

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: October 11, 2006

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

PLACE: Metro Council Chamber/Annex

NO	AGENDA ITEM	PRESENTER	ACTION	TIME
	CALL TO ORDER	Fuller		
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">September 13 & 27, 2006MTAC Appointment	Fuller	Decision	3 min.
4	COUNCIL UPDATE <ul style="list-style-type: none">October 25th Regional Roundtable	Newman	Update	5 min.
5	NEW LOOK <ul style="list-style-type: none">Regional Transportation Plan (Outcomes Framework Discussion)Investing in our Communities<ul style="list-style-type: none">Urban Renewal & Tax Increment Financing discussion	Ellis/Consultant Panel	Exercise Discussion	60 min. 45 min.

UPCOMING MEETINGS:

MPAC: October 25, 2006 November 8 & 15, 2006

MPAC Coordinating Committee, Room 270: October 11, 2006 & November 8, 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

September 13, 2006 – 5:00 p.m.

Metro Regional Center, Council Chambers

Committee Members Present: Nathalie Darcy, Dave Fuller, John Hartssock, Jack Hoffman, Tom Hughes, Richard Kidd, Charlotte Lehan, Alice Norris, Wilda Parks, Chris Smith, Larry Smith, Erik Sten

Committee Members Absent: Ken Allen, Richard Burke, Larry Cooper, Rob Drake, Bernie Giusto, Diane Linn, Tom Potter, Steve Stuart, (Governing Body of School District –vacant)

Alternates Present: Shirley Craddick, John Leeper, Martha Schrader, Lane Shetterly

Also Present: Hal Bergsma, City of Beaverton; Al Burns, City of Portland; Carol Chesarek, Citizen; Bob Clay, City of Portland; Danielle Cowan, City of Wilsonville; Brent Curtis, Washington County; Cathy Daw, City of Happy Valley; Betty Dominguez, Oregon Housing & Comm. Services; Kay Durtschi, MTAC; Denny Egner, City of Lake Oswego; Jon Holan, City of Forest Grove; Hirofumi Hori, University of Tokyo; Laura Hudson, City of Vancouver; Kensuke Katayama, University of Tokyo; Gil Kelley, City of Portland; Leeanne MacCall, League of Women Voters; Pat Ribellia, City of Hillsboro; Paul Savas, Clackamas County Special Districts; Karen Shilling, Multnomah County; Mike Swanson, City of Milwaukie; Andy Smith, Multnomah County; Janet Young, City of Gresham; David Zagel, TriMet Planner

Metro Elected Officials Present: Liaisons –Robert Liberty, Council District 6 others in audience: Brian Newman, District 2; Rod Park, District 1

Metro Staff Present: Kim Bardes, Miranda Bateschell, Dick Benner, Dan Cooper, Andy Cotugno, Chris Deffebach, Amelia Porterfield, Ken Ray, Reed Wagner

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

Chair Richard Kidd, called the meeting to order at 5:04.m. Chair Kidd asked those present to introduce themselves.

Mayor Charlotte Lehan, City of Wilsonville, said that she was concerned about the agenda and the lack of decisions that MPAC was requested to make. She said that except for the consent agenda, there had been no decisions for nearly a year. She said she thought that part of the reason MPAC was not attaining a quorum was that most of the things on the agenda were informational and never seemed to lead to a decision. She said that MPAC was an advisory committee that was not being asked for advice. She suggested that Metro could include in the agenda questions that would elicit MPAC's opinion and advice. She said that there should be a path leading towards a decision or recommendation. She said that attendance would then be higher. She said that it appeared as though MPAC was drifting away from being an advisory group towards turning into a discussion group.

Wilda Parks, Multnomah County Citizen Representative, distributed a flyer on "Leadership in Salem...Governatorial Candidates Speak Out," which is attached and forms part of the record.

Jack Hoffman, City of Lake Oswego, agreed with and emphasized what Mayor Lehan had said.

Chair Kidd explained that there had been a lot of information items brought to MPAC over the course of the current year, but that information would be important and lead to a series of decisions later this year,

or early next year. In the past it seemed that information was shared one month and a decision requested the next month. This year, however, there were many discussion items way ahead of the decision process, but there would be decisions tied to those issues and the informational base was very important to that process.

