

**A G E N D A**

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736



**METRO**

TEL 503-797-1540 FAX 503-797-1793

**MEETING: METRO POLICY ADVISORY COMMITTEE**

**DATE:** February 27, 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 • February 13, 2008	Norris	Action	3 min.
4	COUNCIL UPDATE	Collette	Update	5 min.
5	SUSTAINABILITY ACTION PLAN RESOLUTION	Burkholder	Discussion/ Action	45 min.
6	NEW LOOK/MAKING THE GREATEST PLACE • Infrastructure Needs Analysis	Wilkinson	Discussion Update	45 min.

**UPCOMING MEETINGS:**

MPAC: March 12, 2008

MPAC Coordinating Committee, Room 270: April 23, 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,  
call the number above, or Metro teletype 503-797-1804.

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

# **Metro Policy Advisory Committee**

February 27, 2008

Item 3 – Consent Agenda Meeting Summary for February 13, 2007

METRO POLICY ADVISORY COMMITTEE MEETING RECORD

February 13, 2008 – 5:00 p.m.

Metro Regional Center, Council Chambers

**Committee Members Present:** Shane Bemis, Nathalie Darcy, Rob Drake, Judie Hammerstad, Tom Hughes, Richard Kidd, Charlotte Lehan, Alice Norris, Michelle Poyourow, Sandra Ramaker, Paul Savas, Martha Schrader, Bob Sherwin, Richard Whitman

**Committee Members Absent:** Bob Austin, Ken Allen, Richard Burke, Jeff Cogen, Andy Duyck, Dave Fuller, Tom Potter, Larry Smith, Erik Sten, Steve Stuart, Rich Van Beveren

**Alternates Present:** Ed Gronke

**Also Present:** Bill Bash, City of Cornelius; Hal Bergsma, City of Beaverton; Ron Bunch, City of Tigard; Christine Caurant, Sierra Club; Carol Chesarek, Forest Park Neighborhood; Bob Clay, City of Portland; Danielle Cowan, Clackamas County; Shirley Craddick, City of Gresham; Brent Curtis, Washington County; Dan Drentlaw, City of Oregon City; Dennis Egner, City of Lake Oswego; Meg Fernekees, DLCD; John Floyd, City of Tigard; Gil Kelley, City of Portland; Sheila Martin, PSU; Annette Mattson, PGE; Don McCarthy, Rockwood Water PUD; Doug McClain, Clackamas County; Ron Papsdorf, City of Gresham; Pat Ribellia, City of Hillsboro; Karen Schilling, Multnomah County;

**Metro Elected Officials Present:** Liaisons – Rod Park, Council District 1 others (in audience): Council President David Bragdon, Kathryn Harrington, Council District 4; Rex Burkholder, Council District 5; Robert Liberty, Council District 6

**Metro Staff Present:** Dick Benner, Andy Cotugno, Chris Deffebach, Mike Hoglund, Robin McArthur, Randy Tucker, Ray Valone

**1. SELF-INTRODUCTIONS & COMMUNICATIONS**

Chair Alice Norris, called the meeting to order at 5:07 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 23, 2008:

Motion:	Mayor Richard Kidd, City of Forest Grove, with a second from Nathalie Darcy, Washington County Citizen Representative, moved to adopt the consent agenda without revision.
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Vote:	The motion passed unanimously.
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**4. COUNCIL UPDATE**

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

Councilor Rex Burkholder gave an overview of the draft Resolution, "For the Purpose of Adopting a Definition of Sustainability to Direct Metro's Internal Operations, Planning Efforts and Role as a Regional Convener," that was distributed and will be attached as part of the permanent record. He explained why the resolution was proposed and what it entailed. He said he'd like the MPAC committee to help form the resolution and then vote on it at the next meeting or later, depending on how much time they would need.

Chair Norris said she thought it was a very important issue. She said that many of the folks at the table were working on sustainability plans.

There was discussion about sustainability and various local efforts pertaining to this issue, as well the need to balance opportunities and costs involved in planning for sustainability.

## **5. JPACT UPDATE**

Andy Cotugno, Metro Planning Director, reviewed the results on the JPACT retreat and then reviewed the agenda for the meeting scheduled for the following morning. He distributed the agenda for the February 14, 2008 JPACT meeting. That document will be included in the permanent record.

