

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, January 14, 2009
Time: 5 to 7 p.m.
Place: Council Chambers

- | | | | |
|---------|-----|--|--------------------------------|
| 5 PM | 1. | CALL TO ORDER <ul style="list-style-type: none">• MPAC Member and Alternate Recognition | Alice Norris, Chair |
| 5:05 PM | 2. | SELF INTRODUCTIONS & COMMUNICATIONS <ul style="list-style-type: none">• New Members and Alternates | Alice Norris, Chair |
| 5:10 PM | 3. | CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS | |
| 5:12 PM | 4. | <u>CONSENT AGENDA</u> | Alice Norris, Chair |
| | 4.1 | ** Consideration of the MPAC Minutes for September 24, 2008
** Consideration of the Joint MPAC/JPACT Minutes for October 22, 2008
* Consideration of the Joint MPAC/JPACT Minutes for November 12, 2008
* Consideration of the Joint MPAC/JPACT Minutes for December 10, 2008 | |
| | 5. | <u>ACTION ITEMS</u> | |
| 5:15 PM | 5.1 | # Nomination and Election of 2009 MPAC Officers – <u>ACTION REQUESTED</u> | Alice Norris, Chair |
| 5:20 PM | 5.2 | * High Capacity Transit (HCT) Screened Corridors and Evaluation Criteria – <u>ACTION REQUESTED</u> | Tony Mendoza |
| | 6. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 5:35 PM | 6.1 | * Ordinance No. 08-1204, For the Purpose of Determining that Implementing Transit-Oriented Development is a Matter of Metropolitan Concern – <u>DISCUSSION</u> | Megan Gibb |
| 5:45 PM | 6.2 | * Report/Debrief on the 2008 Joint MPAC/JPACT Meetings – <u>DISCUSSION</u> | Andy Cotugno
Robin McArthur |
| 6:15 PM | 6.3 | * Title 13: Nature in Neighborhoods – <u>INFORMATION</u> | Tim O'Brien
Lori Hennings |
| 6:35 PM | 6.4 | * Local Aspirations (Distribute Centers Books) – <u>INFORMATION</u> | Christina Deffebach |
| 6:50 PM | 7. | ADJOURN | Tom Brian, Chair |

* Material available electronically.
** Material to be e-mailed at a later date.
Material provided at meeting.
All material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.



Date: December 10, 2008
To: MPAC Members, Alternates and Interested Parties
From: Kelsey Newell, Metro
Re: 2009 MPAC meeting schedule

Please mark your calendars with the following 2009 MPAC meeting dates. MPAC meetings will be held from 5 to 7 p.m. in the Metro Council Chambers:

Wednesday, January 14, 2009 MPAC Meeting
Wednesday, January 28, 2009 MPAC Meeting
Wednesday, February 11, 2009 MPAC Meeting
Wednesday, February 25, 2009 MPAC Meeting
Wednesday, March 11, 2009 MPAC Meeting
Wednesday, March 25, 2009 MPAC Meeting
Wednesday, April 8, 2009 MPAC Meeting
Wednesday, April 22, 2009 MPAC Meeting
Wednesday, May 13, 2009 MPAC Meeting
Wednesday, May 27, 2009 MPAC Meeting
Wednesday, June 10, 2009 MPAC Meeting
Wednesday, June 24, 2009 MPAC Meeting
Wednesday, July 8, 2009 MPAC Meeting
Wednesday, July 22, 2009 MPAC Meeting
Wednesday, August 12, 2009 MPAC Meeting
Wednesday, August 26, 2009 MPAC Meeting
Wednesday, September 9, 2009 MPAC Meeting
Wednesday, September 23, 2009 MPAC Meeting
Wednesday, October 14, 2009 MPAC Meeting
Wednesday, October 28, 2009 MPAC Meeting
Wednesday, November 18, 2009 MPAC Meeting
Wednesday, December 9, 2009 MPAC Meeting
Wednesday, December 16, 2009 MPAC Meeting



METRO

**2009 MPAC Tentative Agendas
 as of January 7, 2009**

All meetings are on Wednesdays, in the Metro Council Chamber, 600 NE Grand Ave., Portland, unless otherwise noted. For current agendas and materials, visit www.oregonmetro.gov/mpac.

<p><u>MPAC Meeting</u> January 14, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • MPAC member and alternate recognition • Election of 2009 MPAC Officers • High Capacity Transit (HCT) – Confirm screened corridors and evaluation criteria • Title 13 and Nature in Neighborhoods • Local aspirations • Ordinance No. 08-1204, Transit-Oriented Development 	<p><u>MPAC Meeting</u> January 28, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Employment and economic trends (or 2/11)
<p><u>MPAC Meeting</u> February 11, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Regional Transportation Plan (RTP) investment strategy principles and evaluation – Discussion • Employment and economic trends <p><u>Possible retreat</u></p>	<p><u>MPAC Meeting</u> February 25, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Preliminary Urban Growth Report (UGR) package (forecast, trends, capacity analysis, performance measures) • Regional Transportation Plan (RTP) investment strategy principles and evaluation framework (Confirm)
<p><u>MPAC Meeting</u> March 11, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Employment demand/capacity analysis new paradigm 	<p><u>MPAC Meeting</u> March 25, 2009, 5 to 7 p.m.</p>

<p><u>MPAC Meeting</u> April 8, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • High Capacity Transit (HCT) plan and priorities <p><u>Possible Joint MPAC/JPACT Meeting (or 4/22)</u></p> <ul style="list-style-type: none"> • Preferred alternatives • Local aspirations 	<p><u>MPAC Meeting</u> April 22, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • High Capacity Transit (HCT) plan – Discussion • Employment strategies
<p><u>MPAC Meeting</u> May 13, 2009, 5 to 7 p.m.</p>	<p><u>MPAC Meeting</u> May 27, 2009, 5 to 7 p.m.</p>
<p><u>MPAC Meeting</u> June 10, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Regional Transportation Plan (RTP) investment strategy – Rd. 1: Results and Rd. 2: Refinements • Reserves • Local aspirations 	<p><u>MPAC Meeting</u> June 24, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Urban Growth Report (UGR) • Regional Transportation Plan (RTP) • Reserves



METRO

**Metro Policy Advisory Committee (MPAC)
and Joint Policy Advisory Committee on Transportation Committee (JPACT)**

Joint Meeting

MINUTES

November 12, 2008

5 to 7 p.m.

Oregon Convention Center
Portland Ballroom (Rm. 256)

MPAC PRESENT

Alice Norris, Chair
Tom Brian, Vice Chair
Shane Bemis, Second Vice Chair
Pat Campbell
Shirley Craddick
Nathalie Darcy
Craig Dirksen
Dave Fuller
Judie Hammerstad
Carl Hosticka
Laura Hudson
Dick Jones
Richard Kidd
Norm King
Charlotte Lehan
Don McCarthy
Rod Park
Michelle Poyourow
Martha Schrader
Rick Van Beveren
Richard Whitman

AFFILIATION

City of Oregon City, representing Clackamas Co. 2nd Largest City
Washington Co. Commission
City of Gresham, representing Multnomah Co. 2nd Largest City
City of Vancouver
City of Gresham, representing Multnomah Co. 2nd Largest City
Washington Co. Citizen
City of Tigard, representing Washington Co. Other Cities
City of Wood Village, representing Multnomah Co. Other Cities
City of Lake Oswego, representing Clackamas Co. Largest City
Metro Council
City of Vancouver
Clackamas Co. Special Districts
City of Forest Grove, representing Washington Co. Other Cities
City of West Linn, representing Clackamas Co. Other Cities
City of Wilsonville, representing Clackamas Co. Other Cities
Multnomah Co. Special Districts
Metro Council
Multnomah Co. Citizen
Clackamas Co. Commission
TriMet Board of Directors
Oregon Dept. of Land Conservation & Development

JPACT PRESENT

Rex Burkholder, Chair
Robert Liberty, Vice Chair
James Bernard
Nina DeConcini
Kathryn Harrington
Donna Jordan
Lynn Peterson
Roy Rogers
Paul Thalhofer
Ted Wheeler

AFFILIATION

Metro Council
Metro Council
City of Milwaukie, representing Cities of Clackamas Co.
Oregon DEQ
Metro Council
City of Lake Oswego, representing Cities of Clackamas Co.
Clackamas Co.
Washington Co.
City of Troutdale, representing Cities of Multnomah Co.
Multnomah Co.

OTHER ELECTED OFFICIALS

Bill Bash
Amanda Fritz
Diane McKeel
Marc San Soucie
Judy Shiprack

AFFILIATION

City of Cornelius, Mayor
City of Portland, Commissioner-elect
Multnomah Co., Commissioner-elect
City of Beaverton, Councilor-elect
Multnomah Co., Commissioner-elect

1. PURPOSE AND CONTEXT

Facilitator Michael Jordan called the meeting to order at 5:06 p.m. Mr. Jordan welcomed MPAC and JPACT members, alternates and newly elected and/or re-elected officials.

Over the next two years, the region will be faced with important decisions on how to shape its growth over the next 20 to 50 years. To help inform these decisions, MPAC and JPACT (as well as various elected officials and staff) have united in a series of meetings to address how our local and regional choices, with regard to different land use and transportation investment strategies, can result in different outcomes. These meetings provide the committees with an opportunity to collectively weigh in on the risks, benefits and trade-offs of the different investment choices.

The November 12th meeting, focused on transportation investment scenarios, was the second meeting in the three part event series. The purpose of the meeting was to introduce attendees to four distinct transportation investment choices and provide an opportunity to evaluate and review the results of the scenarios on the region's air quality, land use and traffic patterns, and other effects, discuss policy implications and choices, and provide initial direction on elements to emphasized in the RTP investment strategy that will be developed in 2009. Preliminary direction provided by the region's policymakers will direct staff to select the right mix of transportation investments to pursue in the next round of analysis.

