its customary ordinance process, regardless how large or small the map change request. Because the RFP does not specify which policies apply to Title 4 map changes, and because most RFP policies are general in nature, local governments - and the Metro Council when asked to approve or reject a proposed map change - face a large degree of uncertainty concerning Title 4 change requests.

After consultation with MTAC on June 21, July 5 and July 19, staff introduced a proposal to establish a process and criteria for changes to the Employment and Industrial Areas Map on Aug 16. MPAC will have the opportunity to review the proposal on September 13. The proposed legislation is attached.

The legislation is currently scheduled for consideration at MTAC on September 21 and MPAC on October 11. The council hearing is scheduled for October 12.

The proposed criteria are based on adopted Metro policy for industrial and employment lands. The criteria in the proposed amendments would:

- Separate minor from major changes to the Industrial and Employment Areas Map

- Allow minor (for example, under 5 acres) toe made at the discretion of local governments
- Send major amendments for Metro Council consideration only after local government approval of the changes.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO CODE)
SECTIONS 3.07.120, 3.07.130 AND 3.07.1120; AND) Ordinance No. 06-1124
ADDING METRO CODE SECTION 3.07.450 TO)
ESTABLISH A PROCESS AND CRITERIA FOR)
CHANGES TO THE EMPLOYMENT AND) Introduced by
INDUSTRIAL AREAS MAP)

WHEREAS, Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan (“UGMFP”) prescribes limitations on certain uses in Industrial Areas, Regionally Significant Industrial Areas and Employment Areas and makes reference to an “Employment and Industrial Areas Map”, which depicts the boundaries of these areas for regulatory purposes; and

WHEREAS, the Metro Council wishes to provide a process and criteria for making changes to the designations of Regionally Significant Industrial Areas, Industrial Areas and Employment Areas on the Title 4 Employment and Industrial Areas Map; and

WHEREAS, the Metropolitan Policy Advisory Committee has reviewed the proposed amendments and recommends their approval; and

WHEREAS, the Council held a public hearing on the proposed amendments on ____, 2006, and considered public comment on the amendments; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Sections 3.07.120 and 3.07.130 of Title 1 (Requirements for Housing and Employment Accommodation) of the UGMFP are hereby amended as shown in Exhibit A, attached and incorporated into this ordinance, to clarify mapping procedures for territory added to the UGB.
2. Section 3.07.450 is hereby added to Title 4 (Industrial and Other Employment Areas) of the UGMFP as shown in Exhibit B, attached and incorporated into this ordinance, to prescribe a process and criteria for amendments to the Employment and Industrial Areas Map.
3. Section 3.07.1120 of Title 11 (Planning for New Urban Areas) of the UGMFP is hereby amended as shown in Exhibit C, attached and incorporated into this ordinance, to clarify mapping procedures for territory added to the UGB.
4. The Findings of Fact and Conclusions of Law in Exhibit D, attached and incorporated into this ordinance, explain how these amendments comply with the RFP and state land use planning laws.

5. This ordinance is necessary for the immediate preservation of public health, safety and welfare because, without this ordinance, there is no clear process for amending the Employment and Industrial Areas Map in Title 4 of the UGMFP and no specific criteria for such amendments. Metro has received a number of requests from local governments for amendments that involve economic development and need immediate attention. This ordinance provides a process and criteria for amendments to the map. Therefore, an emergency is declared to exist. This ordinance shall take effect immediately, pursuant to section 39(1) of the Metro Charter.

ADOPTED by the Metro Council this ___ day of _____, 2006.

David Bragdon, Council President

Attest:

Approved as to form:

Christina Billington, Recording Secretary

Daniel B. Cooper, Metro Attorney

Exhibit A to Ordinance No. 06-1124
Amendments to Title 1 of the Urban Growth Management Functional Plan

TITLE 1: REQUIREMENTS FOR HOUSING AND EMPLOYMENT ACCOMMODATION

3.07.120 Housing and Employment Capacity

- A. Each city and county shall determine its capacity for housing and employment in order to ensure that it provides and continues to provide at least the capacity for the city or county specified in Table ~~3.01-7~~ 3.07-1, supplemented by capacity resulting from addition of territory to the UGB. Local governments shall use data provided by Metro unless the Metro Council or the Chief Operating Officer determines that data preferred by a city or county is more accurate.
- B. A city or county shall determine its capacity for dwelling units by cumulating the minimum number of dwelling units authorized in each zoning district in which dwelling units are authorized. A city or county may use a higher number of dwellings than the minimum density for a zoning district if development in the five years prior to the determination has actually occurred at the higher number.
- C. If a city annexes county territory, the city shall ensure that there is no net loss in regional housing or employment capacity, as shown on Table 3.07-1, as a result of amendments of comprehensive plan or land use regulations that apply to the annexed territory.
- D. After completion of its initial determination of capacity, each city or county shall report changes in its capacity by April 15 of the first calendar year following completion of its initial determination and by April 15 of every following year.

3.07.130 Design Type Boundaries Requirement

For each of the following 2040 Growth Concept design types, city and county comprehensive plans shall be amended to include the boundaries of each area, determined by the city or county consistent with the general locations shown on the 2040 Growth Concept Map or on maps adopted by ordinances adding territory to the UGB:

Central City--Downtown Portland is the Central City which serves as the major regional center, an employment and cultural center for the metropolitan area.

Regional Centers--Seven regional centers will become the focus of compact development, redevelopment and high-quality transit service and multimodal street networks.

Station Communities--Nodes of development centered approximately one-half mile around a light rail or high capacity transit station that feature a high-quality pedestrian environment.

Town Centers--Local retail and services will be provided in town centers with compact development and transit service.

Main Streets--Neighborhoods will be served by main streets with retail and service developments served by transit.

Corridors--Along good quality transit lines, corridors feature a high-quality pedestrian environment, convenient access to transit, and somewhat higher than current densities.

Employment Areas--Various types of employment and some residential development are encouraged in employment areas with limited commercial uses.

Industrial Areas--Industrial areas are set aside primarily for industrial activities with limited supporting uses.

Regionally Significant Industrial Areas--Industrial areas with site characteristics that are relatively rare in the region that render them especially suitable for industrial use.

Inner Neighborhoods--Residential areas accessible to jobs and neighborhood businesses with smaller lot sizes are inner neighborhoods.

Outer Neighborhoods--Residential neighborhoods farther away from large employment centers with larger lot sizes and lower densities are outer neighborhoods.