## **6. LEGISLATIVE UPDATE**

This item was deferred to another meeting date due to time constraints on the agenda for the evening.

## **7. INDUSTRIAL LANDS/TITLE 4 REPORT**

Ray Valone, Metro Principal Regional Planner, reviewed the material included in the meeting packet.

Chair Norris asked if we had lost industrial land acreage.

Ray Valone said they had lost about .05%.

## **8. NEW LOOK/MAKING THE GREATEST PLACE**

### **Reserves**

Dick Benner, Metro Attorney, distributed a flyer, "Making the Greatest Place, Focus on urban and rural reserves" to the members. He also distributed a flyer announcing an upcoming infrastructure workshop, "Infrastructure Service Providers Workshop." Both of those items will be attached to the permanent record. He said the rules had been filed and were now effective. He gave a review of the principal provisions of the rules based on the material included in the meeting packet.

Councilor Kathryn Harrington thanked those individuals who worked on the rules that had just been passed around the table.

### **Housing Need & Inventory**

Councilor Liberty introduced the presentation.

Gerry Uba, Metro Principal Regional Planner, distributed a map on “Affordable Rental Housing that used Public Subsidy and 2040 Centers/Corridors” for the members. That map will be included in the permanent record. He also distributed a fact sheet on “Regional Affordable Rental Housing Unit Inventory (Housing that Used Public Subsidy),” dated December 21, 2007, and a packet titled “Affordable Housing needs study for the Portland Metropolitan Area – draft final report.” He then gave a PowerPoint presentation. A copy of those documents and copies of the presentation slides will be included in the permanent record.

Hal Bergsma, MTAC and City of Beaverton, talked about the study and the work that went into it.

Councilor Liberty quickly reviewed the keys issues and points of consideration for the members as the allotted time for this item had run out. He offered to give a presentation to the local governments, if they were interested.

There was brief discussion on the importance of this issue to the region.

Councilor Liberty and Chair Norris said that the issue would be scheduled for MPAC again in the near future.

## **9. MTIP POLICY UPDATE**

Ted Leybold, Metro Regional Transportation Manager, reviewed the main points of the packet material and a memorandum that was distributed at the beginning of the meeting. The memorandum was addressed to JPACT, MPAC, and Metro Council from Ted Leybold: MTIP Manager regarding: Draft policy issues for 2010-13 MTIP. That memorandum will be included in the permanent record.

There was discussion about some of the policies proposed.

There being no further business, Chair Norris adjourned the meeting at 7:00 p.m.

Respectfully submitted,



Kim Bardes  
MPAC Coordinator

ATTACHMENTS TO THE RECORD FOR FEBRUARY 13, 2008

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

<b>AGENDA ITEM</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
<b>#4 Council Update</b>	February 2008	Flyer: Oliver Jones, The Eddington Transport Study: Lessons for Our Metro Region	021308-MPAC-01
<b>#4 Council Update</b>	February 2008	Draft Resolution: For the Purpose of Adopting a Definition of Sustainability to Direct Metro's Internal Operations, Planning Efforts, and Role as a Regional Convener	021308-MPAC-02
<b>#5 JPACT Update</b>	February 2008	Agenda for the JPACT meeting on February 14, 2008	021308-MPAC-03
<b>#8 New Look</b>	Winter 2008	Flyer: Making the Greatest Place, Focus on urban and rural reserves	021308-MPAC-04
<b>#8 New Look</b>	February 2008	Flyer: Infrastructure Service Providers Workshop	021308-MPAC-05
<b>#8 New Look</b>	February 2008	Map: Affordable Rental Housing that Used Public Subsidy and 2040 Centers/Corridors	021308-MPAC-06
<b>#8 New Look</b>	December 21, 2007	Fact Sheet: Regional Affordable Rental Housing Unit Inventory (Housing that Used Public Subsidy), December 21, 2007	021308-MPAC-07
<b>#8 New Look</b>	November 20, 2007	Affordable Housing Needs Study for the Portland Metropolitan Area Draft Final Report	021308-MPAC-08
<b>#9 MTIP</b>	February 13, 2008	Slides from PowerPoint presentation: Housing Need Study for the Portland Metropolitan Area	021308-MPAC-09

# **Metro Policy Advisory Committee**

February 27, 2008

Item 5 – Sustainability Action Plan Resolution

# DRAFT

## BEFORE THE METRO COUNCIL

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



# DRAFT

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,

Sustainability shall be the framework for all Metro policies and programs;

To achieve this, Metro shall:

1. 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;"
2. Develop a regional climate change action plan that will set long-term regional greenhouse-gas reduction goals.
3. Facilitate sharing of operational and planning practices that reduce waste generation; reduce consumption of energy, water, and other resources; save money; and coordinate a regional approach to meeting the goals outlined in the regional climate change action plan.
4. Implement stronger sustainable business practices within Metro.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_ 2008.