2. TRANSPORTATION INVESTMENT SCENARIO RESULTS

Mr. Andy Cotugno of Metro provided a presentation on the Regional Transportation Plan (RTP) "Cause and Effect" scenarios which link transportation and land use to the economy and environment. His presentation included information on:

- Choices for the Future (including urban form, transportation and investments)
- RTP Investment Strategy Direction
- Assumptions Overview
- RTP Scenarios
 - Current Plans and RTP: Reference Scenario
 - Concept A: Connectivity Scenario
 - Concept B: High Capacity Transit Scenario
 - Concept C: Throughways Scenario
 - Concept D: System Management Scenario
- Results
 - Overall System Cost
 - Housing Reacts to Congestion and Access
 - Jobs React to Congestion and Access
 - Air Quality Improvements
 - Greenhouse Gas Emissions Increase
 - Congestion and Delay Grow
 - Walking, Biking and Transit Trips Increase
 - Financial and Political Considerations
 - Environmental, Community and Economic Considerations

(The complete presentation is included as part of the meeting record.)

3. DISCUSSION AND PREFERENCE POLLING OF TRANSPORTATION INVESTMENT SCENARIOS

Mr. Walt Roberts, of The Performance Center, polled attendees on:

- Each scenario's level of difficulty to implement and their ability to achieve local and regional goals for air quality, greenhouse gases, community development and the economy. Members rated each scenario on financial and political feasibility and environmental, community and economic considerations.
- The attendees' view of how the region should adjust its emphasis (from the Reference scenario) for each activity to better address transportation issues and needs. Members provided responses on:
 - Land use strategies
 - System operations and maintenance strategies
 - Transit Service
 - Intelligent Transportation System (ITS) strategies
 - Access management strategies
 - Trip reduction and traveler information strategies
 - Tolling strategies
 - Parking management and pricing strategies
 - Bike, pedestrian and trail connections
 - High Capacity Transit (HCT)
 - Road and bridge capacity
 - Throughway capacity
 - Freight rail connections
- The attendees' view of how to adjust the emphasis for each strategy in comparison to their understanding of the current level of effort for the reference scenario. Members were polled on:
 - Focus on local ability to fund transportation
 - Focus on regional ability to fund transportation
 - Pursue more public private funding partnerships
 - Leverage state legislative delegation and state lobbying efforts
 - Leverage U.S. Congressional Team and federal lobbying efforts

Information received from the polling exercise will provide staff with a preliminary read on how to direct energy and resources to accomplish the region's desired outcomes as they begin to develop the RTP Investment Strategy in 2009. The actions and strategies selected could help protect the investments the region has already made and move the region closer to achieving the vision embodied in the 2040 Growth Concept. (The complete list of polling questions and responses are included as part of the meeting record.)

Committee discussion included:

- Methods for reducing greenhouse gases (e.g. technology and land use and transportation forms).
- The interconnectedness of political and financial feasibility; specifically in regards to the Concept D: System Management Scenario. In addition, members addressed public versus private partnerships.
- Concept B: High Capacity Transit Scenario's high economic consideration rating by attendees. In addition, HCT's ability to provide congestion relief, job creation, freight movement, safety and light rail's popularity.
- Demand management programs including parking programs and arterial signals.

4. SUMMARY AND NEXT STEPS

Committee members will have an opportunity to provide feedback on land use and transportation strategies at the December 10th Joint MPAC and JPACT meeting. Information gathered will help inform large policy decisions on the RTP, Urban and Rural Reserves and assist in development of the Urban Growth Report next year.

Mr. Jordan adjourned the meeting at 7:04 p.m.

Respectfully submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR NOVEMBER 12, 2008

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.	PowerPoint	11/12/08	<i>RTP "Cause and Effect" Scenarios: Linking Transportation to Land Us, the Economy and the Environment" presented by Andy Cotugno</i>	111208jm-01
3.	Handout	11/12/08	<i>Discussion and Keypad Polling Worksheet (Questions 4-8 and 9-10)</i>	111208jmj-02
	Report	11/2008	<i>Choices: Transportation Investment Scenarios discussion guide</i>	111208jm-03
	Memo / Charts	10/30/08	To: Metro Councilors, MPAC, JPACT, MTAC From: Sherry Oeser RE: Joint MPAC/JPACT October 22 Meeting Polling Summary	111208jm-04
	Report	11/2008	<i>Choices: Land Use and Investment Scenarios discussion guide</i>	111208jm-05



METRO

**Metro Policy Advisory Committee (MPAC)
and Joint Policy Advisory Committee on Transportation Committee (JPACT)**

Joint Meeting

MINUTES

December 10, 2008

4 to 7 p.m.

Oregon Convention Center
Portland Ballroom (Rm. 256)

MPAC MEMBERS PRESENT

Alice Norris, Chair
Tom Brian, Vice Chair
Shane Bemis, Second Vice Chair
Pat Campbell
Craig Dirksen
Dave Fuller
Judie Hammerstad
Carl Hosticka
Dick Jones
Richard Kidd
Charlotte Lehan
Donald McCarthy
Rod Park
Wilda Parks
Michelle Poyourow
Richard Whitman

AFFILIATION

City of Oregon City, representing Clackamas Co. 2nd Largest City
Washington Co. Commission
City of Gresham, representing Multnomah Co. 2nd Largest City
City of Vancouver
City of Tigard, representing Washington Co. Other Cities
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City of Lake Oswego, representing Clackamas Co. Largest City
Metro Council
Clackamas Co. Special Districts
City of Forest Grove, representing Washington Co. Other Cities
City of Wilsonville, representing Clackamas Co. Other Cities
Multnomah Co. Special Districts
Metro Council
Clackamas Co. Citizen
Multnomah Co. Citizen
Oregon Dept. of Land Conservation & Development

JPACT MEMBERS PRESENT

Rex Burkholder, Chair
Robert Liberty, Vice Chair
James Bernard
Rob Drake
Fred Hansen
Kathryn Harrington
Donna Jordan
Royce Pollard
Lynn Peterson
Steve Stuart

AFFILIATION

Metro Council
Metro Council
City of Milwaukie, representing Cities of Clackamas Co.
City of Beaverton, representing Cities of Washington Co.
Tri-Met
Metro Council
City of Lake Oswego, representing Cities of Clackamas Co.
City of Vancouver
Clackamas Co.
Clark Co.

ELECTED OFFICIALS PRESENT

Bill Bash

AFFILIATION

City of Cornelius, Mayor

Amanda Fritz
Keith Mays
Marc San Soucie
Jerry Willy

City of Portland, Commissioner-elect
City of Sherwood, Mayor
City of Beaverton, Councilor-elect
City of Hillsboro, Mayor-elect

1. PURPOSE AND CONTEXT

Facilitator Michael Jordan called the meeting to order at 4:08 p.m. Mr. Jordan welcomed MPAC and JPACT members, alternates and newly elected and/or re-elected officials.

Mr. Jordan reiterated that this region faces important decisions over the next two years that will shape how we grow for the next 20 to 50 years. How we grow and what our communities look like will result from decisions made on the local and regional level. This series of joint meetings allows MPAC and JPACT to collectively weigh the risks, benefits and trade-offs of different choices. The two previous meetings on October 22nd and November 12th focused first on land use and then on transportation investments and both of their roles in sustaining great communities.

The December 10th meeting was aimed at confirming and clarifying what was heard in previous meetings and seeking more input on different tools and strategies. The meeting was intended to receive *guidance* from committee members and interested parties on how Metro should proceed in transportation and land use policy.

2. TRANSPORTATION INVESTMENT SCENARIO RESULTS

Mr. Andy Cotugno of Metro provided a presentation about linking transportation, land use, the economy and the environment. His presentation included information on:

- Key decisions ahead on the local and regional level.
- Results from the two previous joint MPAC and JPACT meetings.
- Land use strategies and tools including:
 - Reference Case
 - Tight Urban Growth Boundary (UGB)
 - Infrastructure funding delays
 - Corridor amenity investments
 - Center amenity investments
 - Tight UGB and Center amenity investment
- Infrastructure in UGB expansion areas
- 2035 Regional Transportation Plan (RTP) funding assumptions including:
 - Federal and state spending continuing to decline
 - Local revenues are limited
 - Current RTP funding gap
 - Existing funding sources
 - New funding sources
- Climate Change
- Oregon Greenhouse Gas Goals

- The Climate Change Integration Group Final Report including:
 - Greenhouse gas sources in Oregon
 - Energy sources in Oregon
 - State forecasts
 - Overall recommendations
 - Land Use and Transportation sector recommendations

3. DISCUSSION AND PREFERENCE POLLING ON CONFIRMING THE RESULTS OF THE LAND USE AND TRANSPORTATION SCENARIOS MEETINGS AND OBTAINING FURTHER DIRECTION.

Mr. Walt Roberts, of the Performance Center, polled attendees on:

- How strongly they agree or disagree with the presumed results of previous joint meetings. Members provided response on:
 - Focusing growth in corridors and centers with the UGB as a tool
 - Investment strategies
 - Serving UGB expansion areas
 - Timing and availability of infrastructure finance
 - Changing zoning in centers
 - Targeting public investments
 - Pursuing new public financing tools
 - Zoning that protects interchange capacity
 - Parking management
 - Turning emphasis away from throughway capacity
 - Putting emphasis on High Capacity Transit.

The committees and attendees discussed the relationship between parking management and adequate public transportation and objection to a one size fits all cities assumption in regional land use and transportation planning.

- How strongly they agree or disagree with potential conditions for expanding the Urban Growth Boundary in the future. Members provided response concerning these circumstances:
 - Prior concept planning
 - Infrastructure finance planning
 - Governance
 - Supporting existing centers, corridors or employment areas
 - Measuring growth in recent UGB expansions
 - The “10-year lag”

The committees and attendees discussed implications of a less than 10 year-lag on the pace of UGB additions, UGB as a tool to bring development into centers and corridors, difficulty of pre-planned financing when farmers still own the land, advance planning leading to more efficiency and less need for land, basing expansion on whether the addition will create a more complete community, using urban reserve period as a planning period and the view that urban reserves have been unrealistic leaving expectations of land owners un-met.

