

A G E N D A

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METRO

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MEETING: METRO POLICY ADVISORY COMMITTEE

DATE: February 13, 2008

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

PLACE: Metro Council Chamber/Annex

REVISED

NO	AGENDA ITEM	PRESENTER	ACTION	TIME
	CALL TO ORDER	Norris		
1	SELF INTRODUCTIONS & COMMUNICATIONS	All		5 min.
2	CITIZEN COMMUNICATIONS FOR NON-AGENDA ITEMS			2 min.
3	CONSENT AGENDA <ul style="list-style-type: none">January 23, 2008	Norris	Action	3 min.
4	COUNCIL UPDATE <ul style="list-style-type: none">Proposed Sustainability Resolution	Collette/ Burkholder	Update	5 min.
5	JPACT UPDATE <ul style="list-style-type: none">Consultation on Principles for Pursuing State & Federal Transportation Funding	Cotugno	Update	15 min.
6	LEGISLATIVE UPDATE	Tucker	Update	10 min.
7	INDUSTRIAL LANDS/TITLE 4 REPORT	Valone	Presentation	15 min.
8	NEW LOOK/MAKING THE GREATEST PLACE <ul style="list-style-type: none">Reserves<ul style="list-style-type: none">Review LCDC Action on Reserves Administrative RuleHousing Need & Inventory	Tucker/Benner	Information	15 min.
		Uba/MTAC Reps	Information	20 min.
9	MTIP POLICY UPDATE	Leybold	Update	30 min.

UPCOMING MEETINGS:

MPAC: February 27, 2008 & March 26, 2008

MPAC Coordinating Committee, Room 270: March 26, 2008

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

February 13, 2008

Item 3 – Consent Agenda Meeting Summary for January 23, 2007

METRO POLICY ADVISORY COMMITTEE MEETING RECORD

January 23, 2008 – 5:00 p.m.
Metro Regional Center, Council Chambers

Committee Members Present: Bob Austin, Richard Burke, Nathalie Darcy, Rob Drake, Tom Hughes, Richard Kidd, Charlotte Lehan, Alice Norris, Martha Schrader, Paul Savas, Bob Sherwin, Rich Van Beveren

Committee Members Absent: Ken Allen, Jeff Cogen, Andy Duyck, Dave Fuller, Tom Potter, Michelle Poyourow, Sandra Ramaker, Larry Smith, Erik Sten, Steve Stuart, Richard Whitman

Alternates Present: Shirley Craddick, Craig Dirksen, Ed Gronke, Donna Jordan

Also Present: Bill Bash, City of Cornelius; Hal Bergsma, City of Beaverton; Carol Chesarek, Forest Park Neighborhood; Bob Clay, City of Portland; Dan Drentlaw, City of Oregon City; Dennis Egner, City of Lake Oswego; Leeanne MacColl, League of Women Voters; Irene Marvich, League of Women Voters; Steffeni Mendoza Gray, City of Portland; Mark Ottenad, City of Wilsonville; Collin Roughton, Coalition for a Livable Future; Derrick Tokos, Multnomah County; Alonzo Wertz, TriMet

Metro Elected Officials Present: Liaisons – Carlotta Collette, Council District 2, Carl Hosticka, Council District 3 others (in audience): Council President David Bragdon, Robert Liberty, Council District 6

Metro Staff Present: Andy Cotugno, Dan Cooper, Chris Deffebach, Robin McArthur, Tony Mendoza, Ted Reid, Ross Roberts

1. SELF-INTRODUCTIONS & COMMUNICATIONS

Chair Alice Norris, called the meeting to order at 5:05 p.m. Chair Norris asked those present to introduce themselves.

2. CITIZEN COMMUNICATIONS FOR NON-AGENDA ITEMS

There was none.

3. CONSENT AGENDA

The meeting summary for January 9, 2008 and MTAC Appointments:

Motion:	Mayor Tom Hughes, City of Hillsboro, with a second from Mayor Rob Drake, City of Beaverton, moved to adopt the consent agenda without revision.
Vote:	The motion passed unanimously.

4. COUNCIL UPDATE

Councilor Carlotta Collette made some announcements for upcoming meetings and events, and then reviewed the recent and upcoming business of the Metro Council.

Councilor Robert Liberty announced that Oliver Jones, sponsored by the Brookings Institution, would be giving a presentation on the Eddington Report on Monday, February 25 at Metro in the Council Chamber. He gave a description of the presentation and invited MPAC members to attend. He asked if MPAC had an interest in co-sponsoring the event.

Chair Norris asked if the members had interest in sponsoring this event.

Motion:	Nathalie Darcy, Washington County Representative, with a second from Donna Jordan, City of Lake Oswego, moved to have MPAC be a sponsor of the Oliver Jones presentation.
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Vote:	The motion passed unanimously.
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Councilor Shirley Craddick, City of Gresham, asked if there was information on Connecting Green on the Metro web site.

Councilor David Bragdon said there was some information on the web site and that more would be added as work progressed.

5. NEW LOOK/MAKE THE GREATEST PLACE

Councilor Carl Hosticka gave a presentation on Performance –Based Growth Management. A copy of those slides will be attached for the permanent record.

Mayor Tom Hughes, City of Hillsboro, said that particular concerns or items would need to be hammered out as they progressed but he did not have an objection to the overall process.

Mayor Rob Drake, City of Beaverton, asked if they were including infrastructure costs and overall services in the plan or scenarios.

Councilor Hosticka said that the question integrated with further discussions they would have about the infrastructure analysis, planning process, and financing. To the extent that the region had a stake in those kind of costs, he said he would favor the region consider finding a regional solution to those concerns.

Andy Cotugno, Planning Director, said that they were currently taking an inventory of infrastructure. He said that there were facts that needed to be on the table and then dialogue about what to do proceeding on that information. He said another way to tackle the infrastructure question was with modeling. They could make assumptions about infrastructure and provide information about possible consequences of those assumptions. Another way they could tackle the questions was explicitly related to transportation. Transportation was a factor that if you provide accessibility to a certain area it would attract more growth. If they had certain transportation infrastructure that they thought they could fund in one place, it would affect where that growth would take place. They would have to consider what consequence that type of planning would have to other parts of the region. He said another way to look at it was to focus on centers which Metro had already done some scenarios around.

Richard Burke, Washington County Special Districts, said he was a little dubious of the whole approach. He said that there needed to be some mechanisms in place for adaptability by local governments.

Councilor Hosticka said he thought the reserves process was a way to build adaptability into the system. A reserve is an area that would give you adaptability because you could choose to go there and do so rapidly or you can choose to leave some areas. Right now the process required that every time they wanted to make a change they had to move the whole machine. He said that the next steps were 1) to define what they meant by “performance,” 2) then what they would use as indicators as performance, and 3) and then set the aspirational targets.

Mr. Cotugno said the slide “Evaluating Likely Outcomes” summarized what they needed to work on.

Councilor Hosticka said that he hoped MPAC could help define what community they would have if they were successful. He said that he would like to see them talk about how people experience their world and what kind of world they want to create, and how they know when they are making progress in that direction? He said they had to build in a way to adjust the planning as they go along. What do they think they would like to see so that they can get on with measuring, planning and implementing that vision.

There was discussion about what actual performance measures would be.

Councilor Donna Jordan, City of Lake Oswego, asked if, when they were discussing performance, they would be looking at areas already in the UGB that have not performed well. She wondered if they would make a qualitative decision to invest/improve that area or would they go outside the UGB first.

Councilor Hosticka said that they would invest in areas already in the UGB first. He said that they would need to determine what they wanted and how to achieve it.

Mayor Charlotte Lehan, City of Wilsonville, said she hoped that the performance-based criteria would be over-arching and then there would be criteria that would be set at local levels.

Councilor Hosticka said that the local visions should help set the standards.

Councilor Collette said that they could apply the modeling exercise to existing town centers and neighborhoods as well as undeveloped areas. Then they would be able to see if adding certain amenities to areas actually could make it increase in growth. Then extrapolate that information to be used for other communities in order to build up urban densities within the UGB. The hope was that this would possibly minimize how far beyond the UGB the region might grow and provide a better sense of how to build to improve existing and forthcoming communities, and attract folks to communities.

Mayor Hughes said he liked what she was proposing. The thing that he said he liked best about it was that combined with the urban reserves process they really did have an opportunity to look at multiple futures. He said the fact that they would be doing this periodically or incrementally would give them the opportunity to do mid-course corrections. One of the things that needed to be part of the performance standards should deal with the consistency of the market.

Ed Gronke, Clackamas County Citizen Representative, said he thought this new approach was wonderful. He wondered if they had factored in an ability to meet state deadlines.

Councilor Hosticka said it was not yet clear if they would have to change state law or if this process could work within the state law parameters.

Bob Sherwin, Governing Body of School District Representative, said that they should keep in mind the need to get into and out of cities via two ways. He also said that they should look at where schools were located when working on modeling. He said that they should plan for education and the corresponding green spaces.

Councilor Hosticka said that for the March 12th MPAC meeting they would discuss a draft list of “characteristics of performance.” He said that they needed to get agreement on the list because then they would start measuring it and setting targets.

Mayor Hughes said one thing to factor into the discussion process was that March 12th was the last day of the NLC Conference in DC and many would be getting home at the time that MPAC would be meeting.

Chair Norris asked members to raise their hands if they would be at that conference and about seven members indicated that they would.

Councilor Collette asked if spring break (March 28th) was a better date for the March MPAC meeting. They would cancel the March 12th meeting and keep the March 28th meeting.

Chair Norris said that MPAC Coordinating committee would discuss changing the dates. She asked members if they had seen the study by Jim Johnson on housing price as a function of urban amenities presentation. She asked to have that presentation added to the MPAC 2008 Work Plan.

Mayor Bob Austin, City of Estacada, reviewed the Neighboring Communities event that had taken place on January 19th for the members.

Chair Norris clarified that there would be more meetings for the Neighboring Communities committee and that Mayor Austin would be bringing updates back to MPAC at future meetings.

6. HIGH CAPACITY TRANSIT SYSTEM PLAN

Ross Roberts, Transit Program Director, gave an overview of the work that had been done-to-date on the plan.