Andy Cotugno introduced two gentlemen from the University of Tokyo and explained their interest in Metro and MPAC.

2. CITIZEN COMMUNICATIONS FOR NON-AGENDA ITEMS

There was none.

3. CONSENT AGENDA

Meeting Summaries for June 14, June 28, July 26, and August 9, 2006:

Motion:	Mayor Alice Norris, City of Oregon City, with a second from John Hartsock, City of Lake Oswego, moved to adopt the consent agendas without revision.
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Vote:	The motion passed unanimously.
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4. COUNCIL UPDATE

Councilor Robert Liberty said that since the Metro Council had recently come off of recess, there wasn't a lot to report. He mentioned that the Natural Areas and Streams bond measure now had a number: Measure 26-80. He also emphasized the importance of the Regional Transportation Plan and asked for the members to give this topic, which was on the agenda for later in the evening, their full attention.

5. CONSTRUCTION EXCISE TAX UPDATE

Councilor Brian Newman gave an update on how the Construction Excise Tax (CET) process had proceeded regarding meetings and the process of collection. He said that the process was about one month ahead of schedule. He said that as a result of being one month ahead, the request for funds period had also been moved up by one month. The guidelines had been distributed and he thanked the Metro staff and the jurisdictions for all their help and participation. There was some discussion about how the process would proceed.

6. JPACT UPDATE

Andy Cotugno, Planning Director, said that they were deep into the Regional Transportation Plan (RTP) process and he said that there would be more discussion on this later in the agenda for this evening. He discussed staff ranking of projects for the MTIP process. He said that public meetings were set for October and November.

7. ORDINANCE 06-1124 PROPOSED TITLE 4 MAP CHANGES (Industrial and Other Employment Areas)

Dick Benner, Attorney for Metro, reviewed the purpose of the ordinance and then reviewed the materials included in the packet. He also reviewed the process for map changes. There was some discussion about cumulative impact on changes/acres of land. There was some discussion about specific sections of the ordinance.

8. NEW LOOK

8.1 Investing in our Communities (Vertical Housing Program Discussion)

Councilor Liberty gave an introduction to this topic and the three panelists who would be presenting.

Betty Dominguez, Regional Field Representative, Oregon Housing & Community Services, discussed the Vertical Housing Program for the region and the state, and the value and uses of the tool for communities.

Janet Young, Economic Development Manager, City of Gresham, distributed an overview and map for the City of Gresham Community & Economic Development pertaining to their Vertical Housing Program. She discussed the key factors of that handout, which is attached and forms part of the record.

Mike Swanson, City Manager, City of Milwaukie, distributed a packet on Investing in our Communities, Vertical Housing Program Discussion, which is attached and forms part of the record. He reviewed the main items included in that packet.

8.2 Regional Transportation Plan (RTP) (Outcomes Framework Discussion)

Held over to the next meeting per the request of Mr. Cotugno.

9. MTIP REVIEW

Held over to the next meeting per the request of Mr. Cotugno.

There being no further business, Chair Kidd adjourned the meeting at 7:14 p.m.

Respectfully submitted,



Kim Bardes
MPAC Coordinator

ATTACHMENTS TO THE RECORD FOR SEPTEMBER 13, 2006

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

AGENDA ITEM	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
Misc.	September 2006	Leadership in Salem...Gubernatorial Candidates Speak Out! flyer	091306-MPAC-01
#8 New Look	9/13/06	City of Gresham: Community & Economic Development – Vertical Housing Development Zone & Map	091306-MPAC-02
#8	September 2006	City of Milwaukie: Investing in our Communities – Vertical Housing Program Discussion – packet (maps, pictures, information)	06-MPAC-03

METRO POLICY ADVISORY COMMITTEE MEETING RECORD

September 27, 2006 – 5:00 p.m.