\_\_\_\_\_  
David Bragdon, Council President

Approved as to form:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

## **STAFF REPORT**

IN CONSIDERATION OF SUSTAINABILITY RESOLUTION NO. 08-XXXX, FOR THE PURPOSE OF ADOPTING A DEFINITION OF SUSTAINABILITY TO DIRECT METRO'S INTERNAL OPERATIONS, PLANNING EFFORTS, AND ROLE AS A REGIONAL CONVENER.

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Date: February, 21<sup>st</sup>, 2008

Prepared by: Eliot Rose

### **BACKGROUND**

The majority of scientists agree that reductions in greenhouse gases of 60 to 80 percent below 1990 are necessary to stabilize climate change, and the State of Oregon's 2007 greenhouse gas reductions targets call for arresting the growth of greenhouse gas emissions by 2010, reducing emissions to 10 percent below 1990 levels by 2020, and reducing emissions to 75 percent below 1990 levels by 2050. Currently, governments in the Portland area are pursuing these targets with whatever resources they have. Their progress depends 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. PGE and Portland's Office of Sustainable Development (OSD) informally provide technical assistance in some of these areas to other agencies in the region, but both have expressed the need for a more stable information-sharing body. Multnomah County and OSD are currently working on an update of their Local Action Plan on Global Warming, and both have asked Metro to help develop a consistent region-wide approach to reducing greenhouse gases.

As 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," Metro has a responsibility not only to reduce resource consumption and waste generation in its own operations, but to facilitate the development of region-wide policies that accomplish these goals. In July, Councilor Rex Burkholder convened a meeting of staff and elected officials from around the region who had expressed interest in conducting greenhouse gas inventories and combating climate change locally. Those present agreed that the region could address sustainability more effectively and comprehensively through collaboration than through continuing to pursue it on an individual basis. In follow-up meetings, staff and policymakers from cities and counties in the Portland area emphasized the need for Metro to play a convening role in developing energy-efficiency and waste-reducing policies, planning methods, and outreach campaigns. Another common suggestion was for a workgroup made up of members from both the private and public sector to craft a long-term plan for the region to meet the State's greenhouse gas reduction targets, and then work backwards to develop interim goals for different sectors.

At the same time, there has also been an increased awareness within Metro for the need to refocus the agency's planning projects and operations around sustainability. Metro's council goals encourage increased access, efficient use of land, and protection of natural resources, and the agency has several projects devoted to accomplishing these goals, all of which are vital to the overall goal of achieving economic, environmental, and social sustainability. However, Metro lacks a method to quantify, balance, and unify these different goals, and to communicate progress toward meeting them to either the public or to other agencies in the region, both of which are increasingly concerned with climate change and energy

use. Furthermore, ENACT, Metro's environmental action team, has no paid staff, only volunteers from other departments within the agency, making it difficult for ENACT to accomplish its mission. A 2007 report prepared for ENACT by AXIS Performance concluded, "In order to support all this work and to make future progress, Metro needs a full-time sustainability coordinator. Many municipalities in the area have sustainability coordinator positions and find that having someone dedicated to sustainability is crucial." These municipalities and counties include:

- Multnomah County, which has two sustainability managers (full FTEs devoted to sustainability) and sustainability liaisons (part-time devoted to sustainability) in each department, and they meet monthly to coordinate their efforts.
- Clackamas County, which has a full-time sustainability coordinator.
- Lake Oswego, which has a part time sustainability coordinator.
- Portland, which has full-time citywide sustainability managers and full-time sustainability coordinators in each bureau, and each bureau has to draft its own sustainability plan.

In response to the concerns of Metro's partners throughout the region, as well as to growing concern about climate change in the region and around the world, Councilors David Bragdon, Rex Burkholder, and Rod Park, with the help of council and departmental staff, have drafted a resolution to address the three sustainability-related issues outlined above:

- Metro's role as a convener in sustainability discussions
- The need for Metro to better coordinate and communicate programs and planning efforts that address sustainability issues
- The need for Metro to conserve energy, reduce waste, and save money in its own operations.