Tony Mendoza, Transit Project Manager, reviewed a large chart placed in the back of the room for the members that showed major transit lines. He talked about the next areas of focus. He gave a presentation on the plan and copies of the slides were included in the meeting packet.

Tom Hughes asked when the original plan was written?

Mr. Mendoza said in 1980.

Mayor Hughes said that the old model brought people from suburbs into downtown Portland and that the region continued to operate off a model that was 20-25 years old. He said that the City of Hillsboro had grown with Intel drawing a lot of workers and population had increased tremendously since the 80s. He said that the process of designing urban reserves would determine how they would expand the region in the future and that transit would be an important component of how that would take place. He said that they needed to look at those components together. He said that they might want to revisit the whole original plan in the process.

Councilor Craddick said they should look at areas where there was significant congestion and consider rail to help relieve some of that congestion. She said that congestion should be a performance measure.

Mayor Craig Dirksen, City of Tigard, said he was pleased to hear that light rail on Barbur Blvd was part of the plan. He said they preferred to refer to Barbur Blvd as 99W. He reviewed the goals of City of Tigard for 2008 and encouraged consideration of light rail on 99W as the plan moved forward.

Mayor Richard Kidd, City of Forest Grove, said he was a little disappointed that they had not mentioned light rail to Forest Grove. He said light rail had been on Forest Grove's goal list for seven years and they felt strongly about having it.

Paul Savas, Clackamas County Special Districts, said that there seemed to be a common denominator in each discussion that evening and that was the transportation network. He said that when he envisioned the light rail lines on a map it was like a lot of spokes going out to the cities on the edges of the UGB. He said that a network would mean more connectivity. He said he assumed that TriMet had some sort of grand vision of all the spokes being connected. He said that it came back to the discussion about performance measures and the reserves. Transportation and where the investment was driven (where the networks take place) would drive all the land use decisions. He said they needed to find ways to connect the spokes, for example the Sunrise corridor to highway 26.

Mr. Sherwin said they would need to create a container freight system where the trucks would move between 10 p.m. and 4 a.m. to lighten up rush hour.

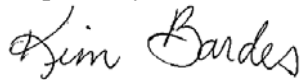
Councilor Craddick asked what role TriMet played in the plan.

Rick Van Beveren, TriMet, said TriMet would be working closely with Metro on the plan.

Mr. Mendoza said they would be doing land use scenarios so it would be iterative with work that was being done on urban reserves.

There being no further business, Chair Norris adjourned the meeting at 6:48 p.m.

Respectfully submitted,



Kim Bardes
MPAC Coordinator

ATTACHMENTS TO THE RECORD FOR JANUARY 23, 2008

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

AGENDA ITEM	DOCUMENT		DOCUMENT NO.
	DATE	DOCUMENT DESCRIPTION	
#5 New Look	1/23/08	Performance-Based Growth Management slides	012308-MPAC-01

Metro Policy Advisory Committee

February 13, 2008
Item 4 – Council Update

MPAC Worksheet

Agenda Item Title (include ordinance or resolution number and title if applicable): Proposed Council Sustainability Resolution

Presenter: Rex Burkholder

Contact for this worksheet/presentation: Kathryn Sofich

Council Liaison Sponsor: Rex Burkholder

Purpose of this item (check no more than 2):

Information ☒ x

Update ☐

Discussion ☒ x

Action ☐

MPAC Target Meeting Date: February

Amount of time needed for:

Presentation ☐

Discussion ☐

Purpose/Objective (what do you expect to accomplish by having the item on *this meeting's* agenda):

To discuss Metro's role in convening local governments in order to plan for sustainability, discuss MPAC's role, and distribute a draft resolution addressing sustainability issues that the Metro Council will be considering.

Action Requested/Outcome (What action do you want MPAC to take at *this meeting*? State the *policy* questions that need to be answered.)

To answer the following policy questions:

- What role should Metro play as a regional convener around the topic of sustainability?
- How should Metro address climate change through regional growth plans?
- How does MPAC want to be involved in this issue?

Background and context:

The Portland area has earned a reputation as a leader in sustainability in the absence of a region-wide strategy to conserve resources and reduce greenhouse gas emissions. Instead, each jurisdiction is pursuing its own goals with what resources it has. In July, Councilor Rex Burkholder convened a meeting of staff and elected officials who had all expressed interest in conducting greenhouse gas inventories and developing policies to address climate change. Those present at the meeting agreed that the region's jurisdiction could address sustainability more effectively and comprehensively through collaboration than through continuing to pursue it on an individual basis.

Over the next few months, Metro staff held follow-up meetings with those present at the July meeting to get a better picture of what different agencies in the region were doing to promote sustainability, and what role Metro could play. In general, there is a strong will in the region to address sustainability, and particularly to meet the challenges posed by climate change. A group of city governments representing over 60 percent of the Portland area's population have signed onto the U.S. Mayor's Climate Protection Agreement, pledging to reduce their greenhouse gas emissions by 7 percent below 1990 levels by 2012. Governments have made varying levels of progress depending on local policy direction and resources: many have created sustainability departments and/or plans and taken steps to reduce energy use within their own operations; a few have created public outreach programs designed to reduce energy use on the part of businesses and residents; and fewer still have implemented long-term plans to promote energy and transportation efficiency.

All parties emphasized the need for Metro to play a regional convening role, particularly in developing sustainable policies and planning guidelines. At its October meeting Multnomah County's Public Sector Sustainability Group agreed that there was a need for regional coordination and policy direction in order to effectively address issues like sustainable development incentives, public outreach, transportation and land-use planning, and green building codes. PGE and Portland's Office of Sustainable Development have informally been providing technical assistance in these areas to other agencies in the region, but both expressed the need for a more stable information-sharing body. Most staff and elected officials said that a regional sustainability committee would be helpful. A common suggestion was for a committee to craft a long-term plan and interim goals for the region to meet the state greenhouse gas reduction targets of 75% below 1990 levels by 2050, and then work backwards to develop sustainable land use plans, transportation plans, development and building codes, and public outreach programs that local governments could use to work toward these goals.

At the same time, there has also been an increased awareness within Metro for the need to make the agency's internal operations more sustainable, and to develop long-term planning tools to reduce regional energy use and make the transportation system more energy-efficient. The Metro Council is currently considering a resolution that will comprehensively address these two issues and the need for a regional sustainability committee.

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

This is a new issue before MPAC.

What packet material do you plan to include? (must be provided 8-days prior to the actual meeting for distribution)

- Proposed Metro Sustainability Resolution
- Inventory of Regional Sustainability Programs
- Regional Sustainability Inventory Concept Summary

What is the schedule for future consideration of item (include MTAC, TPAC, JPACT and Council as appropriate):

The Council will meet to discuss this item on February 12th, 2008.

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING A)	RESOLUTION NO. 08-xxxx
DEFINITION OF SUSTAINABILITY FOR)	
THE PURPOSE OF DIRECTING METRO'S)	Introduced by Councilors David Bragdon, Rod
INTERNAL OPERATIONS, PLANNING)	Park, and Rex Burkholder
EFFORTS, AND ROLE AS A REGIONAL)	
CONVENER)	

WHEREAS, the 2007 report of the Intergovernmental Panel on Climate Change concluded that "warming of the climate system is unequivocal," that "most of the observed increase in globally averaged temperatures since the mid-20th century is very likely due to the observed increase in anthropogenic greenhouse gas concentrations," and that the impacts of climate change are likely to be more drastic and immediate than was previously expected; and

WHEREAS, the State of Oregon's 2007 greenhouse gas reductions targets call for arresting the growth of greenhouse gas emissions by 2010, reducing emissions to at least 10 percent below 1990 levels by 2020, and reducing emissions to at least 75 percent below 1990 levels by 2050; and

WHEREAS, the cities of Portland, Beaverton, Gresham, Lake Oswego, Hillsboro, and Oregon City, which together represent over 60 percent of the population under Metro's jurisdiction, have all signed onto the U.S. Mayor's Climate Protection Agreement, pledging to reduce their greenhouse gas emissions by 7 percent below 1990 levels by 2012; and

WHEREAS, a series of 2007 interviews conducted by Metro staff with staff and officials from city and county governments within the Portland area, including representatives of all the aforementioned cities, revealed a strong region-wide interest, and substantial progress on the part of some governments, in creating policies and programs to make internal operations more sustainable; and

WHEREAS, the same interviews also revealed a need for regional coordination and technical assistance in creating land-use plans, zoning and building codes, waste reduction programs, and public outreach programs to reduce energy and water use, single-occupant vehicle use, and waste generation; and

WHEREAS, in ordaining the Metro Charter, the people of the Metro region established a regional government that "undertakes, as its most important service, planning and policy making to preserve and enhance the quality of life and the environment for themselves and for future generations;" and

WHEREAS, Metro has the potential to reduce and/or sequester greenhouse gas emissions through its specific responsibilities for transportation planning, solid waste management, natural areas, and planning for long-term growth, and

WHEREAS, Metro has many existing programs, such as Transit-Oriented Development, the Green Streets Handbook, the Recycling Information Hotline, the New Look, and Drive Less, Save More, that each reduce driving and waste generation in their own way but are not necessarily coordinated with each other, and

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WHEREAS, in 2003 the Metro Council adopted Resolution 03-3338, authorizing the creation and implementation of a Metro sustainable business model; and

WHEREAS, Metro desires to work cooperatively with other Oregon governmental agencies and businesses that are integrating sustainability into their operations; now therefore,

BE IT RESOLVED,

The Metro Council directs the Chief Operating Officer to:

- (a) Adopt the State of Oregon's definition of sustainability, as defined in ORS 184.421 (4), as the working definition that shall be used at Metro: "'Sustainability' means using, developing and protecting resources in a manner that enables people to meet current needs and provides that future generations can also meet future needs, from the joint perspective of environmental, economic and community objectives;"
- (b) Hire a full-time Sustainability Officer to manage and coordinate internal and external sustainability programs;
- (c) Convene agencies from around the region to discuss and ensure a consistent region-wide approach to sustainability;
 - (i) Create a task force with representatives from elected officials, government staff, utilities, and businesses in the region that have made progress in reducing resource use and waste generation in their own operations, in order to:
 - (1) Adopt a regional climate change action plan that will set long-term regional greenhouse-gas reduction goals, including intermediate targets and a wedge analysis of actions from different sectors that are necessary to meeting these targets; and
 - (2) Create a public outreach campaign to educate the region's citizens about behavioral changes that will contribute to meeting the goals in the regional climate change action plan;
 - (ii) Create a long-term forum for discussions about sustainability within the Portland area, in order to:
 - (1) Facilitate sharing of operational and planning practices that reduce waste generation; reduce consumption of energy, water, and other resources; and save money;
 - (2) Coordinate a regional approach to meeting the goals outlined in the regional climate change action plan;
 - (iii) Utilize Metro's regional energy-use map to track regional progress toward the targets and goals defined by the committee;
 - (iv) Direct the Metro Sustainability Officer to coordinate and staff the groups referred to in sections (c-i) and (c-ii), and to report back to the Metro Council on their

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conclusions and on regional progress toward meeting the goals defined by these groups;

- (d) Use sustainability as a framework for Metro policies and programs;
 - (i) Direct all staff to analyze and communicate their work with respect to how it addresses the goal outlined by the definition in sub-section (a);
 - (ii) Utilize the Public Affairs department to:
 - (1) Identify Metro programs that contribute to sustainability;
 - (2) Communicate the successes of these programs to Metro staff, other governments within the region, and to the region's residents, in order to foster support for and understanding of sustainability; and
 - (3) Use the definition of sustainability in sub-section (a) as a framework through which to communicate all Metro programs and policies to the public;
 - (iii) Direct creation of a Metro regional sustainability standard of urban development that has as its goals:
 - (1) Reducing total and per capita vehicle miles traveled in order to lower transportation-related greenhouse gas emissions;
 - (2) Reducing energy use and greenhouse gases associated with the construction and operation of buildings and infrastructure;
 - (3) Preserving natural resources, including agricultural land, forests, watersheds, and plant and wildlife habitat, in order to ensure local access to necessities, reduce the energy needed to transport goods to the region and protect air and water quality; and
 - (4) Attaining recycling, recovery, and waste reduction goals identified in the proposed 2008-2018 Regional Solid Waste Management Plan in order to conserve natural resources, reduce energy consumption, and reduce greenhouse gas emissions.
 - (iv) Utilize Metro staff to:
 - (1) Develop performance measures for assessing proposed developments based on the goals set forth in sub-section (d-iii);
 - (2) Work with other jurisdictions within the region to create zoning and building codes that enforce the goals set forth in sub-section (d-iii);
 - (3) Identify existing Metro projects and policies that address the goals set forth in sub-section (d-iii), and assess those projects and policies according to the methods developed in sub-section (d-iv-1) in order to capitalize on progress already made and assist with outreach efforts; and

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- (4) Ensure that future Metro projects serve as examples of best practices with respect to these goals;
 - (v) Direct the Senior Management Team to incorporate the performance measures developed in sub-section (d-iv-1) into departmental evaluations;
 - (vi) Create and implement a system of incentives and penalties for proposed developments that reinforces the goals set forth in sub-section (d-iii) through such mechanisms as development credits and financial and technical assistance;
- (e) Implement stronger sustainable business practices within Metro;
- (i) Utilize ENACT and Metro's Sustainability Officer to implement the sustainable business model set forth in Council Resolution 03-3338;
 - (ii) Direct staff to evaluate all purchases with the standard of investing funds wisely both today and in the future, considering the full life cycle costs of purchases, including maintenance, disposal, and other costs;
 - (iii) Sign onto Portland and Multnomah County's joint Sustainable Procurement Agreement;
 - (iv) Direct the Sustainability Officer to:
 - (1) Identify new opportunities to conserve energy, reduce waste, and save money in Metro's operations, and to report to the Metro Council as these opportunities arise;
 - (2) Direct the formation of Green Teams at large Metro facilities outside of the Metro Regional Center, such as transfer stations, the Zoo, the Portland Center for the Performing Arts, and the Oregon Convention Center; and
 - (3) Report to the Metro Council annually by January 31 on progress made toward internal sustainability goals during the previous fiscal year;
 - (v) Direct the creation and implementation of a green building policy that identifies potential energy-saving improvements for existing Metro facilities and identifies a LEED certification process for new facilities and for existing facilities where feasible;

ADOPTED by the Metro Council this _____ day of _____ 2008.

David Bragdon, Council President

Approved as to form:

Daniel B. Cooper, Metro Attorney

Regional Sustainability Inventory

Pacts/Agreements:

- Lake Oswego has joined the USMCPA.
- Oregon City has joined the USMCPA.
- Beaverton has joined the USMCPA.
- Milwaukie has joined the USMCPA.
- Hillsboro has joined the USMCPA and talked with ICLEI.
- Gresham has joined the USMCPA and has partnered with the Johnson Creek Watershed Council and the Audubon Society.
- Portland has joined the USMCPA and has a variety of projects in conjunctions with other jurisdictions (see below).

Long-term Plans/Policies:

- Lake Oswego has drafted a sustainability plan focusing on GHG emissions and water use.
- Oregon City has made “building a sustainable future” its number-one city goal.
- Beaverton is developing a statement of mission and principles.
- Milwaukie has integrated the natural step framework into some of its processes and is currently drafting a plan.
- Gresham is working with the Zero Waste Alliance and the U of O to create a sustainability assessment for the city’s operations, and its council is in the beginning phase of adopting a sustainability plan.
- Clackamas county has had a recycling and purchasing policy since 1991, which it updated and turned into a sustainability plan in 2005.
- PGE is currently working on creating a new sustainability policy.
- Portland has recycling goals calling for zero growth in the waste stream, reductions in toxics and GHGs, and a 75% recycling rate by 2015; has set a Renewable Fuel Standard calling for a 5% blend of biofuel in all diesel and a 10% blend of ethanol in all gasoline; is looking at implementing a feebate system for automotive fuel efficiency; and convened a Peak Oil Task Force that drafted a report to help the city prepare for diminishing oil supplies.
- Portland and Multnomah County have convened a Sustainable Development Commission to create strategies for sustainable economic development, as well as a citizen-based Food Policy Council to advise elected officials on issues regarding food access, land use planning issues, local food purchasing plans and many other policy initiatives in the regional food system. The city and county are also currently updating their joint *Local Action Plan on Global Warming*, which outlines short- and long term actions to reduce GHG emissions 10% from 1990 levels by 2010, and have created a Toxics Reduction Strategy, which sets goals to replace toxic substances, materials or products of concern with viable least-toxic alternatives by 2020.
- Metro’s New Look program aims to create more compact and efficient regional form by focusing fiscal resources on development in centers, corridors and employment/industrial areas, designating areas that shall not be urbanized, prioritizing investments in transportation improvements that support efficient development, and coordinating growth with surrounding communities. Metro has also purchased thousands of acres of natural areas via bond measures, and has grant and planning programs to rehabilitate these areas.

Outreach:

- Lake Oswego has convened a series of city learning talks to get citizen input on its sustainability plan, and has partnered with Clackamas County to recognize businesses that recycle.
- Oregon City is working on convening a citizens' sustainability committee.
- Beaverton has held a series of visioning workshops for sustainable development at new construction sites. When Beaverton was looking into purchasing renewable energy for its sites, it challenged the public to match its commitment, and the public exceeded Beaverton's goal by 100%.
- Milwaukie repainted its garbage cans as "recycling cans" and provided a small add-on for trash in order to increase recycling.
- Gresham's GREAT Businesses program provides businesses with information about saving money and energy, contracts in bulk with storm drain cleaners to provide cheaper runoff-reducing services, and recognizes businesses that achieve goals.
- Clackamas County has convened a green ribbon committee that is looking at how to preserve agricultural land and create local FSC-certified woodlots, educating people on green gardening, and creating an anti-idling campaign.
- Portland has business recycling (in partnership with Metro) and composting outreach programs, including technical assistance and grants; offers project-based consultation, resources, a hotline (in partnership with Metro), and a searchable directory of sustainable products and services for green building projects; and provides information and technical assistance on green streets, transportation choices, solar power, biofuels and energy efficiency to residents and businesses.
- Portland and PGE have partnered to promote energy efficiency for small businesses, and PGE provides additional informal technical assistance to developers, agencies and businesses.
- Metro partners with agencies around the region through its Regional Travel Options program to promote more energy-efficient travel choices, promotes business recycling (in partnership with Portland's OSD), and provides information, educational programs, and technical assistance with natural gardening, composting, and recycling.

Planning/Zoning/Codes:

- Hillsboro has worked to manage trip ratios in corridors and refocus development on quality-of-life indicators instead of large lots. It is in the early stages of creating a high-density development next to a new 30-acre park.
- Gresham has created low-impact development standards for impervious surfaces, runoff, and green streets.
- Clackamas County has one part-time planner who is currently amending zoning codes to create incentives for green development.
- Portland is looking at setting building energy use standards and creating a feebate system around these standards.
- Metro has programs providing technical assistance, easements, funding, and sample code language for developments that increase density and mix of uses and reduce driving; and has applied standards to developments near wetlands that protect wildlife habitat and water quality.

Staffing:

- Lake Oswego has one part-time sustainability director.
- Clackamas County has a full-time sustainability coordinator.
- Beaverton is developing has internal sustainability committee.
- Milwaukie has a sustainability team.
- Gresham has a green team that it is turning into a sustainability team.
- Portland has an Office of Sustainable Development, created through a merger of the Solid Waste & Recycling Division and the Energy Office, with a staff of about 40. The office has sustainability liaisons within all city bureaus.
- Multnomah County has two full-time staff in its sustainability program.
- Metro has green teams at its larger facilities, as well as a volunteer Environmental Action Committee, which coordinates environmental efforts at all Metro facilities.