- Planning size and scope is based on the level of funding available. Metro has made assumptions on how much funding will be available on the local, state and federal level. Committee members and attendees provided response on:
 - Local revenues
 - TriMet and Smart payroll taxes
 - Federal revenues
 - State gas tax
 - State vehicle registration fees

The committee and attendees discussed the gas tax as a diminishing resource and the gas tax speculation should focus on how much revenue will be brought in rather than the amount of the tax.

- Strategies to reduce the amount people drive:
 - System operations and maintenance strategies
 - Land use changes
 - Trip reduction and travel information strategies
 - Congestion pricing strategies
 - Parking management and pricing strategies
 - Intelligent Transportation System strategies
 - Bike, pedestrian and trail connections
 - Transit service
 - Incentives

The information obtained from this polling will provide staff with a short summary of committee member's preferences on issues regarding land use and transportation scenarios and investments. Chair Tom Brian of Washington County would like to stress that this polling is not a scientific example as information and opinions change frequently. He and the other committee members hope to work further with Metro to discuss specific goals within each committee.

4. SUMMARY AND NEXT STEPS

Committee members will be addressed at regular January meetings to confirm the direction provided to date by committee members and interested parties on the mix of land use and transportation strategies Metro should evaluate further. These meetings will help inform the big policy decisions Metro faces next year like adopting the RTP with a long-term funding strategy, creating urban and rural reserves and developing an urban growth report to accommodate growth over the next 20 years.

Mr. Michael Jordan thanked the following committee members that are either leaving their positions or changing roles: Mayor Tom Hughes, Mayor Judie Hammerstad, Mayor Rob Drake, Mayor Jim Bernard and Mayor Paul Thalhofer.

5. ADJOURN

Mr. Michael Jordan adjourned the meeting at 6:47 p.m.

Respectfully submitted,

Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR DECEMBER 10, 2008

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1.0	Report	11/2008	Choices: Land Use and Investment Strategies	121008mj-01
1.0	Report	11/2008	Choices: Transportation Investment Scenarios	121008mj-02
1.0	Memo	12/8/2008	To: Metro Council, MPAC, JPACT From: Sherry Oeser Re: Summary of Polling Findings	121008mj-03
2.0	PowerPoint	12/10/2008	Making the Greatest Place: Linking Transportation, Land Use, the Economy and the Environment. Presented by Andy Cotugno	121008mj-04
2.0	Handout	12/10/2008	Joint MPAC/JPACT Meeting: Keypad Polling Questions	121008mj-05
2.0	Handout	Summer 2008	2035 Regional Transportation Plan: Transportation and climate Change	121008mj-06

MPAC Worksheet

Agenda Item Title (include ordinance or resolution number and title if applicable): High Capacity Transit System Plan

Presenter: Tony Mendoza

Contact for this worksheet/presentation: Jenn Tuerk

Council Liaison Sponsor: Councilor Collette

MPAC Meeting Target Dates:

What is this item (check no more than 2)?:

Information _____
Update _____
Discussion X
Action X

MPAC Target Meeting Date: Jan. 14, 2009

Time needed for:
Presentation _____
Discussion 15

Purpose/Objective (what is the purpose of 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)
Action on the High Capacity Transit System Plan.

Action Requested/Outcome (What do you want MPAC to do at *this meeting*? State the *policy* questions that need to be answered.)
Consider for approval initial screened corridors and evaluation criteria for prioritizing corridors.

Background and context:
See cover memo.

What has changed since MPAC last considered this issue/item?
See cover memo.

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

What is the schedule for future consideration of item (include MTAC, TPAC, JPACT and Council as appropriate): JPACT: Jan. 15; Metro Council: Jan. 20 and Feb. 10

Date: January 6, 2009

To: MPAC

From: Tony Mendoza, Transit Project Analysis Manager

Re: High Capacity Transit (HCT) System Plan Update

Introduction

The High Capacity Transit System Plan is being developed as a component of the RTP. The *HCT System Plan* will be a 30-year plan for prioritizing HCT investments in new corridors and changes to existing corridors. The results will be incorporated and further studied in the RTP and will be the basis for initiating future project development steps necessary to qualify for funding. Of the variety of public transit system functions (e.g., local bus, paratransit, regional bus, frequent bus and HCT), the *HCT System Plan* is designed to focus on the HCT element of the public transit system. HCT modes can include light rail, commuter rail, bus rapid transit or rapid streetcar and includes a significant amount of exclusive right-of-way. Non-HCT transit is planned by TriMet, SMART and other transit providers. The *HCT System Plan* is not a funding plan. Future decisions will be made regarding investing in HCT projects versus other needed transit service improvements.

The *HCT System Plan* tells us where the best locations are for major rail and bus transit capital investments based on evaluation criteria derived from the *RTP*. The *RTP* tells us whether HCT is the right transportation choice relative to other potential transportation investments. *Making the Greatest Place* tells us whether HCT is the right transportation choice to support the land use in any given corridor or center. The role of HCT within the region is being considered as part of this plan, including weighing the benefits of providing more localized direct access compared to faster, regional access.

Status

MPAC reviewed the HCT scope of work at their January 2008 meeting. Since that time Metro has developed a broad range of corridors and system improvement ideas through a series of community workshops, stakeholder interviews, web surveys and work with MTAC and TPAC. These meetings also helped develop a list of values that were categorized into the attached set of Evaluation Criteria.

The attached memos illustrates work to date on screening the wide range of over 55 potential corridors and improvements to a reasonable set of approximately 15 corridors to be advanced through a feasibility and prioritization process. The Evaluation Criteria will be finalized by Metro Council and applied to these screened corridors for prioritization.

Next Steps

- Mid-January: HCT MTAC/TPAC Subcommittee – Discuss policy questions and system expansion policy, screening process for corridors outside region, introduce Criterion Index use and “ground rules” and build-a-system tool.
- Jan. 14, 2009: MPAC – Consider screened corridors and evaluation criteria.
- Jan. 15, 2009: JPACT – Consider screened corridors and evaluation criteria.
- Jan. 20, 2009: Metro Council work session – Discuss screened corridors and evaluation criteria.

- Feb. 10, 2009: Metro Council work session – Consider screened corridors and evaluation criteria.

Attachments:

Detailed HCT Evaluation Framework – Draft for discussion, 1-6-09

TPAC Memo: High Capacity Transit System Plan Screened Corridors, 1-6-09

To HCT Team
Cc
From Steer Davies Gleave & Nelson\Nygaard
Date 6 January 2009
Project Portland HCT Project No. 22026001

Subject Detailed HCT Evaluation Framework -DRAFT FOR DISCUSSION

Overview

In order to select and prioritize the 'best' HCT corridors for investment a robust, coherent and transparent framework for the detailed evaluation of options is required. To date a long list of corridors has been refined to a short list of corridors (~15) that will be subject to the detailed evaluation.

The objective for the detailed evaluation framework is to enable a comparative assessment of the corridors to be made. The framework therefore must:

- | Assume a common baseline scenario (2035 Regional Transportation Plan Financially Constrained System) against which each corridor is compared
- | Ensure a consistent level of detail across the criteria and be commensurate with the level of project information available
- | Enable sufficiently disaggregate scoring, in order that the level of impact can be differentiated between corridors
- | Present the information clearly, concisely and on a consistent basis so that decision makers can compare corridors against each other

It is proposed that no explicit weighting is given to the criteria. Having undertaken the initial evaluation there will be a review phase to gain agreement on the prioritization of corridors; for this it is important that decision makers can consider the implications and understand the potential effect of implicitly applying different weightings.

Associated with this approach the assessment of each criterion will be quantified (potentially, as appropriate, as a monetary value) or qualitatively scored, e.g. adverse, beneficial. The intention of this approach is to avoid the addition of scores and the creation of a 'single' number for each corridor, which would negate the whole ethos of undertaking the multiple account evaluation.

Evaluation Approach

The detailed evaluation is not a 'single step' in the process, but rather a tool that is employed on an ongoing basis to assist the shaping and refinement of the corridor prioritization. For each short listed corridor it is anticipated that the project development phase will identify the most plausible forms of mode investment for each corridor based upon the screening assessment (e.g. potential ridership, environmental, land take issues). For example light rail may be the only mode option for corridors which are extensions of the existing system, whereas for other corridors light rail, BRT, commuter rail and streetcar¹ options may be identified and evaluated.

Therefore for each of the (~15) short listed corridors it is likely that there will be several plausible mode investments defined. It is against these definitions that the preliminary evaluation will be undertaken.

The output from this will support confirmation that the appropriate mode investments have been assumed and inform the strongest candidate, by highlighting the trade-offs that could occur and may deserve further investigation. As appropriate, the draft definition may be refined and the evaluation results revised accordingly.

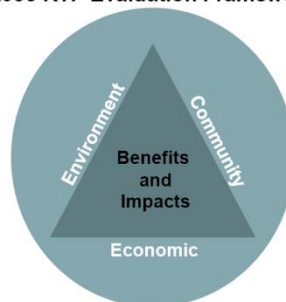
Supporting this iterative process will be the consideration of the system network effects, in order to ensure the definition of individual corridors does not result in precluding valuable opportunities for integration and delivering benefits due to the 'whole being greater than the sum of the parts'.

Proposed MAE Framework

The Multiple Account Evaluation (MAE) approach is consistent with the Regional Transportation Plan (RTP) Outcomes-Based Evaluation Framework. The framework is organized in three evaluation categories:

- | Community
- | Environment
- | Economy

2035 RTP Evaluation Framework



¹ The 2035 RTP transit policy does not currently contain rapid streetcar as a HCT mode. This concept will be further explored in the context of the HCT system plan, and may result in policy refinements to the 2035 RTP.

Each of the categories is focused upon the effect once the investment is made, namely the transit line opens. However, for the evaluation of the corridors it is also important to consider the implications of attempting to implement the identified transit solution. A fourth account is therefore included in the MAE to address deliverability.

The MAE framework aligns with the hierarchy of objectives.