## **ANALYSIS/INFORMATION**

### **1. Known Opposition**

There is currently no organized opposition to the proposed resolution.

### **2. Legal Antecedents**

*Metro Council Goals:* Many Metro Council Goals relate to this resolution, particularly the following:

- 2.2 Our community is inspired to create a better future for wildlife and the environment.
- 2.3 The region's waste stream is reduced, recovered and returned to productive use, and the remainder has a minimal impact on the environment.
- 2.4 Metro is a model for sustainable business practices.
- 2.5 Urban land is used efficiently and resource land is protected from urban encroachment.
- 3.4 Stable, affordable sources of energy, combined with energy conservation, position the region for sustained economic growth and stability.

*Metro Council Resolution 03-3338:* In 2003, the Metro Council passed a resolution directing the Chief Operating Officer to establish a sustainable business model for Metro departments. In 2007, ENACT hired AXIS Performance to assist in creating an action plan for implementing this resolution, and AXIS recommended that Metro hire a sustainability coordinator.

*Oregon House Bill 3543:* In 2007, the Oregon legislature passed HB 3543, which mandates reductions in emissions of 10 percent below 1990 levels by 2020 and 75 percent below 1990 levels by 2050.

### **3. Anticipated Effects** [identify what is expected to occur if the legislation is adopted]

If this resolution is adopted, the Chief Operating Officer and the Senior Management Team will have to create a work plan for implementing the different tasks addressed by the resolution. This may include procedures for establishing a Metro sustainability standard for planning efforts; integrating sustainability into internal operations through evaluations, budget procedures, and the organization of ENACT and facility Green Teams; and establishing a committee and/or workgroup.

Over the long term, this resolution will help to integrate sustainability into Metro policies, plans, and operations. While this resolution may not have a substantial effect on the scope and implementation of Metro's sustainability-related projects and policies, it will refocus them around a single goal. This will help Metro adopt a coordinated, agency-wide approach to climate change, energy use, waste generation, and other sustainability-related issues, and to engage and assist partners across the region in addressing these issues.

#### **4. Budget Impacts**

There are a wide range of potential budget impacts depending upon what elements the council chooses to include in the final resolution and adopt in the workplan. In particular, one item in the resolution, convening staff and officials from around the Metro area to create a regional climate change action plan, is a more aggressive step that will require greater staff and financial commitment. While this would be an unprecedented effort and the budget would depend heavily upon the process, scope, and timetable of the project, the best basis for comparison in the region is Portland and Multnomah County's Local Action Plan on Global Warming, which has required a total of slightly more than 1.0 FTE during the years that it is being compiled or updated, culled from planners and analysts in different departments throughout the two agencies.

#### **RECOMMENDED ACTION**

The Council should discuss the different aspects of the resolution that are now under consideration and decide which to include in the final sustainability resolution.