Internal Operations:

- Lake Oswego has internal programs centered around procurement, waste reduction, and recycling.
- Oregon City has installed compact fluorescent bulbs in its city facilities, and is inventorying other city departments in order to highlight sustainable actions.
- Beaverton has purchased LED traffic lights and biodiesel vehicles for its fleet, as well as renewable energy for its buildings, and is inventorying sustainable actions from different city departments.
- Milwaukie has a composting program at one city building and has purchased hybrid and biodiesel vehicles for its fleet, and is looking into purchasing city bikes for employees to use and installing a PV array on the roof of one facility.
- Gresham's fleet is on biodiesel, and the city has purchased green power and worked with OSD to sync traffic signals, selling the resulting carbon credits.
- Clackamas County has required that all new buildings be certified LEED Silver, purchased hybrid fleet vehicles, and requires the use of green cleaners in janitorial services.
- Portland has installed energy efficient traffic signals, initiated waste reduction programs at its city bureaus, plans to purchase 100% renewable energy for all city accounts by 2010, uses waste methane from its sewage treatment plant to generate energy, powers its parking meters and other equipment with solar energy, requires that all recycling and garbage haulers use a 20% biodiesel blend, and uses biodiesel and other alternative fuels in the city's fleet.
- Portland and Multnomah County have a sustainable procurement strategy requiring bureaus to purchase green cleaning materials and recycled paint and to recycle e-waste and furniture.
- Multnomah County requires that all new county buildings use LEED criteria and has set goals to reduce internal energy use 10% below 2000 levels by 2010. The city is also planning to install large solar arrays to supply 1/40 of its load, and has set a goal to purchase 100% renewable energy by 2010.
- Metro's sustainable business model sets long-term internal goals, including zero net increase in carbon emissions, zero waste, zero toxics, and 50% reduction in water consumption. The agency purchases roughly 10% renewable power for its facilities, uses hybrid and bio-diesel fleet vehicles, uses energy efficient lighting and low-flow water fixtures in its facilities, and has workplace resource conservation and recycling programs.

Suggested Roles for Metro to Play:

- Many agencies want a committee to set clear goals for the region. A common suggestion is for the committee to craft a long-term plan and interim goals for the region to meet the state greenhouse gas reduction targets of 75% below 1990 levels by 2050. However, some jurisdictions want a less-structured forum for information-sharing and believe that a policy focus will create backlash. All agree that the committee should not create mandates.
- All agree that it would be very helpful for a regional sustainability committee to develop sample language for sustainable land use plans, transportation plans, and development and building codes, as well as provide technical assistance in these areas and others (e.g. water conservation, solid waste and recycling) and create public outreach programs that can be implemented at the local level.
- Some agencies that have made bigger strides in sustainability, such as Lake Oswego and Portland's OSD, are overwhelmed by the amount of requests for assistance and advice that they receive, and see Metro as a potentially valuable partner in streamlining and aiding the information-sharing process.
- Most agencies agree that the committee should include staff and business representatives as well as policy-makers, but there is less consensus on whether staff should meet alongside policymakers or in a separate technical advisory group and on the role that private sector representatives should play.
- Some agencies feel that the committee should be modeled on or incorporated into the Metropolitan Policy Advisory Committee, while others feel that the committee should stand alone as a "green-ribbon" committee with more public visibility that meets at different locations around the region. Alice Norris, who will chair MPAC in 2008, has offered to help incorporate sustainability into MPAC should we choose to do so.
- Many agencies suggest that Metro conduct a regional greenhouse gas inventory, and some also ask that the agency also produce an energy use/transportation costs map as a public outreach piece. Metro's Data Resource Center staff estimates that it would cost \$8000 in staff time to create such a model, and a few jurisdictions have offered to contribute money or resources toward this effort.
- Some agencies also request that Metro create region-wide standards for inventorying and tracking GHG emissions.

Regional Sustainability Contacts

People we spoke with in order to create this inventory:

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Metro Policy Advisory Committee

February 13, 2008
Item 5 – JPACT Update

Recommendations on Federal Transportation Policy From The Region That Works

As the nation's **23rd largest metropolitan area**, the Portland metropolitan region has successfully integrated transportation planning with land use planning to support a vibrant, growing economy in a competitive global marketplace while reducing greenhouse gases, meeting air quality standards, reducing energy consumption, and building a livable, walkable community that is responsive to our changing demographics. The Portland region is a model of mobility management for federal transportation policy. Regional results include:

- **1st** most bike-able city in the U.S.
- **5th** most walkable metropolitan area in the U.S.
- **8th** least sprawling metropolitan area in the U.S.
- **8th** in the U.S. for transit ridership per capita
- **11th** in the U.S. for total transit ridership
- Went from **180 bad air days to zero**
- **Lowest VMT growth** per capita in the United States
- **33rd** rank in the U.S. in congestion cost and delay due to congestion per peak traveler
- Virtually **no increase** in greenhouse gases in the City of Portland since 1990

Based on its experience and dramatic results, the Portland metropolitan region recommends that federal policy makers focus their upcoming transportation policy discussions and actions in these three areas:

1. **Link Transportation Policy With Land Use Policy** to cost-effectively ensure good accessibility, livable communities and environmental responsibility.
2. **Make Global Economic Competitiveness** a standard for transportation investment in the movement of freight and people in metropolitan areas.
3. **Address Global Climate Change and Energy Security** by targeting transportation investments in areas that make a real difference in supporting economic growth while reducing air pollution, greenhouse gases and energy consumption; accomplish this both with technologies that improve energy efficiency and with methods that reduce demand through multi-modal transportation and supportive land use patterns.
4. **Establish Long-Term Stable Funding** to both protect and expand our critical national assets.
5. **Use existing facilities efficiently and effectively** through reduction and management of demand, management of the operation of the system and stewardship of past investments.

Metropolitan Region Principles For a Legislative Transportation Funding Package in 2009

We, the local governments of the Portland Metropolitan Region, believe:

The mounting inadequacy of funding for modernization and maintenance of Oregon's transportation system:

- Threatens the state's economy.
- Harms the long term livability of our communities.
- Undermines public safety.
- Places the long term value of previous investments at risk.
- Contributes to global climate change and energy dependence.

To solve this transportation funding crisis, and to guide critical decisions on transportation, we, the undersigned, support the following principles:

MAKE STRATEGIC, COORDINATED SYSTEM INVESTMENTS

- Adopt a significant, coordinated, comprehensive, long-term transportation funding package that addresses the needs of the entire state through investments at the state, regional, and local levels.
- Recognize the mutually dependent relationship between our land use and transportation systems, and between these systems and the state's economic competitiveness.
- Invest transportation revenues in a multi-modal program that provides statewide economic benefits and produces a high return on investment.
- Allocate sufficient funds to address critical safety needs in communities statewide, and to support the maintenance and preservation of new and existing transportation facilities, which represent a multi-billion dollar investment by the citizens of Oregon.

REINFORCE OREGON'S LIVABILITY AND SUSTAINABILITY

- Design transportation investment programs to reward practices that best enhance the State's goals with respect to public health and safety, livability, global climate change, economic prosperity and environmental stewardship.

INVEST IN ECONOMIC COMPETITIVENESS

- Invest in key projects that strengthen freight movement, improve system reliability and safety, and expand access and transit to traditional downtowns and other centers of commerce.

MAINTAIN FLEXIBILITY AND EQUITY FOR LOCAL GOVERNMENTS

- Allow and encourage different approaches and funding mechanisms to meet the differing needs of Oregon's state, regional, and local transportation systems.
- Facilitate or expand funding authorities available to local and regional governments and eschew unfunded mandates.
- Address state and local transportation needs through the distribution formula providing 50% to the state, 30% to counties, and 20% to cities, and retain local flexibility as to how these funds may be used.

Metro Policy Advisory Committee

February 13, 2008

Item 7 – Industrial Lands/Title 4 Report

MPAC Worksheet

Agenda Item Title (include ordinance or resolution number and title if applicable): Title 4 Map Amendment Annual Report

Presenter: Ray Valone

Contact for this worksheet/presentation: Ray Valone

Council Liaison Sponsor: N/A

Purpose of this item (check no more than 2):

Information ☒ X
Update ☐
Discussion ☐
Action ☐

MPAC Target Meeting Date: 2/13/08

Amount of time needed for: 15 min

Presentation 6-8 min

Discussion 6- 8 min

Purpose/Objective (what do you expect to accomplish by having the item on *this meeting's* agenda):

(e.g. to discuss policy issues identified to date and provide direction to staff on these issues)

The Metro code requires that the COO submit a report to the Metro Council and MPAC by January 31 each year on the cumulative effects of Title 4 map changes in the previous year. Staff will present the report to the Metro Council on January 29 and to MPAC as soon as possible thereafter. This report is to keep the MC and MPAC informed of how the new amendment process is working and whether there are any cumulative effects resulting from the map changes. Since staff has concluded there are no cumulative impacts to the industrial land supply, the recommendation from staff is to not take any actions.

Action Requested/Outcome (What action do you want MPAC to take at *this meeting*? State the *policy* questions that need to be answered.)

No action.

Background and context:

After several MTAC and MPAC meetings to discuss the issue, the Metro Council adopted an ordinance on February 22, 2007, to add a section to Title 4 of the Functional Plan. This section prescribes a process and criteria for amending the Employment and Industrial Areas map. This map identifies the locations of the three job design types – Regionally Significant Industrial Area (RSIA), Industrial Area and Employment Area. Two procedures for amending the map are spelled out. Smaller proposals (based upon the size of the subject property) are left for cities and

counties to decide on their own, with Metro participation in the local land use process. Larger proposals are heard and decided by the Metro Council. In addition, the Council may consider changes to the map to make small adjustments or correct errors at any time. The criteria for making these changes are derived from the policies of the Regional Framework Plan and the preface to Title 4.

During 2007, four amendments to the Industrial Area and Employment Area map were processed and completed (see Attachment 1). Three amendments were small proposals (listed as 'Minor Amendments' on Title 4 Amendment Tracking table) and processed and adopted by the local governments. These total 19.63 gross acres, 4.76 acres of which are included in Metro's industrial land inventory. The fourth amendment, known as the Brickworks site in Gresham, was processed and approved by the Metro Council. This amendment changed 42.8 acres from the Industrial Area design type to Inner Neighborhood. In part, it recognized the existence of two public schools on 15 acres of the site. Of the 42.8 acres, 26.9 acres are included in Metro's industrial land inventory.