- | Region 2040 Vision
- | Council Adopted Definition of what makes a successful region
- | 2035 RTP -implementing the Region's 2040 Vision
- | HCT - supporting the RTP Goals

The Council Adopted Definition of what makes a successful region includes six goals to promote:

- | Vibrant, walkable communities
- | Sustained economic competitiveness and prosperity
- | Safe and reliable transportation choices
- | Minimal contributions to global warming
- | Clean air, clean water, healthy ecosystems
- | Benefits and burdens of growth distributed equitably

The 10 RTP Goals are:

- | Foster vibrant communities and compact urban form
- | Sustain economic competitiveness and prosperity
- | Expand transportation choices
- | Effective and efficient management of transportation system
- | Enhance safety and security
- | Promote environmental stewardship
- | Enhance human health
- | Ensure equity
- | Ensure fiscal stewardship
- | Deliver accountability

These goals can be grouped under the three evaluation categories used in the RTP, which provide the structure for the MAE framework (see Figure 1), alongside the consideration of deliverability and a summary of the corridor characteristics as

produced from the screening exercise. For each evaluation category criteria addressing different aspects of the category are presented.

The evaluation will be both quantitative and qualitative, depending on the level of project development and extent of information available. As more information becomes available the assessment can be revisited.

Deriving from the framework structure will be a summary sheet designed to provide an overview for each corridor that will allow decision makers to identify and confirm the mode investments and corridors to be prioritized. Appendix A presents an example of a summary sheet. Associated documentation will provide supporting evidence for the detailed evaluation findings.

In the summary sheet, commentary will present the most significant findings against the criteria and provide a justification of the assessment score (including any assumptions made due to the absence of full information). Where mitigation of a negative impact would be required, it will be described and the score will reflect the mitigated effect.

In the initial stage the scoring will be based upon a seven-point scale:

- Significant benefit
- Moderate benefit
- Slight benefit
- Neutral
- Slightly adverse
- Moderately adverse
- Significantly adverse

Multiple Accounts

The following sections detail the specific criteria that will be used to evaluate corridors against the four accounts:

- | Community
- | Environment
- | Economy
- | Deliverability

A description of essential corridor characteristics will also be provided as part of the evaluation. This information is described in the first table of Figure 1.

System Expansion Policy

It is important to note that this level of evaluation is designed to provide a preliminary prioritization of corridors and narrow mode investment options. The assessment will be based on current and projected land use conditions. However, it is recognized that projections are never completely accurate and that conditions will change over time. To account for these changes, a System Expansion Policy including a separate set of criteria required for project advancement is proposed.

These criteria would provide communities along a corridor an opportunity to make proactive changes to land use and access policies. Jurisdictions benefiting from a proposed alignment or project would be required to submit Ridership Development and Financial Plans before moving to the next phase of project advancement.

The following graphic illustrates how HCT projects are prioritized in the System Plan process and the role of proposed project advancement criteria, which would allow jurisdictions to change the priority of an adopted HCT system project.

HCT System Plan Evaluation and System Expansion Policy

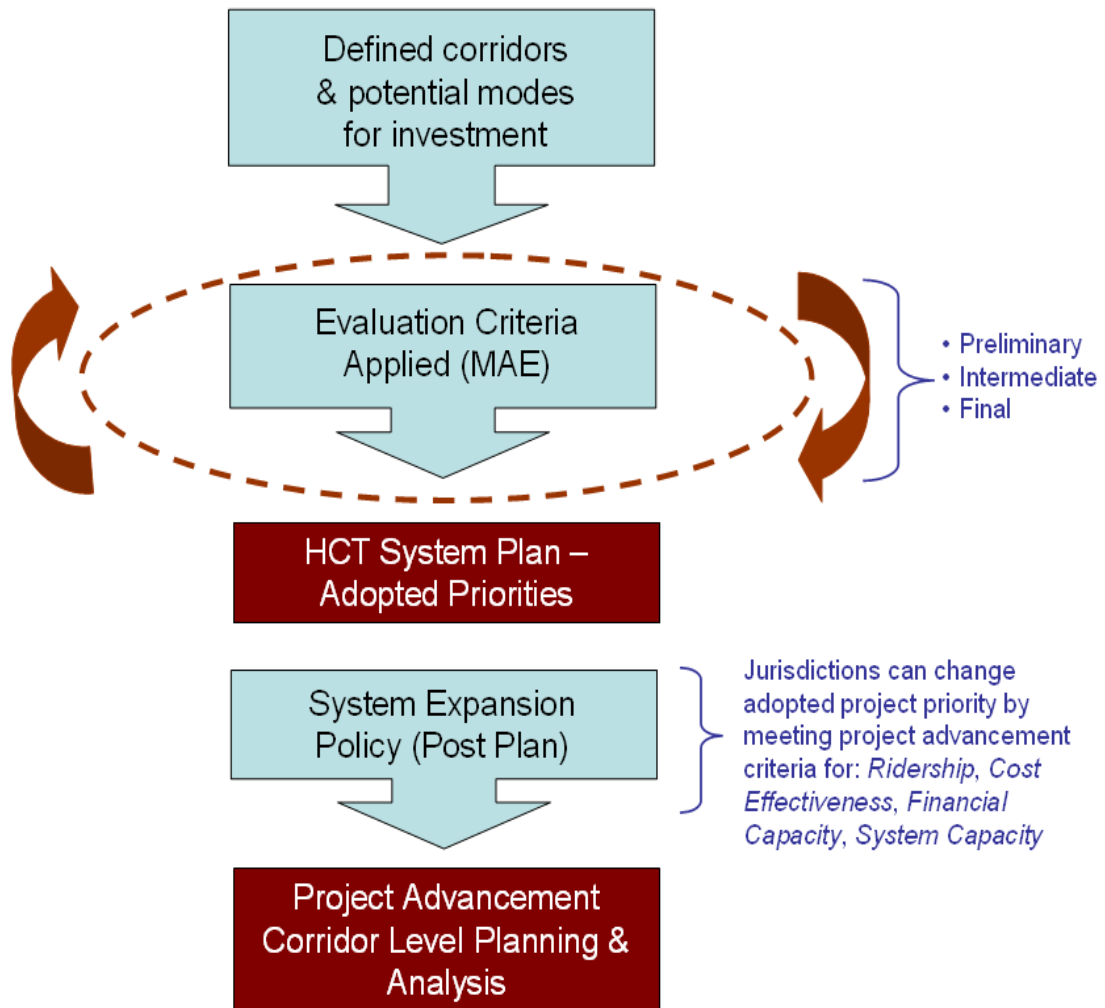


Figure 1 – MAE FRAMEWORK

COMMUNITY EVALUATION CATEGORY

Criteria	Measure	Role	Method
Supportiveness of existing local land use and adopted local transportation plans and policies	Qualitative scoring based on plan review	Identification in strategic terms of consistency or inconsistency with other proposed plans or policies	Existing LU
Acceptability to local communities	Qualitative scoring based on <i>Local Aspirations</i> outputs	Local populations may or may not wish to trade-off improved transit against other potential investments or may have concerns about the impact of HCT on urban form. Since a high level of local commitment is required for project development, communities that display strong commitment to project success should be acknowledged.	Rely on Metro Local Aspiration Process (reflective of regional goals/policies) Criterion to support local aspirations process with INDEX model
Ridership generators	<p>Identification of major activity centers served, e.g.</p> <ul style="list-style-type: none"> Hospital & medical centers Major retail sites Major social service centers Colleges / universities Major Federal / State Government offices Employers > 500 employees Sports sites / venues 	Ensuring the proposed corridor encompasses both current and future key demand attractors and generators and meets the requirements of transit to provide a service to and from where people wish to travel.	Evaluate TriMet's top 30 generators; o-d data from travel demand model. Housing not included as a major activity center, but is captured via TOI analysis
Support 2040	<p>1. Central City, Regional Centers, Industrial areas, Freight and Passenger Intermodal facilities</p> <p>2. Employment areas, Town</p>	Rank based on Service to 2040 land use types, consistent with RTP for service types related to primary, secondary and other	Support Region 2040 land use designations based on RTP priority areas

COMMUNITY EVALUATION CATEGORY

Criteria	Measure	Role	Method
	Centers, Station Communities, Corridors, Main Streets 3. Inner and Outer Neighborhoods	urban components.	
Transportation network integration - Transit	Identification of full trip benefits due to integration with transit transfer centers and interchange opportunities	Consideration of the network benefits that can be achieved, including both physical integration (i.e. good interchange opportunities), system integration (i.e. timetabling connecting services, through ticketing) and redundancy	Metro and TriMet to conduct a similar exercise to the screening criterion
Transportation network integration - Roads, use of ROW	Where roadways may be used for HCT ROW planned status of ROW (i.e. are plans in place to use ROW, including whether the facility is NHS and/or freight route.	Help to clarify what is the function of the facility.	Review of jurisdictional plans.
Transportation network integration - Ability to avoid congestion	Consider HCT ability to bypass congested areas compared to comparable non-HCT transit in mixed traffic		
Equity	Catchment analysis for social groups (low income and minority census tracts) within walking access (1/4 mile) to a stop Analysis of % of households with no vehicle available	Consideration of those who may receive greatest benefit from the transit investment due to reduction of current barriers to travel reduced cost of travel. Members of these households are likely transit consumers. Analysis includes: low and very-low income, racial minority, seniors,	Census and Metro Transportation Equity Analysis for the RTP

COMMUNITY EVALUATION CATEGORY

Criteria	Measure	Role	Method
		disabled people, low car ownership.	
Safety	Qualitative, based on adherence to good design standards	Direct safety impacts due to design and placement of HCT in ROW (i.e. physically segregated, running with general traffic, on-street stops).	Selection of corridors that have extraordinary conditions that may present a safety issue (e.g., freeway, elevated, trench, etc)
Health (Promote physical activity)	Comprehensiveness of pedestrian and cycling network Increase in average bicycle and pedestrian mode share	Assess benefits from increased physical activity caused by greater pedestrian access to transit and increased walking and cycling within the corridor.	Model and spreadsheet analysis
Housing + Transportation Affordability Index	Analysis of housing and transportation costs as percent of total household income.	Indirect measure of areas where transit demand by assessing the impact of transportation costs on housing choices.	Metro
Placemaking/Urban Form	Identification of impacts on urban composition and public space function	Potential to enhance land development; increase mix of land uses; enhance public spaces	Focus this on an assessment of vacant and underdeveloped land. Metro has done work on developable land in the region.
Transportation efficiency (Users)	Average travel time benefit per rider and distribution of benefits across the line and the system. This measure will also determine whether HCT is an effective mode compared to non-HCT transit through congested areas.	The average travel time benefit will demonstrate the effectiveness of the option across the system. The assessment of distribution will identify the 'winners and losers' across the system (e.g. if an extension results in new demand causing crowding on an existing section of route).	Model/TriMet