# **Metro Policy Advisory Committee**

February 27, 2008

Item 6 – New Look/Making the Greatest Place

## Regional Infrastructure and Public Investment Analysis

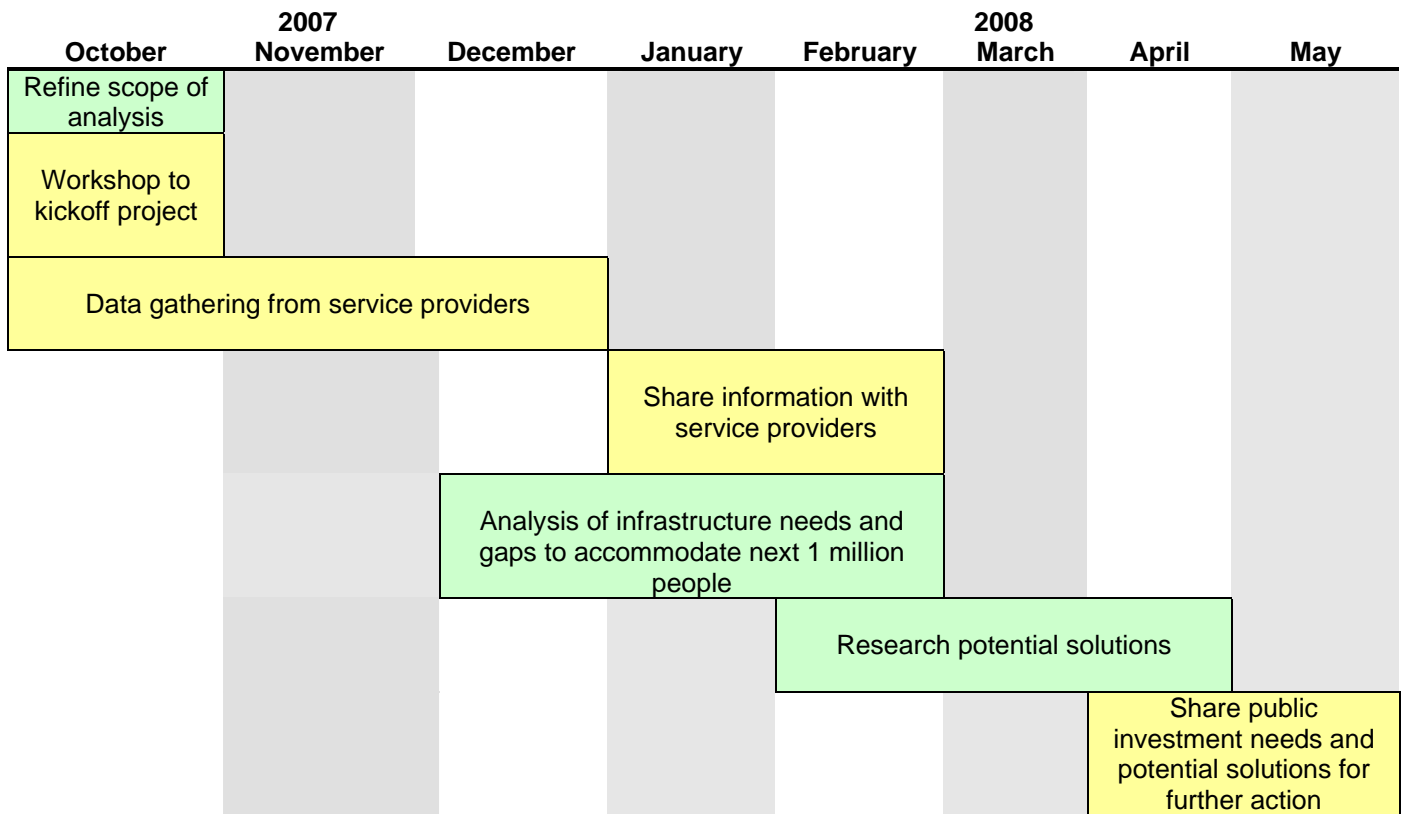
**Goal:**

Define issues, opportunities and potential strategies to align public investments with the region's goals as expressed in the 2040 Growth Concept.

**Objectives:**

- Identify issues and opportunities for infrastructure in the Portland metro region.
- Identify potential traditional and non-traditional infrastructure policy and financing strategies to provide infrastructure that is aligned with the objectives of the 2040 Growth Concept.
- Consider innovative approaches to service provision and demand management.
- Build a coalition of service providers willing to discuss and pursue solutions to regional infrastructure needs.
- Produce public investment action plan that describes solutions to address the region's infrastructure needs for Metro area to implement.

**Schedule:**



**Infrastructure Advisory Committee Members**

- |  |  |
|--|--|
| <ol style="list-style-type: none"> <li>1. Alice Rouyer, City of Gresham</li> <li>2. Cheryl Twete, PDC</li> <li>3. Dean Funk, PGE</li> <li>4. Lawrence Odell, Washington County</li> <li>5. Lorna Stickel, Regional Water Providers Consortium, City of Portland Water Bureau, MTAC</li> <li>6. Marion Haynes, PBA</li> <li>7. Mike Wells, Wells Development</li> </ol> | <ol style="list-style-type: none"> <li>8. Ric Stephens, Alpha Community Development, Westside Economic Alliance, ULI, MTAC</li> <li>9. Stephan Lashbrook, Lake Oswego, MTAC</li> <li>10. Ted Kyle, Clackamas County Water Environmental Services</li> <li>11. Pat Ribellia, Hillsboro</li> </ol> |
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# **Metro Policy Advisory Committee**

February 27, 2008

Informational Item: Road trip and landfill tour to Eastern Oregon



**METRO**

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C O U N C I L P R E S I D E N T D A V I D B R A G D O N

M E M O R A N D U M

DATE: 20 February 2008  
TO: Local Government Leaders / MPAC members  
FROM: David Bragdon  
SUBJECT: Road trip and landfill tour to Eastern Oregon!