Metro Regional Center, Council Chambers

Committee Members Present: Nathalie Darcy, Rob Drake, Dave Fuller, John Hartsock, Jack Hoffman, Richard Kidd, Charlotte Lehan, Diane Linn, Alice Norris, Chris Smith

Committee Members Absent: Ken Allen, Chuck Becker, Richard Burke, Larry Cooper, Andy Duyck, Bernie Giusto, Tom Hughes, Wilda Parks, Tom Potter, Larry Smith, Erik Sten, Steve Stuart, (Governing Body of School District –vacant; Multnomah Co. 2nd Largest City –vacant)

Alternates Present: Judie Hammerstad, Martha Schrader, Lane Shetterly

Also Present: Hal Bergsma, City of Beaverton; Carol Chesarek, Citizen; Bob Clay, City of Portland; Danielle Cowan, City of Wilsonville; Sara Culp, City of Portland; Brent Curtis, Washington County; Bob Durgan, Andersen Construction; Kay Durtschi, MTAC; Meg Fernekees, DLCD; Jamaal Folsom, City of Portland; Ed Gallagher, City of Gresham; Carolyn Jones, Glenmarrie Neighborhood Assn.; Gil Kelley, City of Portland; Steve Kelley, Washington County; Irene Marvich, League of Women Voters; Doug McClain, Clackamas County; Jim Redden, Tribune; Pat Ribellia, City of Hillsboro; Paul Savas, Clackamas County Special Districts; Karen Shilling, Multnomah County; Andy Smith, Multnomah County; Lainie Smith, ODOT; David Zagel, TriMet Planner

Metro Elected Officials Present: Liaisons –Robert Liberty, Council District 6; Carl Hosticka, Council District 3

Metro Staff Present: Kim Bardes, Dan Cooper, Andy Cotugno, Chris Deffebach, Kim Ellis, Mike Hoglund, Robin McArthur, Meganne Steele,

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

Chair Richard Kidd, called the meeting to order at 5:10 p.m. Chair Kidd asked those present to introduce themselves.

2. CITIZEN COMMUNICATIONS FOR NON-AGENDA ITEMS

There was none.

3. CONSENT AGENDA

Deferred to next meeting due to lack of quorum.

5. MTIP REVIEW

Ted Leybold, Principal Transportation Planner, gave an overview of the MTIP process and then reviewed the packet material.

Chris Smith, Multnomah County Citizen Representative, asked about MTIP rankings and how the process differed from previous years.

Mr. Leybold explained the difference.

There was discussion about the 200%, 150%, and 100% MTIP list iterations.

Chair Kidd and Mayor Dave Fuller, City of Wood Village, said that MPAC would like to look at the 100% MTIP list next year before it went to the Metro Council.

4. COUNCIL UPDATE

Councilor Carl Hosticka said that the Council had spent a lot of time trying to hone in on the New Look effort. He said that the Metro Council was trying to work with other jurisdictions in order to work on a regional agenda.

Councilor Robert Liberty spoke about Title 4.

Councilor Jack Hoffman, City of Lake Oswego, said that there were a number of jurisdictions looking at zone changes and looking at criteria that needed to be factored into making those decisions as they affected the region.

There was discussion about local decisions versus regional decisions versus neighboring city decisions and how they all interacted. It was suggested that MPAC should discuss these issues in order to find a way that made them equitable for all parties.

Lane Shetterly, Department of Land Conservation and Development, suggested that there might not be an all-encompassing solution, that it might depend on the local situation and circumstances.

Councilor Liberty suggested that MPAC should pick one or two things that there was agreement on and create a legislative agenda for the region. There were a few suggestions on what the group could come to consensus on.

Chair Kidd said that Metro was working on developing a Metro legislative agenda. He said that the MPAC members would have to take it back to their jurisdictions for review and comment and bring that information back to MPAC. Then the committee could vote on a recommendation for the Metro Council.

Councilor Liberty said he was talking about something different from a Metro agenda, but rather a metropolitan agenda.

Mayor Lehan, City of Wilsonville, said that instead of waiting for the legislative agenda perhaps the MPAC members could suggest items such as: SDCs for schools, urban renewal, affordable housing, avoiding preemptions, and periodic review.

Nathalie Darcy, Washington County Citizen Representative, said that this needed to be added to the tentative MPAC agenda sometime soon for discussion at MPAC.

