

A G E N D A

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METRO

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MEETING: METRO POLICY ADVISORY COMMITTEE

DATE: November 14, 2007

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 & COMMUNICATIONS	All		5 min.
2	CITIZEN COMMUNICATIONS FOR NON-AGENDA ITEMS			5 min.
3	CONSENT AGENDA <ul style="list-style-type: none">• July 11, 2007• July 25, 2007• October 10, 2007 Joint MPAC/JPACT• MTAC Appointments	Fuller	Action	5 min.
4	COUNCIL UPDATE	Harrington	Update	5 min.
5	JPACT UPDATE	Cotugno	Update	5 min.
6	MAKING THE GREATEST PLACE (formerly known as New Look)	McArthur	Update	15 min.
7	DRAFT 2035 RTP – FEDERAL COMPONENT	Ellis	Discussion	60 min.
8	2008 WORK PROGRAM & MPAC ROLE	Fuller/Harrington	Informational	20 min.

UPCOMING MEETINGS:

MPAC: November 28 & December 12

MPAC Coordinating Committee, Room 270: November 28, 2007 (30 min.)

For agenda and schedule information, call Kim Bardes at 503-797-1537. e-mail: bardes@metro.dst.or.us

MPAC normally meets the second and fourth Wednesday of the month.

To receive assistance per the Americans with Disabilities Act,
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Metro Policy Advisory Committee

November 14, 2007

Item 3 – Consent Agenda Meeting Summary for July 11 & 25, and October 10, 2007

MTAC Appointments

METRO POLICY ADVISORY COMMITTEE MEETING RECORD

July 11, 2007 – 5:00 p.m.

Metro Regional Center, Council Chambers

Committee Members Present: Shane Bemis, Nathalie Darcy, Rob Drake, Andy Duyck, Dave Fuller, Bernie Giusto, Judie Hammerstad, Richard Kidd, Charlotte Lehan, Alice Norris, Tom Potter, Sandra Ramaker, Paul Savas, Bob Sherwin, Chris Smith

Committee Members Absent: Ken Allen, Richard Burke, Jeff Cogen, Tom Hughes, Larry Smith, Eric Sten, Steve Stuart

Alternates Present: Ed Gronke, Lynn Peterson, Lane Shetterly

Also Present: Bill Bash, City of Cornelius; Hal Bergsma, City of Beaverton; Al Burns, City of Portland; Eric Chambers, City of Gresham; Carol Chesarek, Citizen; Bob Clay, City of Portland; Veronica Valenzuela, City of Portland; Jen Davis, Hillsboro Chamber of Commerce; Jillian Detweiller, TriMet; Markley Drake, City of Happy Valley; Mike Duyck, Tualatin Valley Fire & Rescue; Denny Egner, City of Lake Oswego; Meg Fernekes, DLCD; Ellie Fiore, Cogan Owens; Norm King, City of West Linn; Jane Leo, Portland Metro Assoc. of Realtors; Leeanne MacColl, League of Women Voters; Irene Marvich, League of Women Voters; Don McCarthy, Rockwood Water PUD; Jim McCauley, HBA Metro Portland; Doug McClain, Clackamas County; Steffeni Mendoza Gray, City of Portland; John O’Neil, Tri-County Investments; Pat Ribellia, City of Hillsboro; Jonathan Schlueter, Westside Economic Alliance; Allen Tayler, Clackamas County

Metro Elected Officials Present: Liaisons – Brian Newman, Council District 2; Kathryn Harrington, Council District 4; Robert Liberty, Council District 6 others: Council President David Bragdon, Rod Park, Council District 1

Metro Staff Present: Miranda Bateschell, Andy Cotugno, Chris Deffebach, Ken Ray, Randy Tucker, Malu Wilkinson

1. SELF-INTRODUCTIONS & COMMUNICATIONS

Chair Dave Fuller, called the meeting to order at 5:03 p.m. Chair Fuller asked those present to introduce themselves.

David Bragdon introduced people who worked on the Metro Regional Legislative agenda.

2. CITIZEN COMMUNICATIONS FOR NON-AGENDA ITEMS

There was none.

3. CONSENT AGENDA

Meeting Summary for June 27, 2007:

Motion:	Mayor Rob Drake, City of Beaverton, with a second from Mayor Alice Norris, City of Oregon City, moved to adopt the consent agenda without revisions.
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Vote:	The motion passed unanimously.
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4. COUNCIL UPDATE

Councilor Kathryn Harrington gave a brief update of the recent items before the Metro Council.

5. JPACT UPDATE

Andy Cotugno, Planning Director, said that JPACT would meet tomorrow and discuss the regional transportation plan (RTP) updates, which will be on the next MPAC agenda.

8. ORDINANCE 07-1154

Mr. Tim O'Brien, Senior Regional Planner, gave the members a brief update on the components of the ordinance.

There was discussion regarding possible amendments to the ordinance. It was determined that there was only one amendment from Jim McCauley, Home Builders Association Metro Portland. Mr. McCauley was called to the table to talk about his amendment, which was included in the packet material.

Chair Fuller asked for a motion.

Mayor Judie Hammerstad, City of Lake Oswego, moved to not support Ordinance 07-1154.

Mayor Rob Drake, City of Beaverton, said that, while Mayor Hughes was not present to speak to the topic directly, it seemed to him that Mayor Hughes would support doing the rural reserve/urban reserve concept in the short run. Mayor Drake said the ordinance would allow an amendment to the boundary and for someone to submit to the process. Then it would go through a lengthy filtering process for a decision. He wondered why they would be afraid of someone being able to make the case for a boundary expansion outside of the normal cycle.

Mayor Hammerstad said she didn't think there was a fear about people coming in with a major amendment. She said she didn't see a need for it. This was one of the reasons she said she had asked for the history of why the prohibition was passed in 2001. She said she thought the reasons for it passing in 2001 were still applicable. The process was still the same and the reason that the extra two years was granted was that they were having difficulty getting those plans developed for property that was already inside the UGB. The most compelling reason for not having additional property brought in prior to that seven year period was because the land already brought in was not planned or developed, and if you put too much property within the UGB you would undermine the effort of redevelopment and infill taking place within the 2040 framework plan. She said she would like to see the new process, recently passed by the legislature, have an opportunity to work.

Motion:	Mayor Judie Hammerstad, City of Lake Oswego, with a second from Mayor Alice Norris, City of Oregon City, moved to not have MPAC support Ordinance 07-1154.
Vote:	The motion passed: 13-4 Aye: Bemis, Darcy, Fuller, Giusto, Gronke, Hammerstad, Lehan, Norris, Peterson, Potter, Savas, Sherwin, and Smith Nay: Drake, Duyck, Kidd, and Ramaker

7. LEGISLATIVE UPDATE

Councilor Brian Newman gave an update on the Measure 37 legislation and the redraft Measure 49. There was discussion about processing of current, past, or future Measure 37 claims, and the possible ramifications of the new Measure 49 redrafting. He asked Mr. Lane Shetterly, Department of Land Conservation and Development (DLCD), to address these issues. After Mr. Shetterly's explanation, Councilor Newman said that the legislature would be back in session in February 2008 and, depending on what they would be working on, Metro and MPAC could put together a metropolitan agenda for the '08 session.

Mayor Hammerstad said that it was important to meet with the legislative leadership in order to determine what the scope of work would be for the next legislative session. That session was going to be short, and it was supposed to address items that needed immediate action. Once they knew what the scope was, then they could work on possible metropolitan legislation.

Mr. Shetterly said to stay tuned. He said the legislature had not finalized their plans yet.

6. NEW LOOK

Malu Wilkinson, Senior Regional Planner, gave an overview of the Financial Toolkit which had been distributed at the previous MPAC meeting.

Miranda Bateschell, Assistant Regional Planner, said that the volume (booklet) distributed at the last meeting was just the first of three volumes of the toolkit. She said that they hoped to have the other two volumes completed within the next 9 months. She reviewed the contents of Volume 1 of the Financial Toolkit. She said that they hoped it would be a helpful tool for the jurisdictions.

Councilor Newman asked if staff would be able to provide more copies and possibly a work session devoted to this topic for the jurisdictions.

Ms. Wilkinson said they could provide both as needed and that Volume 1 of the toolkit would soon be on the Metro website for easy access.

Mayor Charlotte Lehan, City of Wilsonville, spoke about preemption in the state legislature. She said that stand-alone jurisdictions often had preemption issues at sessions and that the region and jurisdictions needed to address this issue as a group.

There was discussion on system development charges (SDCs) and how they have been and could be applied.

Councilor Newman asked Mayor Hammerstad to give an update on the Big Look process.

Mayor Hammerstad said that the legislature had depleted funds for the task force. The legislature also cut funds for the consultants hired by the task force. One of the criticisms cited was that the task force was wasting money on out-of-state resources. Mayor Hammerstad explained what the committee had been doing and the benefits of having outside consultants. She said that the committee was asked to suspend work. She said that the Governor would be attending a meeting of the task force on Monday. She said that the task force would be looking to see if they could raise money in another way. She said that the

committee was not certain that even if they found money elsewhere, the state would sanction continuing their work. If Measure 49 were to pass and they had a little fix for Measure 37, it would still not make all the problems go away. She said that the task force would keep MPAC informed.

There being no further business, Chair Fuller adjourned the meeting at 6:14 p.m.

Respectfully submitted,



Kim Bardes
MPAC Coordinator

ATTACHMENTS TO THE RECORD FOR JULY 11, 2007

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

AGENDA ITEM	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
#8 Ord. 07-1154	7/5/07	Proposed amendments to Ordinance 07-1154 dated July 5, 2007, from Jim McCauley, Home Builders Association	071107-MPAC-01
#8 Ord. 07-1154	6/4/07	Open letter to MTAC members from Jim McCauley, MTAC member	071107-MPAC-02
#8 Ord. 07-1154	6/22/07	Open letter to MPAC members from Jim McCauley, MTAC member, re: Metro Code amendment – Ordinance 07-1154	071107-MPAC-03
#8 Ord. 07-1154	7/9/07	Letter to Chair Fuller and MPAC Members from Mayor Tom Hughes re: Metro Ordinance 07-1154 (Major UGB Amendments for Housing Need)	071107-MPAC-04
#8 Ord. 07-1154	7/6/07	Letter to David Bragdon & Metro Council from Martha Schrader, Clackamas County, re: Proposed Ordinance 07-1154 (Major Amendments to the UGB)	071107-MPAC-05
#8 Ord. 07-1154	7/10/07	Memorandum to Chair Fuller, MPAC Representatives and Interested Persons from Tim O'Brien, Senior Regional Planner re: Clarification on Metro Ordinance 07-1154 – Major Amendment Process	071107-MPAC-06

METRO POLICY ADVISORY COMMITTEE MEETING RECORD

July 25, 2007 – 5:00 p.m.

Metro Regional Center, Council Chambers

Committee Members Present: Nathalie Darcy, Andy Duyck, Rob Drake, Dave Fuller, Bernie Giusto, Richard Kidd, Charlotte Lehan, Alice Norris, Wilda Parks, Sandra Ramaker, Martha Schrader, Bob Sherwin, Chris Smith, Erik Sten

Committee Members Absent: Ken Allen, Richard Burke, Jeff Cogen, Judie Hammersted, Tom Hughes, Margaret Kirkpatrick, Tom Potter, Larry Smith, Steve Stuart

Alternates Present: Shirley Craddick, Paul Savas

Also Present: Robert Austin, Mayor of Estacada; Bill Bash, City of Cornelius; Carol Chesarek, Forest Park Neighborhood; Danielle Cowan, City of Wilsonville; Jonathon David, City of Gresham; Markley Drake, City of Happy Valley; Denny Egner, City of Lake Oswego; Don McCarthy, Rockwood Water PUD; Steffeni Mendoza Gray, City of Portland; Pat Ribellia, City of Hillsboro; Sven Svensen, City of Uppsalla; Derrick Tokos, Multnomah County

Metro Elected Officials Present: Liaisons – Kathryn Harrington, Council District 4; Robert Liberty, Council District 6 others: Council President David Bragdon; Rod Park, Council District 1.