Dear Local Government Leaders,

In cooperation with the Metro Council, local governments in our region do a great job of promoting recycling and regulating local solid waste haulers. But do you ever wonder where all that garbage goes when it leaves your jurisdiction, and gets turned over to the Metro Council's tender loving care? You know, of course, that most of it goes to Arlington, Oregon, but that shouldn't mean it's out-of-sight-out-of-mind. So, in the spirit of opening up Metro and sharing all its joys with our local partners.....

**.....You are invited to join me on Monday, March 24 for a tour of the Columbia Ridge Landfill at Arlington, Oregon – with an additional stop in Condon for lunch with the local officials of Gilliam County.**

We will depart from the Metro Regional Center building at 7:30 AM and return by around 6:00 PM. We will be traveling on a comfortable bus conducive to scintillating conversation. If you would like to come, please let me know ([bragdond@metro.dst.or.us](mailto:bragdond@metro.dst.or.us)) by the close of business Friday, March 14.



# **Metro Policy Advisory Committee**

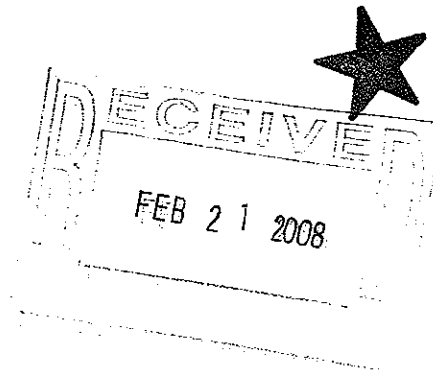
February 27, 2008

Miscellaneous



February 19, 2008

Mayor Alice Norris, MPAC Chair  
Metro Council Office  
600 NE Grand  
Portland, OR 97232-2736



Dear Mayor Norris:

I appreciate the opportunity to be at the MPAC table and learn more about how regional issues affect the City of Tigard.

Tigard has some concerns about the language in the February 12, 2008 memorandum from Ted Leybold, MTIP manager to JPACT, MPAC, and Metro Council regarding Draft Policy Issues for 2010-13 MTIP.

The City's specific concern is on page two of the memo, under 1.b 'Potential Changes to Policy Priorities (ii)'. The statement now reads:

*Change: "Leverage economic development in 2040 Tier I and Tier II, mixed use areas (Central city, regional centers, town centers, main streets and station communities) to addressing system gaps or deficiencies to improve multimodal access in primary 2040 target areas."*

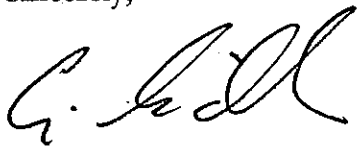
Our understanding is that the definition of "Primary 2040 Target Areas" does not include Metro designated Corridors or Employment Areas. The city feels strongly that some corridors and adjacent lands in the region, such as Highway 99W, are very important to the economy of the region, and should be considered within the definition of "primary 2040 target areas," or designated specifically as deserving of transportation infrastructure improvements on par with other target areas. The economic development and urban land efficiency benefits of improving transportation efficiency, especially through enhanced transit improvements, would go a long way towards achieving Metro 2040 Regional Goals. After all, Corridors are essential connections throughout the region to accommodate transportation, employment, and other land use needs. They directly affect the economic and livability characteristics of the central city, town and regional centers, and industrial areas.

Furthermore, due to the changing nature of the economy, many more future jobs will likely be created in non-industrial land-use categories. Most of these jobs will be in parts of the region designated as "Employment Areas." Therefore, as suggested

above with corridors, Metro may also wish to consider the economic development and land efficiency benefits of enhancing transportation improvements to employment areas.

Thank you for considering our suggestions, and please share this letter with other MPAC members.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. Dirksen', written in a cursive style.

Craig E. Dirksen, Mayor  
City of Tigard

Copy: Members of the Tigard City Council  
David Bragdon, Metro Council President  
Ted Leybold, Metro MTIP Manager  
File: Metro letter Mayor MTIP corridors 21508