Councilor Hoffman and Chair Kidd spoke briefly about a recent trip of local officials to Vancouver BC. He referred to the Portland Tribune article on this trip, which was distributed and is attached for the record. He said that there would be a slide show and further discussion about the trip and what they learned at a future MPAC meeting.

6. OREGON DEPARTMENT OF LAND CONSERVATION & DEVELOPMENT

6.1 State Land Use Program & Legislative Concepts

Lane Shettery, Department of Land Conservation & Development, gave a PowerPoint presentation on "Oregon's Statewide Land Use Planning Program, A Framework for Making Land Use and Community Development Decisions." Copies of those slides are attached and form part of the record. He then reviewed the Legislative Concepts material included in the meeting packet.

6.2 State Big Look

Mayor Judie Hammerstad, City of Lake Oswego, discussed how the State Big Look work force was formed and the resulting work plan. She reviewed the high points from the materials placed in the back of the room for the members. Those materials are attached and form part of the record. Mayor Hammerstad said that MPAC should discuss and give advice on some of the material/questions included in the packet. It was generally agreed that this would be a good idea.

7. REGIONAL TRANSPORTATION PLAN

Kim Ellis, Metro Senior Transportation Planner, reviewed the material included in the meeting packet. Ms. Ellis offered to come back to a future meeting in order to have a deeper discussion on the material presented as the meeting had run over.

Chair Kidd agreed to have Ms. Ellis come back to MPAC at the next meeting.

8. DISPOSAL SYSTEM PLAN

Deferred to the next meeting due to time constraints.

There being no further business, Chair Kidd adjourned the meeting at 7:10 p.m.

Respectfully submitted,



Kim Bardes
MPAC Coordinator

ATTACHMENTS TO THE RECORD FOR SEPTEMBER 27, 2006

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

AGENDA ITEM	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
Misc.	9/22/06	LocalNewsDaily.com, Portland Tribune article: Vancouver or bust by Nick Budnick	092706-MPAC-01
#6 DLCD	September 2006	Copies of PowerPoint slides from presentation: Oregon's Statewide Land Use Planning Program, A Framework for Making Land Use and Community Development Decisions	092706-MPAC-02
#6 DLCD	9/12/06	Materials from Oregon Task Force on Land Use Planning: letter from Task Force; About the Oregon Task Force Land Use Planning information sheet; Benefits & Burdens Work Group; Citizen Involvement Work Group; Growth Management Work Group; Infrastructure, Finance, and Governance Work Group; Role of State and Local Government Work Group	092706-MPAC-03

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



METRO

DATE: September 20, 2006
TO: Metro Policy Advisory Committee
FROM: Andy Cotugno, MTAC Chair
RE: **MTAC APPOINTMENTS TO FILL MID-YEAR VACANCIES**

Per MPAC's bylaws, Article IV, Section C:

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...

Some mid-year vacancies have occurred on MTAC. Gary Clifford, Multnomah County, is retiring. Please consider Derrick Tokos (Primary), Chuck Beasley (1st Alternate) and Karen Schilling (2nd Alternate) to replace Mr. Clifford on MTAC Seat No. 2 – Multnomah County.

Additionally, Jonathan Harker has been nominated to be Gresham's new alternate. Edward Gallagher remains the primary member for MTAC Seat No. 6 – Largest City in Multnomah County; Gresham.

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.

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DATE: October 5, 2006
TO: MPAC and Interested Parties
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Defining Desired Outcomes for the 2035 Regional Transportation Plan (RTP)

Purpose

During the October 11 meeting, MPAC will be asked to brainstorm and discuss specific desired outcomes (*goals*) for the regional transportation system using the 2040 Fundamentals outcomes-based framework. The consultant team will facilitate this discussion.

Background

At the October 4 meeting, staff presented MPAC with the outcomes-based framework and process that will guide RTP-related research and policy development and focused outreach activities to identify desired outcomes for the region's transportation system and to address identified policy gaps. The outcomes-based framework relies on the eight 2040 Fundamentals, which represent the region's vision for implementation of the 2040 Growth Concept (*broadly defined desired outcomes that the residents of the region value*), to serve as the broad umbrella to focus the scope of what the RTP update will address. The Regional Transportation Plan is a key tool for implementing that vision. A summary of the framework is included in **Attachment 1**.