Based on the following facts, Metro staff concludes that the Title 4 map changes during 2007 do not significantly affect the ability of the region to accommodate industrial uses.

- The amount of land changed during 2007 from the Industrial Area design type to non-industrial types totaled 62.43 acres. Only 31.66 net acres, or 50%, of the land, however, was included in Metro's industrial land inventory (31.66 acres divided by the identified need in 2002 of 5,685 net acres).
- The 31.66 acres represent approximately .05% of the designated industrial land to meet the region's needs for the 2002 – 2022 time frame. Based on completed plans and local zoning for new urban areas, the region has not 'lost'¹ net acres since the 2002 through 2005 UGB expansions to designate RSIA and Industrial Area land.
- Of the 31.66 net acres converted to non-industrial land, 26.9 of them were approved by the Metro Council as meeting the Title 4 criteria as well as recognizing the existence of two schools, consisting of 15 acres.
- The location of the 14.12 acres in Fairview is marginal, at best, for development of industrial uses. It is located between a corridor and I-84 to the south, with housing to the east and west.

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

This report is the first one under the new Title 4 process.

What packet material do you plan to include? (must be provided 8-days prior to the actual meeting for distribution)

A staff report and table.

What is the schedule for future consideration of item (include MTAC, TPAC, JPACT and Council as appropriate):

None for this year's report. The next annual report is due by January 31, 2009.

¹ 'Lost' refers to the amount of net acreage realized through local government planning and zoning that might be short of Metro's original estimate for purposes of complying with LCDRC acknowledgement of Metro's Urban Growth Report. Shortages may be the result of a more refined buildable lands assessment and/or re-designation of land uses by local planning agencies.

Title 4 Map Amendment Tracking

Name	Amendment Type (1)	Location	Jurisdiction	Gross Acres	Net Acres Included in Reg. Industrial Lands Inventory	Metro Order/ Ordinance No.	Metro Order / Ordinance Date	Previous 2040 Designation	Revised 2040 Designation	Previous Zoning	Revised Zoning	Notes
Townsend Farms	minor	NE Sandy at NE 230th	Fairview	14.12	2.29	07-039	5/8/2007	Industrial/Corridor	Corridor	Industrial	Corridor/Commercial	existing vacant land
22nd and Yew	minor	22nd and Yew	Forest Grove	3.85	2.47	07-042	6/21/2007	Industrial	Employment	General Industrial	Community Commercial	3 existing houses + vacant lot
Brickworks	major	242nd & Palmquist	Gresham	42.80	26.9	07-1148	7/12/2007	Industrial	Inner Neighborhood	Heavy Industry	Residential	2 existing schools on part of acreage
Maple and 5th	minor - correction	Maple and 5th	Beaverton	1.66	0	07-043	9/20/2007	Industrial	Inner Neighborhood	Industrial	Multi-family residential	existing apartment complex
			TOTALS	62.43	31.66							
Footnotes												
(1) 'Minor' refers to a proposal that falls under the threshold acreages in Section 3.07.450.C.6 of the Metro code, thus processed by the local city or county.												
Major' refers to a proposal that exceeds the threshold acreages in Section 3.07.450.C.6 of the Metro code, thus processed by the Metro Council.												

Metro Policy Advisory Committee

February 13, 2008

Item 8 – New Look/Greatest Place Reserves Update

Urban and Rural Reserves: Designation Fundamentals from New LCDC Rules

I. THE RESERVES

Overall Test for LCDC Approval of Reserves (Urban and Rural): The entire “package” of urban and rural reserves must be balanced to best achieve livable communities, the viability and vitality of the agricultural and forest industries, and protection of the important natural landscape features that define the region. 0005(2).

Amount of Land (Urban Reserves): If Metro designates Urban Reserves in 2009, it must designate enough land (within UGB and URs, combined) to accommodate population and employment for at least 40 years (2049) and no more than 50 years (2059). 0040(3).

Amount of Land (Urban Reserves): Metro must specify the number of years, between 40 and 50 years, for which the Urban Reserves are intended to provide a supply of land. 0040(2).

Designation Factors: Selection of Urban and Rural Reserves must be based upon consideration of the factors set forth in the rules. Each relevant factor must be applied to the areas being considered for reserves. 0050(1); 0060(2); 0060(3); 0080(4)(c).

Foundation Agricultural Land: If Metro selects Foundation Land (as mapped by the Oregon Department of Agriculture) for Urban Reserves, it must explain why, by reference to the factors, it chooses Foundation Land rather than other land considered. 0040(11).

No Urban Reserves without Rural Reserves: There can be no urban reserves designated in a county unless rural reserves are also designated in the county. 0020(3).

II. THE DESIGNATION PROCESS

Coordination among Metro, Clackamas, Multnomah and Washington Counties (“the partners”):

- Metro and the counties must enter into agreements on Reserves before they adopt Urban Reserves (Metro) or Rural Reserves (counties). 0040(1).
- Each step along in the process of evaluation of potential Urban and Rural Reserves and adoption of Reserves must be coordinated among partners and done concurrently. 0030(1).

Coordination with Cities, Counties, Service Districts, Schools and State Agencies: Metro and the counties must coordinate their designation of Urban and Rural Reserves with cities, special districts, school districts and state agencies. 0040(8); 0040(9).

Citizen Involvement: Metro and the counties must follow a coordinated citizen involvement process, reviewed by the State Citizen Involvement Advisory Committee (CIAC). 0030(2).

Adopt Policies: Metro must adopt Regional Framework Plan policies to implement the Reserves. 0040(6).

Adopt Policies: Counties must adopt Comprehensive Plan policies to implement the Reserves. 0040(7).

Joint Findings and Reasons: Metro and the counties must adopt a single, joint set of findings and reasons to explain the selection of Urban and Rural Reserves, and to explain the basis for the amount of land designated as Urban Reserve. 0040(10).

LCDC Review: Metro and the counties must submit the Urban and Rural Reserves simultaneously to LCDC, which will review the Reserves “in the manner of periodic review.” 0080(2).

III. AFTER THE DESIGNATIONS

Land Uses Allowed: Counties may not amend land use regulations for lands designated as Urban or Rural Reserves to allow uses that were not allowed, or smaller lots or parcels than were allowed, at the time of designation. 0070(2); 0070(3).

Urban Reserves Concept Plans: Counties, cities and Metro may adopt conceptual plans for lands designated as Urban Reserves after designation. Metro must ensure that Urban Reserve areas are ultimately planned to be developed in a manner consistent with the factors in 0050. 0070(4); 0070(5).

Urban Reserve Service Agreements: The partners may, but are not required to, enter into urban service agreements to support urbanization in the Urban Reserves after addition to the UGB. 0070(4).

MPAC Worksheet

Agenda Item Title (include ordinance or resolution number and title if applicable): Housing Need Study and Affordable Housing Inventory

Presenter: Gerry Uba and MTAC representatives

Contact for this worksheet/presentation: Gerry Uba

Council Liaison Sponsor: Councilor Robert Liberty

Purpose of this item (check no more than 2):

Information	<u>✓</u>
Update	<u> </u>
Discussion	<u>✓</u>
Action	<u> </u>

MPAC Target Meeting Date: February 13, 2008

Amount of time needed for:

Presentation: 20 minutes

Discussion: 15 minutes

Purpose/Objective (what do you expect to accomplish by having the item on *this meeting's agenda*): (e.g. to discuss policy issues identified to date and provide direction to staff on these issues)

The findings of two important projects related to housing choice conditions in the region will be presented to you. The Metro Council approved the affordable housing inventory and a region-wide housing needs assessment in the spring of 2007. As part of the 2040 New Look and Greatest Places efforts, the findings of these projects would be useful for addressing policy actions that can increase housing supply and entice private and public sectors to provide diverse range of housing types.

MPAC is requested to discuss and comment on the results of these projects, and to provide suggestions to Metro Council on how the results of these projects can be used to refine current housing choice planning efforts and existing housing choice policies.

Action Requested/Outcome (What action do you want MPAC to take at *this meeting*? State the *policy* questions that need to be answered.)

MPAC is requested to use answers to the following questions to suggest planning and policy actions to Metro Council:

- 1 How would you like to address current and predicted distribution of “low income singles and working class poor” households across the region? Does it really matter where these households live now and in the future? Would local governments like to reverse the trend?

- 2 When MPAC considers forecast and scenarios of where growth will go in the future, would you like to have the information take into consideration the eight household categories?
- 3 What are other applications you can see regionally and locally for the use of the housing need findings by Metro and local governments?
- 4 How should we measure the region's success toward providing housing choice for households in the region?
- 5 Is any local government interested in this presentation in their jurisdiction?
- 6 Which organizations should this study be presented to and what questions should we ask them?

Background and context:

In January 2007, the Metro Council made changes to the Functional Plan Title 7 (Housing Choice), and requiring local governments to assist Metro in the biennial affordable housing inventory. In Summer 2007, several public agencies assisted Metro to inventory affordable housing units in the region that used public subsidy. The agencies include Housing Authorities of Clackamas County, Portland/Multnomah County, Washington County, and Vancouver, Washington, and Portland Development Commission, and Cities of Beaverton, Gresham, Hillsboro, Portland, and Tigard.

The inventory of government-subsidized housing is the first inventory of its kind in the region, by including housing in all jurisdictions from a variety of funding sources. It reflects the changes identified in the Functional Plan Title 7, in 2007 that move us toward collecting data, in partnerships, to identify progress on meeting regional goals.

In March 2007, Metro Council supported efforts to produce a region-wide affordable housing needs assessment, as recommended by the 2006 Housing Choice Task Force. Subsequently, Metro signed an Intergovernmental Agreement with Portland State University to conduct the assessment. The methodology used in the new need assessment is a major shift from the methodology that was used to develop the 2000 housing needs assessment and which was used as the basis of the affordable housing targets in Title 7. The 2007 housing need methodology is based directly on projections of the demographics of housing consumers in this region, as well as their tenure and location choice. This approach allows us to estimate the demographic groups that are most cost burdened by housing costs.