ENVIRONMENT EVALUATION CATEGORY

Criteria	Measure	Role	Method
Emissions & disturbance	Change in VMT and resulting emission levels for CO2 and other harmful pollutants such as NOx and SOx. (Potentially for the full project life-cycle)	Impacts on local air pollution, greenhouse gases and noise. Transportation related environmental impacts tend to track closely to VMT, making it a valuable proxy for emissions and air quality related measures.	Model
Natural resources	Length of alignment impacting identified sensitive habitats and/or natural resources	Impacts on environmentally sensitive areas due to land take or proximity to major infrastructure.	RLIS
4(f) resources	Acres of 4(f) resources impacted	Impacts on the amenity value of parkland, schools and other 4(f) resources.	RLIS

ECONOMY EVALUATION CATEGORY

Criteria	Measure	Role	Method
Transportation efficiency (Operator)	Cost per rider	To identify the financial performance of the day-to-day operations.	Model/TriMet
Economic competitiveness	Change in employment catchment	Improved transit and land use will increase the labor market's access to employment centers and promote re-development of employment sites.	Metro
Redevelopment	Vacant and redevelopable land		Metro

DELIVERABILITY EVALUATION CATEGORY

Criteria	Measure	Role	Method
Feasibility (Construction)	Capital cost	Flag for instances where negative impacts from construction of the project may be so great as to outweigh project benefits.	Sketch level engineering
Feasibility (Operations)	Operating cost	Ensure design of the project enables efficient operations; assess impact of project on existing system function/capacity.	Also focus on what impact new corridor operations would have on existing lines. TriMet should be involved in this evaluation.
Ridership	Ridership	Evaluate total ridership, ridership per revenue hour and revenue mile, system ridership impact	Model
Funding potential	Initial assessment of local and federal funding opportunities to cover estimated capital and operating costs	Most projects will not have funding sources identified. The intent is to identify key obstacles to successful funding or reward any project that has substantial identified local funding. A more detailed funding plan will be required at the project advancement phase.	Not to focus on existing FTA program criteria but assessment of likelihood of receiving federal funds.

Date: January 6, 2009

To: MPAC

From: Tony Mendoza, Transit Project Analysis Manager

Re: High Capacity Transit System Plan Screened Corridors Proposed for Evaluation

The attached Screening Criteria (Figure 1) was finalized and confirmed by the MTAC/TPAC HCT Subcommittee on October 22, 2008, by TPAC on October 31, 2008 and MTAC on November 5, 2008. The Screening Criteria constitutes the first phase of the HCT evaluation framework (Figure 2). The Screening Criteria will be used to narrow the wide array of High Capacity Transit Corridors and System Improvements assembled for the RTP Scenario B¹ and suggested in stakeholder interviews, public workshops, and Metro Committee meetings that began in July 2008.

The Corridor Screening Results and the Evaluation Criteria were confirmed by MTAC on December 3, 2008 and by TPAC on December 5, 2008. The initial screened corridors proposed for advancement through the evaluation criteria are shown on Figure 4 and described in Figure 5.

Attachments:

Figure 1 – Screening Criteria

Figure 2 – Evaluation Framework diagram - Revised

Figure 3 – Evaluation Time Frame

Figure 4 – Initial Draft Map of Corridor Screening Results - Revised

Figure 5 – Initial Draft List of Corridor Screening Results

Figure 6 – Screening Results by Segment chart

Figure 7 – Screening Results by Corridor chart

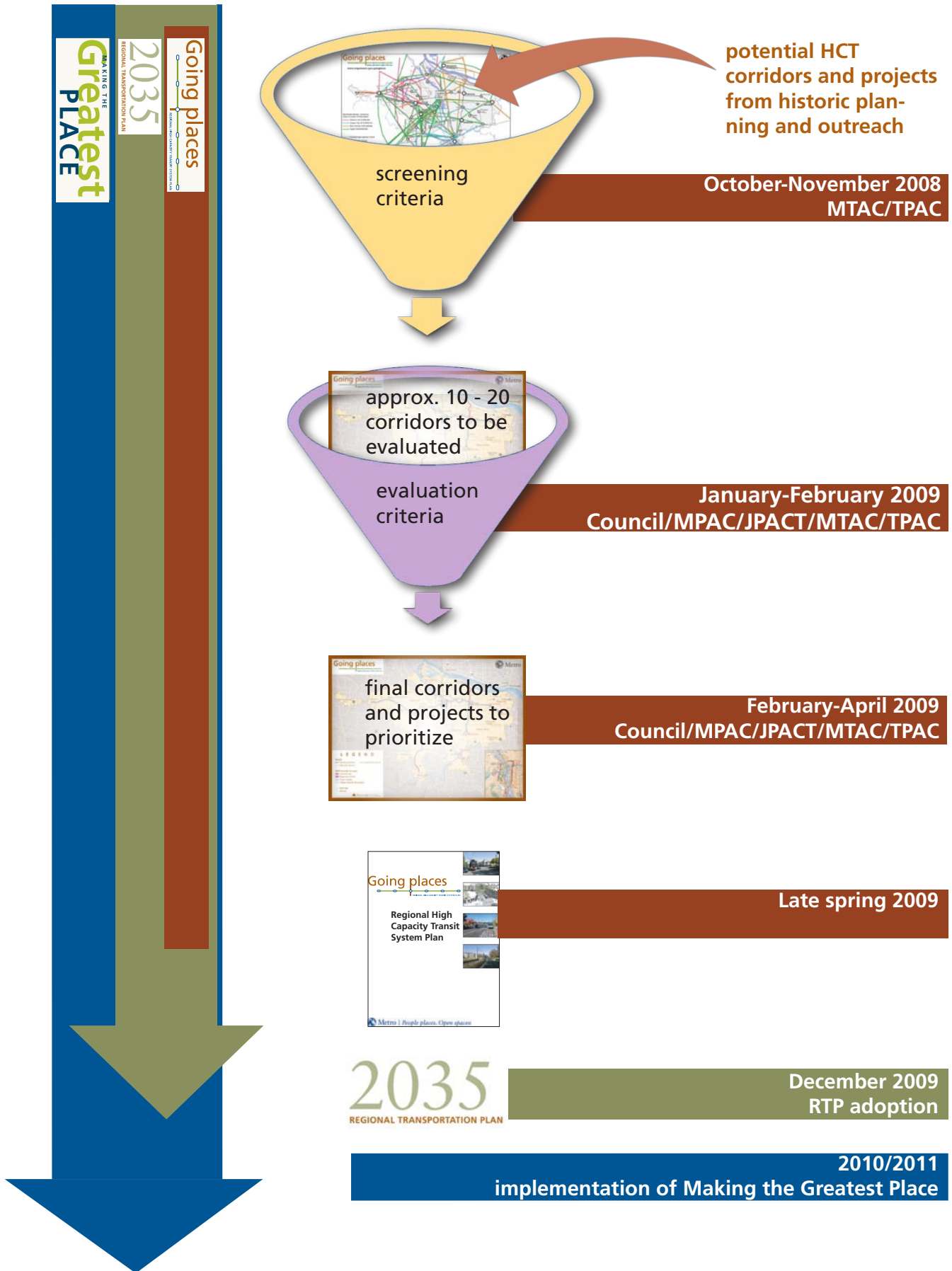
¹ Scenario B HCT improvements were gathered from the following sources: Region 2040 Concept, TriMet Transit Investment Plan (2007), RTP Federal Component (2007), and local jurisdiction comments received from TPAC/MTAC/JPACT/MPAC.

Figure 1: Initial Screening Criteria FINAL REVISED DRAFT, 11-7-08, based on 10-22-08 Subcommittee, 10-31-08 TPAC and 11-05-08 MTAC

CRITERION	MEASUREMENT	PROPOSED SCREENING TARGET	
QUANTITATIVE CRITERIA			
Existing Potential Ridership	Transit Orientation Index	High	> 5.0 riders per acre
		Medium-High	4.0-5.0 riders per acre
		Medium	3.0-4.0 riders per acre
		Low-Medium	1.5-3.0 riders per acre
		Low	< 1.5 rider per acre
Future Potential Ridership	Transit Orientation Index	High	> 5.0 riders per acre
		Medium-High	4.0-5.0 riders per acre
		Medium	3.0-4.0 riders per acre
		Low-Medium	1.5-3.0 riders per acre
		Low	< 1.5 rider per acre
QUALITATIVE CRITERIA			
Corridor Availability and Cost	Qualitative assessment of right of way availability and associated access improvements (Includes geological hazards)	High	Minimal right of way or few structures required
		Medium	Moderate right of way or structures required
		Low	Major land acquisition, tunneling, bridge work or extensive ROW required
Environmental Constraints	Qualitative assessment of impact on natural resources	High	Minimal potential negative impacts to natural resources
		Medium	Moderate potential negative impacts to natural resources
		Low	Significant potential negative impacts to natural resources
Equity	Qualitative assessment of social equity needs	Does promote equity	Directly serves low-income and minority communities
		Slightly promotes equity	Provides indirect access to low-income and minority communities
		Does not promote equity	No access provided to low-income and minority communities
Connectivity and System	Qualitative assessment of transit system connectivity, intermodal connectivity, maintenance yard site or other transit system needs.	High	Strong connectivity and/or system benefits
		Medium	Moderate connectivity and/or system benefits
		Low	Poor connectivity, and/or system benefits