Amendments to Title 4 of the Urban Growth Management Functional Plan

TITLE 4: INDUSTRIAL AND OTHER EMPLOYMENT AREAS

Add the following section:

3.07.450 Employment and Industrial Areas Map

- A. The Employment and Industrial Areas Map is the official depiction of the boundaries of Regionally Significant Industrial Areas, Industrial Areas and Employment Areas.
- B. If the Metro Council adds territory to the UGB and designates all or part of the territory Regionally Significant Industrial Area, Industrial Area or Employment Area, after completion of Title 11 planning by the responsible city or county, the Council will amend the map to be consistent with the boundaries established by the city or county. When the Council amends the map, it will also conform the Habitat Conservation Areas Map, described in section 3.07.1320 of Title 13 of the UGMFP, to the amendment to ensure implementation of Title 13.
- C. A city or county may amend its comprehensive plan or zoning regulations to change its designation of land on the map in order to allow uses not allowed by Title 4 upon a demonstration that:
 1. The property subject to the amendment is five acres or less;
 2. The property is not surrounded by land designated on the map as Industrial Area or Regionally Significant Industrial Area;
 3. The amendment will not reduce the jobs capacity of the city or county below the number shown on Table 3.07-1 of Title 1 of the Urban Growth Management Functional Plan or the lost capacity is replaced by separate and concurrent measures;
 4. If the map designates the property as Industrial Area or Regionally Significant Industrial Area, the existing uses of the property, or the uses of surrounding properties on the map, are non-industrial uses that are unlikely to convert to industrial use over the next ten years; and
 5. If the map designates the property as Regionally Significant Industrial Area, the subject property does not have access to specialized services, such as redundant electrical power or industrial gases, and is not proximate to freight transport facilities, such as trans-shipment facilities.

- D. For amendments to the map other than those described in subsection C, a city, a county or a property owner may apply to the Metro Council between September 1 and October 15 of each calendar year except a year in which the Council is completing its analysis of buildable land supply under ORS 197.299(1) or is considering expansion of the UGB following the analysis. A property owner may propose an amendment only if the city or county with land use responsibility for the property has approved a corresponding amendment to its comprehensive plan or zoning designation contingent upon approval of a map amendment by the Metro Council. Upon a request by a Metro Councilor and a finding of good cause, the Council may consider an application to amend the map at another time by a vote of five members of the Council. The Chief Operating Officer shall give notice to cities and counties of the timelines for applications at least 60 days prior to September 1 of the appropriate years.
- E. Upon receipt of a qualifying application filed under subsection D, the Chief Operating Officer shall notify the Department of Land Conservation and Development at least 45 days prior, and owners of property within 100 feet of the subject property at least 20 days prior to the first hearing on the application. The Chief Operating Officer shall set the matter for a hearing before the Council and prepare a report with a recommendation to be sent to the Council, the applicant and any person who requests a copy, at least 15 days prior to the hearing. The report shall address the potential cumulative effects upon the ability of the region to accomplish the purposes of Title 4 from all of the map amendment applications filed within the same application period as the subject application. Following the close of the hearing, the Council shall issue an order with its analysis, findings and conclusions and send it to the applicant, DLCD and any person who participated in the proceeding.
- F. To approve an application under subsection D, the Council must conclude that the amendment:
1. Would not reduce the employment capacity of the city or county below the number shown on Table 3.07-1 of Title 1 of the UGMFP;
 2. Would not reduce off-peak performance on Major Roadway Routes and Roadway Connectors shown on Metro's 2004 Regional Freight System Map below standards in the Regional Transportation Plan, or exceed volume-to-capacity ratios on Table 7 of the 1999 Oregon Highway Plan for state highways, and would not require added road capacity to stay within the standards or ratios;

3. Would not diminish the intended function of Regional or Town Centers as the principal locations of retail, cultural and civic services in their market areas;
 4. Would not reduce the integrity or viability of a traded sector cluster of industries;
 5. Would not create or worsen a significant imbalance between jobs and housing in a regional market area; and
 6. If the subject property is designated Regionally Significant Industrial Area, would not remove from that designation land that is especially suitable for industrial use due to the availability of specialized services, such as redundant electrical power or industrial gases, or due to proximity to freight transport facilities, such as trans-shipment facilities.
- G. The Metro Council may initiate an amendment to the map at any time to better achieve the policies of the Regional Framework Plan.
- H. Amendments to the map made in compliance with the process and criteria in this section shall be deemed to comply with the Regional Framework Plan.
- I. The Council or the Chief Operating Officer may establish conditions upon approval of an amendment to the map under subsections D or E to ensure that the amendment complies with the RFP and state land use planning laws.

Exhibit C to Ordinance No. 06-1124
Amendments to Title 11 of the Urban Growth Management Functional Plan

TITLE 11: PLANNING FOR NEW URBAN AREAS

~~3.07.1120—Urban Growth Boundary Amendment Urban Reserve Plan Requirements~~ Planning for Territory Added to the UGB

All territory added to the ~~Urban Growth Boundary~~ UGB as either a major amendment or a legislative amendment pursuant to Metro Code chapter 3.01 shall be subject to adopted comprehensive plan provisions consistent with the requirements of all applicable titles of the Metro Urban Growth Management Functional Plan and in particular this Title 11. The comprehensive plan provisions shall be fully coordinated with all other applicable plans. The comprehensive plan provisions shall contain an urban growth plan diagram and policies that demonstrate compliance with the RUGGO, including the Metro Council adopted 2040 Growth Concept design types. Comprehensive plan amendments shall include:

- A. Specific plan designation boundaries derived from the general boundaries of design type designations assigned by the Council in the ordinance adding the territory to the UGB.
- ~~AB.~~ Provision for annexation to the district and to a city or any necessary service districts prior to urbanization of the territory or incorporation of a city or necessary service districts to provide all required urban services.
- ~~BC.~~ Provision for average residential densities of at least 10 dwelling units per net developable residential acre or such other densities that the Council specifies pursuant to section 3.01.040 of the Urban Growth Management Functional Plan.
- ~~CD.~~ Demonstrable measures that will provide a diversity of housing stock that will fulfill needed housing requirements as defined by ORS 197.303. Measures may include, but are not limited to, implementation of recommendations in Title 7 of the Urban Growth Management Functional Plan.
- ~~DE.~~ Demonstration of how residential developments will include, without public subsidy, housing affordable to households with incomes at or below area median incomes for home ownership and at or below 80 percent of area median incomes for rental as defined by U.S. Department of Housing and Urban Development for the adjacent urban jurisdiction. Public subsidies shall not be interpreted to mean the following: density bonuses, streamlined

permitting processes, extensions to the time at which systems development charges (SDCs) and other fees are collected, and other exercises of the regulatory and zoning powers.