The need assessment report and inventory summary (Fact Sheet) contain closely related new information, that, together will help the region to establish a baseline understanding of housing demand and supply in the region, by jurisdiction, tenure/housing type and housing cost. The findings should give the region insight into current and future need of various types of housing, including affordable housing, in Centers, Corridors and other locations as well as the needs for future urban areas.

MTAC discussed the study and its results on December 19, 2007 and January 16, 2008, and created an ad hoc team to assist Metro staff to frame the meaning of the results for MPAC discussion. Hence, MTAC representatives will participate in the presentation to MPAC on February 13, 2008.

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

The proposed amendments to the Regional Framework Plan and Urban Growth Management Functional Plan Title 7 (Housing Choice) that were based on the recommendations of the 2006 Housing Choice Task Force was discussed by MPAC in November 2006 and January 2007. MPAC (and MTAC) comments and recommendations were used by Metro Council to complete the amendment in April 2007.

Following is the summary of the current housing choice policies and strategies in Title 7 pertaining to local jurisdictions:

- Ensure diverse range of housing types
- Increase opportunities for dispersed affordable housing
- Increase opportunities for all income groups to live in affordable housing
- Assist Metro to inventory affordable housing
- Adopt affordable housing targets for the purpose of gauging progress (Note: Two cities – Beaverton and Portland – adopted the affordable housing goals in 2005)

In response to the Housing Choice Task Force recommendation to develop new permanent regional resources for affordable housing especially in the 2040 Centers and Corridors, the Metro Council allocated \$1 million as seed money for the creation of a \$10-\$20 million Regional Housing Choice Revolving Fund. The intent is to leverage \$9-\$19 million in matching contributions from public, private and charitable organizations to create the regional fund, which would be managed by an experienced nonprofit organization.

As stated earlier, Metro conducted an inventory of affordable housing units with the assistance of local governments and other public agencies, and also conducted a region-wide housing needs study.

What packet material do you plan to include? (must be provided 8-days prior to the actual meeting for distribution)

- *Executive Summary: Affordable Housing Needs Study for the Portland Metropolitan Area* (dated November 20, 2007)
- *Fact Sheet -- Regional Affordable Housing Rental Housing Unit Inventory (Housing that Used Public Subsidy)* (dated December 21, 2007)

What is the schedule for future consideration of item (include MTAC, TPAC, JPACT and Council as appropriate):

Metro Council will discuss the final draft of the housing needs study in late March or early April 2008, and direct staff on what to do next.

AFFORDABLE HOUSING NEEDS STUDY FOR THE PORTLAND METROPOLITAN AREA

DRAFT FINAL REPORT

NOVEMBER 20, 2007

Executive Summary

The purpose of this report is to respond to the recommendations of the Regional Housing Choice Task Force by providing information to guide housing choice policy for the Metro Council.

In particular, the objectives of this project were to:

- Estimate current and future affordable housing need for the Metro region;
- Describe the distribution of households by income, age, and size across the metro region;
- Describe the tenure of these households and the type of housing they will choose;
- Identify and describe those household types that are most likely to struggle to meet the cost of housing based on their income; and
- Make recommendations for improving analysis of affordable housing need in the future.

Our approach to this task was to use output from the *Metroscope* model, using the base case scenario, to forecast the housing consumption decisions of households from 2005 to 2035. We chose the *Metroscope* model after also considering the State of Oregon's Housing/Land Needs model. We concluded from examining the assumptions and abilities of each model that *Metroscope* is better able to offer the Metro Council the insight into the housing market required to inform housing choice policy.

The *Metroscope* model incorporates housing supply and demand for the entire four-county metropolitan region (Multnomah, Washington, Clackamas, and Clark counties). The region comprises a single housing market; residents travel throughout the region to work, shop, and socialize. Thus, it makes little sense to examine any one county in isolation. While this report does not include the results for Clark County, its impact on demand and supply of housing in the rest of the region is taken into account in the *Metroscope* model and is reflected in the results presented here.

Given the assumptions of the *Metroscope* model (described in Section 2), we address several questions, including:

- Where¹ will household growth occur?
- What kinds of households will grow?
- What kinds of housing will these households live in?
- What percentage of their income will they pay for housing?
- What demographic groups are most cost-burdened and where do those households reside?

Below, we offer a summary our findings regarding each of these questions.

¹ The distribution of households is analyzed and presented in County Subareas (see accompanying map).

Where will household growth occur?

The number of households in the three-county portion of the metropolitan region will grow by 59 percent from 2005 to 2035, from 624,700 households in 2005 to 993,900 in 2035 (i.e., under *Metroscope* Base Case Scenario). The subareas (see accompanying map) with the greatest growth in the number of households include the Happy Valley area (subarea 7) and Canby area (subarea 10). These areas will each grow by about 50,000 households, more than tripling their current numbers.

What kinds of households will grow?

By 2035, the percentage of householders 65 or over will grow from about 18 percent in 2005 to about 27 percent, while the percentage of householders in the other age groups fall slightly. The income distribution of households will also change, with households earning the lowest household income (less than \$15,000) rising from 11.3 percent in 2005 to 13.5 percent in 2035. The proportion of households with the highest incomes (\$100,000 or more) will also rise from 14.7 percent to 16.4 percent. Household size will be fairly stable between 2005 and 2035. The percentage of households with two people will drop from 32 to 30 percent; the percentage of households with children will remain about the same at just over 35 percent.

What kind of housing will they live in?

From 2005 to 2035, the percentage of renters will fall from 37.9 percent of all households to 32 percent of all households. The share of both rental single family and rental multifamily housing will fall. This loss in market share by rentals is captured in large part by the rise in owner-occupied multifamily housing, which doubles both in raw numbers and in terms of its share of total units, from 4 percent of total households in 2005 to about 8 percent in 2035. Owner-occupied single-family housing will also see its share rise from 58 percent today to 60 percent in 2035.

The demographic groups most likely to choose rental multifamily housing are the young, low-income, single-person households. Rental single-family units attract young, low-income families with children. Owner-occupied single-family housing is chosen by middle-age, middle and upper-income families with children. Owner-occupied multifamily housing is most popular with older, single-person households of all income ranges. Among householders 65 and older, the share living in owner-occupied multifamily housing will rise from just over 4 percent in 2005 to over 10 percent in 2035. However, even for the elderly, owner-occupied multifamily housing is a very small part of the housing market. As discussed in a recent report for Metro by Portland State University (Neil et al. 2006), the probability of moving declines with age; thus, attempts to significantly increase the share of owner-occupied multifamily housing will require appealing to 55-64 year old householders.

What percentage of their income will they pay for housing?

Across the three-county metro region, the percentage of all households paying 30 percent or more of their income for housing is about 43 percent in 2005. By 2035, the percentage of households paying more than 30 percent of their income for housing will rise to about 49 percent. The number of cost-burdened households rises everywhere and the rise is more or less uniform across the region. The largest increases occur in the places at the center of the region--east and west Portland. The only subareas in which the percentage of cost-burdened households falls corresponds roughly to the cities of West Linn (subarea 8), Lake Oswego (subarea 8), and Wilsonville (subarea 10).

What demographic groups are most cost-burdened and where do those households live?

Our analysis of demographic groups is collapsed into housing consumption categories that describe combinations of household characteristics based on their age, income, household size, and presence of children. There are eight consumption categories that describe the full-range of households and their housing characteristics. The lowest-income categories and those with the greatest housing cost burden occur in category 1 (Low-income singles) and category 2 (working class). These households are concentrated in the central areas of the region (subarea 2). This subarea will also experience the greatest increase in these households, although some of the farther out areas such as east county and the near west suburbs will also experience high growth in these low income households. By 2035, 100 percent of the renters in these two bins will pay 30 percent or more of their income for housing. Owners of single-family units in consumption bins 1 (low-income singles) 2 (working class) and 3 (emerging singles) will also have high rates of cost burden as defined by 30 percent of income.

Policy-Relevant Observations

- A. While the model predicts that over 43 percent of owners of single-family units and over 60 percent of owners of multi-family units will pay over 30 percent of their income on housing by 2035, this is at least partially offset by the equity that owners build as they make payments on mortgages and as housing values rise. Furthermore, these statistics may overstate the actual cost burden these households feel because we know neither how much wealth these households possess nor the terms of their mortgages. In fact, the American Housing Survey reports that 29 percent of the owner-occupied housing in the Portland region is owned free and clear. For these households, cost burden is clearly overstated.
- B. By 2035, about 55 percent of renters of multifamily units will be paying more than 30 percent of their income for housing, and about 38 percent will be paying 40 percent or more of their income for housing. These renters may have a difficult time achieving the savings necessary to change from renters to owners as their current housing situation takes an increasing share of their income.
- C. Households trade off housing and transportation costs. The percentage of income that households spend on housing and transportation is relatively stable across the region; some choose more expensive close in housing and save on transportation costs; other choose cheaper housing in the suburbs that requires spending more on travel. We must consider these factors as we consider locations for affordable housing and the transportation options they provide.

Usefulness of Metroscope for Housing Need Analysis

Metroscope is a very valuable tool for the analysis of housing affordability issues. We recommend that the following steps be taken to ensure that it is wisely employed.

- Apply the eight household categories to housing and other housing related analysis so as to enhance understanding land use implications of households consumption decision.
- Widen the pool of analysts that work with the model so that its performance does not rely upon the presence of a few key individuals, and consider converting the software to an open source environment.
- Adapt use of the model to match demographic groups or income groups easily understood by policy makers. Metro might want to consider collecting data in areas that are currently lacking, such as household wealth and transportation costs, and integrating these into the model.
- Engage in more frequent discussions of the model's capabilities for analyzing complex policy questions, especially with different scenarios and model runs.

Metro Policy Advisory Committee

February 13, 2008

Item 9 – MTIP Policy Update

MPAC Worksheet

Agenda Item Title (include ordinance or resolution number and title if applicable): Policy update for the Metropolitan Transportation Improvement Program (MTIP).