Metro Staff Present: Miranda Bateschell, Dan Cooper, Andy Cotugno, Kim Ellis, Robin McArthur, Marta McGuire, Heidi Rahn, Ken Ray, Malu Wilkinson

1. SELF-INTRODUCTIONS & COMMUNICATIONS

Chair Dave Fuller, called the meeting to order at 5:07 p.m. Chair Fuller asked those present to introduce themselves. Chair Fuller mentioned the joint MPAC/JPACT meeting for September 26th would need to be rescheduled to accommodate the League of Oregon Cities meeting the following day. He said that Kim Bardes would work with MPAC members to find a suitable alternative date.

2. CITIZEN COMMUNICATIONS FOR NON-AGENDA ITEMS

There was none.

2.1 COUNCIL UPDATE

Councilor Kathryn Harrington made some brief announcements. There was an Enhanced Dry Waste Recovery Program public hearing on July 12, 2007. Action on that program had been postponed until August 2, 2007. Final action was slated for August 16, 2007. The Metro Council was investigating funding for conservation education and maintenance of regional parks and natural areas. She announced that the RTP performance measures working group could use participation from MTAC members to coordinate land use and transportation decisions.

3. PROMOTING VIBRANT COMMUNITIES WITH SYSTEM DEVELOPMENT CHARGES

Malu Wilkinson, Senior Regional Planner, gave a PowerPoint presentation on system development charges (SDCs) and how they could be used to promote vibrant communities. A copy of the presentation will be attached as part of the official record. Ms. Wilkinson handed out a newsletter on the topic, which will also be attached as part of the official record.

Chair Fuller asked if Metro staff would be willing to go out and work directly with the planning departments of local jurisdictions to help them change their SDC policies. Ms. Wilkinson said yes.

Chris Smith, Multnomah County Citizen Representative, asked if SDCs were typically calculated as a percentage of the cost of development or as a dollar amount per unit.

Ms. Miranda Bateschell, Associate Regional Planner, answered that it was typically a fixed dollar amount per unit of development.

Mayor Alice Norris, City of Oregon City, asked how often SDCs should be revisited. Ms. Bateschell recommended SDCs should be revisited every five years or every time there was a significant policy shift associated with development.

Mayor Charlotte Lehan, City of Wilsonville, asked about other jurisdictions where SDCs were charged for additional systems other than schools and safety services.

Ms. Bateschell answered that dollar amounts were difficult to compare with jurisdictions that charged SDCs for a wider variety of systems.

Councilor Robert Liberty suggested that jurisdictions might be hesitant to alter their SDC calculation policies because of fear of litigation.

Councilor Harrington asked what the Metro Technical Advisory Committee (MTAC) thought about this presentation.

Ms. Wilkinson said MTAC had suggested the conversation on SDCs be continued with city managers and finance officers.

Several MPAC members expressed an interest in Metro presenting this information to a wider audience in the future.

4. RTP INVESTMENT POOL & FINANCE - TRANSIT

Kim Ellis, Principle Transportation Planner, gave a PowerPoint presentation on the 2035 Regional Transportation Plan (RTP) Update. The purpose of the presentation was to focus on the performance measures framework for the RTP update. A copy of the presentation is attached as part of the permanent record.

Mr. Smith felt that the factors for measuring Human Health and the Environment were focused heavily on environment but did not adequately measure health factors. Mr. Smith also said that in the future it should become easy to calculate "walkability scores" for a given address or neighborhood.

Councilor Shirley Craddick, City of Gresham, asked if greenhouse gas emissions would be measured by these performance measures.

Ms. Ellis said yes. She stated that it was important to have benchmarks that could be both measured and predicted. For example, travel time reliability cannot be adequately predicted for the future.

Mayor Norris suggested that travel safety and security was another example of a benchmark that could be measured but not adequately predicted.

Chair Fuller asked about public safety on mass transit. He said that some people would not ride mass transit because there was a perception that it was unsafe.

Ms. Ellis said that TriMet collected this data and it could be tracked as a benchmark.

Councilor Liberty mentioned a report of consumer satisfaction on transit choices. This was data that was collected regularly and could be used as a benchmark.

Chair Fuller stated that accessibility to mass transit was another big issue. Some people had to drive for several miles just to reach a Max station.

Bernie Giusto, Tri-Met Board of Directors, stated that TriMet did not have the resources to expand bus system operations until 2014, and this would have serious implications.

Mayor Richard Kidd, City of Forest Grove, discussed the balance between regulating traffic flow, safety and greenhouse gas emissions.

Councilor Harrington mentioned that Vancouver, B.C. had blinking green lights at certain intersections that allowed through traffic to travel unimpeded, but allowed pedestrians to cross safely.

Councilor Liberty stated that some European countries were setting goals for zero traffic fatalities. Councilor Liberty also stated that traffic fatality was now one of the leading causes of death worldwide.

Mr. Giusto discussed bicycle fatalities and the problems with multiple modes of transportation sharing the same system.

Andy Cotugno, Planning Director, focused on the transit element of the RTP update and discussed financing. Mr. Cotugno stated new transit project ideas had to be tied to financing plans. An outline of this discussion will be attached as part of the official record.

Mr. Cotugno stated that expansion of light rail and streetcar service in upcoming years would leave limited resources for expanding the bus system. Funding for bus service was forecasted to grow at 1% per year until 2014. The annual increase in funding was less than the forecasted population growth rate.

Mr. Giusto also discussed how expanding streetcar service used financial resources that would otherwise be available for expansion of bus service.

Mr. Cotugno added that even though there were no resources to expand regional bus service until 2014, the system was not static. Bus routes were flexible and service could be allocated across the region to

account for improved light rail and streetcar service and to accommodate areas with the greatest demand for bus service.

Chair Fuller asked about increasing fares or abolishing fair-less square to increase funds for bus system operations.

Mr. Cotugno stated that fares would have been increasing over time and would continue to increase, but it was not enough to generate substantial revenue for expanding bus service.

Mayor Rob Drake, City of Beaverton, said he would not take any options off the table right now and would like to see a more fleshed out proposal in the future. Mayor Drake spoke about Washington County efforts to pay for multi-modal transportation options. He added that too many government initiatives to increase funding for transportation could lead to voter fatigue.

Councilor Craddick suggested applying the concept of co-payment for services from the health care industry to transportation. She expressed the need for public transit to adequately serve employment areas.

Mr. Giusto emphasized the serious implications of a bus service operational fund that was constrained to an annual growth rate of 1%. He spoke about how bus routes might be reallocated to compensate for expanded light rail service.

Mr. Smith spoke on the topic of elderly and disabled. He suggested a programmatic look at getting those populations onto the general transit system. He spoke about tradeoffs that come with mode shifting behavior.

5. SOLID WASTE – BUSINESS RECYCLING

Councilor Harrington gave an introduction on the topic of increasing the region's recycling recovery rate.

Marta McGuire and Heidi Rahn, Associate Solid Waste Planners, gave a PowerPoint presentation on proposed strategies for increasing business recycling rates. A copy of the presentation will be attached as part of the official record.

Commissioner Andy Duyck, Washington County, asked how compliance would be monitored.

Ms. Rahn said it would be through observation. Enforcement details would be expanded and clarified during debate and installment of the standards.

Mayor Norris asked what increased funding would be used for.

Ms. Rahn said that the money would go to either grants or to support technical assistance depending on which program was implemented.

Chair Fuller and Mayor Drake asked about return on investment.

Ms. McGuire said that it depended on what was included. Rates were currently set to be proportional to the rate of recycling. She said that a direct cost analysis had been conducted. Increased collection costs depended somewhat on regional capacity.

Councilor Harrington said that business would not necessarily pay more because they were already paying for recycling services and increased recycling could reduce garbage bills for businesses.

Ms. Nathalie Darcy, Washington County Citizen Representative, noted that the proposed mandatory program had a more substantial positive impact on the environment. Ms. Darcy supported the notion of local control for governments, however she also saw a compelling argument for the mandatory program.

Mr. Smith asked which business would be targeted by Metro's efforts to increase the recycling recovery rates.

Ms. Rahn responded that 97% of business in the region participated in recycling efforts. Metro targeted larger businesses in order to have a greater effect on the waste stream.

Mayor Kidd noted that it was not always cheaper for businesses to increase their recycling efforts. It was an obstacle for some business to cover the cost of additional recycling containers. Mayor Kidd suggested a policy to expand efforts to pull recyclables out of garbage dumpsters.

Mayor Norris asked about the cost to local governments for monitoring compliance.

Ms. McGuire stated that Metro would assist jurisdictions unable to monitor compliance.

Mayor Drake said that he supported the standards program versus the mandatory program, and would like to vote on the issue. At this point in the meeting, there was no longer enough MPAC members present to constitute a quorum, so no official vote could be taken. An unofficial straw vote was taken with a majority of members present in favor of a non-mandatory program of improved standards.

Paul Savas, Clackamas County Special Districts, said he would like to see more recognition for businesses that were recycling.

Ms. Rahn said Metro did this already.

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

Respectfully submitted,

Nick Popenuk
Policy Associate Intern

ATTACHMENTS TO THE RECORD FOR JULY 25, 2007

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

AGENDA ITEM	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
#3 SDC	July 2007	Copies of PowerPoint presentation slides	072507-MPAC-01
#3 SDC	July 2007	Promoting vibrant communities with System Development Charges (SDC) flyer	072507-MPAC-02
#4 RTP	July 2007	Copies of PowerPoint presentation slides re: A New Look at Transportation Linking Transportation to Land Use, the Economy and the Environment	072507-MPAC-03
#4 RTP	Summer 2007	Making the Greatest Place flyer	072507-MPAC-04
#4 RTP	7/20/07	Aging infrastructure a time bomb – article from The Oregonian, dated July 20, 2007	072507-MPAC-05
#5 Business Recycling	7/25/07	Copies of PowerPoint presentation slides re: Options for Increasing Business Recycling Metro Policy Advisory Committee presenters: Marta McGuire and Heidi Rahn	072507-MPAC-06
#5 Business Recycling	July 2007	Options for Increasing Business Recycling Table 1. Program Components	072507-MPAC-07
#5 Business Recycling	July 2007	Options for Increasing Business Recycling Frequently Asked Questions	072507-MPAC-08
#5 Business Recycling	July 2007	Options for Increasing Business Recycling white paper	072507-MPAC-09
Misc.	7/28/07	Portland Streetcar Workshop flyer	072507-MPAC-10
Misc.	7/27/07	Workshops: Street Smart	072507-MPAC-11

JOINT METRO POLICY ADVISORY COMMITTEE & JOINT POLICY ADVISORY ON
TRANSPORTATION COMMITTEE MEETING RECORD

October 10, 2007 – 4:00 p.m.