- EF. Provision for sufficient commercial and industrial development for the needs of the area to be developed consistent with 2040 Growth Concept design types. Commercial and industrial designations in nearby areas inside the Urban Growth Boundary shall be considered in comprehensive plans to maintain design type consistency.
- FG. A conceptual transportation plan consistent with the applicable provision of the Regional Transportation Plan, Title 6 of the Urban Growth Management Functional Plan, and that is also consistent with the protection of natural resources either identified in acknowledged comprehensive plan inventories or as required by Title 3 of the Urban Growth Management Functional Plan. The plan shall, consistent with OAR Chapter 660, Division 11, include preliminary cost estimates and funding strategies, including likely financing approaches.
- EH. Identification and mapping of areas to be protected from development due to fish and wildlife habitat protection, water quality enhancement and mitigation, and natural hazards mitigation, including, without limitation, all Habitat Conservation Areas, Water Quality Resource Areas, and Flood Management Areas. A natural resource protection plan to protect fish and wildlife habitat, water quality enhancement areas, and natural hazard areas shall be completed as part of the comprehensive plan and zoning for lands added to the Urban Growth Boundary prior to urban development. The plan shall include zoning strategies to avoid and minimize the conflicts between planned future development and the protection of Habitat Conservation Areas, Water Quality Resource Areas, Flood Management Areas, and other natural hazard areas. The plan shall also include a preliminary cost estimate and funding strategy, including likely financing approaches, for options such as mitigation, site acquisition, restoration, enhancement, and easement dedication to ensure that all significant natural resources are protected.
- HI. A conceptual public facilities and services plan for the provision of sanitary sewer, water, storm drainage, transportation, parks and police and fire protection. The plan shall, consistent with OAR Chapter 660, Division 11, include preliminary cost estimates and funding strategies, including likely financing approaches.

ⓂJ. A conceptual school plan that provides for the amount of land and improvements needed, if any, for school facilities on new or existing sites that will serve the territory added to the UGB. The estimate of need shall be coordinated with affected local governments and special districts.

ⓂK. An urban growth diagram for the designated planning area showing, at least, the following, when applicable:

1. General locations of arterial, collector and essential local streets and connections and necessary public facilities such as sanitary sewer, storm sewer and water to demonstrate that the area can be served;
2. Location of steep slopes and unbuildable lands including but not limited to wetlands, floodplains and riparian areas;
3. Location of Habitat Conservation Areas;
4. General locations for mixed use areas, commercial and industrial lands;
5. General locations for single and multi-family housing;
6. General locations for public open space, plazas and neighborhood centers; and
7. General locations or alternative locations for any needed school, park or fire hall sites.

L. A determination of the zoned dwelling unit capacity of zoning districts that allow housing.

ⓂM. The plan amendments shall be coordinated among the city, county, school district and other service districts.

M E M O R A N D U M

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DATE: September 6, 2006
TO: MPAC
FROM: Miranda Bateschell, Assistant Regional Planner
RE: September 13th agenda item: Vertical Housing Program discussion

Background

Over the past few months, Metro staff met with different groups and committees to help determine the breadth of the Tool Kit for Investing in Our Communities. Several tools emerged repeatedly that through modification or application could better stimulate development in centers and corridors. At this time, staff is looking to Metro's advisory committees to discuss each of these tools in more detail in order to help direct the strategies for each of the tools in the Tool Kit. In August, MPAC discussed SDCs. At the next MPAC meeting, we will discuss Oregon's Vertical Housing Tax Abatement Program in a similar format.

The Vertical Housing Program

Oregon's existing Vertical Housing Program provides tax abatement for dense, mixed-use development in targeted areas. Depending on the number of floors constructed or rehabilitated for residential use, in proportion to the project's total square footage, the property tax exemption ranges from 20-to-80 percent for ten years. A local jurisdiction may apply to the State for the designation of a Vertical Housing Development Zone (VHDZ). The State designates a zone based on its location in a central business area of an urban center with access to public transit systems. Once a zone is approved, developers may apply to the State for projects within the zone. If the project meets the State regulations outlined in OAR Chapter 813, Division 013, developers will receive the ten-year Vertical Housing tax abatement.

The uses of the VHP

The VHP allows flexibility in its application. Cities can apply the program to a significant portion of their urban centers or central business districts where they want to see increased density and mixed-use. Likewise, local jurisdictions can apply the program in very limited areas and for a limited time frame to avoid giving away unnecessary tax abatements. Establishing a zone and maintaining the program also demands minimal staff resources and expertise from the local jurisdiction. However, to date, only two jurisdictions in the region have established a VHDZ and used the program to promote dense, mixed-use projects in their centers. Representatives from the City of Gresham and the City of Milwaukie will be at the meeting to present their experiences establishing a VHDZ and using the Vertical Housing Program.

Questions for discussion

- What jurisdictions are considering or have considered using the Vertical Housing Program?
- What concerns have stopped jurisdictions from using the VHP and establishing a VHDZ?
- Do you think this is a viable tool to stimulate higher density development?
- What should we do to promote the use of this tool?



Community & Economic Development
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Overview

Vertical Housing Development Zone is a development tool created to encourage mixed use development in Gresham's regional center (Historic Downtown and Civic Neighborhood). Eligible projects include commercial/retail space on the ground floor with housing above. Those projects that meet the criteria receive a partial property tax exemption for 10 years, based on the number of equalized floors of residential development (the abatement is 20% to 80%). The partial property tax exemption applies only to the building value (not land), unless there is affordable housing included. If affordable housing is included in the project, a proportional amount of taxes on the land can also be abated.

Requirements

Applicants will be required to provide specific information regarding the proposed project in their application to the State (OHCS). This information includes, but is not limited to: address and boundaries of proposed project; description of the existing state of the property; description of the proposed project including design, costs, and the number of floors of residential units; and a description of the nonresidential uses to be included, and their proportion of the total square footage. For a complete list of application requirements, please contact Shannon Lopez at 503-618-2854.

Any application for VHDZ exemption must be filed with OHCS on or before the date residential units that are a part of the vertical housing development project are ready for occupancy.

Application

Anyone interested in applying for the VHDZ tax abatement would apply directly to Oregon Housing & Community Services (OHCS), at the following address:

OHCS
PO Box 14508
Salem, OR 97309-0409
Ph: 503-986-2038

A copy of the application can be found on the OHCS website at:
http://www.ohcs.oregon.gov/OHCS/HFS_VerticalHousingProgram.shtml

Gresham Zone Boundary

See map on reverse side for boundary details.



DATE: September 1, 2006
TO: MPAC and Interested Persons
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Integrating An Outcomes-Based Approach to Update the Regional Transportation Plan

Purpose

The purpose of the September 13 MPAC agenda item is to provide committee members with a brief overview of the next steps for the 2035 RTP update as described in this memo and begin discussion of desired outcomes (*goals*) and measures (*objectives*) to analyze performance of the regional transportation system and assess the degree to which current policies (*actions*) are achieving the broader desired outcomes embodied in the 2040 Growth Concept.