The process includes a series of focused stakeholder workshops and Metro Advisory Committee meetings that will be held during October and November. The discussions provide an opportunity for specific groups of stakeholders to provide input on their desired outcomes for the regional transportation system as well as current challenges and possible solutions. The groups will also be asked to prioritize desired outcomes and solutions given the fiscal constraints facing the region. Other staff and Council presentations and a web-based questionnaire will complement these activities.

A goal of this focused outreach is to understand common themes across a variety of interests and to detect needs and desired outcomes that may be specific to individual stakeholder groups. The input will also be used to inform development of a scientific public opinion survey to be conducted with the general public in mid-November. The public opinion research will seek to understand sub-regional differences and identify areas of agreement on priorities for the regional transportation system.

The input provided during the focused outreach activities will be considered in combination with the results of the RTP research and policy evaluation to re-organize the current RTP and its associated policies to create an updated plan that is affordable, realistic and better reflects public priorities. The process will lead to an updated RTP Chapter 1 that includes a more focused set of RTP *goals* and *objectives* (specific desired outcomes) that are organized under the 2040 Fundamentals umbrella by early 2007.

With JPACT, MPAC and Council approval in February 2007, the updated goals and objectives will then be used to guide the RTP project solicitation, prioritization and evaluation process from February to June 2007. The process and timeline is summarized in **Attachment 2**.

Questions for October 11

The 2040 Fundamentals represent the region's vision for implementation of the 2040 Growth Concept. The Regional Transportation Plan is a key tool for implementing that vision.

For purposes of discussion – a specific outcome (*goal*) is defined as what you want the regional transportation system to achieve in the long-term and what it should look like to best support the 2040 Growth Concept vision as expressed in the 2040 Fundamentals. In preparation for the meeting, please consider the following questions:

- (1) For each 2040 Fundamental (broadly defined outcomes that serve as a vision for the future) – healthy economy, vibrant communities, environmental health, transportation choices, equity and fiscal stewardship - What specific *goals* (desired outcomes) are we trying to achieve with the regional transportation system in the long-term to support the 2040 Growth Concept vision as expressed in the 2040 Fundamentals? What would the transportation system look like if the 2040 Fundamentals are achieved?
- (2) Which of the regional transportation system goals identified in question #1 are most important to best achieve the 2040 vision as expressed in the 2040 Fundamentals?
- (3) What is working well to achieve the outcomes?
- (4) What are some challenges to achieving the outcomes?
- (5) What are some solutions to achieving the outcomes?
- (6) What do you/don't you want to see for the region's transportation system?



2035 Regional Transportation Plan Integrating An Outcomes-Based Approach

OUTCOMES		INPUTS	
2040 Fundamentals <i>Broad outcomes that frame the regional vision for growth beyond the plan horizon.</i>	RTP Goals <i>Long-term specific desired outcomes for implementing the 2040 vision beyond the plan horizon. A statement of what the regional transportation system should achieve in the long-term to best support the 2040 vision as expressed in the 2040 Fundamentals.</i>	RTP Objectives (Measurements) <i>Shorter-term, measurable outcomes that are desired within the 25-year plan horizon.</i>	RTP Actions <i>Planning, regulations, programs, projects, investments and coordination that achieve the objectives and broader RTP Goals and 2040 Fundamentals.</i>
Healthy economy <i>A healthy economy that generates jobs and business opportunities and sustains the region's agricultural industry.</i>	<i>To be developed Sept. - Nov. '06 using 2004 RTP policies as a starting point</i> <i>3 to 5 RTP Goals will be identified for each 2040 Fundamental.</i>	<i>To be developed Nov. '06-Jan. '07 using 2004 RTP objectives as a starting point (amended to become measurable objectives/performance measures)</i>	<i>To be developed Jan. – June '07 using 2004 RTP objectives and implementation strategies as a starting point</i>
Vibrant communities <i>A vibrant place to live and work, and compact development that uses both land and infrastructure efficiently and focuses development in 2040 centers, corridors, and industrial and employment areas.</i>			
Environmental health <i>Forests, rivers, streams, wetlands, air quality and natural areas are restored and protected.</i>			
Transportation choices <i>An integrated transportation system that supports land use and provides reliable, safe and attractive travel choices for people and goods.</i>			
Equity <i>Equitable access to affordable housing, jobs, transportation, recreation and services for people in all income levels is provided.</i>			
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>			