Congestion	Recognition of congestion parallel to proposed corridor	High	LOS F (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Medium-High	LOS E (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Medium	LOS D (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Low-Medium	LOS C (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Low	LOS A-B (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
2040 Land Use	Support Region 2040 land use designations based on RTP priority areas	High	<ul style="list-style-type: none"> • Central city • Regional centers • Industrial areas • Freight and Passenger Intermodal facilities
		Medium	<ul style="list-style-type: none"> • Employment areas • Town centers • Station Communities • Corridors • Main Streets
		Low	<ul style="list-style-type: none"> • Inner neighborhoods • Outer neighborhoods

High Capacity Transit System Plan Evaluation framework



High Capacity Transit System Plan Evaluation timeframe

Figure 3

Tasks	Timeframe					
	October 2008	November 2008	December 2008	January 2009	February-April 2009	April-June 2009
Confirm screening criteria	TPAC	MTAC				
Apply screening criteria and confirm initial set of screened corridors and projects		TPAC MTAC	TPAC MTAC MPAC JPACT	MPAC JPACT Metro Council	Metro Council	
Confirm evaluation criteria		TPAC MTAC	TPAC MTAC MPAC JPACT	MPAC JPACT Metro Council	Metro Council	
Review initial evaluation of corridors and projects					TPAC MTAC	
Approve prioritized corridors and projects and adopt plan						TPAC MTAC MPAC JPACT Metro Council

Going places

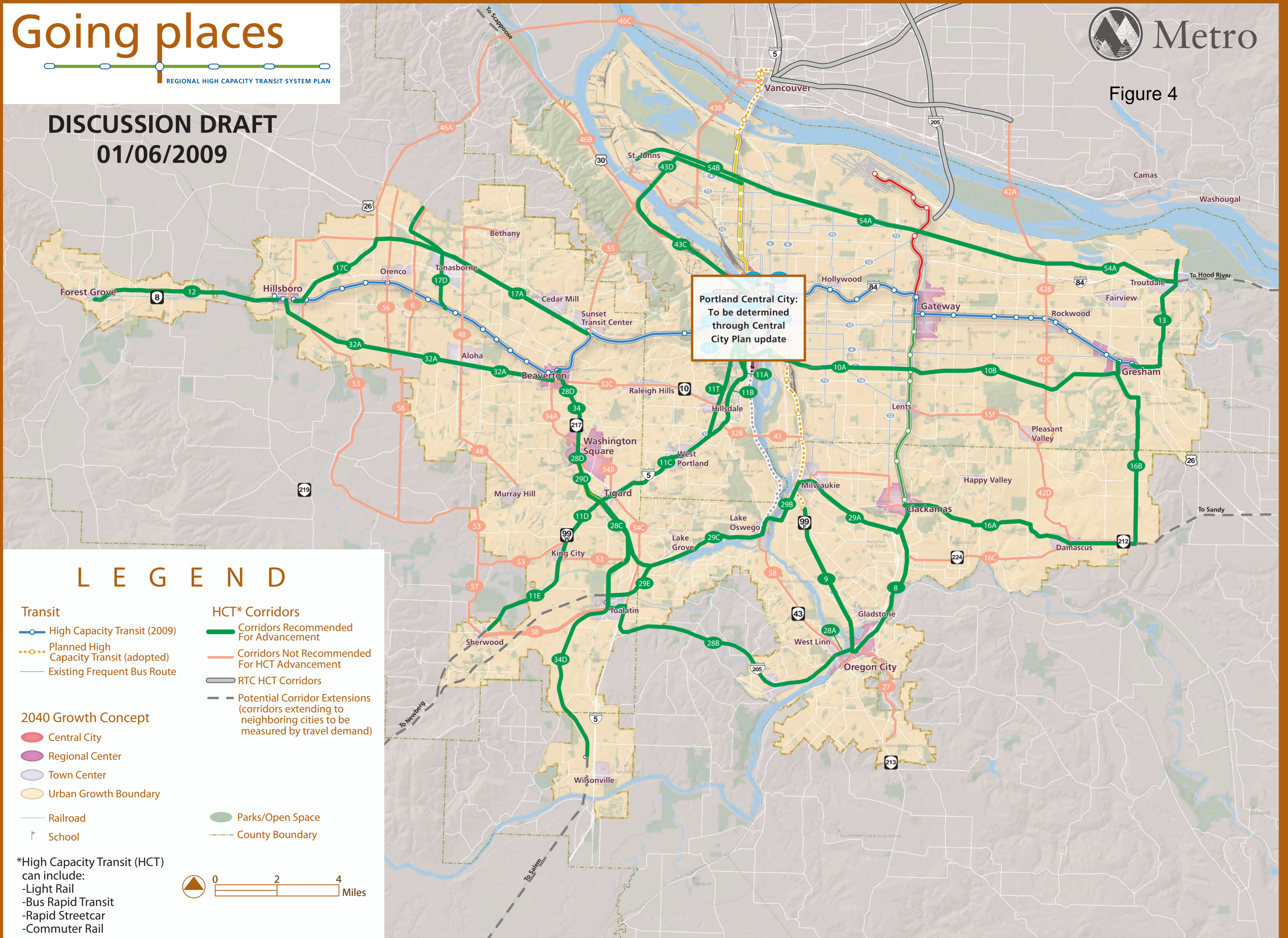


REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN



Figure 4

DISCUSSION DRAFT
01/06/2009



Portland Central City:
To be determined
through Central
City Plan update

LEGEND

Transit

- High Capacity Transit (2009)
- Planned High Capacity Transit (adopted)
- Existing Frequent Bus Route

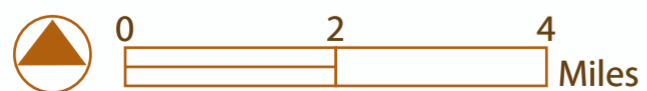
HCT* Corridors

- Corridors Recommended For Advancement
- Corridors Not Recommended For HCT Advancement
- RTC HCT Corridors
- Potential Corridor Extensions (corridors extending to neighboring cities to be measured by travel demand)

2040 Growth Concept

- Central City
- Regional Center
- Town Center
- Urban Growth Boundary
- Railroad
- School
- Parks/Open Space
- County Boundary

*High Capacity Transit (HCT) can include:
-Light Rail
-Bus Rapid Transit
-Rapid Streetcar
-Commuter Rail



Not in priority order

Segment / Corridor ID*	Segment / Corridor Name
18	Improvements to Steel Bridge
19	Bridge/Rose Quarter Access Improvements
49	Eastside Connector
50	Downtown Tunnel - Lloyd 11th to Goose Hollow 18th
51	Downtown Jefferson/Columbia via 1st Ave
52	Downtown Everett/Glisan to 18th Ave
8	(CTC - OCTC) via I-205
9	(Park - OCTC) via McLoughlin
10	(Portland - Gresham) via Powell
11	(Portland to Sherwood) via Barbur Hwy 99w
12	(Hillsboro - Forest Grove)
13	(Gresham - Troutdale MHCC) via Kane Dr
16	(CTC - Damascus)
17	(STC - Hillsboro)
28	(Oregon City - WSTC)
29	(Washington Square - Clackamas)
32	(Hillsboro - Hillsdale)
34	(Beaverton - Wilsonville)
43	(St. Johns - Vancouver/Union Station)
54	(Troutdale - St. Johns)
6	(Amber Glen to Tanasbourne)
48	(Murray Hill - Bethany)
56	(Orenco - Clark Hill Rd)
17D	(Red Line extension to Tanasbourne)
15	(Lents to Pleasant Valley) via Foster Road
27	(Oregon City - Clac CC) - via Hwy213/RRROW
38	(Tualatin - Sherwood) via Sherwood Rd
41	(Lake O - McLoughlin connector)
42	(Vancouver - Damascus)
46	(Cornell - St. Johns)
53	(Hillsboro - Tualatin)
55	(Sunset TC - St. Johns)
57	(Scholls Ferry - Sherwood) via Roy Rogers Rd
17C+46A+46B+43B	(Hillsboro - Vancouver)
41+32B+32C	(McLoughlin - Beaverton)

*Note: Corridors extending to neighboring cities were not considered in this analysis

LEGEND
Central City improvement - staff/Subcommittee recommended for advancement
Corridor - staff/Subcommittee recommended for advancement
Corridor - staff/Subcommittee - one Corridor to be determined by Hillsboro
Corridor - staff/Subcommittee considered, but not recommended for advancement