Metro Regional Center, Council Chambers

MPAC Committee Members Present: Shane Bemis, Richard Burke, Jeff Cogen, Nathalie Darcy, Andy Duyck, Dave Fuller, Bernie Giusto, Richard Kidd, Norman King, Charlotte Lehan, Alice Norris, Wilda Parks, Sandra Ramaker, Paul Savas, Martha Schrader, Chris Smith

JPACT Committee Members Present: Sam Adams, Jim Bernard, Rob Drake, Donna Jordan, Neil McFarlane, Lynn Peterson, Roy Rogers, Maria Rojo de Steffey, Paul Thalhofer, Rian Windsheimer

Freight Task Force Members Present: Gary Cardwell, Tom Dechene, Monica Isabell, Bob Russell, Tracy Ann Whalen

Also Present: Bill Bash, City of Cornelius; Ron Bunch, City of Tigard; Randy Carson, Clackamas Small Cities; Carol Chesarek, Forest Park Neighborhood; Kyle Chisek, City of Portland; Roland Chlapowski, City of Portland; Carlotta Colletto, City of Milwaukie; Daniel Cowen, City of Wilsonville; Markley Drake, City of Happy Valley; Kay Durtschi, MTAC; Meg Fernekees, DLCD; Marianne Fitzgerald, DEQ; Peter George, Freight Task Force; Elissa Gertler, Clackamas County; Mara Gross, Coalition for a Livable Future; Steffeni Mendoza Gray, City of Portland; Jeanne Morgan, Xerox; Ron Papsdorf, City of Gresham; Becky Steckler, DLCD; Jonathan Schlueter, Westside Economic Alliance; Veronica Valenzuela, City of Portland; Alonzo Wertz, TriMet; Rebecca Woods, CREEC

Metro Elected Officials Present: Liaisons – Rod Park, Council District 1; Robert Liberty, Council District 6; audience: David Bragdon, Council President

Metro Staff Present: Dan Cooper, Andy Cotugno, Kim Ellis, Pat Emmerson, Tom Kloster, Robin McArthur, Deena Platman

1. WELCOME & INTRODUCTIONS 4:02 p.m.

Councilor Rod Park, JPACT Acting Chair, and Mayor David Fuller, MPAC Chair, welcomed MPAC, JPACT, and Freight Task Force members. Mayor Fuller made opening remarks about transportation, growth and the region. He reviewed the objectives of this meeting as outlined on the agenda.

Councilor Park reviewed events as they have lead to this point in the Regional Transportation Plan effort, and how the previous work would affect future discussions and action.

2. PROCESS FOR DEVELOPMENT OF FEDERAL COMPONENT OF RTP
UPDATE & PUBLIC COMMENT PERIOD

Michael Jordan, Metro Chief Operating Officer, gave an overview of the transportation infrastructure challenges.

Kim Ellis, Principal Transportation Planner, gave a PowerPoint presentation, "A New Look at Transportation, Linking Transportation to Land Use, the Economy and the Environment." Copies of those slides will be attached to the permanent record.

Commissioner Sam Adams, City of Portland, said he was concerned that staff wasn't highlighting enough the safety impacts of the choices they were making or not making. He said he would like to have staff quantify how much worse the deterioration in trip time reliability and congestion would actually be.

Ms. Ellis said the mobility system – the freeway system – was suffering the most in terms of the decrease in reliability and increase in congestion over time.

Commissioner Adams asked how much worse it would get?

Mr. Cotugno said it would get worse by 3 or 4 fold.

Councilor Robert Liberty asked where implementation of 2040 was in the plan. He said he did not see it on the last slide regarding "other areas for discussion and collaboration, and performance measures."

Ms. Ellis said it would be in performance measures.

Mayor Rob Drake, City of Beaverton, spoke about pending growth and proposed projects. He said he liked the multi-modal aspect. He said the economy of the region was important, not only locally but also to the whole state. He wondered if the region would be able to realistically cater to new business?

Councilor Park said funding was very inadequate for where they were today and for potential growth. He expressed concern on where the projected number of people would settle and if the economic engine of the region could sustain such an influx and still be able to cater to the business sector.

3. POLICY ISSUES TO RESOLVE DURING STATE COMPONENT OF RTP UPDATE

Mr. Jordan asked members to switch their focus to the state component of the RTP. He opened the meeting for discussion pertaining to the "Upcoming Policy Issues" posted on the walls. A copy of that issues paper will be attached to the permanent record.

Robert Liberty said that if they had to make decisions about what to fund then they ought to be able to compare projects. He said they would need to be able to compare benefits and look at the full range of costs to make the best choices. He said that every part of the region needed improvements, but that currently we are unable to compare projects relative to how much congestion is reduced, by cost or by the type of freight that is being moved.

There was discussion about how the members could look at projects, whether case-by-case, or by corridor, or by region and which options would have the greatest rate-of-return on investments made.

Commissioner Lynn Peterson, Clackamas County, expressed concern that RTP planning had not started with the visioning process. She said that she believed Metro had an unstated policy that they would not fund the growth areas at the expense of existing areas. She said that members needed to be specific about how the RTP was done so that they wouldn't be continually working at odds. She said they needed to figure out funding mechanisms and have equity across the board for the existing communities and the designated growth areas.

Donna Jordan, City of Lake Oswego, said they needed to look at how they prioritized projects but not so much through equity but rather in terms of parity. She said they needed to look at dispersing growing population into new areas as a way to mitigate congestion. She agreed that they needed to make a case for pushing the state more, but at the same time they couldn't wait to move forward with that kind of pressure on the state.

Chris Smith, Multnomah County Citizen Representative, said he thought it would be better to concentrate the population rather than disperse it. He said that one of the few ways that they could deal with congestion was to continue re-arranging land use so that people could travel less and use the system more efficiently. He said that the metric they should aim for seemed to be 2040. He said that transportation investments should support getting to 2040 as opposed to just responding to the issues of today. They needed to build the future they want because they would never win at "catch up." He said they should raise the bar regarding global climate change and peak oil.

Bob Russell, Freight Task Force, talked about the overall system and its relevance to the freight industry. He said corridors were building blocks to that system and that highways were the shared mode that transported both people and freight. He said a multi-modal system was key to moving people and freight. He said that focusing on the corridors was most encompassing for efficiency.

Mayor Charlotte Lehan, City of Wilsonville, said they tended to focus their efforts on projects and analysis. She agreed that they needed to look at the corridor system but suggested that they also look at discrete user groups and their needs. She said they tended to only look at commuters and freight. They couldn't just look at congestion to solve all commute problems. She expounded on the discrete user groups.

Tom Dechene, Freight Task Force, said that the freight industry had tried to look at all users, even bicyclists. He talked about bottlenecks in the highway system. He said getting all the folks together: state, federal, local, even other states along the corridor to achieve a holistic view would be a great opportunity to share information and get the true big picture.

Commissioner Roy Rogers, JPACT member and Washington County Commissioner, said that until they understood the system they would continually battle over what and how they do things. He said that the state had defined what the system was, but they had not defined a regional system. He said that they would need to define the actual needs and those needs would not be the same for everyone sitting around the table. He said that they would need to get down to a base system of streets to really look at the region. He wondered if they should allow themselves to be sub-regionalized.

Commissioner Adams said that perhaps it was a combination of systems and corridors. He said that the funding discussion required them to look at a system that perhaps doesn't operate in the real world. He said it would be nice to know how they were doing performance-wise in the sub-regions. He said he thought the joint committee discussions were weakened by folks coming and going on the committees. He said they needed to understand and focus on local efforts and funding as well.

Mayor Alice Norris, City of Oregon City, said she thought that there was some urgency to creating a regional or statewide shotgun approach to funding. She said more and more jurisdictions were trying to fund local projects and therefore instituting their own gas taxes. She said she supported the 2040 concept of linking corridors to centers. She said there was urgency to get on with the work.

Councilor Park said that the freight task force expressed their concerns on how to get products and employees from one point to another. He said that if they were serious about corridors then they would also have to discuss freight movement from outside the state and region as well because they were vital to the overall system. He said that ownership didn't necessarily track with usage.

Councilor Liberty said that it would be valuable to define objectives, evaluate projects based on how they perform, and then measure them. He wondered what mix of strategies and investments would accomplish their goals.

Mayor Richard Kidd, City of Forest Grove, said that more money was needed. He said that transportation problems did not start or stop at the regional boundary. He said that they needed to consider freight and dollars generated outside the region but transported through the region and how this movement affected the local economy.

Mayor Lehan said she could support talking about funding sources with the state or an increase in gas tax, but she cautioned preempting local governments from having their own sources of funding or taxes for local projects. She said that they needed to have a unified voice on this issue.

Commissioner Petersen talked about performance measures and MTIP issues. She said that they were holding the new growth areas and the inner ring to the same design standards and the county could not compete with those projects. She said that the county was having trouble meeting Metro guidelines that were becoming standards in the MTIP. She said that she had a problem with standards versus guidelines. She said she thought it

was better to build 8' sidewalks in their jurisdiction than to not build any sidewalks at all because they could not afford to meet the 12' regional standard. She said it was not productive to hold all areas to the same level of expectation for every project and actually manage to meet their goals.

Gary Cardwell, Freight Task Force, talked about international and local freight. He said that there would be federal government pressure to pass a gas tax in 2009. He said he would like to see the counties work together to create a list of excess inventory.

Mayor Jim Bernard, City of Milwaukie, talked about problems of conveying to the community that the government was not a bottomless pit of money. He said that people needed to be educated about the problems the region was facing regarding the transportation system.

Mr. Russell said that everyone was aware that they needed more money to make the system work. He said the public wanted a balanced transportation system that worked in a reliable fashion. He said they needed to talk about what they would do to make the system work and what money would buy and how it would make livability better.

Commissioner Jeff Cogen, Multnomah County, said that hearing the discussion in the context of regional action versus local action was very interesting. He said that there didn't seem to be a belief that the region or the state was ready to react and solve local problems. He said that they had an obligation to the local community to act quickly and not wait for the region or state to help.

Mr. Smith said that all trips did not have the same value. He said that in the long run they would have to think about a system that recognized the value of trips whether that would be through tolling, taxes, etc. He said they should not leave that out of the collective thinking.

Rian Windsheimer, Freight Task Force, said he wanted to gain perspective of what the user needed and perceived about the situation now. He said it was good to talk about what they would want to see for the system and how to achieve that vision.

Mr. Cotugno said the trucking industry was paying a lot of the transportation costs now. The automobile was amongst the lowest taxed in the country, and the truck was the highest taxed. There was discussion about the costs of trucks and the resulting damage they do on the road versus the costs of automobiles and the corresponding damage. Mr. Russell said that it took approximately 4600 cars per one truck to create the same amount of damage.

Mr. Jordan said that every part of the system was connected to every other part of the system. He said that they would have to measure success on multiple levels with multiple criteria. The responsibility for the system was on everyone for every piece of it. There wasn't anybody else in the region that could solve this problem. He said it was the members sitting at the table that would solve the problem.

Mr. Smith said that they had conflicting priorities, multiple priorities, and a complex system. He asked when scenario-modeling results would be available for study and discussion.

Mr. Cotugno said that there were modeling scenarios available now to demonstrate how well the \$16 billion dollar list from everyone would or wouldn't work. For the next step, they had identified how to trim the list down from \$16 billion to about \$9 billion, so by the end of the year they should have information on how well that would work. In spring 2008 they would start defining the options and produce scenarios based on those two benchmarks. Then they would move on to a bigger, more aggressive set of strategies and projects.

4. THANK YOU & NEXT STEPS

Councilor Park said it was good discussion. He reminded members that there was a JPACT meeting scheduled for the next morning. He asked the members to keep in mind that as much congestion as the Portland area had, it was nothing like what they had in other areas of the northwest. He said that congestion was growing here, but other areas were growing at a faster rate. He said that they had a system where they threw everything in and it was a mess, so that was why he thought planners were actually trying to separate things out like corridors. He challenged members to think about the whole problem in a different light, if they could.

Chair Fuller said the next MPAC meeting, October 24, 2007, would be canceled due to the Regional Round Table which was scheduled for October 26th from 8 a.m. to 2 p.m. at the Oregon Convention Center.

There being no further business, the Chairs adjourned the meeting at 5:55 p.m.