Presenter: Ted Leybold

Contact for this worksheet/presentation: Ted Leybold

Council Liaison Sponsor:

Purpose of this item (check no more than 2):

Information ☒ X

Update ☐

Discussion ☒ X

Action ☐

MPAC Target Meeting Date: February 13

Amount of time needed for:

Presentation 15 minutes

Discussion 15 minutes

Purpose/Objective (what do you expect to accomplish by having the item on *this meeting's* agenda):

(e.g. to discuss policy issues identified to date and provide direction to staff on these issues)

1. Introduce the MTIP program to MPAC.
2. Have MPAC identify the policy issues they want staff to develop for their consideration at the March 12 meeting.

Action Requested/Outcome (What action do you want MPAC to take at *this meeting*? State the *policy* questions that need to be answered.)

JPACT and Metro Council are embarking on a policy update for the MTIP in order to better implement the 2040 Growth Concept through transportation investments throughout the region.

Seeking direction to staff on development of policy issues to be considered at the March 12 MPAC meeting and incorporated into the MTIP Policy Report.

Background and context:

The MTIP is the four-year program that schedules federal transportation funds to specific projects and programs in the Metro area. It is updated every two years with specific project amendments occurring as needed.

The MTIP documents the highest priority of projects from the pool of projects identified in the Regional Transportation Plan (RTP). The RTP is the transportation element of the region's 2040 Growth Management plan.

Several separate but coordinated allocation processes select the projects or programs to receive the federal transportation funds that are programmed in the MTIP. Generally, federal funds can be categorized by their administering agencies: the Oregon Department of Transportation, Metro, or the transit agencies TriMet and SMART (Wilsonville). Within those broad categories, there are allocation processes that address the purposes of the federal funding program source and state, regional and local policies. There are approximately fifteen different federal funding programs available to the region with distinct objectives and rules that must be allocated to projects and programs and coordinated with each other and state and local funds and policy objectives.

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

The last MTIP was developed/adopted in 2006. Since then, Metro has initiated the process of updating its long-range plan, *Making the Greatest Place*.

The Regional Transportation Plan was updated in December of 2007, with an emphasis on defining what constitutes a completed transportation system and highlighting the role of system and demand management as tools for meeting the demand of transportation services in urban areas.

What packet material do you plan to include? (must be provided 8-days prior to the actual meeting for distribution):

- MTIP Calendar of Activities,
- Transportation funding summary,
- Policy survey results summary,
- Policy issues for discussion memorandum (This memo will not be ready by the Feb 6th deadline because of the short turn around after MTAC. We will send this piece as soon as it is ready, but will plan on bringing copies to the meeting).

What is the schedule for future consideration of item (include MTAC, TPAC, JPACT and Council as appropriate): Recommendation on policy issues at the March 12th meeting.



METRO

**2009 Regional Flexible Fund (RFF) Allocation
And 2010-13 MTIP:**

Investing in the 2040 Growth Concept

Calendar of Activities

2007

November 1 TPAC discussion of Program process and policy objectives.

2008

January 14 Metro Planning Managers discussion of Program process and policy objectives.

January 25 TPAC discussion of Policy Update.

February Public comment period for 2009 TriMet Transit Investment Plan.

February 6 MTAC discussion of Policy Update.

February 12 Council work session discussion of Policy Update.

February 13 MPAC discussion of Policy Update.

February 14 JPACT discussion of Policy Update.

February 20 MTAC recommendation on Program policy objectives.

February 22 TPAC recommendation on Program policy objectives.

March 12 MPAC recommend Program policy objectives.

March 13 JPACT adopt Program policy objectives.

March 20 Metro Council adopt Program policy objectives.

April RFF pre-application materials available – brief Coordinating Committees.

May/June	Review agency RFF project lists, comment on projects that have outstanding issues
June 12	JPACT discussion of 2009 TriMet Transit Investment Plan
July	RFF Final applications due to Metro
August	TriMet Board adoption of 2009 Transit Investment Plan
August 14	MTIP Subcommittee review and comment on draft RFF technical scores.
August 25	TPAC review of draft Metro Staff preliminary recommendation for RFF allocation.
September 8	JPACT review of draft Metro Staff preliminary recommendation for RFF allocation.
September 29	TPAC action on preliminary recommendation for RFF allocation.
October 7	Metro Council work session on release of preliminary recommendation for RFF allocation.
October 9	JPACT action on release of preliminary recommendation for RFF allocation.
October 13 – December 1	Public comment period, listening posts on RFF Preliminary Recommendation and Draft ODOT STIP (information available on TriMet TIP and SMART programming).
Springwater Trail Room City Hall Building 1333 NW Eastman Parkway, Gresham	
Beaverton Community Center 12350 SW 5th St Community Room (testimony) and Vose Room (exhibits/information)	
Pioneer Community Center 615 Fifth St Oregon City	
Council Chamber (testimony) and Council Annex (exhibits/information) Metro Central 600 NE Grand Ave Portland	
December 1	End of Public comment period
December 9	Metro Council work session: receive Executive Summary of Public Comment report, discuss policy issues for final recommendation on RFF allocation.

December 11 JPACT: receive Executive Summary of Public Comment report, discuss policy issues for final recommendation on RFF allocation.

2009

January 15 JPACT action on policy direction to staff on narrowing to the final recommendation on RFF allocation.

January 26 TPAC discussion on final recommendation on RFF allocation.

February Public comment period for 2010 TriMet Transit Investment Plan.

February 2 TPAC action on final recommendation on RFF allocation (Special meeting).

February 13 Public hearing on draft final recommendation on RFF allocation (Joint JPACT/Metro Council).

March 12 JPACT action on final recommendation on RFF allocation pending air quality analysis.

March 12 Metro Council action on final recommendation on RFF allocation pending air quality analysis.

March 30 TPAC review of TriMet financial plan and transit element of MTIP.

April 12 JPACT review of TriMet financial plan and transit element of MTIP.

April - June Programming of funds. Air quality conformity analysis.

June JPACT discussion of 2010 TriMet Transit Investment Plan

July Public review of draft MTIP with air quality conformity analysis.

August Adopt air quality conformity analysis and submit to USDOT for approval. Adopt MTIP, including final Metro area state highway programming and TriMet and SMART Transit Investment Plan, and submit to Governor for approval. Governor approves incorporation of MTIP into STIP. OTC approves submittal of STIP to USDOT.

September Receive approval of MTIP air quality conformity and STIP from USDOT.

October Obligation of FFY 2010 programming begins.

Metropolitan Transportation Improvement Program (MTIP) Funding and Investment Summary

The Metropolitan Transportation Improvement Program (MTIP) schedules the distribution of all federal and some state transportation funds in the Portland metropolitan region over a four-year period. To be eligible for the MTIP, projects or programs must be in the financially constrained list of the Regional Transportation Plan (RTP).

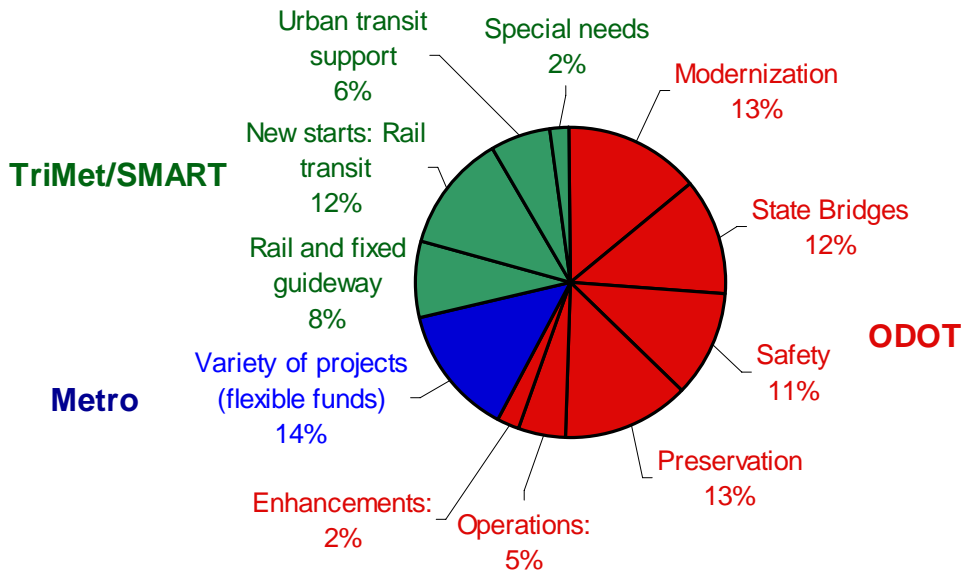
MTIP funds are administered in the Portland metropolitan region by four agencies: the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Rapid Transit (SMART) and Metro. Each agency receives its own pot of funds from specific federal sources. Most of the funds administered by ODOT and the transit agencies are dedicated to investments that fall into specific categories. The funds administered by Metro are more flexible. These funds—dubbed "Regional Flexible Funds"—may be invested more broadly. Although these funds constitute only about 13 percent of the region's federal transportation money, they attract considerable attention because they can be used for programs and projects that may have no other source of support. Locally administered transportation funds are not programmed in the MTIP, but may be listed for informational purposes.

The table below summarizes the main funding sources for each agency and the types of investments they support. A graph on the back of this sheet shows the proportion of federal funds invested in different programs and projects as administered by these agencies. The federal funds administered by ODOT are supplemented with state transportation revenues. The table below reflects only the federal funds.