Background

The Metro Council directed the 2035 Regional Transportation Plan (RTP) update to incorporate an outcomes-based approach on September 22, 2005 with approval of Resolution #05-3610A (for the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the “Budgeting for Outcomes” Approach to Establishing Regional Transportation Priorities).

With Metro Council approval of the 2035 Regional Transportation Plan (RTP) work program on June 15, 2006, the update passed from a scoping phase (Phase 1) into a research and analysis phase (Phase 2). From the end of June through December 2006, Phase 2 of the process will focus on research and analysis that will be used to re-tool the current plan’s policies to better implement the 2040 Growth Concept and to address new policy issues that have emerged since the last major update in 2000, including the New Look policy direction. The research will include an analysis of current regional transportation system conditions and financial, transportation, land use, environmental and economic/demographic trends.

The last major update to the RTP was completed in August 2000, and was the culmination of a 4-year effort to reorganize the plan to serve as a catalyst to implement the 2040 Growth Concept. The policy component of that update expanded the scope of the plan accordingly to include a broad range of new land use and transportation considerations. While this element of the RTP

continues to closely reflect the region's latest thinking on 2040 implementation, the current update will require refinements to RTP policy to reflect the New Look effort and other policy gaps that have emerged since 2000.

This memo describes a recommended approach to guide RTP research and policy development, and targeted stakeholder engagement activities during Phase 2 to address identified policy gaps and integration of an outcomes-based framework to support those activities. During Phase 3, the updated RTP policies and outcomes-based framework will guide the RTP investment solicitation, prioritization and evaluation process from February to June 2007.

New Look Policy Elements

The Council has identified a series of policy elements that reflect Council priorities for the New Look effort, all of which have policy implications for the RTP update. Within the Council's framework, all regional urbanization decisions, including infrastructure finance and transportation investments, should reinforce growth in centers, corridors and employment areas. In addition, the region will support and facilitate, when warranted, expansions of the urban growth boundary to develop vibrant new communities and employment areas, while balancing new development with the protection of the region's agricultural industry and important natural areas. They include the following:

1. Focus policies, fiscal resources and taxation tools to stimulate development in centers, corridors and employment areas.
2. Coordinate growth with neighboring communities/affected jurisdictions.
3. Base urban growth boundary expansion decisions on urban performance.
4. Designate and plan urban reserves.
5. Designate and protect key areas that should not be urbanized.
6. Prioritize and invest in transportation improvements that support efficient development and strengthen the economy.

The update to the RTP goals and objectives (Chapter 1 RTP Policy) will focus on reframing the current plan to incorporate all of these New Look policy elements and provide a more direct relationship to the 2040 fundamentals into the plan as part of developing an "outcomes-based" plan.

Other Policy Gaps

Since the 2000 RTP was adopted, several new trends have emerged that are not encompassed by the New Look framework, and will be considered as part of the policy update to the RTP during Phase 2. They include the following:

1. **Transportation Equity** - This policy area includes the general equity of the RTP in providing access to the transportation system for the all residents in the region, and the concept of "environmental justice," which is a systematic approach to ensure that

minority and traditionally underserved populations, such as the elderly and people with disabilities, are considered in developing an equitable plan.

2. **Healthy Environment** - This policy area would consolidate existing policies that support protecting the environment, such as Green Streets and the Regional Travel Options program, under a broad concept of system sustainability. The expanded concept would also include the new element of "active living," an emerging approach to planning that seeks to foster physical activity in daily living through urban design. For transportation plans, this new element would also include the idea of considering public health benefits as part of evaluating transportation policies and improvements.
3. **Transportation Security** - The September 11, 2001 terrorist attacks have triggered an array of new security considerations for critical infrastructure, public transportation facilities and public spaces that are not considered in the RTP. This new policy area would provide a context for considering transportation security in the planning process, and would be consolidated with existing transportation safety policies. This component would address growing traveler perceptions of risks involved in using public transportation or public spaces.
4. **Highway Reliability** - The 2000 RTP included a transitional policy for highway level-of-service that recognized the increasingly limited utility of this measure as a tool for sizing the regional highway system. This update will likely require the level-of-service policy to be replaced with a family of performance measures that better reflect the New Look vision and financial realities in the region. However, such a shift in policy will also require a new approach to providing mobility and reliability on segments of the highway system that are most important to goods movement and providing access to ports and industrial areas. The resulting policy will focus on new operational strategies for providing mobility in select corridors, and managing congestion on all facilities.
5. **Transportation Marketing** - Since the adoption of the 2000 RTP, the region's Regional Travel Operations program has undergone a major transition to a new focus on marketing. This emphasis would be reflected in the updated demand management policies, and integrated with the highway reliability policies where commuting and goods movement competes for capacity.
6. **Fiscal Stewardship** - Since the adoption of the 2000 RTP, declining federal and state dollars for transportation (no increase in federal or state gas tax since 1993) have combined with an aging transportation system in need of maintenance and growing uncertainty about energy supply and prices to create a need to update the RTP in a different manner to better the face these realities. This new policy emphasis would address these realities in a manner that stewardship of the public infrastructure would ensure that the needs and expectations of the public are met in an efficient and fiscally sustainable manner.
7. **Governance** – Geographic changes in the region are outpacing current governance structures further complicating the multi-jurisdictional roles and responsibilities that exist for planning, operating and funding the region's transportation system. This new policy emphasis would address the efficient integration of land use, infrastructure and

transportation investments on a wider geographic scale and the role of public-public and public-private partnerships in the equitable provision of public services.

The RTP research and policy analysis, and targeted stakeholder engagement activities will focus on these new policy areas and evaluating overall progress toward meeting the 2040 Growth Concept Vision using the outcomes-based framework described in the next section.

Recommended Outcomes-Based Framework

This section describes a recommended framework and vocabulary that is consistent with Council discussions during the RTP scoping phase and, more recently, as part of developing of the New Look policy elements. The values and desired outcomes of the public are very important, and the decision-making process will focus on those values and outcomes. The framework relies on the 2040 Fundamentals (*broadly defined desired outcomes that the residents of the region value*) to serve as the broad umbrella to focus the scope of what the New Look scenarios and RTP update will evaluate.