Respectfully submitted,



Kim Bardes
MPAC Coordinator

ATTACHMENTS TO THE RECORD FOR OCTOBER 10, 2007

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

AGENDA ITEM	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
	Talking Points	Draft Talking Points for Mayor Fuller and Councilor Park	101007-MPAC-01
	PowerPoint	PowerPoint color slides: A New Look at Transportation, Linking Transportation to Land Use, the Economy and the Environment, Briefing on 2035 RTP	101007-MPAC-02
		PowerPoint black & white larger slides of same PowerPoint: A New Look at Transportation, Linking Transportation to Land Use, the Economy and the Environment, Briefing on 2035 RTP	101007-MPAC-03
		Copy of sheet posted on both sides of room in super large format on "Upcoming Policy Issues" which were used to lead the discussion	101007-MPAC-04

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: August 13, 2007
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. Jim Labbe has been nominated to replace Mike Houck for Seat 25 – Environmental Organization, representing the Audubon Society of Portland.

Dick Steinbrugge has been nominated to fill vacant Seat 26 – School District, representing the Beaverton School District.

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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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 4, 2007
TO: Metro Policy Advisory Committee
FROM: Andy Cotugno, MTAC Chair
RE: FURTHER 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 changes in appointments have occurred on MTAC. The City of Lake Oswego is asking that Denny Egner, Long Range Planning Manager, become the primary member for Seat No. 5 - Largest City in Clackamas County/Lake Oswego; that Sid Sin become the First Alternate and that Stephan Lashbrook become the Second Alternate.

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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Metro Policy Advisory Committee

November 14, 2007

Item 7 – Draft 2035 RTP – Federal Component

MPAC Agenda Information

Agenda Item Title: Resolution No. 07-3831 (For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update)

Presenters: Andy Cotugno and Kim Ellis (Metro)

MPAC Meeting Date: November 14, 2007

Purpose/Objective: Discuss policy issues identified to date and provide direction to MTAC on these issues.

Action Requested/Outcome (what do you want/need MPAC to do at *this meeting*).
Are there specific questions you need answered?

- A. Discuss issues raised in Attachment 1. Issues identified to date are:
 - 1. Regional Motor Vehicle Performance and Non-SOV Modal Targets Measures
 - 2. Overlapping goal purposes in Goal 2 (Sustain Economic Competitiveness and Prosperity) and Goal 9 (Ensure Sustainability)
 - 3. Value pricing
 - 4. Regional transportation system definition and funding responsibilities for different parts of the transportation system

- B. Identify and begin discussion of other policy issues to be discussed by TPAC and MTAC for discussion on November 19, 2007.

Background and context:

The 2035 RTP public comment period began on October 15 and ends on November 15, 2007 at the close of the final Metro Council public hearing. Preliminary staff recommendations to TPAC for addressing proposed changes to the October 15 public review draft 2035 RTP have been provided for each comment. Refinements to the recommendations may be made to respond to direction from MPAC and JPACT. Attachments 1 and 2 will also be updated to include additional comments received during the comment period. In addition, a public comment summary report will be prepared after the close of the comment period for consideration by the Metro Council and Metro advisory committees prior to final action.

The public review draft 2035 RTP has been mailed to committee members and is also available for review on Metro's website at www.metro-region.org/rtp. Printed copies of the document are available from Metro upon request.

Metro is required to complete an update to the federal component of the RTP by December 2007 in order to maintain continued compliance with the federal Clean Air Act and address new federal (SAFETEA-LU) planning requirements. The current plan expires on March 5, 2008, under federal planning regulations.

The federal component of the update focused on:

- 1. updating regional policies that guides planning and investments in the regional transportation system to respond to key trends and issues facing the region;

2. incorporating projects that have been adopted in local and regional plans, and corridor studies through a public process since the last Regional Transportation Plan (RTP) update in 2004;
3. updating the transportation revenue forecast and regional investment priorities to match current funding sources and historic funding trends; and
4. identifying additional issues to be addressed during the state component of the RTP update.

The focus of the public review is on Federal compliance elements, not Transportation Planning Rule (TPR) or other regional requirements. The TPR and regional requirements will be the focus of the state component of the RTP update in 2008. All elements of the federal component will be subject to refinement during the state component of the update.

What has changed since MPAC last considered this issue/item?

MTAC supported the staff recommendations to TPAC in Attachment 1 and recommended that the issues be brought forward to MPAC for discussion on November 14.

What is the timeline for further consideration of this agenda item (e.g., MTAC, MPAC, Council)

Upcoming discussions that are scheduled to occur to finalize the federal component of the 2035 RTP, include:

October 15 Public comment period begins – public review draft document released

November 15 Public comment period ends

November 19 TPAC/MTAC workshop to discuss public comments received and recommendations on proposed changes to the draft 2035 RTP

November 21 MTAC recommendation to MPAC

November 27 Metro Council discussion of policy issues and recommended changes

November 28 MPAC recommendation to JPACT and the Metro Council

November 29 TPAC recommendation to JPACT

December 13 JPACT and Metro Council consider final action on 2035 RTP (federal component)

Once the federal component of the 2035 RTP is completed, staff will begin working on the state component of the update.



November 7, 2007

**2035 Regional Transportation Plan (RTP) – Federal Component
Summary of Comments Received and Recommendations –
(comments received October 15 through November 7, 2007)**

The 2035 RTP (Federal Component) Public Review Draft was released for public review from October 15 – November 15, 2007. This document summarizes comments received to date in writing, at Metro Council public hearings and during discussions of the Metro Council and Metro advisory committees as part of the formal 30-day public comment period. The comments have been identified by TPAC and MTAC for discussion by JPACT on November 8, 2007 and MPAC on November 14, 2007.

ITEMS FOR JPACT DISCUSSION

#	Category	Comment	Source	Date	Staff Recommendation to TPAC *
1.	Performance measures	Table 1.2 (Regional Motor Vehicle Performance Measures) and Table 1.3 (2040 Regional Non-SOV Modal Targets) from the 2004 RTP should be included in Chapter 3 with additional language indicating refinements to these performance measures may occur as part of the state component of the RTP update. It is premature to not include these measures when alternative measures have not been adequately developed to replace them. Previous comments by ODOT and the OTC have stated that this is not acceptable and is inconsistent with the OHP Mobility standards for State facilities.	Oregon Department of Transportation (ODOT)	11/2/07	Agree. Amend Chapter 3, Section 3.5 to add Tables 1.2 and 1.3 from the 2004 RTP and the following explanatory text: <u>“The RTP must demonstrate that it defines an adequate transportation system to serve planned land uses to meet state planning requirements. Additional work is needed to identify a key set of performance measures to make this determination and evaluate system performance.</u> <u>In the interim, the motor vehicle performance measures identified in Table 3.16 and Non-SOV Modal Targets in Table 3.17 will continue to serve as the basis for making this determination. A broader set of key performance measures that consider safety, reliability, and land use, economic and environmental effects, and refinements to Table 3.16 and Table 3.17 will be developed during the state component of the RTP update. The updated measures will then serve as the basis for meeting state and federal requirements, evaluating system performance and monitoring plan implementation.”</u>

* TPAC will take action on these recommendations on November 30, 2007.

Attachment 1 – Items for JPACT Discussion

November 7, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 7, 2007)

Table 3.16 (formally Table 1.2)
Regional Motor Vehicle Performance Measures
 Deficiency Thresholds and Operating Standards¹

Location	Mid-Day One-Hour Peak			A.M./P.M. Two-Hour Peak					
	Preferred Operating Standard	Acceptable Operating Standard	Exceeds Deficiency Threshold	Preferred Operating Standard		Acceptable Operating Standard		Exceeds Deficiency Threshold	
				1st Hour	2nd Hour	1st Hour	2nd Hour	1st Hour	2nd Hour
Central City Regional Centers Town Centers Main Streets Station Communities	C	E	F	E	E	F	E	F	F
Corridors Regionally Significant Industrial Areas Local Industrial Areas Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	C	D	E	E	D	E	E	F	E
Banfield Freeway¹ <i>(from I-5 to I-205)</i>	C	E	F	E	E	F	E	F	F
I-5 North* <i>(from Marquam Bridge to Interstate Bridge)</i>	C	E	F	E	E	F	E	F	F
Highway 99E¹ <i>(from the Central City to Highway 224 interchange)</i>	C	E	F	E	E	F	E	F	F
Sunset Highway¹ <i>(from I-405 to Sylvan interchange)</i>	C	E	F	E	E	F	E	F	F
Stadium Freeway¹ <i>(I-5 South to I-5 North)</i>	C	E	F	E	E	F	E	F	F
Other Principal Arterial Routes	C	D	E	E	D	E	E	F	E

Areas with this designation are planned for mixed used development, but are also characterized by physical, environmental or other constraints that limit the range of acceptable transportation solutions for addressing a level-of-service need, but where alternative routes for regional through-traffic are provided. Figures 3.19.a-e in this chapter define areas where this designation applies. In these areas, substitute performance measures are allowed by OAR.660.012.0060 (1)(d). Provisions for determining the alternative performance measures are included in Section 7.7.7 of this plan. Adopted performance measures for these areas are detailed in Appendix 3.3.

Level-of-service is determined by using either the latest edition of the Highway Capacity Manual (Transportation Research Board) or through volume to capacity ratio equivalencies as follows: LOS C = .8 or better; LOS D = .8 to .9; LOS E = .9 to 1.0; and LOS F = 1.0 to 1.1. A copy of the level of service tables from the Highway Capacity Manual is shown in Appendix 1.8.

¹ Thresholds shown are for interim purposes only; refinement plans for these corridors are required in Chapter 7 of this plan, and will include a recommended motor vehicle performance policy for each corridor.

Source: Metro

* TPAC will take action on these recommendations on November 30, 2007.

Attachment 1 – Items for JPACT Discussion

November 7, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 7, 2007)

Alternative mode share targets established in Table 3.17 are intended to be goals for cities and counties to work toward as they implement the 2040 Growth Concept at the local level. They may also serve as performance measures in Areas of Special Concern. Until other measures are Improvement in non-single-occupancy vehicle mode share will be used to demonstrate compliance with per capita travel reductions required by the state Transportation Planning Rule. The most urbanized areas of the region will achieve higher non-single-occupancy vehicle mode shares than less developed areas closer to the urban growth boundary. See Section 7.4.6 in Chapter 7 of this plan for more detail.

**Table 3.17 (formally Table 1.3)
2040 Regional Non-SOV Modal Targets**

2040 Design Type	Non-SOV Modal Target
• Central city	60-70%
• Regional centers	
• Town centers	
• Main streets	
• Station communities	45-55%
• Corridors	
• Passenger Intermodal Facilities	
• Industrial areas	
• Freight Intermodal facilities	
• Employment areas	
• Inner neighborhoods	40-45%
• Outer neighborhoods	

* TPAC will take action on these recommendations on November 30, 2007.

Attachment 1 – Items for JPACT Discussion

November 7, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 7, 2007)

ITEMS FOR JPACT DISCUSSION

#	Category	Comment	Source	Date	Staff Recommendation to TPAC *
2.	Goals and Objectives	In the October 15 draft RTP, this objective has been revised and moved to "Potential Actions 9.2.1 as follows, "Place the highest priority on those investments that achieve multiple objectives and those investments that make the greatest contribution to the regions' economic competitiveness overall <u>well-being.</u> "	Oregon Department of Transportation (ODOT)	11/2/07	<p>No change is recommended. This comment responds to edits that were made to more clearly distinguish between Goals 2 and Goal 9. Goal 2 is intended to sustain economic competitiveness and prosperity, while Goal 9 is aimed at the broader sustainability of the transportation system that balances all of the preceding goals in the plan. Therefore, no change is recommended in order to maintain this distinction in goal purposes.</p> <p>As proposed in the October 15 draft, Goal 9 (Sustainability) uses the term “well-being” to refer collectively to the region’s quality of life, economic prosperity and other considerations from the previous goals. Use of this term recognizes that quality of life is dependent on economic competitiveness and prosperity, and economic competitiveness and prosperity is dependent on quality of life and other goals of the plan. Action 9.2.1 emphasizes prioritizing those investments that achieve multiple goals and objectives in the plan, thereby providing the greatest contribution to the region’s well-being.</p>
3.	Goals and Objectives	New Objective 4.3 Value Pricing - is entirely new language that was not in the March 1 draft. This language is not consistent with the legislative direction and Oregon Transportation Commission (OTC) position that the OTC is the lead for any policy	Oregon Department of Transportation (ODOT)	11/2/07	<p>Agree in part. Retain Objective 4.3 as written, and amend Action 4.3.1 as follows, “Place a priority on investments that include <u>Consider a broader application of value pricing as a management tool for priority projects that add major new throughway capacity.</u>” In addition, add value pricing as an unresolved issue in Chapter 7, Section 7. 3 recognizing new information is needed to further advance tolling in the Metro region and citing ODOT’s current efforts to establish a set of state policies regarding the potential use of tolling in Oregon. These amendments reflect current state and regional policy, previous ODOT comments on RTP pricing policies and</p>

* TPAC will take action on these recommendations on November 30, 2007.

