

Brian Newman

METRO COUNCIL DISTRICT 2 NEWS



METRO

PEOPLE PLACES
OPEN SPACES

Brian Newman represents District 2, which includes a portion of Southwest Portland and much of urban Clackamas County including Gladstone, Johnson City, Lake Oswego, Milwaukie, Oak Grove, Oregon City, Rivergrove and West Linn.



A message from Brian Newman

The Metro Council is currently updating the Regional Transportation Plan (RTP) with prioritized investments in transportation projects and maintenance. To get the best understanding of what the public desires from transportation, Metro recently commissioned a detailed public opinion survey.

In the past, this region has been very innovative with transportation, and this survey reflects a will to stay on that path. In general, the public desires a balanced transportation system that allows people to choose safe, affordable, reliable and environmentally sustainable ways to get around. Good system balance also relieves the burden from any one mode of transportation, most notably highways and major roads, and keeps business commerce moving quickly and reliably.

The public also expects a disciplined fiscal approach in our transportation policy and planning. Specifically, people prefer maintenance of our existing system over expansion, taking advantage of existing roads and services when building new housing, and funding the kind of transportation that encourages community development bringing housing, employment and stores into close proximity.

As we move into the policy development phase of the RTP, we will use this information, and information from other public outreach, to help us form innovative transportation policies that will be good for our region and that also reflect public expectations.

To see the full results of this survey, visit www.metro-region.org/rtp.

— Brian Newman

Metro Council makes first purchase with 2006 bond measure funds

The Metro Council's purchase of a one-acre parcel in Sellwood with frontage on Johnson Creek kicks off the program voters approved in November for natural area and water quality protection. Located directly adjacent to the Springwater Corridor trail and Johnson Creek Park, this purchase provides opportunities to restore native vegetation, enhance water quality and protect fish and wildlife habitat.

The area can be seen by users of the Springwater Corridor trail when they cross the recently opened bicycle and pedestrian bridge over Johnson Creek. The bridge is part of the Springwater Corridor trail's "Three Bridges" project completed this fall.

Johnson Creek is the most densely urbanized creek in the region and is one

of 27 target areas identified in the bond measure for habitat and water quality protection efforts. The Portland Bureau of Parks and Recreation will manage the site through an intergovernmental agreement with Metro, and already has plans to restore the stream with native vegetation that will improve water quality.

The Metro Council's 2006 natural areas bond measure, part of its Nature in Neighborhoods initiative, funds land acquisition and capital improvements that protect water quality and fish and wildlife habitat, enhance trails and wildlife corridors, and provide greater connections to nature in urban areas throughout the greater Portland region.

Metro to hear public testimony on 2008-11 MTIP final draft list

The Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) invite the public to comment on the final draft list of projects to be funded in the flexible funding portion of the 2008-11 Metropolitan Transportation Improvement Program (MTIP). MTIP is the biennial program for federally funded transportation projects in the metropolitan region.

Every two years, Metro selects projects to receive funding from the flexible funding part of MTIP, referred to as Transportation Priorities. Projects fall into categories that include bike/trail, boulevards, Green Streets, pedestrian, planning, transit, road modernization and construction, highway, and transit oriented development. The amount of flexible funds available in this round is approximately \$45 million, which is about 4% of the total funds available during the 2008-11 funding cycle.

Jurisdictions and transportation agencies submitted 66 projects for funding consideration, totaling \$132 million in funding requests. To see a full list of the proposed projects, visit Metro's website at www.metro-region.org, and search for "Transportation Priorities Process 2008-11."

Testimony is scheduled to begin at 5:30 p.m. Tuesday, Feb. 13 in the Metro Council Chamber, 600 NE Grand Avenue, Portland. To ensure the accuracy of testimony, participants are asked to bring a written version of their spoken comments, and to be certain that contact information and affiliation (if any) are included. Testimony forms will be available at the hearing. Testimony may also be submitted by e-mail, US mail, fax, or over the website as long as it is received after the final draft list is released (Feb. 3) and before midnight on Feb. 13.

For technical questions about the Transportation Priorities process, programs or projects, call Ted Leybold, MTIP project manager, (503) 797-1759. For questions about public involvement, call Pat Emmerson, (503) 797-1551.

Metro awards \$6.3 million for expansion area planning

The Metro Council has made available \$6.3 million in grants to local cities and counties for land use planning for areas brought into the urban growth boundary since 2002. The funds, to be distributed to three counties and 10 cities within the Metro region, will pay for concept and comprehensive planning so development can occur in newer expansion areas.

In 2002 and 2004, the Metro Council voted to expand the urban growth boundary by nearly 20,000 acres. Metro's code requires that affected cities and counties complete comprehensive land use plans within two years of an urban growth boundary expansion. Many local jurisdictions have lacked the necessary funding to complete the required planning. As a result, more than 6,000 of those acres remain unplanned and cannot be developed as residential, commercial, and industrial areas.

In response to requests to find funds to pay for this planning, the Metro Council convened a tax study committee to determine the scope of need and identify an appropriate mechanism to raise revenue. The committee recommended a limited-duration excise tax on construction permits throughout the region. The Council adopted a temporary regional construction excise tax in March 2006, which went into effect on July 1. This will raise \$6.3 million over an estimated three-year period. The tax will expire once the funds are collected.

For a list of jurisdictions and the amount of funding they will receive, visit Metro's website at www.metro-region.org and search for "planning in growth expansion areas."

Councilor Brian Newman contact information

Address	600 NE Grand Ave. Portland, OR 97232
Phone	(503) 797-1887
Fax	(503) 797-1793
E-mail	newmanb@metro.dst.or.us
Assistant	Amelia Porterfield
Phone	(503) 797-1543
E-mail	porterfielda@metro.dst.or.us
Web	www.metro-region.org

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives

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David Bragdon

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