OUTCOMES			INPUTS
2040 Fundamentals	Goals	Objectives	Actions
<i>Broad outcomes that frame the regional vision for growth beyond the plan horizon.</i>	<i>Long-term specific desired outcomes for implementing the 2040 vision beyond the plan horizon.</i>	<i>Shorter-term, measurable outcomes that are desired within the 25-year plan horizon.</i>	<i>Planning, regulations, programs, projects, investments and coordination that achieve the objectives.</i>
<ul style="list-style-type: none"> • Healthy economy • Vibrant communities • Environmental health • Transportation choices • Equity • Fiscal stewardship 	<i>To be developed</i>	<i>To be developed</i>	<i>To be developed</i>

More specific goals (*specific desired outcomes*) and key objectives (*evaluation measures*) will be identified to quantitatively analyze performance of the RTP and assess the degree to which policies (*actions*) are achieving the broader 2040 Growth Concept goals as embodied in the 2040 Fundamentals. **Attachment 1** applies this framework to organize the current RTP goals (*Chapter 1 policies*) for reference.

Next Steps

The 2040 Fundamentals-based framework will be used in conjunction with the results of the RTP research, policy evaluation and targeted outreach to re-organize the current RTP and its associated policies to create an updated plan that is affordable, realistic and better reflects public priorities. There may be other policy gaps that will emerge as part of the systems background work that is already underway, and these will be incorporated into the effort.

The process will lead to updated RTP *goals* and *objectives* that are reorganized under the 2040 Fundamentals umbrella and a report on the State of Transportation in the region by early 2007. With JPACT, MPAC and Council approval, the updated goals and objectives will then be used to guide the RTP investment solicitation, prioritization and evaluation process from February to June 2007. **Attachment 2** shows a general timeline for this work.

2035 Regional Transportation Plan – Integrating An Outcomes-Based Approach

OUTCOMES		INPUTS	
2040 Fundamentals	Goals (2004 RTP Policies)	Objectives (2004 RTP Objectives)	Actions (2004 RTP Objectives and Strategies)
<p>Healthy economy <i>A healthy economy that generates jobs and business opportunities and sustains the region's agricultural industry.</i></p>	<p>Policy 15.0. Regional Freight System Provide efficient, cost-effective and safe movement of freight in and through the region.</p> <p>Policy 15.1. Regional Freight System Investments Protect and enhance public and private investments in the freight network.</p>	<p><i>To be developed using 2004 RTP objectives as a starting point (amended to become measurable objectives/performance measures)</i></p>	<p><i>To be developed using 2004 RTP objectives and implementation strategies as a starting point</i></p>
<p>Vibrant communities <i>A vibrant place to live and work, and compact development that uses both land and infrastructure more efficiently and focuses development in 2040 centers, corridors and employment areas.</i></p>	<p>Policy 3.0. Urban Form Facilitate implementation of the 2040 Growth Concept with specific strategies that address mobility and accessibility needs and use transportation investments to leverage the 2040 Growth Concept.</p> <p>Policy 4.0. Consistency Between Land-use and Transportation Planning Ensure the identified function, design, capacity and level of service of transportation facilities are consistent with applicable regional land use and transportation policies as well as the adjacent land-use patterns.</p> <p>Policy 18.0. Transportation System Management Use transportation system management techniques to optimize performance of the region's transportation systems. Mobility will be emphasized on corridor segments between 2040 Growth Concept primary land-use components. Access and livability will be emphasized within such designations. Selection of appropriate transportation system techniques will be according to the functional classification of corridor segments.</p> <p>Policy 19.1. Regional Parking Management Manage and optimize the efficient use of public and commercial parking in the central city, regional centers, town centers, main streets and employment centers to support the 2040 Growth Concept and related RTP policies and objectives.</p> <p>Policy 20.1. 2040 Growth Concept Implementation Implement a regional transportation system that supports the 2040 Growth Concept through the selection of complementary transportation projects and programs.</p>		

OUTCOMES		INPUTS	
2040 Fundamentals	Goals (2004 RTP Policies)	Objectives (2004 RTP Objectives)	Actions (2004 RTP Objectives and Strategies)
<p>Environmental health <i>Farms, forests, rivers, streams, air quality and natural areas are protected.</i></p>	<p>Policy 7.0. The Natural Environment Protect the region’s natural environment.</p> <p>Policy 8.0. Water Quality Protect the region’s water quality.</p> <p>Policy 9.0. Clean Air Protect and enhance air quality so that as growth occurs, human health and visibility of the Cascades and the Coast Range from within the region is maintained.</p> <p>Policy 10.0. Energy Efficiency Design transportation systems that promote efficient use of energy.</p>		
<p>Transportation choices <i>A coordinated land use and transportation system that provides aesthetic and safe travel choices for people and goods.</i></p>	<p>Policy 11.0. Regional Street Design Design regional streets with a modal orientation that reflects the function and character of surrounding land uses, consistent with regional street design concepts.</p> <p>Policy 12.0. Local Street Design Design local street systems to complement planned land uses and to reduce dependence on major streets for local circulation, consistent with Section 6.4.5 in Chapter 6 of this plan.</p> <p>Policy 13.0. Regional Motor Vehicle System Provide a regional motor vehicle system of arterials and collectors that connect the central city, regional centers, industrial areas and intermodal facilities, and other regional destinations, and provide mobility within and through the region.</p> <p>Policy 14.0. Regional Public Transportation System Provide an appropriate level, quality and range of public transportation options to serve this region and support implementation of the 2040 Growth Concept, consistent with Figures 1.15 and 1.16.</p> <p>Policy 14.3. Regional Public Transportation Performance Provide transit service that is fast, reliable and has competitive travel times compared to the automobile.</p> <p>Policy 16.0. Regional Bicycle System Connectivity Provide a continuous regional network of safe and convenient bikeways connected to other transportation modes and local bikeway systems, consistent with regional street design guidelines.</p>		