Attachment 1 – Items for JPACT Discussion

November 7, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 7, 2007)

		discussion regarding tolling. Until that policy conversation has taken place, ODOT does not support a priority statement that investments that include value pricing be given priority, or that value pricing must always be considered when adding major new throughway capacity regardless of economic or political feasibility and public acceptance.			<p>recommendations from ODOT’s August 2007 analysis of “The Future of Tolling in Oregon: Understanding How Varied Objectives Relate to Potential Applications.”</p> <p>The concept of value pricing was included in the March 1 draft on page 40 at the request of ODOT and TPAC (see comment #115 in Attachment 1 to Staff Report to Resolution No. 07-3793). In addition, it was recommended that additional policy discussion of how and when this tool should be applied occur during Phase 3 of the RTP update. The new objective responds to this previous recommendation and reflects the 2004 RTP policy that value pricing should be evaluated when major new highway capacity is being considered. The new objective is consistent with state law for the same requirement.</p> <p>This policy was developed in 1999 as part of the Traffic Relief Options Study, and adopted into the 2000 RTP. The study, led jointly by Metro and ODOT, was undertaken with guidance from a citizen task force. The study found that pricing of existing highway lanes would generate the most revenue and result in the most significant reduction in congestion, vehicle miles traveled and air pollution. However, due to negative public reaction, and possible negative effects, the task force did not recommend pricing of existing lanes.</p> <p>Objective 4.3 is consistent with and is intended to formalize the Oregon Transportation Plan (OTP) Goal 2 and related strategies 2.1.1, 2.1.8 and 2.1.9, which call for the evaluation of peak period pricing to reduce highway capacity problems and for purposes of reducing demand on state highways and ensuring consistent trip reliability in congested corridors.</p>
4.	Regional system definition	Need to reach agreement on definition of regional system and priorities for completing gaps in the	Clackamas County	11/2/07	No change recommended. Section 3.4.1 defines eight components that are proposed to make up the regional transportation system. Regional system maps for each element have also been added to Chapter 3 to establish the

* TPAC will take action on these recommendations on November 30, 2007.

Attachment 1 – Items for JPACT Discussion

November 7, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 7, 2007)

		<p>system. This includes defining what elements of the transportation system should be primarily a local responsibility, regional responsibility and state responsibility in terms of maintenance and expansion of existing infrastructure and services and funding needed investments.</p>		<p>geography and focus of regional transportation system investments.</p> <p>Chapter 3 lays out that “a facility or service is part of the regional transportation system if it provides access to any activities crucial to the social or economic health of the Portland metropolitan region, including connecting the region to other parts of the state and Pacific Northwest, and providing access to and within 2040 Target areas. Facilities that connect different parts of the region together by crossing county or city boundaries are crucial to the regional transportation system. Any link that provides access to or within a major regional activity center such as an airport or 2040 target area, is also a crucial element of the regional transportation system.” Chapter 3 also identifies a regional interest in local street connectivity that is implemented through Section 7.4.5 in Chapter 7.</p> <p>The system maps do not, however, define financial/funding responsibility for the different parts of the local, regional and state transportation system. Funding responsibility is proposed to be addressed as part of the state component of the RTP.</p>
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* TPAC will take action on these recommendations on November 30, 2007.



November 7, 2007

**2035 Regional Transportation Plan (RTP) – Federal Component
Summary of Comments Received and Recommendations –
(comments received October 15 through November 7, 2007)**

This document summarizes other comments received to date in writing, at Metro Council public hearings and during discussions of the Metro Council and Metro advisory committees as part of the formal 30-day public comment period. The comments are proposed to be addressed as a package of consent items without discussion by JPACT.

CONSENT ITEMS FOR JPACT CONSIDERATION					
#	Category	Comment	Source	Date	Staff Recommendation to TPAC *
1.	Language clarification	P. iii – revise bullet on Climate Change to recognize passage by the 2007 Oregon Legislature of HB 3543, which calls for reduction of greenhouse gas emissions to 10% below 1990 levels by 2020 and 75% below 1990 levels by 2050.	Metro Legal Staff	10/23/07	Agree. Amend as requested.
2.	Language clarification	On p. 1-9, and several other places in the plan, the text says “nearly 40 designated centers....” The plan should say “the 38 centers” or “the Central City, seven Regional Centers and 30 Town Centers...” to be clear. Title 12 of the UGMFP includes station communities in the definition of “centers.”	Metro Legal Staff	10/23/07	Agree. Amend as requested.
3.	Language clarification	P. 1-10: -add <u>reduction in emissions of greenhouse gases and reduced per-person consumption of oil for transportation</u> among the “benefits”	Metro Legal Staff	10/23/07	Agree. Amend as requested.

* TPAC will take action on these recommendations on November 30, 2007.

Attachment 2 – Consent Items for JPACT Consideration

November 7, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 7, 2007)

CONSENT ITEMS FOR JPACT CONSIDERATION					
#	Category	Comment	Source	Date	Staff Recommendation to TPAC *
		of the Concept listed.			
4.	Language clarification	P. 1-11, first paragraph: Replace the last sentence as follows: "Money that would otherwise be spent on car payments, auto insurance and fuel could instead go to mortgage or rent payments."	Metro Legal Staff	10/23/07	Agree. Amend as requested.
5.	Language clarification	P. 3-13, Objective 4.2, Potential Actions: add new action, " <u>Support Transit Oriented Development to encourage transit use</u> , consistent with the congestion management strategies listed on page 2-11.	Metro Legal Staff	10/23/07	Agree. Amend as requested.
6.	Language clarification	Miscellaneous typos	Metro Legal Staff	10/23/07	Agree. Amend as requested.
7.	Language clarification	P. 4-2, Principles: Describe who used the principles to select the projects on the financially-constrained list. Same for Principles on p. 6-3.	Metro Legal Staff	10/23/07	Agree. Replace last sentence in section 4.1.1 as follows, " <u>Eligible project sponsors used the principles in Figure 4.1 to nominate projects and programs to address identified needs.</u> "
8.	Language clarification	P. 6-2, Financially Constrained System Defined: the last sentence seems awkward, suggesting that the purpose of the system is to prove the region needs more money. That may be the effect, but it's not the purpose of the federal requirement, which is elsewhere defined as fiscal responsibility. Suggested language change: " <u>The purpose of developing a financially constrained system is to provide a</u>	Metro Legal Staff	10/23/07	Agree. Amend as requested.

* TPAC will take action on these recommendations on November 30, 2007.

Attachment 2 – Consent Items for JPACT Consideration

November 7, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 7, 2007)

CONSENT ITEMS FOR JPACT CONSIDERATION					
#	Category	Comment	Source	Date	Staff Recommendation to TPAC *
		<u>benchmark to determine whether the region has the resources to provide a transportation system that is sufficient to meet the needs of its expected long-range population and federal air quality standards.”</u>			
9.	Language clarification	P. 7-1, last bullet: this has the regional-local consistency relationship backwards. Replace with “...ongoing monitoring for consistency of changes to local TSPs with the RTP, and RTP consistency with other implementing agency plans...”	Metro Legal Staff	10/23/07	Agree. Amend as requested.
10.	State compliance	P. 7-7, 0030 transportation needs: it is important to recognize that the RTP must use the state’s analysis of state needs in the region [0030(2)].	Metro Legal Staff	10/23/07	Agree. Amend as requested.
11.	Language clarification	PP. 7-6 through 7-49: It would help if the box on p. 7-6, besides stating the Section 7.2 will be updated in the state portion, also explains that all of what follows comes from the 2004 RTP and will be revised as part of the update.	Metro Legal Staff	10/23/07	Agree. Amend as requested.
12.	Projects	Include Project #10235 (South Portland Improvements) in financially constrained system. Implementation of this project will	Jim Gardner John Perry	11/1/07	This comment has been forwarded to the City of Portland to consider. Projects included in the financially constrained system are required to match revenue anticipated to be available during the plan

* TPAC will take action on these recommendations on November 30, 2007.

Attachment 2 – Consent Items for JPACT Consideration

November 7, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 7, 2007)

CONSENT ITEMS FOR JPACT CONSIDERATION					
#	Category	Comment	Source	Date	Staff Recommendation to TPAC *
		allow additional land to be developed and will remove barriers that limit walking, bicycling and access to transit.			period. The city of Portland would need to identify new sources of revenue or remove other projects in order to include this project in the financially constrained system. This project, and others, will be included in additional analysis to be completed during state component of the RTP update.
13.	Transit	Develop service standards for the provision of High Capacity Transit Service that directs minimum service levels, access and connection requirements for specific land uses and destinations, capacity and other elements to better implement regional rapid transit service.	Fred Nussbaum, AORTA	11/1/07	No change recommended. This will be further addressed in coordination with TriMet and SMART as part of state component of RTP update and Regional High Capacity Transit Study to be conducted by Metro in 2008.
14.	Goal 6, Objective 6.1	Revise Objective 6.1 Natural Environment as follows, " Avoid or minimize undesirable <u>Improve existing conditions and reduce transportation-related storm water run-off, impervious surface, and other impacts of the transportation system</u> on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces. To ensure that the RTP does not accommodate or encourage growth in impervious area and the continuing decline in our fresh water resources due to urban runoff, this RTP should	Brian Wegener, Tualatin RiverKeepers	11/1/07	Agree. Amend as requested.

* TPAC will take action on these recommendations on November 30, 2007.