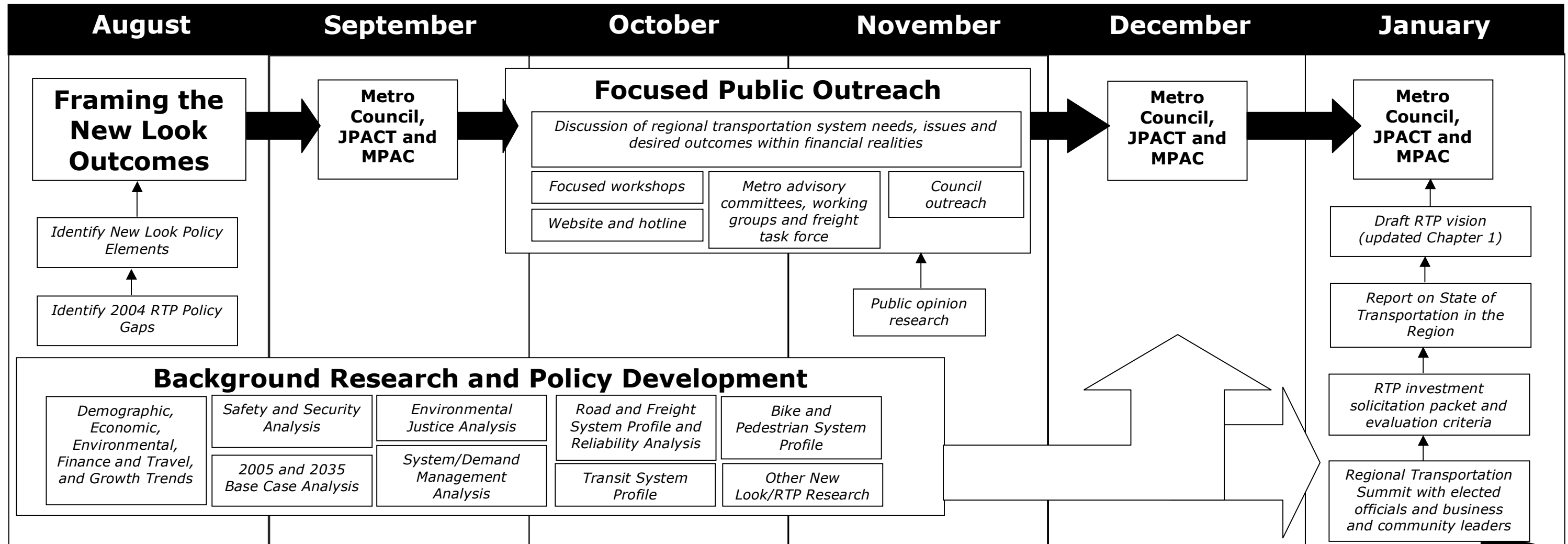
Desired Outcomes for Transportation

<p>Full 2040 Fundamentals</p> <p><i>Broad outcomes that frame the regional vision for growth beyond the plan horizon.</i></p>	<p>Consolidated 2040 Fundamentals</p> <p><i>Broad outcomes that frame the regional vision for growth beyond the plan horizon</i></p>
<p>Fundamental 1: Encourage a strong local economy by providing an orderly and efficient use of land, balancing economic growth around the region and supporting high quality education.</p> <p>See also Fundamental #8.</p>	<p>Healthy economy <i>A healthy economy that generates jobs and business opportunities and sustains the region’s agricultural industry.</i></p>
<p>See also Fundamental #1.</p> <p>Fundamental 2: Encourage the efficient use of land within the UGB including buildable industrial and commercial land and focus development in 2040 mixed use centers and corridors.</p> <p>Fundamental 6: Enable communities inside the Metro UGB to enhance their physical sense of place by using among other tools, greenways, natural areas, and built environment elements.</p> <p>Fundamental 8: Create a vibrant place to live and work by providing sufficient and accessible parks and natural areas, improving access to community resources such as schools, community centers and libraries as well as by balancing the distribution of high quality jobs throughout the region, and providing attractive facilities for cultural and artistic performances and supporting arts and cultural organizations.</p>	<p>Vibrant communities <i>A vibrant place to live and work, and compact development that uses both land and infrastructure efficiently and focuses development in 2040 centers, corridors, and industrial and employment areas.</i></p>
<p>Fundamental 3: Protect and restore the natural environment including fish and wildlife habitat, streams and wetlands, surface and ground water quality and quantity, and air quality.</p>	<p>Healthy environment <i>Forests, rivers, streams, wetlands, air quality and natural areas are restored and protected.</i></p>
<p>Fundamental 4: Provide a balanced transportation system including safe, attractive facilities for bicycling, walking and transit as well as for motor vehicles and freight.</p>	<p>Transportation choices <i>An integrated transportation system that supports land use and provides reliable, safe and attractive travel choices for people and goods.</i></p>
<p>Fundamental 7: Enable communities to provide diverse housing options for all residents by providing a mix of housing types as well as affordable homes in every jurisdiction.</p> <p>See also Fundamental #8.</p>	<p>Equity <i>Equitable access to affordable housing, jobs, transportation, recreation and services for people in all income levels is provided.</i></p>
<p>See also Fundamentals #1, #4 and #8.</p> <p>Fundamental 5: Maintain separation between the Metro UGB and neighboring cities by working actively with these cities and their respective counties.</p>	<p>Fiscal stewardship <i>Stewardship of the public infrastructure is coordinated and ensures that the needs and expectations of the public are met in an efficient and fiscally sustainable manner.</i></p>