AGENCY	FEDERAL FUND TYPE	USES
ODOT	Federal Highway Administration (FHWA) Trust Fund	
	<ul style="list-style-type: none"> • Interstate Maintenance • Surface Transportation Program • Bridge funds • Safety funds • High-Priority Projects (Congressional earmarks) • Transportation enhancements 	<ul style="list-style-type: none"> • Preservation (resurfacing) of the interstate highway system • Highway preservation (resurfacing) • Operations (signs, signals, traffic management) • Highway modernization (widening) • Building and maintaining state bridges • Crash reduction and highway safety • Special projects; highway modernization (widening) • Highway appearance/function; historic preservation
TriMet/SMART	Federal Transit Administration	
	<ul style="list-style-type: none"> • New Starts/Small Starts • Transit Formula Funds • Rail and bus maintenance • Special needs grants 	<ul style="list-style-type: none"> • New passenger rail or bus rapid transit • Urban transit support • Refurbishing existing passenger rail systems and bus fleets • Transit services for elderly, disabled and low-income people
Metro	FHWA Trust Fund	
	<ul style="list-style-type: none"> • Congestion Mitigation/Air Quality • Surface Transportation Program 	<ul style="list-style-type: none"> • Projects that improve air quality • Anything but construction of local streets

Fund and investment distribution

The graph below shows the relative amounts and general types of federal and state transportation investments that are administered by ODOT, TriMet and Smart, and Metro. Please note that the relative proportions shown in this graph are based on recent historical averages to give a sense of how funding has generally been allocated.



NOTE: The Metro region covers urban portions of Clackamas, Multnomah and Washington Counties. ODOT Region 1 covers those three counties plus Columbia and Hood River. ODOT funding does not include federal earmarks, Connect Oregon, OTIA, FTA-administered, or local government funding. The ODOT enhancement portion reflects a statewide total.

M E M O R A N D U M

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TEL 503 797 1700 | FAX 503 797 1794



METRO

DATE: February 6, 2008

TO: MPAC Members and Interested Parties

FROM: Ted Leybold: MTIP Manager

SUBJECT: Development of 2010-13 Metropolitan Transportation Improvement Program (MTIP) policy report

* * * * *

Attached are materials related to the development of the 2010-13 MTIP policy report in preparation for your February 13th discussion.

First is a summary of the MTIP program and federal transportation funding in the Metropolitan area. Second is a draft calendar of activities for the entire two-year MTIP update process.

Finally is a brief survey to solicit input on what should be the policy objectives for awarding the portion of the MTIP program administered at Metro: the regional flexible fund allocation process.

At the February 13th meeting, we will be soliciting your input on what policy objectives you wish to see addressed in the policy report. You will be asked to make a recommendation on the draft policy report at your March 12th meeting. Please feel free to complete the survey and submit it per the instructions or simply express your input at the meeting.



METRO

Please return completed forms by February 8, 2008 to Pat Emmerson at Metro:
emmersonp@metro.dst.or.us.

Contact information

Name

Affiliation (if any)

Email

Phone

FEEDBACK FORM

**Regional Flexible Fund Allocation for the 2010-13 Metropolitan
Transportation Improvement Program (MTIP)**

How should Metro screen and evaluate applications for Regional Flexible Funds?

Metro is developing policies to guide screening and evaluating programs and projects that receive Regional Flexible Funds. Concurrently, Metro is updating the 2035 Regional Transportation Plan. The RTP is a long-range blueprint to guide transportation investments for at least 20 years in the future. The RTP is updated every 4 years. Regional Flexible Funds are part of the Metropolitan Transportation Improvement Program (MTIP). The MTIP is updated every 2 years.

Projects must be in the RTP to be included in the MTIP. (Read more about the MTIP at the end of this feedback form.) The question here is: How should the policies for allocating Regional Flexible Funds reflect the policies and objectives being developed as part of the 2035 Regional Transportation Plan (RTP) update?

1. **Program policy goals.** The policy goals and associated objectives in the 2035 RTP are summarized below. Check the ***no more than 12*** of the objectives that you think should have ***priority*** for screening and evaluating applications to receive Regional Flexible Funds.

RTP Goal 1: Foster vibrant communities and efficient urban form

- ☐ Complete gaps in roads, trails, streets or transit routes to improve circulation within regional centers and town centers
- ☐ Support programs that help reduce the need to dedicate land to parking

RTP Goal 2: Sustain economic competitiveness

- ☐ Complete gaps in transit service, automobile, pedestrian, and bike routes between employers and potential employees, and between businesses and potential customers
- ☐ Improve public transportation connections to cities outside the region
- ☐ Improve the reliability of freight and goods movement within and through the region
- ☐ Improve freight access to and from industrial areas
- ☐ Improve/increase connections between at least two different freight modes—for example, between air cargo and truck transport or between ship cargo and truck transport

RTP Goal 3: Expand transportation choices

- ☐ Complete gaps in bike routes, trails and sidewalks, access to transit, or connections between different modes—for example, between bicycle travel and transit
- ☐ Support programs that aim to reduce the amount of drive-alone auto travel
- ☐ Improve access to all modes of transportation for underserved populations—minority, low-income, elderly and disabled

RTP Goal 4: Emphasize efficient management of the transportation system

- ☐ Support investments in Transportation System Management and Operations (TSMO) Concepts to help keep traffic flowing more smoothly on existing roads. Examples include timing devices to coordinate traffic signals along a major arterial, weigh-in-motion technology for trucks and signal priority technology for transit
- ☐ Support incentives, services and infrastructure that uses TSMO Concepts to increase awareness of travel options that are available

RTP Goal 5: Enhance safety and security

- ☐ Address recurring safety-related problems on the major regional mobility corridors and complete gaps in the major regional bicycle and pedestrian systems
- ☐ Increase monitoring, management and security to reduce crime on roadways and transit systems
- ☐ Increase system monitoring, management and security to address terrorism, natural disasters or hazardous-material spills on roadways and transit systems

RTP Goal 6: Promote environmental stewardship

- ☐ Improve fish or wildlife habitat or remove barriers that limit fish or wildlife passage in habitat conservation areas or wildlife corridors
- ☐ Reduce transportation-related vehicle emissions
- ☐ Reduce impervious surface coverage and storm water runoff
- ☐ Reduce transportation-related energy and land consumption, and reduce reliance on unstable energy sources

RTP Goal 7: Enhance human health

- ☐ Support programs and facilities that encourage walking, bicycling
- ☐ Reduce noise, impervious surface and other transportation-related pollution impacts on residents

RTP Goal 8: Ensure Equity

- ☐ Support transportation improvements that benefit environmental justice communities
- ☐ Support programs and services that provide access to transportation options for people of all ages, abilities and incomes

RTP Goal 9: Ensure Fiscal Stewardship

- ☐ Support projects, programs and strategies for cost-effective maintenance or preservation of existing transportation facilities and services
- ☐ Support programs or projects that achieve multiple goals and objectives
- ☐ Support programs or projects that leverage other sources of funding

Comments:

2. **Funding priority:** Should Metro give special consideration to programs and that have limited or no other dedicated sources of revenue? Examples include trails, and programs that help people find transportation choices, pedestrian and bicycle facilities.

☐ Yes ☐ No

Comments:

3. **Ensuring compliance with state air quality plan requirements:** The MTIP must include a certain number of miles of bicycle and pedestrian facilities to meet state air quality plan requirements. (If these requirements are not met, federal funding can be redirected to meet them.) Should Metro continue to make sure that the MTIP complies with this requirement by setting aside a certain amount of Regional Flexible Funding for bicycle and pedestrian facilities?

☐ Yes ☐ No

Comments:

4. **Evaluation methodology:** Metro has been selecting projects by distributing the total amount of Regional Flexible Funds among different modal categories—that is, a certain amount for bike programs and projects and a certain amount for road capacity, a certain amount for supporting programs such as Regional Travel Options, and so forth.

Metro could approach this differently. Below are some potential ways of ranking and selecting projects that could replace the current method. Which ones do you think Metro should consider? There is room at the end of this section for other ideas that you may have.

- a. Give preference to projects or programs that achieve one or more policy objectives regardless of whether the facility is for transit, cars, bikes or freight.

☐ Yes ☐ No

Comments:

- b. Pre-allocate a target amount to certain categories of projects—for example, for projects or programs that have no other source of revenue, or projects that complete gaps in any system. Then select projects competitively within those categories.

☐ Yes ☐ No

Comments:

- c. What other method would you suggest as a way to evaluate programs or projects?

5. **Supporting large projects that have other potential funding sources:** Should Regional Flexible Funds continue to be used for project development and local match to large projects that have other sources of funding, but need additional support or more preparatory work, such as identifying the locally preferred design, before they can request other funding?

Examples of past projects like this include the Sellwood Bridge analysis, light rail matching funds, and I-5/Nyberg interchange project development.

☐ Yes ☐ No

If yes, are there any limits or qualifications you would recommend? For example, should the application be required to include a description of full project funding strategy? Should there be limits on future allocation amounts? Should there be limits on the number of years the funding would be committed?

6. **Additional suggestions:** What other issues or recommendations should be considered regarding the allocation and administration of Regional Flexible Funding?

* * * * *

About the Metropolitan Transportation Improvement Program (MTIP) and Regional Flexible Funds

Federal regulations passed in the 1970s require all urban areas with populations over 50,000 to have a Metropolitan Planning Organization (MPO) to manage federal expenditures on transportation projects and programs in the metropolitan planning area. Metro is the designated MPO for the Portland metropolitan region. Metro and the Joint Policy Advisory Committee on Transportation (JPACT) form the MPO decision-making body.

The MPO works with the state transportation agency and all regional transportation operators to develop a Transportation Improvement Program (TIP) for the metropolitan planning area—the MTIP. The MTIP must be approved by the MPO decision-making body and the Governor.

The MTIP must include:

- All transportation projects (including pedestrian walkways, bicycle transportation facilities and transportation enhancement projects) that receive federal funding (with minor exceptions)
- All regionally significant transportation projects requiring us department of transportation approval
- Only projects consistent with the regional transportation plan.

Regionally significant transportation projects funded with local money may be listed in the MTIP for informational purposes.

MTIP funds are administered in the Portland metropolitan region by four agencies: the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Rapid Transit (SMART) and Metro. Each agency receives its own pot of funds from specific federal sources. Most of the funds administered by ODOT and the transit agencies are dedicated to investments that fall into specific categories. The funds administered by Metro —dubbed "Regional Flexible Funds"—may be used for a wide variety of programs and projects, some of which have no other source of support.

In the past, Regional Flexible Funds have been distributed among different modes of transportation, for example, for improving boulevards, bicycle and pedestrian facilities, or freight facilities. Geographic and social equity have also been considered, although not given a specific target or allocation of funding.