Attachment 2 – Consent Items for JPACT Consideration

November 7, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 7, 2007)

CONSENT ITEMS FOR JPACT CONSIDERATION					
#	Category	Comment	Source	Date	Staff Recommendation to TPAC *
		explicitly state performance criteria that mandate reduction in effective impervious area. The language used “avoid or minimize impacts” does not guarantee that conditions for fish and wildlife will improve.			
15.	Goal 6, Objective 6.3	Revise Objective 6.3 Water Quality and Quantity as follows, “ Protect the region’s water quality and quantity. <u>Restore the region’s water quality and natural stream flows.</u> ” Hundreds of miles of urban streams within Metro’s jurisdiction do not meet state water quality standards for designated beneficial uses and the RTP should support restoring water quality in the region.	Brian Wegener, Tualatin RiverKeepers	11/1/07	Agree. Amend as follows, “Objective 6.3 Water Quality and Quantity - Protect and the region’s water quality and quantity. <u>restore the region’s water quality and natural stream flows.</u> ”
16.	Goal 7, Objective 7.2	Revise Objective 7.2 Pollution Impacts as follows, “ Minimize <u>Reduce impervious surface and transportation-related pollution</u> impacts on residents in the region to reduce negative health effects.” Impervious area should be reduced to address both pollution impacts and hydrological impacts.	Brian Wegener, Tualatin RiverKeepers	11/1/07	Agree. Amend as requested.
17.	Projects	Concerned that two proposed transportation projects, the widening of OR 217 and the I-5 to 99W connector will have severe	Brian Wegener, Tualatin RiverKeepers	11/1/07	Agree. This comment will be forwarded to ODOT and Washington County for consideration. Metro prepared an analysis of potential conflicts where proposed RTP projects intersect with environmental

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Attachment 2 – Consent Items for JPACT Consideration

November 7, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 7, 2007)

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		negative impacts to significant habitat areas. For much of its length, OR 217 follows Fanno Creek and is bordered by numerous wetlands. Likewise, the I-5 to 99W connector could impact significant wetlands and the Tualatin River National Wildlife Refuge.			resources. Identifying these areas of potential conflict early in the transportation planning process allows for more meaningful consideration of mitigation strategies, including project alignment, design and construction features that avoid or minimize impacts on the resource area. The two projects and others have been identified as having potential environmental impacts. The RTP project list will be updated to include a column that identifies whether a project intersects with regionally-designated habitat conservation areas and other inventoried environmental resources. Actions 6.1.2, 6.1.3, 6.1.5, 6.1.7, and 6.3.2. identify types of environmental considerations to be addressed in future planning. The state component of the RTP update will identify actions to be taken through local transportation system plans and corridor studies to ensure adequate consideration of environmental impacts and design solutions to address these concerns. In addition, Metro is developing a guidebook on incorporating wildlife crossings into project designs. The guidebook will serve as a resource for project designs in the Metro region.
18.	Projects	Concerned about project #10396 (Cornelius Pass Road Upgrades) because project intersects with important wildlife corridor. Project information submitted by sponsoring agency does not identify potential environmental impacts that should be considered	Carol Chesarek	11/1/07	Agree. This comment will be forwarded to Multnomah County for consideration. Metro prepared an analysis of potential conflicts where proposed RTP projects intersect with environmental resources. Identifying these areas of potential conflict early in the transportation planning process allows for more meaningful consideration of mitigation strategies, including project alignment, design and construction

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Attachment 2 – Consent Items for JPACT Consideration

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Summary of Comments Received and Recommendations (comments received October 15 through Nov. 7, 2007)

CONSENT ITEMS FOR JPACT CONSIDERATION					
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		as project moves forward in project development and design phase. It is important for RTP to identify potential wildlife impacts and ensure wildlife crossing designs are integrated into project designs.			<p>features that avoid or minimize impacts on the resource area. This project and others have been identified as having potential environmental impacts. The RTP project list will be updated to include a column that identifies whether a project intersects with regionally-designated habitat conservation areas and other inventoried environmental resources. Actions 6.1.2, 6.1.3, 6.1.5, 6.1.7, and 6.3.2. identify types of environmental considerations to be addressed in future planning.</p> <p>The state component of the RTP update will identify actions to be taken through local transportation system plans and corridor studies to ensure adequate consideration of environmental impacts and design solutions to address this concern. In addition, Metro is developing a guidebook on incorporating wildlife crossings into project designs. The guidebook will serve as a resource for project designs in the Metro region.</p>
19.	Graphics	Enlarge Figure 3.2 (2040 Growth Concept Map) to fill entire page for readability.	City of Gresham	10/30/07	Agree. Amend as requested.
20.	Actions	Add new action 3.2.11 to reference need to periodically update regional pedestrian and bicycle inventories.	Metro staff	10/30/07	Agree. Amend as follows, <u>“3.2.11 Maintain and periodically update regional pedestrian and bicycle system inventories in coordination with TriMet, ODOT and local agencies.”</u>
21.	Performance measures	The RTP Round 1 Systems Analysis in Chapter 4 does not adequately report on system performance. ODOT recommends	Oregon Department of Transportation (ODOT)	11/2/07	Agree in part. A performance measures work group has started developing an evaluation framework that will guide this analysis. Travel time data for selected links is already included in Table 4.8. Truck hours of

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Attachment 2 – Consent Items for JPACT Consideration

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CONSENT ITEMS FOR JPACT CONSIDERATION					
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		including the volume/capacity ratio maps and data in chapter 4, along with additional narrative analysis by mobility corridor and by congestion "hot spots." Some of the measures that are missing include travel times for select links, travel time contours for industrial areas and intermodal facilities, volume/capacity ratios and delay for main roadway routes on the regional freight network at mid-day, as well as volume/capacity ratios for all mobility corridors during the evening peak period.			<p>delay are reported at the system-level in Table 4.7. In the interim, volume/capacity ratio maps and data for the evening two-hour peak period will be added to Table 4.10, with main roadway routes on the regional freight network clearly identified for reference.</p> <p>The analysis in Chapter 4 is a placeholder that describes performance of the RTP pool of investments submitted by ODOT, Trimet and local agencies, and represents more than twice the amount of funding forecasted to be available during the plan period. The analysis was used to narrow the pool of investments to create the proposed financially constrained system, equaling the amount of funding expected to be available.</p> <p>The RTP Investment Pool analysis and subsequent financially constrained system analysis will serve as the starting point for development of a more aspirational system of investments that meets state planning requirements during the state component of the RTP in 2008. The more detailed motor vehicle and transit travel time contour and corridor-by-corridor analysis will be incorporated into Chapter 4 during the state component of the RTP update.</p>
22.	Goals and Objectives	Concerned with Potential Action 2.3.1., which places priority on investments that "implement the Congestion Management Process (CMP) by addressing a gap or deficiency. The CMP has not been	Oregon Department of Transportation (ODOT)	11/2/07	<p>Agree in part. Add the CMP Roadmap to the Appendix of the RTP for reference.</p> <p>The Congestion Management Process (CMP) is a federally-required element that is implemented through the Regional Transportation Plan and Metropolitan Transportation Improvement Program.</p>

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Attachment 2 – Consent Items for JPACT Consideration

November 7, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 7, 2007)

CONSENT ITEMS FOR JPACT CONSIDERATION						
#	Category	Comment	Source	Date	Staff Recommendation to TPAC *	
		formally reviewed by partner agencies and others through a public process.			<p>The purpose of the CMP is to measure system performance, identify causes of congestion, identify and evaluate different actions and implement the most cost-effective solutions.</p> <p>The CMP was formally adopted into the 2000 RTP, and is included in Section 7.6.3 of the draft 2035 RTP. In 2006, Metro submitted a CMP Roadmap to FHWA that has been accepted. The Roadmap describes Metro’s current efforts to meet the CMP requirements, Metro’s five-year vision, and the steps necessary to achieve the vision. The roadmap identifies the regional mobility corridors. The multi-modal mobility corridors are the primary focus of the CMP roadmap.</p> <p>Chapter 3 in the October 15 draft includes congestion management objectives and potential actions consistent with federal SAFETEA-LU requirements and the Metro region CMP roadmap. System management strategies and investments are emphasized (Goal 4 and related actions) to manage congestion and improve safety (Goal 5 and related actions). Goal 1, 2 and 3 and related objectives and actions are part of the region’s strategy for managing congestion.</p> <p>Collectively, the new provisions will guide project selection for the RTP as part of this update, and will establish an ongoing monitoring and evaluation system for the CMP that will occur in coordination with periodic updates to the RTP and MTIP. Potential Action 2.3.1 is consistent with the CMP roadmap.</p>	

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Attachment 2 – Consent Items for JPACT Consideration

November 7, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 7, 2007)

CONSENT ITEMS FOR JPACT CONSIDERATION					
#	Category	Comment	Source	Date	Staff Recommendation to TPAC *
					Work will continue in the state component of the RTP update to develop the monitoring and evaluation framework for identified mobility corridors and other elements of the regional transportation system, as called for in Action 4.1.8.
23.	Policy analysis	Concerned no analysis of how the projects meet the RTP goals has been conducted.	Oregon Department of Transportation (ODOT)	11/2/07	Disagree. Local agencies submitted a self-scoring evaluation for each community building project submitted, rating how well the project addressed each of the RTP goals. This evaluation will be included in the Appendix to the RTP for reference.
24.	Performance measures	Add Figures 1.13a-e, Areas of Special Concern as referenced in Table 1.2 of the 2004 RTP to Section 3.5 of the 2035 RTP.	Metro staff	11/2/07	Agree. In addition, add the following explanatory text: <u>In areas of special concern, substitute performance measures identified in Chapter 7 will be used to make a determination of whether the transportation system is adequate to serve planned land uses. Areas with this designation are planned for mixed used development, but are also characterized by physical, environmental or other constraints that limit the range of acceptable transportation solutions for addressing a level-of-service need, but where alternative routes for regional through-traffic are provided. Figures 3.19a-e in this chapter defines areas where this designation applies. In these areas, substitute performance measures are allowed by OAR.660.012.0060 (1)(d). Provisions for determining the alternative performance measures are included in Section 7.7.7 of this plan. Adopted performance measures for these areas are detailed in Appendix 3.6.</u>

* TPAC will take action on these recommendations on November 30, 2007.

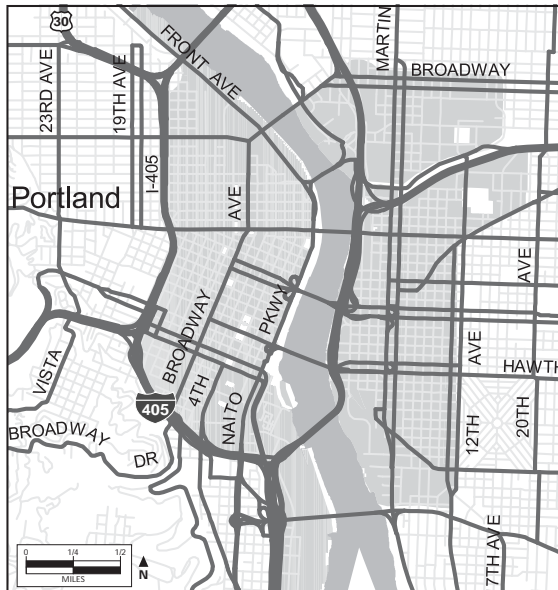
Attachment 2 – Consent Items for JPACT Consideration

November 7, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 7, 2007)

Figure 3.19.a (formally Figure 1.14.a)

**Portland Central City
Area of Special Concern**



The Portland central city area east of the Willamette River and generally within the I-405 freeway ring has an extensive grid of well-connected arterial, collector and local streets. The Willamette River bridges are a key part of the transportation system, connecting the central city and adjacent neighborhoods to the region. The hilly topography has constrained much of the transportation system in the Northwest and Southwest portions of the central city. Despite these limitations, this area is expected to continue to be served by high-quality transit and be conducive to bicycle and pedestrian travel. Refer to Appendix 3.3 for detail on alternative performance measures identified for this area of special concern.

Figure 3.19.b (Formally Figure 1.14.b)

**Gateway Regional Center
Area of Special Concern**



Gateway regional center is defined as a major crossroads of transportation that is impacted by through traffic that is not destined for the regional center such and which presents barriers to local circulation where congested through-streets isolate some parts of the regional center. Refer to Appendix 3.3 for detail on alternative performance measures identified for this area of special concern.

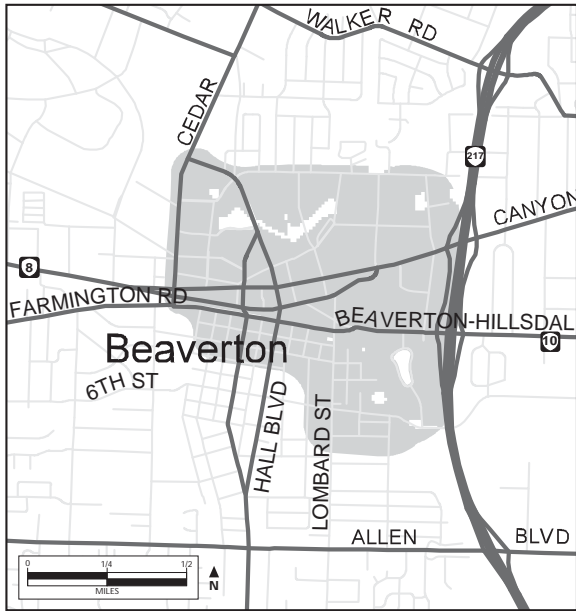
* TPAC will take action on these recommendations on November 30, 2007.