A New Look at Transportation

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



M E M O R A N D U M

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METRO

DATE: October 4, 2006
TO: MPAC
FROM: Miranda Bateschell, Assistant Regional Planner
RE: October 11th agenda item: Urban Renewal and Tax Increment Financing

Background

Over the spring and summer, 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 some of these tools in more detail in order to help direct the strategies for each of the tools in the Tool Kit. At previous meetings, MPAC discussed SDCs and Oregon's Vertical Housing Tax Abatement Program. We will discuss Urban Renewal (UR) and the use of Tax Increment Financing in a similar format at the October 11th meeting.

Urban Renewal and Tax Increment Financing

Congress approved the UR program in 1949 to offer municipalities the means to redevelop communities using federal loans and grants with federal oversight. In 1951, the Oregon Legislature enabled the formation of local UR agencies to use UR in the state. In 1960, Oregon voters approved a constitutional amendment, which authorized the use of tax increment financing (TIF) to increase local resources available for the public match for federal UR funds. Oregon was the second state to approve TIF.

In 1974, congress passed the Housing and Community Development Act, which provided funding by block grants and phased out the federal channeling of funds for local UR programs. This provided an opportunity for TIF to become a major local UR financing method. Now, TIF provides a funding mechanism to local jurisdictions throughout the country to finance redevelopment and leverage additional sources of revenue in both urban renewal areas and other improvement districts. However, in Oregon, authorization for the use of TIF is tied to UR. Although the use of TIF is limited to UR areas in Oregon, when designating an UR area, the definition of "blighted" is relatively broad. Any area lacking adequate infrastructure, and thus, newly incorporated areas, could qualify for an UR area and use TIF.

The use of UR and TIF

Currently, eleven of twenty-five cities and Clackamas County have Urban Renewal Areas in their jurisdictions. Eleven of the regions' centers are located or partially located within an Urban Renewal Area. Urban Renewal in the Metro region has produced catalyst projects, revitalized deteriorated communities, and completed significant public improvements. However, some areas within the region are not using Urban Renewal at all or to the capacity allowed by State law. Representatives from the cities of Sherwood and Oregon City will be at the meeting to present their experiences establishing Urban Renewal Areas and implementing their Urban Renewal Plans.

Questions for discussion

- What barriers do local jurisdictions face from establishing UR and using UR to its capacity?
- How has this tool stimulated investment in the regions' centers?
- Would the use of UR be useful in newly incorporated areas?
- Is there a benefit to using TIF outside of UR in this region?