Figure 6

Screening Results by Segment/Project

Segment / Corridor ID	Segment / Corridor Name	Screening Results									
		1-3	1-5	1-5	1-5	1-3	1-3	1-3	1-5	1-5	1-3
		Connectivity and System Score	O-D	Existing Potential Ridership	Future Potential Ridership	Corridor Availability and Cost	Environmental Constraints	Equity	Congestion (Midday)	Congestion (Peak)	2040 Land Use
6	(Amber Glen to Tanasbourne)	Low	Low	Low	Low-Medium	Medium	High	Low	Low	Medium-High	Low
8	(CTC - OCTC) via I-205	High	Medium	Low	Low-Medium	Medium	Medium	Medium	Medium-High	High	Medium
9	(Park - OCTC) via McLoughlin	High	Low	Low	Low	Medium	Medium	Low	Low	High	Medium
10	(Portland Mall - Gresham) via Powell	Medium	Low-Medium	Low-Medium	Medium	Medium	Medium	High	High	High	High
10A	(Portland Mall - I-205) via Powell	High	High	Medium	High	Low	Medium	Low	High	High	High
10B	(I-205 - Gresham) via Powell	Medium	Low-Medium	Low	Low	Medium	High	High	High	High	High
11	(Portland to Sherwood) via Barbur Hwy 99w	Low	Low-Medium	Low-Medium	Medium	Medium	Medium	Low	High	High	High
11A	(Portland to Terwilliger) via Barbur Hwy 99W	Medium	Medium-High	High	High	Low	Medium	Low	Low	High	High
11B	(Terwilliger to Multnomah) via Barbur Hwy 99w	Low	Medium	Low	Low	Low	Medium	Low	Low	High	High
11C	(Multnomah to Tigard) via Barbur Hwy 99w	Low	Low	Low	Low-Medium	Medium	Medium	Low	Medium-High	High	High
11D	(Tigard -King City) via Barbur Hwy 99w	Low	Low	Low	Low	Medium	High	Low	High	High	High
11E	(King City - Sherwood) via Barbur Hwy 99w	Low	Low	Low	Low	Medium	High	Low	High	High	High
11T	(Portland to Multnomah) via TUNNEL Barbur hwy 99w	Medium	Medium-High	Medium	High	Low	Medium	Low	Low	High	High
12	(Hillsboro - Forest Grove)	Medium	Medium	Low	Low	High	Medium	High	Medium-High	High	Medium
13	(Gresham - Troutdale MHCC) via Kane Dr	Medium	Low	Low	Low-Medium	Medium	Medium	Low	Low	High	Medium
15	(Lents to Pleasant Valley) via Foster Road	Low	Low	Low	Low	Medium	Medium	Low	Medium-High	High	Low
16	(CTC - Damascus)	Medium	Low-Medium	Low	Low	High	Medium	High	High	High	Medium
16A	(CTC - Damascas) via Sunnyside	Medium	Low-Medium	Low	Low-Medium	Medium	High	Low	Medium	High	Medium
16B	(Gresham - Damascus) via 232nd/242nd Ave	Low	Low	Low	Low	High	High	Low	Medium	High	Medium
16C	(CTC - Damascas) via Hwy 212/224	Medium	Low-Medium	Low	Low	Medium	Medium	High	High	High	Medium
17	(STC - Hillsboro)	Low	Low-Medium	Low	Low-Medium	High	Medium	Low	Medium-High	High	Medium
17A	(Shute - St Vincent) via Evergreen/US26	Medium	Low-Medium	Low	Low-Medium	Medium	Medium	Low	Medium-High	High	Medium
17B	(Hillsboro -Shute) via Evergreen	Low	Medium	Low	Low	Medium	High	Low	Medium	High	Medium
17C	(Hillsboro-Shute) via Cornel/Shute	Low	Medium	Low	Low-Medium	High	Medium	Low	Medium	High	Medium
17D	(Tanasbourne - Blue Line)	Low	Medium	Low	Medium	Medium	Medium	Low	Low	Medium-High	Medium
18	Improvements to Steel Bridge	High	High	High	High	High	High	Low	Low	Medium	High
19	Bridge Improvements	High	High	High	High	Medium	Low	Medium	Low	Medium	High
27	(Oregon City - Clac CC) - via Hwy213/RRROW	Low	Low	Low	Low	Medium	Low	Low	Medium-High	High	Low
28	(Oregon City - WSTC)	Low	Low	Low	Low-Medium	High	Medium	Low	High	High	Medium
28A	(Oregon City - West Linn) via new bridge	Low	Low	Low	Low	Low	Low	Low	High	High	Medium
28B	(West Linn - Tualatin) via I-205	Low	Low-Medium	Low	Low	Medium	Medium	Low	Medium	High	Medium
28C	(Tualatin - Tigard) via WES	Medium	Low	Low-Medium	Low-Medium	High	High	Low	High	High	Medium
28D	(Tigard - WSTC) via WES	Low	Low-Medium	Low-Medium	Medium	High	High	Low	Low	High	Medium
29	(CTC - Clackamas)	Medium	Low	Low	Low-Medium	High	Medium	High	Medium-High	High	Medium
29A	(CTC - Milwaukie) via Hwy 224	Medium	Low-Medium	Low	Low-Medium	Medium	Medium	Medium	Medium	Medium-High	Medium
29B	(Milwaukie - Lake O) via RR bridge	High	Low	Low	Low-Medium	High	Medium	Medium	Medium-High	High	Medium
29C	(Lake O - Tigard TC) via RR ROW	Medium	Low	Low	Low-Medium	High	Medium	Low	Medium-High	High	Medium
29D	Tigard TC - WSTC) via WES ROW	Low	Low-Medium	Low-Medium	Medium	High	Medium	Low	Medium-High	High	Medium
29E	(Boones Ferry - Tualatin) via RR ROW	Low	Low-Medium	Low-Medium	Low-Medium	High	Medium	Low	Medium-High	High	Medium
29F	(Milwaukie - Clackamas)	High	Low-Medium	Low	Low-Medium	Medium	High	Low	Low	Low	Medium
32	(Hillsboro - Hillsdale)	Low	Low	Low	Low-Medium	High	Medium	Medium	Medium-High	High	Medium
32A	(Hillsboro - Aloha - Beaverton) via TV Hwy	Medium	Low-Medium	Low	Low-Medium	High	Medium	High	Medium-High	High	Medium
32B	(Barbur - Lake O connector)	Low	Low	Low	Low	Medium	Medium	Low	Medium-High	High	Medium
32C	(Beaverton - Raleigh Hills - Hillsdale) via Beaverton Hillsdale	Low	Low-Medium	Low	Low-Medium	Medium	Medium	Low	Medium	High	Medium
34	(Beaverton - Wilsonville)	Low	Low	Low	Low-Medium	Medium	Medium	Medium	High	High	Medium
34A	(Beaverton - Washington Sq) via Hall	Medium	Medium	Low-Medium	Medium	Medium	High	Low	Medium	High	Medium
34B	(Washington Sq - Tigard) via Hall	Low	Low-Medium	Low	Low-Medium	Medium	High	Low	Medium-High	High	Medium
34C	(Tigard - Tualatin) via 217/I5	Low	Low	Low-Medium	Medium	Medium	Medium	Low	High	High	Medium
34D	(Tualatin - Wilsonville) via I5	Low	Low	Low	Low	Medium	High	Low	High	High	Medium
38	(Tualatin - Sherwood) via Sherwood Rd	Low	Low	Low	Low	Medium	High	Low	Medium	High	Low
41	(Lake O - McLoughlin connector)	Medium	Low	Low	Low	Low	Medium	Low	High	High	Low
42	(Vancouver - Damascus)	Low	Low	Low	Low	Medium	Low	Medium	Medium-High	High	Medium

Segment / Corridor ID	Segment / Corridor Name	Screening Results									
		1-3	1-5	1-5	1-5	1-3	1-3	1-3	1-5	1-5	1-3
		Connectivity and System Score	O-D	Existing Potential Ridership	Future Potential Ridership	Corridor Availability and Cost	Environmental Constraints	Equity	Congestion (Midday)	Congestion (Peak)	2040 Land Use
42A	(Marine Drive - Vancouver) via 182nd	Low	Low	Low	Low	Low	Low	Low	Low	Medium-High	Low
42B	(Marine Drive - Rockwood) via 182nd	Low	Low-Medium	Low	Low-Medium	Medium	Medium	Low	Low	Medium-High	Medium
42C	(Rockwood - Pleasant Valley) via 182nd	Low	Low	Low	Low	Medium	Medium	Medium	Low	High	Medium
42D	(Pleasant Valley - Damascas) via Foster	Low	Low	Low	Low	High	High	Low	Medium-High	High	Low
43	(St. Johns - Vancouver/Union Station)	Low	Medium-High	Low-Medium	Medium	High	Low	High	High	High	High
43A	(St. Johns to RR)	Low	Medium	Low	Low-Medium	High	Medium	Low	Low	Low	High
43B	(RR to Vancouver) via UPRR Railroad Bridge	Low	Low	Low	Low-Medium	High	Low	Medium	Low	Medium	High
43C	(Union Station - St. Johns) via RR Bridge	Medium	High	Low-Medium	High	High	Medium	Medium	High	High	High
43D	(St. Johns - Vancouver) via Freight Corridor	Medium	Low	Low	Low	High	Low	Low	Low	High	High
46	(Cornell - St. Johns)	Low	Low	Low	Low	High	Low	Low	High	High	Medium
46A	(Cornell to UPRR) via Corn Pass Tunnel	Low	Low	Low	Low	High	Low	Low	High	High	Medium
46B	(UPRR - St. Johns) via Freight	Low	Low	Low	Low	High	Low	Medium	High	High	Medium
46C	(Corn Pass - St. Johns) via Northern Bridge	Low	Low	Low	Low	High	Low	Low	Low	Low	Medium
48	(Murray Hill - Bethany)	Low	Low	Low	Low	Low	Medium	Low	Medium	High	Low
49	Eastside Connector	High	Medium	High	High	Low	Medium	High	Low	Medium	High
50	Downtown Tunnel - Lloyd 11th to Goose Hollow 18th	High	Low-Medium	High	High	Low	Medium	High	Low	Low	High
51	Downtown Jefferson/Columbia via 1st Ave	Low	High	High	High	Low	Medium	Medium	Low	Medium	High
52	Downtown Everett/Glisan to 18th Ave	Low	High	High	High	Low	High	Medium	Medium	Medium	High
53	(Hillsboro - Tualatin)	Low	Low	Low	Low	Medium	Low	High	Low	High	Medium
54	(Troutdale - St. Johns)	Low	Low	Low	Low	High	Low	High	Low	Medium-High	Medium
55	(Sunset TC - St. Johns)	High	Low	Low	Low	Low	Low	Low	High	High	Low
56	(Orenco - Clark Hill Rd)	Low	Low	Low	Low	Medium	Low	Medium	Low	High	Low
57	(Scholls Ferry - Sherwood) via Roy Rogers Rd	Low	Low	Low	Low	Medium	Low	Low	High	High	Low
28A+28B	(Oregon City - Tualatin)	High	Low	Low	Low	Low	Medium	Low	Medium-High	High	Medium
17C+46A+46B+43B	(Hillsboro - Vancouver)	Low	Low	Low	Low	High	Low	High	Medium-High	High	High
41+32B+32C	(McLoughlin - Beaverton)	Medium	Low	Low	Low-Medium	Low	Medium	Low	Medium-High	High	Medium

Note: Methods for determining High, Medium, Low rankings are described in detail in the Screening Results Technical Memorandum

Note: All High ratings indicate positive results as related to project viability; all low ratings indicated negative results