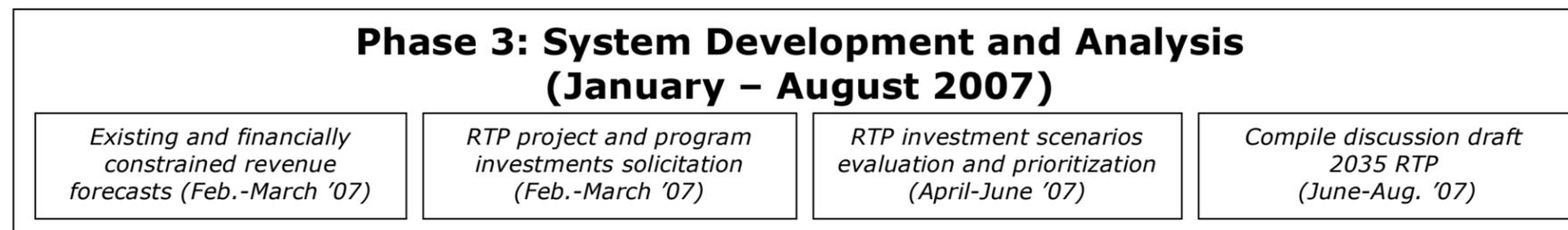
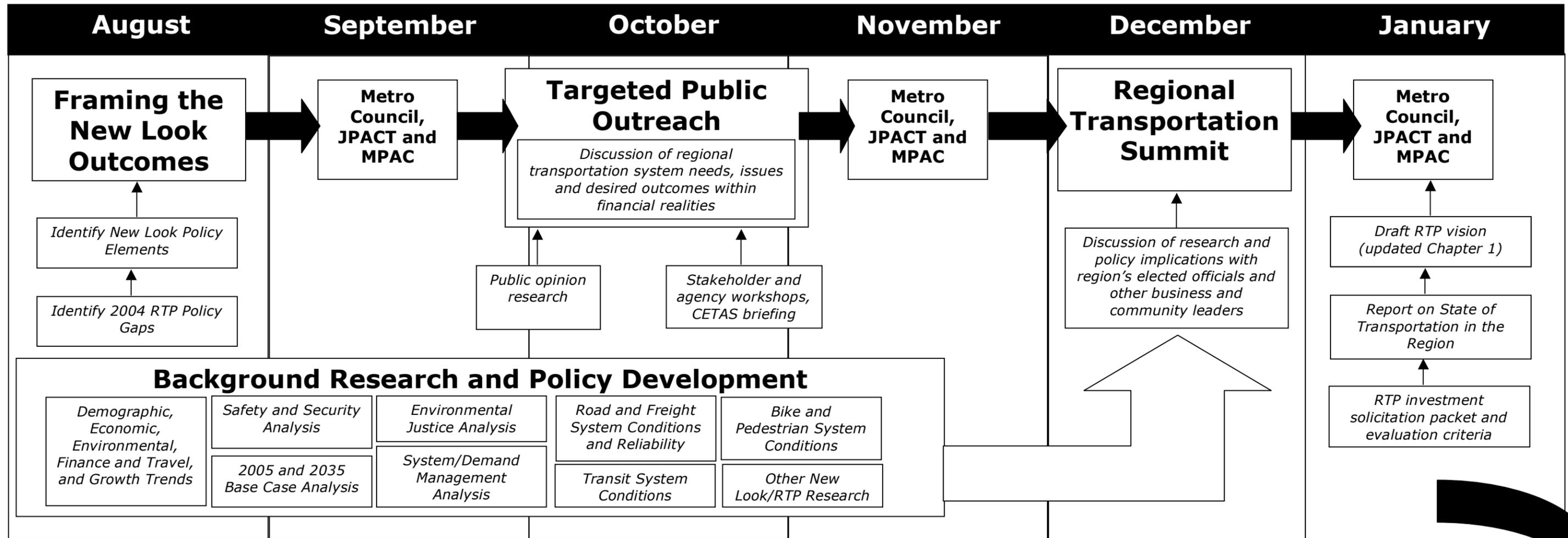
OUTCOMES		INPUTS	
2040 Fundamentals	Goals (2004 RTP Policies)	Objectives (2004 RTP Objectives)	Actions (2004 RTP Objectives and Strategies)
	<p>Policy 16.1. Regional Bicycle System Mode Share and Accessibility Increase the bicycle mode share throughout the region and improve bicycle access to the region’s public transportation system.</p> <p>Policy 17.0. Regional Pedestrian System Design the pedestrian environment to be safe, direct, convenient, attractive and accessible for all users.</p> <p>Policy 17.1. Pedestrian Mode Share Increase walking for short trips and improve pedestrian access to the region’s public transportation system through pedestrian improvements and changes in land-use patterns, designs and densities.</p> <p>Policy 17.2. Regional Pedestrian Access and Connectivity Provide direct pedestrian access, appropriate to existing and planned land uses, street design classification and public transportation, as a part of all transportation projects.</p> <p>Policy 19.0. Regional Transportation Demand Management Enhance mobility and support the use of alternative transportation modes by improving regional accessibility to public transportation, carpooling, telecommuting, bicycling and walking options.</p>		
<p>Equity <i>Equal access for people in all income levels.</i></p>	<p>Policy 1.0. Public Involvement Provide complete information, timely public notice, full public access to key decisions and support broad-based, early and continuing involvement of the public in all aspects of the transportation planning process that is consistent with Metro’s adopted local public involvement policy for transportation planning</p> <p>Policy 5.0. Barrier-Free Transportation Provide access to more and better transportation choices for travel throughout the region and serve special access needs for all people, including youth, elderly and disabled.</p> <p>Policy 5.1 Interim Job Access and Reverse Commute Policy Serve the transit and transportation needs of the economically disadvantaged in the region by connecting low-income populations with employment areas and related social services.</p> <p>Policy 6.0. Transportation Safety and Education Improve the safety of the transportation system. Encourage bicyclists, motorists and pedestrians to share the road safely.</p>		

OUTCOMES		INPUTS	
2040 Fundamentals	Goals (2004 RTP Policies)	Objectives (2004 RTP Objectives)	Actions (2004 RTP Objectives and Strategies)
	<p>Policy 14.1. Public Transportation System Awareness and Education Expand the amount of information available about public transportation to allow more people to use the system.</p> <p>Policy 14.2. Public Transportation Safety and Environmental Impacts Continue efforts to make public transportation an environmentally-friendly and safe form of motorized transportation.</p> <p>Policy 14.4 Special Needs Public Transportation Provide an appropriate level, quality and range of public transportation options to serve the variety of special needs individuals in this region and support implementation of the 2040 Growth Concept.</p> <p>Policy 14.5 Special Needs Public Transportation Provide a seamless and coordinate public transportation system for the special needs population.</p> <p>Policy 14.6 Special Needs Public Transportation Encourage the location of elderly and disabled facilities in areas with existing transportation services and pedestrian amenities.</p> <p>Policy 20.3. Transportation Safety Anticipate and address system deficiencies that threaten the safety of the traveling public in the implementation of the RTP.</p>		
<p>Fiscal stewardship <i>Stewardship of the public infrastructure ensures that the needs and expectations of the public are met in an efficient and fiscally sustainable manner.</i></p>	<p>Policy 2.0. Intergovernmental Coordination Coordinate among the local, regional and state jurisdictions that own and operate the region’s transportation system to better provide for state and regional transportation needs.</p> <p>Policy 19.2 Peak Period Pricing Manage and optimize the use of highways in the region to reduce congestion, improve mobility and maintain accessibility within limited financial resources.</p> <p>Policy 20.0. Transportation Funding Ensure that the allocation of fiscal resources is driven by both land use and transportation benefits.</p> <p>Policy 20.2. Transportation System Maintenance and Preservation Emphasize the maintenance, preservation and effective use of transportation infrastructure in the selection of the RTP projects and programs.</p>		



A New Look at Transportation

Phase 2: Research and Policy Development (August – December 2006)





DATE: September 8, 2006

TO: MPAC and Interested Parties

FROM: Ted Leybold: MTIP Manager

SUBJECT: Transportation Priorities funding allocation process summary

* * * * *

The Transportation Priorities process selects local transportation projects for funding every two years. The source of this funding are two federal programs, one which is broad-based in its purpose (Urban Surface Transportation Program) and the other to help the region meet air quality objectives (Congestion Mitigation/ Air Quality). The Joint Policy Advisory Committee on Transportation and the Metro Council jointly define the policy objectives of the Transportation Priorities process and make the decision of which projects to fund.