November 7, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 7, 2007)

Figure 3.19.c (Formally Figure 1.14.c)

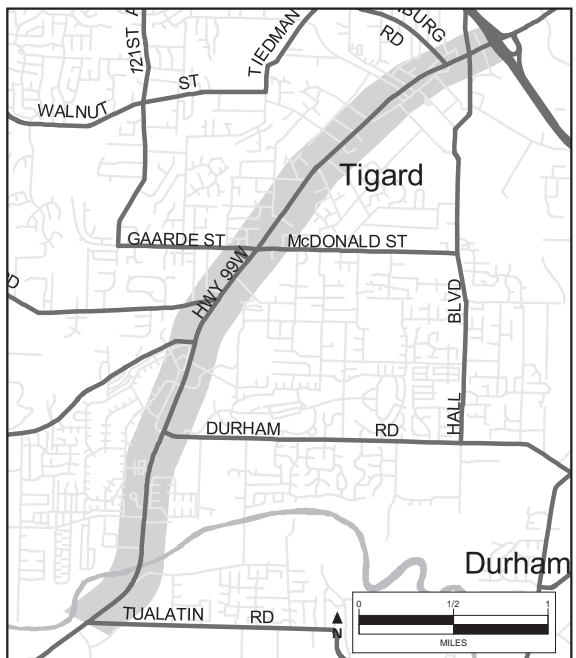
**Beaverton Regional Center
Area of Special Concern**



Beaverton has historically been defined as a crossroads of transportation, with both the advantages and limitations that heavy through traffic brings. While the level of access has helped make the Beaverton regional center a focus of commerce in Washington County, it also presents barriers to local circulation where congested through-streets isolate some parts of the area. Refer to Appendix 3.3 for detail on alternative performance measures identified for this area of special concern.

Figure 3.19.d (Formally Figure 1.14.d)

**Highway 99W
Area of Special Concern**



The Highway 99W corridor between Highway 217 and Tualatin Road is designated as a mixed-use corridor in the 2040 Growth Concept and connects the Tigard and Tualatin town centers. This corridor is also designated as an area of special concern due to existing development patterns and economic constraints that limit adding capacity to address heavy travel demand in this corridor. Local planning studies have found that approximately 50 percent of the traffic using this corridor is local. The Regional Transportation Plan establishes the proposed I-5 to 99W connector as the principal route connecting the Metro region to the 99W corridor outside of the region as an alternative to 99W. Refer to Chapter 7 for detail on refinement planning identified for this area of special concern.

* TPAC will take action on these recommendations on November 30, 2007.

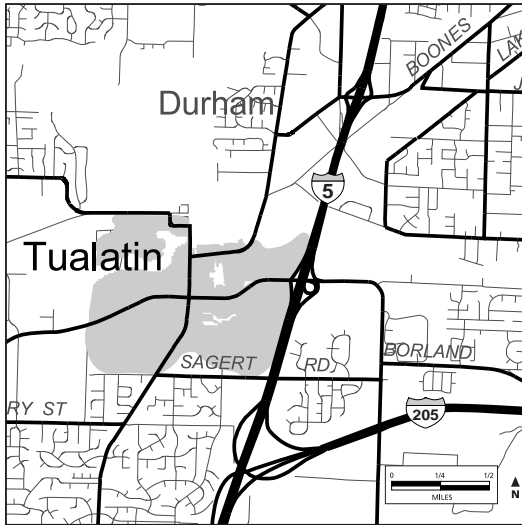
Attachment 2 – Consent Items for JPACT Consideration

November 7, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 7, 2007)

Figure 3.19.e (Formally Figure 1.14.e)

**Tualatin Town Center
Area of Special Concern**



Tualatin town center is adjacent to an important industrial area and employment center. New street connections and capacity improvements to streets parallel to 99W and I-5 help improve local circulation and maintain adequate access to the industrial and employment area in Tualatin. However, the analysis of travel demand on regional streets shows that several streets continue to exceed the LOS policy established in Table 3.X, including Hall Boulevard and Boones Ferry Road. Refer to Chapter 7 for detail on refinement planning identified for this area of special concern.

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Attachment 2 – Consent Items for JPACT Consideration

November 7, 2007

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#	Category	Comment	Source	Date	Staff Recommendation to TPAC *
25.	Technical correction	Clarify that RTP vision recognizes that some capacity investments will be necessary.	Metro Staff	11/7/07	Agree. Recommend adding the following statement to Pg. 3-4 at the end of the first paragraph, " <u>The RTP recognizes that new transit and road capacity are needed to achieve the Region 2040 vision and support the region's economic vitality.</u> " The March 1 draft policy included a bullet in the executive summary that was developed specific to this TPAC comment. This was inadvertently not carried forward in the October 15 draft plan as the policy framework was reorganized.
26.	Technical correction	Add the following language to page v of the Executive Summary and Chapter 3 (Pg. 3-4) at the end of the first paragraph. " <u>In addition, the plan considers transportation and the economy as inextricably linked, and recognizes investments that serve certain land uses or transportation facilities may have a greater economic return on investment than others.</u> "	Metro Staff	11/7/07	Agree. Amend as requested. The March 1 draft policy included a bullet in the executive summary that was developed specific to this TPAC comment. This was inadvertently not carried forward as the policy framework was reorganized.
27.	Technical correction	Add the following language to the second bullet on page iii of the Executive Summary and Chapter 3 (Pg. 3-4) at the end of the first paragraph, " <u>The plan also recognizes that focusing transportation investments and other strategies to support the gateway function of our transportation system is the primary way in which to strengthen that gateway role for the region and the rest of the state. This means ensuring reliable and efficient connections between intermodal facilities and destinations in, beyond, and through the region to promote the region's function as a gateway for trade and tourism.</u> "	Metro Staff	11/7/07	Agree. Amend as requested. The March 1 draft policy included a bullet in the executive summary that was developed specific to this TPAC comment. Elements of this bullet are also included now included in Chapter 2 (Page 2-18) under section 2.5 (first bullet) and objectives under Goal 2.

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Attachment 2 – Consent Items for JPACT Consideration

November 7, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 7, 2007)

#	Category	Comment	Source	Date	Staff Recommendation to TPAC *
28.	Technical correction	Update Figure 3.17 on Pg. 3-43 to add a highway design designation on Tualatin Valley Highway between Hillsboro and the city of Cornelius.	City of Forest Grove	11/7/07	Agree. Amend as requested.
29.	Performance measures	Support general shift away from relying principally on level of service (LOS) to define transportation needs. Concern with LOS D being the trigger for capacity deficiencies during the mid-day period. LOS E is more appropriate and consistent with other mid-day period standards in Table 3.16.	City of Portland	11/7/07	No change recommended. A broader set of key performance measures that consider safety, reliability, and land use, economic and environmental effects, and refinements to Table 3.16 will be developed during the state component of the RTP update. This issue will be raised for consideration as part of that effort.
30.	Language clarification	Add “main streets” to the description of the 2040 Growth Concept on page 1-9.	City of Forest Grove	11/7/07	Agree. Amend as requested.
31.	Process	Clarify for the public record what elements of the RTP will be subject to refinement during the state component of the RTP update in 2008.	TPAC and MTAC	11/2/07 and 11/7/07	All elements of the federal component of the 2035 Regional Transportation Plan will be subject to refinement during the state component in 2008. This includes goals, objectives, performance measures, actions and other policies in Chapter 3, the system analysis in Chapter 4, investment priorities in Chapter 6 and implementation strategies in Chapter 7.
32.	Economic trends	Expand analysis in Chapter 2, Pg. 2-12 to describe the value of different goods shipped out of the Port of Portland.	Lenny Anderson, Swan Island TMA	11/5/07	Agree. Amend as requested with information from the Regional Freight Plan effort.
33.	Maintenance	Expand discussion in Chapter 2 related to Figure 2.8, pg. to describe recent maintenance of the Willamette River bridges. The information suggests that nothing has been done since the year of construction.	Lenny Anderson, Swan Island TMA	11/5/07	Agree. Amend as requested. Many bridges have all seen considerable investments in recent years.
34.	Bi-State coordination	Metro's RTP should be coordinated more with SW WA's RTC regional corridors visioning effort. Ironically, the most serious gap in the regional arterial network is across the Columbia River. The plans, visions, funding of the entire metro area need to be fused.	Lenny Anderson, Swan Island TMA	11/5/07	Agree. This comment has been forwarded to the Bi-State committee for discussion and recommendation on how best to coordinate these efforts during the state component of the RTP update.

* TPAC will take action on these recommendations on November 30, 2007.

New Look

The Regional Transportation Plan

2035 REGIONAL TRANSPORTATION PLAN HIGHLIGHTS

A NEW LOOK AT REGIONAL CHOICES FOR HOW WE GROW

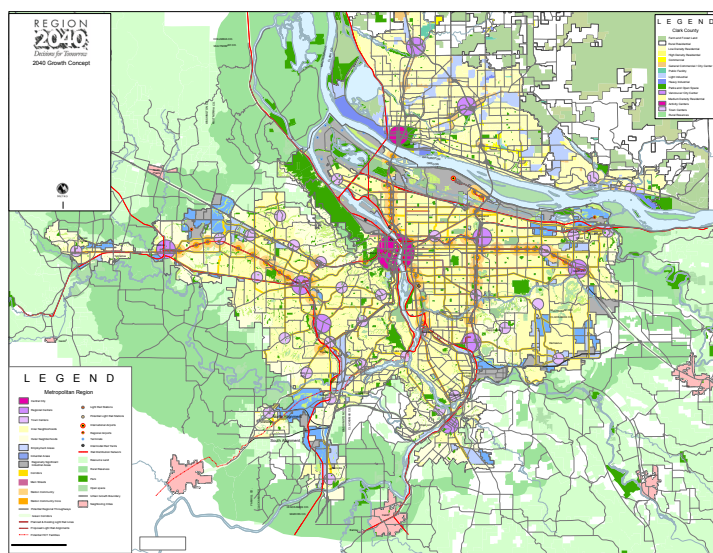


METRO

PEOPLE PLACES
OPEN SPACES

The 2035 Regional Transportation Plan (RTP) is the Portland metropolitan region's strategy for coping with unprecedented pressures on our transportation system:

- population expected to add 1 million new residents and 600,000 new jobs in the next 25 years, a 50 percent increase over today
- global instability with expected increases in fuel and construction costs
- transportation funding not keeping pace with growing needs
- global climate change poses a serious and growing threat



Region 2040 Growth Concept

The 2035 RTP was developed as a regional framework for transportation investments needed to keep pace with growth, creating a seamless network across the 25 cities and 3 counties that make up our region. An overarching aim of the RTP is to move the region closer to the vision embodied in the 2040 Growth Concept.

GUIDED BY SHARED VALUES

The 2035 RTP is shaped by shared values and goals embodied in the 2040 Growth Concept. More than 1,000 transportation projects and programs are called for in the 2035 RTP to help the region achieve these goals, while coping with rapid growth. The projects and programs, which come from state, regional, city and county transportation plans, are screened for consistency with these goals. Upon adoption of the RTP, the projects and programs are then sent back to become part of city and county plans, where they form a backbone for more localized transportation improvements.

Under Oregon's statewide planning system, city and county plans must be consistent with the RTP in order to ensure a seamless transportation system for the traveling public. The RTP, in turn, must conform to larger, statewide goals for reducing urban sprawl, protecting farm and forestland, and promoting efficient urban development through careful transportation investments.

COMPLETING OUR TRANSPORTATION SYSTEM AT THE COMMUNITY LEVEL

The Portland region has been in a constant state of growth and development since the first emigrants arrived in the 1840s. Over the years the transportation system has continued to evolve, with new routes added or existing routes improved to keep pace with development. In

Metro

People places • open spaces

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.