Applications from local transportation agencies were received by Metro on June 30th. Project applications must be included in the Regional Transportation Plan. Sixty seven applications were received requesting \$133.4 million of federal funds. Approximately \$64 million will be allocated this funding cycle. Of the \$64 million, \$18.6 million has been pledged to payment on debt service for rail transit projects. \$45.4 million remains for distribution.

Policy Guidance for the 2008-11 Transportation Priorities Program

Program Objectives

The primary policy objective for MTIP and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land-use areas through investment to support:
 - 2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities),

- 2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas), and
- 2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans.

Other policy objectives include:

- Emphasize modes that do not have other sources of dedicated revenues,
- Complete gaps in modal systems,
- Develop a multi-modal transportation system with a strong emphasis on funding: bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs, and
- Meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities.

Factors Used to Develop Narrowing Recommendations

In developing narrowing recommendations, technical staff are to consider the following information and policies:

- Honoring previous funding commitments made by JPACT and the Metro Council.
- Program policy direction relating to:
 - Economic development in priority land use areas;
 - Modal emphasis on bicycle, boulevard, green streets demonstration, freight, pedestrian, RTO, TOD and transit;
 - Addressing system gaps;
 - Emphasis on modes without other dedicated sources of revenue; and
 - Meeting SIP air quality requirements for miles of bike and pedestrian projects.
- Funding projects throughout the region.
- Technical rankings and qualitative factors:
 - The top-ranked projects at clear break points in technical scoring in the bicycle, boulevard, freight, green streets, pedestrian, regional travel options, transit and TOD categories (with limited consideration of qualitative issues and public comments).
 - Projects in the road capacity, reconstruction or bridge categories when the project competes well within its modal category for 2040 land use technical score and overall technical score, and the project best addresses

(relative to competing candidate projects) one or more of the following criteria:

- Project leverages traded-sector development in Tier I or II mixed-use and industrial areas;
 - Funds are needed for project development and/or match to leverage large sources of discretionary funding from other sources;
 - The project provides new bike, pedestrian, transit or green street elements that would not otherwise be constructed without regional flexible funding (new elements that do not currently exist or elements beyond minimum design standards).
- Recommend additional funding for existing projects when the project scores well and documents legitimate cost increases relative to unanticipated factors. It is expected, however, that projects will be managed to budget. Only in the most extraordinary of circumstances will additional monies to cover these costs be granted.
- When considering nomination of applications to fund project development or match costs, address the following:
 - Strong potential to leverage discretionary (competitive) revenues.
 - Partnering agencies illustrate a financial strategy (not a commitment) to complete construction that does not rely on large, future allocations from Transportation Priorities funding.
 - Partnering agencies demonstrate how dedicated road or bridge revenues are used within their agencies on competing road or bridge priorities.
 - As a means of further emphasis on implementation of Green Street principles, staff may propose conditional approval of project funding to further review of the feasibility of including green street elements.

**Transportation Priorities
2008-2011
Application Summary**

Project code	Project name	Funding request	Technical Score
Bike/Trail			
Bk1126	NE/SE 50s Bikeway: NE Thompson to SE Woodstock	\$1.366	78
Bk1048	Willamette Greenway Trail in South Waterfront Phase I: SW Gibbs to SW Lowell.	\$1.800	72
Bk5053	PE for trail between Milwaukie TC and Lake Oswego TC	\$0.583	69*
Bk5026	Trolley Trail : Arista to Glen Echo	\$1.875	65
Not in RTP	NE/SE 70s Bikeway 70s: NE Killingsworth to SE Clatsop	\$3.698	65
Bk3012	Rock Creek Trail: Orchard Park to NW Wilkins	\$0.600	64
Bk4011	Marine Dr. Bike Lanes and Trail Gaps: NE 6th Ave. to NE 185th Ave.	\$1.873	61
Bk5193	Willamette Falls Drive Improvement: Hwy 43 to 10th St	\$2.987	48
Bk3114	NE 28th Ave : E. Main St to NE Grant	\$0.300	47*
<i>Bike/Trail Project Development</i>			
N/A	Sullivan's Gulch Planning Study: Eastbank Esplanade to 122nd Ave	\$0.224	n/a
Bk3014, 3072, 3092, 6020	Westside Corridor Trail (aka Beaverton Power Line Trail) - Tualatin River to Willamette River following the BPA power line corridor.	\$0.300	n/a
Subtotal		\$15.606	
Boulevard			
Bd3169	E Baseline: 10th to 19th	\$3.231	96
Bd3169	E Burnside/Couch Street: 3rd to 14th	\$4.700	93
Bd5134	McLoughlin Blvd Phase 2: Clackamas River to Dunes Dr.	\$2.800	91
Bd2015	NE 102nd Avenue Phase 2: Glisan to Stark	\$1.918	90
Bd2104	Burnside Road: 181st to Stark	\$1.500	90
Bd1221	Killingsworth Phase 2: Commercial to MLK	\$1.955	84
Bd3020	Rose Biggi extension: Crescent St. to Hall	\$5.387	78
Bd6127	Boones Ferry Rd: Red Cedar to S of Reese Rd	\$3.491	78
Subtotal		\$24.982	
Diesel Retrofit			
DR0001	Sierra Cascade SmartWay Technology and outreach center	\$0.200	n/a
DR8028	Transit Bus Diesel Engine Emission Reduction	\$3.592	n/a
Subtotal		\$3.792	
Freight			
Fr4044	82nd Avenue/Columbia Blvd Intersection Improvement	\$2.000	86.75
Fr0001	N. Burgard/Lombard Street PE/ROW: Columbia to UPRR Bridge	\$3.967	70
<i>Freight Project Development</i>			
Fr0002	N. Portland Rd/Columbia Boulevard Intersection Improvements	\$0.538	n/a
Subtotal		\$6.506	
Green Streets Culvert			
GS5049	McLoughlin Blvd (Hwy 99E) PE: Kellogg Lake culvert/dam removal	\$1.055	100
Subtotal		\$1.055	
Green Streets Retrofit			
GS1224	NE Cully Boulevard: Prescott to Killingsworth	\$3.207	77.50
GS6050	Tigard Main Street: Hwy 99W to Commuter Rail	\$2.540	72
Subtotal		\$5.747	
Large Bridge			
RR1010	Morrison Bridge Deck Replacement	\$2.000	75.75
Subtotal		\$2.000	
Pedestrian			
Pd2057	Hood Avenue: SE Division to SE Powell	\$0.887	90
Pd1160	Foster-Woodstock: SE 87th to SE 101st	\$1.931	87
Pd5052	17th Ave: SE Ochoco to SE Lava Drive	\$1.655	82
Pd1120	Sandy Blvd Pedestrian Improvements	\$0.712	70
Pd6117	Pine Street: Willamette Street to Sunset Blvd	\$1.100	47
<i>Pedestrian Project Development</i>			
Pd6007	Hall Blvd Bike/Ped crossing study: Fanno Creek trail and Hall	\$0.359	n/a
Pd8035	Pedestrian Network Analysis and transit access	\$0.247	n/a
Subtotal		\$6.890	

**Transportation Priorities
2008-2011
Application Summary**

Project code	Project name	Funding request	Technical Score
Planning			
PI0002	Metro Livable Streets Policy and Guidebook Update	\$0.200	n/a
PI0003	Tanasborne Town Center	\$0.200	n/a
PI0001	Metro Big Streets: design solutions for 2040 corridors	\$0.250	n/a
PI0004	Hillsboro Regional Center	\$0.350	n/a
PI0007	Happy Valley Town Center	\$0.432	n/a
PI0005	Metro RTP Corridor	\$0.600	n/a
PI0006	Metro MPO planning	\$1.993	n/a
Subtotal		\$4.025	
Regional Travel Options			
n/a	RTO Program	\$4.447	n/a
n/a	Individualized Marketing Program Add	\$0.600	n/a
n/a	Additional TMA Program Support	\$0.600	n/a
Subtotal		\$5.647	
Road Capacity			
RC5069	Harmony Road: 82nd Ave to Highway 224	\$1.500	84.50
RC3030	Farmington Road: SW Murray to SW Hocken	\$4.284	80.75
RC3016	Tualatin-Sherwood Road ATMS: 99W to I-5	\$1.561	77.00
RC3113	10th Avenue: Southbound right turn lane	\$0.600	76.25
RC7036	190th: Pleasant View/Highland to 30th	\$3.967	75.50
RC7000	172nd Avenue: Sunnyside Road to Multnomah County line	\$1.500	69.50
RC3150	Cornell Road System Management: Downtown Hillsboro to US 26	\$2.002	67.75
RC2110	Wood Village Boulevard: Halsey to Arata	\$0.643	61.50
RC3192	Sue/Dogwood Connection	\$3.455	30.25
Road Capacity Project Development & Programs			
RC5101	Clackamas County ITS (Pedestrian, etc.)	\$0.592	n/a
RC0001	ITS Programatic Allocation	\$3.000	n/a
RC3023	Highway 217 Environmental Assessment: Allen to Denny	\$0.500	n/a
Subtotal		\$23.603	
Road Reconstruction			
RR1214	Division Streetscape and Reconstruction Project: SE 6th to 39th	\$2.000	79
RR2081	223rd RR Undercrossing	\$1.000	76
Subtotal		\$3.000	
Transit			
Tr1106	Eastside Streetcar: NW 10th to NE Oregon	\$1.000	80
Tr8035	On-Street Transit Facilities	\$2.750	74
Transit Project Development			
Tr1003	South Corridor Ph. 2: Preliminary Engineering	\$2.000	n/a
Tr8025	Tigard Transit Center Redesign	\$0.160	n/a
Subtotal		\$5.910	
Transit Oriented Development			
TD8005a	TOD Implementation Program	\$4.000	97
TD8005b	Centers Implementation Program	\$2.000	82
TOD Project Development			
TD8025	Hollywood Transit Center Redesign and Development	\$0.202	n/a
Subtotal		\$6.202	

Bond Repayment \$18.600

Grand Total \$133.564



METRO

**2007 Transportation Priorities
And 2008-11 MTIP:
*Investing in the 2040 Growth Concept***

Calendar of Activities

2006

February	JPACT/Metro Council adopt Program policy objectives.
June 30	Final applications due to Metro
August 14	MTIP Subcommittee review and comment on draft Transportation Priorities technical scores.
August 25	TPAC review of draft Metro Staff recommended First Cut List.
September 7	JPACT review of draft Metro Staff recommended First Cut List.
September 29	TPAC action on First Cut List.
October 10	Metro Council work session on release of First Cut List.
October 12	JPACT action on release of First Cut List.
October 13 – December 1	Public comment period, listening posts on First Cut List and Draft ODOT STIP (including TriMet TIP and SMART programming).

Listening Posts:

November 9 (Thursday) 5 – 8 pm
Springwater Trail Room: City Hall Building
1333 NW Eastman Parkway, Gresham

November 13 (Monday) 5 – 8 pm
Beaverton Community Center: Community Room and Vose Room
12350 SW Fifth Street, Beaverton

November 14 (Tuesday) 5 – 8 pm
Pioneer Community Center
615 Fifth Street, Oregon City

November 16 (Thursday) 5 – 8 pm
Metro Central: Council Chamber and Council Annex
600 NE Grand Ave., Portland

- December** Metro Council work session: policy discussion and direction to staff on narrowing to the Final Cut List.
- December** JPACT briefing on public comment report and policy discussion about direction to staff on narrowing to the Final Cut List.

2007

- January** JPACT action on policy direction to staff on narrowing to the Final Cut List.
- January** TPAC action on Final Cut List.
- February** Public hearing on draft Final Cut List at Metro Council.
- March** JPACT action on Final Cut List pending air quality analysis.
- March** Metro Council action on Final Cut List pending air quality analysis.
- April - June** Programming of funds. Air quality conformity analysis.
- July** Public review of draft MTIP with air quality conformity analysis.
- August** Adopt air quality conformity analysis and submit to USDOT for approval. Adopt MTIP, including final Metro area state highway programming and TriMet and SMART Transit Investment Plan, and submit to Governor for approval. Governor approves incorporation of MTIP into STIP. OTC approves submittal of STIP to USDOT.
- September** Receive approval of air quality conformity and STIP from USDOT.
- October** Obligation of FFY 2008 programming begins.