Metro Council

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* To be filled by appointment by November 2007

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Auditor
Suzanne Flynn

October 2007

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core areas of the region, most RTP projects are aimed at fine-tuning the major street network to add sidewalks, bikeways and transit stops, streamline traffic operations or retrofit to more environmentally sound designs. In developing areas of the region, new routes are proposed to fill gaps in the major street system. Urban-style retrofits and new capacity are proposed for routes that were once rural but now face new demand.

All of these investments at the community level are aimed at reaching a complete transportation system, with major streets of up to four lanes spaced at roughly one mile, each serving automobiles, freight, transit, bicycling and walking.

PROTECTING REGIONAL MOBILITY

While the region has done relatively well in keeping up with rapid growth at the community level, we are struggling to keep pace in the mobility corridors that include major highways and high-capacity transit lines, such as the I-84, I-5 and Sunset Highway corridors. Because our region is a global transportation gateway and west coast hub for commerce and tourism, this has serious implications for the health of our economy.

To address this challenge, the 2035 RTP includes a new, more customized approach to managing each of these corridors in the future by targeting the most critical bottlenecks in the system. This new approach also builds on using new, cost-efficient technologies to improve safety and optimize the existing system, and on ensuring that freight transporters and commuters have a broad range of travel options in each corridor.

GOALS FOR REGIONAL TRANSPORTATION SYSTEM INVESTMENTS

The vision for the system

Foster vibrant communities and efficient urban design

- Support housing close to transit, jobs, schools and shops
- Encourage compact design to preserve farm and forestland

Sustain economic competitiveness

- Promote reliable, efficient movement of freight, goods and services
- Promote systems that support tourism and other commercial activity

Expand transportation choices

- Connect the entire region with multimodal facilities
- Ensure access for people of all ages, incomes and abilities

Emphasize efficient management of the transportation system

- Promote demand management programs
- Apply technologies that improve traffic flow
- Prioritize system maintenance

Enhance safety and security

- Reduce crashes
- Support strategies for natural disasters and other emergencies

Promote environmental stewardship

- Reduce pollution
- Restore and protect the natural environment and habitat for fish and wildlife

Enhance human health

- Provide facilities that encourage biking and walking
- Improve air quality

How we get there

Ensure equity

- Distribute burdens and benefits equitably
- Provide equitable access to transportation choices

Foster sustainability

- Prioritize investments that achieve multiple goals
- Seek sustainable funding strategies

Deliver accountability

- Promote public and private collaborations
- Promote meaningful community involvement

Timeline

Phase 1: Scoping
(February – June 2006)

Phase 2: 2040 research and policy development
(June 2006 – March 2007)

Phase 3: System development and analysis of the federal component of the 2035 RTP
(April – September 2007)

Phase 4: Public review and adoption of the federal component of the 2035 RTP
(October 2007 – March 2008)

Phase 5: System development and analysis of the state and federal component of the 2035 RTP
(January – July 2008)

Phase 6: Public review and adoption of the final 2035 RTP
(August – November 2008)

For more information

Visit www.metro-region.org/RTP and click on "2035 RTP Update"

Send e-mail to
rtp@metro-region.org

Attend ongoing Metro Advisory Committee meetings

Metro Policy Advisory Committee

November 14, 2007

Item 8 – 2008 Work Program & MPAC Role

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1540 | FAX 503 797 1793



METRO

To: MPAC Members and Alternates
From: Dave Fuller, MPAC Chair
Alice Norris, MPAC 1st Vice Chair
Date: November 8, 2007
Re: MPAC Role

As this MPAC year draws to a close and the transition to a new year begins, we wanted to take this opportunity to look both backward and forward. First, we want to thank you all for your participation in MPAC this year. We have accomplished several things in 2007.

- A major accomplishment was coming together as a region to adopt a regional legislative agenda for the first time and then seeing most of that agenda adopted by the legislature.
- We listened to the membership early in the year and made changes to the MPAC By-Laws to improve the voting process by restructuring membership voting status to ensure a quorum at most meetings
- We added non-voting seats at the table for representatives of cities outside the UGB in Clackamas and Washington counties
- We listened to membership concerns about having productive and meaningful meetings and cancelled several meetings that would not have been a good use of the members' time. This year we averaged a little over one meeting per month, without affecting Metro's progress.
- We developed a structured approach to determine issues to be brought before MPAC and provided summary information for agenda items

As the region moves ahead with urban and rural reserves, investing in communities, and regional transportation, MPAC will have an important role to play. As the nature of Metro's role has changed over time, the role of MPAC will reflect the changes.

Where, in the past, Metro's role was one of adopting policies and regulations, Metro's role is evolving to one based on collaborating and engaging its partners in forming and

implementing those policies. Likewise, MPAC's past role has been to advise Metro on policies and regulations. Now MPAC's role will be to provide leadership, be a partner in regional solutions, and to implement regional policies. MPAC will continue to advise the Metro Council on policies and regulations as needed but our fundamental role has changed.









Attached is draft work plan for 2008 to give you an idea of the issues and their timing we need to deal with during the year. This plan is obviously subject to change, but provides a good structure for advanced planning of the workload.

The Metro Council is committed to a collaborative and consensus-building approach with its local partners. Such an approach takes time and may lead to changes in the scheduled topic and timing as additional information is requested and processed. We want to use your time as efficiently and effectively as we can. As we have done in 2007, meetings will be cancelled when warranted.

We appreciate your thoughts or comments on other changes that can make MPAC more meaningful and effective.

Thank you for your support and participation in 2007; we look forward to your continued participation in 2008.

DRAFT Preliminary 2008 MPAC New Look Work Plan

11-1-07	2007	2008			
	4th Quarter – Oct - Dec	1 st Quarter – Jan - Mar	2 nd Quarter – Apr - June	3 rd Quarter – July - Sept	4 th Quarter – Oct - Dec
Investing Design & Development Code			Present & discuss local examples & successes & issues		
Employment & Industrial Land Tool Kit				Present & discuss local examples & successes & issues	
Emerging Communities Tool Kit					Present & discuss local examples & successes & issues Status report and discussion of Concept Plans
Regional Framework Plan & Urban Growth Management Functional Plan	Update on housing inventory & housing need analysis (Title 7)	Update on monitoring & performance of environmental conditions (Title 13 Nature in Neighborhoods)	Industrial lands (Title 4) as requested by MPAC	Discuss possible policy changes to capacity and other elements to support Investing	Discuss & give direction on how to accommodate local aspirations & capacity on regional calculations (Recommendation/action) 
Infrastructure	Update on needs analysis Participate in Regional Roundtable 	Update & discussion of possible strategies	Participate in Regional Roundtable Agree on approach to regional needs	Discuss implementation strategies	Discuss implementation strategies & regional agreement on implementation actions (Recommendation/Action) 
Performance-based Growth Management		Discussion of concept – what constitutes “performance”?	Review refined categories for performance Discuss Metro performance measures  Present & discuss proposal for how to measure performance	Discuss integration with other New Look elements & implications for Urban Growth Report and Metro’s Performance Measures Report	Discuss options for a refined decision-making framework 
Reserves	Update on LCDC Admin Rule	Review Admin Rule adopted by LCDC  Agreement on process Review issues from Regional Reserves Steering Group	Review & advise Steering Group on selection of reserve study areas & proposed evaluation process (Recommendation/action) Review issues from Regional Reserves Steering Group	Discuss preliminary identification of rural and urban reserves Review issues from Regional Reserves Steering Group	Update on reserves analysis Review issues from Regional Reserves Steering Group
Neighbor Communities		Coordination & communication of shared goals and issues for reserves and transportation			
Regional Transportation	Review & recommend federal component of 2035 RTP (Recommendation & action) 	Discuss key issues to be addressed in state component of 2035 RTP Update on High Capacity Transit plan & implications for redevelopment criteria for prioritizing Update on Metropolitan Transportation Improvement Program (MTIP) criteria	Review & discuss technical analysis findings		Review & approve state and federal components of 2035 RTP (Recommendation/Action) 

 Denotes a milestone on “Road Map” for Making the Greatest Place

Metro Policy Advisory Committee

November 14, 2007


Informational Item

Memorandum re: Natural Areas Program Implementation Update



METRO
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MEMORANDUM

To: Mayor David Fuller, MPAC Chair
From: Kathleen Brennan-Hunter, Metro Natural Areas Program Director 
Subject: Natural Areas Program Implementation Update
Date: November 6, 2007

In November 2006 voters approved a \$227.4 million bond measure that protects natural areas throughout the region, safeguarding water quality, preserving fish and wildlife habitat and maintaining the area's quality of life. The bond measure passed in all three counties with nearly 60% of voters in favor of its approval. Metro's Natural Areas Program is designed to preserve nature in neighborhoods and improve access to nature at the regional, local and neighborhood levels and is comprised of three program areas.

Regional natural area protection and regional trails (\$168.4 million)

Metro will protect between 3,500 and 4,500 acres of land in 27 specifically identified target areas. The target areas emphasize protection of natural area lands now in urban areas or in areas where development is likely to occur. They also include a number of regional trail projects where Metro will be working to clarify and then acquire trail corridors for future public use.

In September 2007 the Metro Council adopted "refinement plans" for each of the 27 regional target areas identified in the bond measure. The refinement plans include goals and objectives for each target areas and rank the areas that are the highest priority for Metro's acquisition program.

These refinement plans were informed by comments and discussion with the public last summer. More than 500 people attended eight community open houses hosted by the Metro Council in June to find out more about the regional acquisition program voters approved and talk with the Councilors about their priorities. Participants had an opportunity to review detailed maps of each of the 27 target areas, talk with staff, scientists and other experts and to provide input about how best to leverage the limited dollars available for acquisition in each of these important natural areas.

Thousands of citizens reviewed information about the Natural Areas Program on Metro's website (more than 3,000 unique visitors) and more than 1,000 citizens provided input to

the Council through online questionnaires ranking their priorities, offering suggestion about potential partnerships and best strategies. Read about the Metro Council's target area goals and objectives and view the adopted maps illustrating these priorities at www.metro-region.org/naturalareas.

Already almost 600 acres have been protected by Metro with the new funds to date – including more than two miles of river and stream frontage. Perhaps the most significant of these is the 92 acres of land Metro purchased in the East Buttes target area (located in and around the city of Gresham), which included a \$5 million donation from the Persimmon Development Group. This is the largest dollar donation the Metro program has ever received and we hope it is a sign of things to come.

Local projects in parks and natural areas (\$44 million)

Local cities, counties and park providers in the metro area will complete more than 100 projects that protect water quality, improve parks and natural areas, preserve wildlife habitat and provide greater access to nature for their citizens.

Intergovernmental Agreements have been signed with Metro and 18 of the local governments that will receive these local share funds. The rest of the agencies have agreements in process and the first local share projects have been completed including land acquisitions in Forest Grove and Milwaukie. Local share project lists are being updated and can be found on Metro's website.

Neighborhood grant program (\$15 million)

The Metro Council's Nature in Neighborhoods capital grants program will fund projects that purchase land (or conservation easements) for public ownership or fund capital improvements on publicly owned land. Neighborhoods and community groups, non-profit organizations, schools, cities, counties and public park providers are invited to apply. The applicants must match grant funds with outside funding or in-kind services equivalent to twice the grant request. Grants will be evaluated on a rolling schedule with grant awards at least once yearly. It is anticipated that the first group of grant applications will be reviewed Spring 2008. To find out details about how communities can apply for Nature in Neighborhood capital grants or to review the application materials visit www.metro-region.org/capitalgrants.

Stay up to date about Metro's Natural Areas Program. Get on the natural areas mailing list (if you aren't already) by calling 503-797-1741 or sending e-mail to metroparks@metro-region.org.