Figure 7

Screening Results by Corridor

Segment / Corridor ID	Segment / Corridor Name	Screening Results									
		1-3	1-5	1-5	1-5	1-3	1-3	1-3	1-5	1-5	1-3
		Connectivity and System Score	O-D	Existing Potential Ridership	Future Potential Ridership	Corridor Availability and Cost	Environmental Constraints	Equity	Congestion (Midday)	Congestion (Peak)	2040 Land Use
6	(Amber Glen to Tanasbourne)	Low	Low	Low	Low-Medium	Medium	High	Low	Low	Medium-High	Low
8	(CTC - OCTC) via I-205	High	Medium	Low	Low-Medium	Medium	Medium	Medium	Medium-High	High	Medium
9	(Park - OCTC) via McLoughlin	High	Low	Low	Low	Medium	Medium	Low	Low	High	Medium
10	(Portland Mall - Gresham) via Powell	Medium	Low-Medium	Low-Medium	Medium	Medium	Medium	High	High	High	High
11	(Portland to Sherwood) via Barbur Hwy 99w	Low	Low-Medium	Low-Medium	Medium	Medium	Medium	Low	High	High	High
12	(Hillsboro - Forest Grove)	Medium	Medium	Low	Low	High	Medium	High	Medium-High	High	Medium
13	(Gresham - Troutdale MHCC) via Kane Dr	Medium	Low	Low	Low-Medium	Medium	Medium	Low	Low	High	Medium
15	(Lents to Pleasant Valley) via Foster Road	Low	Low	Low	Low	Medium	Medium	Low	Medium-High	High	Low
16	(CTC - Damascus)	Medium	Low-Medium	Low	Low	High	Medium	High	High	High	Medium
17	(STC - Hillsboro)	Low	Low-Medium	Low	Low-Medium	High	Medium	Low	Medium-High	High	Medium
18	Improvements to Steel Bridge	High	High	High	High	High	High	Low	Low	Medium	High
19	Bridge Improvements	High	High	High	High	Medium	Low	Medium	Low	Medium	High
27	(Oregon City - Clac CC) - via Hwy213/RRROW	Low	Low	Low	Low	Medium	Low	Low	Medium-High	High	Low
28	(Oregon City - WSTC)	Low	Low	Low	Low-Medium	High	Medium	Low	High	High	Medium
29	(CTC - Clackamas)	Medium	Low	Low	Low-Medium	High	Medium	High	Medium-High	High	Medium
32	(Hillsboro - Hillsdale)	Low	Low	Low	Low-Medium	High	Medium	Medium	Medium-High	High	Medium
34	(Beaverton - Wilsonville)	Low	Low	Low	Low-Medium	Medium	Medium	Medium	High	High	Medium
38	(Tualatin - Sherwood) via Sherwood Rd	Low	Low	Low	Low	Medium	High	Low	Medium	High	Low
41	(Lake O - McLoughlin connector)	Medium	Low	Low	Low	Low	Medium	Low	High	High	Low
42	(Vancouver - Damascus)	Low	Low	Low	Low	Medium	Low	Medium	Medium-High	High	Medium
43	(St. Johns - Vancouver/Union Station)	Low	Medium-High	Low-Medium	Medium	High	Low	High	High	High	High
46	(Cornell - St. Johns)	Low	Low	Low	Low	High	Low	Low	High	High	Medium
48	(Murray Hill - Bethany)	Low	Low	Low	Low	Low	Medium	Low	Medium	High	Low
49	Eastside Connector	High	Medium	High	High	Low	Medium	High	Low	Medium	High
50	Downtown Tunnel - Lloyd 11th to Goose Hollow 18th	High	Low-Medium	High	High	Low	Medium	High	Low	Low	High
51	Downtown Jefferson/Columbia via 1st Ave	Low	High	High	High	Low	Medium	Medium	Low	Medium	High
52	Downtown Everett/Glisan to 18th Ave	Low	High	High	High	Low	High	Medium	Medium	Medium	High
53	(Hillsboro - Tualatin)	Low	Low	Low	Low	Medium	Low	High	Low	High	Medium
54	(Troutdale - St. Johns)	Low	Low	Low	Low	High	Low	High	Low	Medium-High	Medium
55	(Sunset TC - St. Johns)	High	Low	Low	Low	Low	Low	Low	High	High	Low
56	(Orenco - Clark Hill Rd)	Low	Low	Low	Low	Medium	Low	Medium	Low	High	Low
57	(Scholls Ferry - Sherwood) via Roy Rogers Rd	Low	Low	Low	Low	Medium	Low	Low	High	High	Low
28A+28B	(Oregon City - Tualatin)	High	Low	Low	Low	Low	Medium	Low	Medium-High	High	Medium
17C+46A+46B+43B	(Hillsboro - Vancouver)	Low	Low	Low	Low	High	Low	High	Medium-High	High	High
41+32B+32C	(McLoughlin - Beaverton)	Medium	Low	Low	Low-Medium	Low	Medium	Low	Medium-High	High	Medium

Note: Methods for determining High, Medium, Low rankings are described in detail in the Screening Results Technical Memorandum
 Note: All High ratings indicate positive results as related to project viability; all low ratings indicated negative results

MPAC Worksheet

Agenda Item Title: Ordinance 08-1204, For the purpose of determining that implementing transit-oriented development is a matter of metropolitan concern.

Presenter: Megan Gibb, TOD Program Manager, Metro Planning & Development Department

Contact for this worksheet/presentation: Meganne Steele

Council Liaison Sponsor: Robert Liberty

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

Information X
Update
Discussion X
Action

MPAC Target Meeting Date: ~~12-17-08~~ 1-14-09

Amount of time needed for:

Presentation 5
Discussion 5

Purpose/Objective

The purpose of this item is to discuss the proposed Ordinance 08-1204 by which the Metro Council determines that the Transit-Oriented Development (TOD) Program is a matter of metropolitan concern and is thus within Metro's jurisdiction. Metro has been operating the TOD program for the past 12 years under TriMet's delegated authority. In order to have the program operate under Metro's authority, the Metro Council, after seeking advice from MPAC, must assume the TOD Program function by adoption of this ordinance.

Action Requested/Outcome

This is a discussion item to elicit MPAC member "advice" for the Metro Council; no action is required.

Background and context:

Approval of Ordinance 08-1204 is a housekeeping action that simply acknowledges existing policy and practice. Metro Council's determination that the TOD Program is a matter of metropolitan concern is supported by its prior recognition of the fact that Transit-Oriented Development is a cost-effective means of encouraging higher density and mixed-use development, increasing ridership for transit, reducing congestion and improving air quality, and is an important component in realizing the policies and fundamental goals of the Metro Region 2040 Growth Concept, Regional Framework Plan and the Metro Code. The attached Ordinance 08-1204 and staff report provide more specific background.

What packet material do you plan to include?

Ordinance 08-1204 and staff report.

What is the schedule for future consideration of item?

- **December 18, 2008** – Metro Council: first reading of the ordinance
- **January 16, 2009** – Metro Council: second reading of the ordinance & action to approve the ordinance and a related resolution authorizing the new IGA with TriMet

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DETERMINING THAT) ORDINANCE NO. 08-1204
IMPLEMENTING TRANSIT-ORIENTED)
DEVELOPMENT IS A MATTER OF)
METROPOLITAN CONCERN) Introduced by Councilor Robert Liberty

WHEREAS, on May 16, 1996, the Metro Council adopted Resolution No. 96-2279 (For the Purpose of Authorizing an Intergovernmental Agreement with TriMet to assist in establishing a Transit-Oriented Development and Implementation Program at Metro) to authorize entry into an Intergovernmental Agreement with TriMet transferring TriMet authority to establish and implement a Transit-Oriented Development Program at Metro; and

WHEREAS, on November 18, 1999, the Metro Council adopted Resolution No. 99-2858 (For the Purpose of Authorizing a Revenue Neutral Intergovernmental Agreement with TriMet Concerning Transit-Oriented Development and Increasing the Level of Transit Service), which determined that implementing Transit-Oriented Development is a cost-effective means of increasing ridership for transit, reducing congestion and improving air quality, and thus is an important component in realizing the Region 2040 Growth Concept and authorized entry into an Intergovernmental Agreement with TriMet exchanging Federal STP Flexible Funds allocated to the Transit Oriented Development Program for TriMet general funds; and

WHEREAS, the TOD Work Plan was amended: (1) to include a site improvements project category by Resolution 00-2906 (For the Purpose of Amending the TOD Program Procedures to Facilitate TOD Projects Including the Round at Beaverton Central,) adopted March 9, 2000; (2) to include additional light rail corridors, streetcar, frequent bus, urban centers and green buildings by Resolution No. 04-3479 (For the Purpose of Amending the Transit-Oriented Development (TOD) Program Work Plan to Expand the TOD Program Area and Initiate An Urban Centers Program,) adopted July 15, 2004; (3) to add selection criteria for frequent bus line projects by Resolution No. 05-3563 (For the Purpose of Amending the Transit-Oriented Development (TOD) Program Work Plan to Apply Additional Selection Criteria to TOD Program Frequent Bus Line Projects), adopted May 19,2005; and (4) to allow a process for unsolicited proposals by Resolution No. 05-3617 (For the Purpose of Amending the Transit-Oriented Development (TOD) Program Work Plan to Allow a Process for Consideration of Unsolicited Development Proposals for Metro TOD & Centers Program Owned Land), adopted September 13, 2005 to designate focus centers, establish an urban living infrastructure program, and make technical changes as set forth in Exhibit A; and

WHEREAS, Section 4 of the Metro Charter, entitled “Jurisdiction of Metro,” provides that, “Metro has jurisdiction over matters of metropolitan concern. Matters of metropolitan concern include . . . those matters the Council by ordinance determines to be of metropolitan concern.”; and

WHEREAS, Section 7 (1) of the Metro Charter, entitled “Assumption Ordinance,” provides that “The Council shall approve by ordinance the undertaking by Metro of any function not authorized by Sections 5 and 6 of this charter. The ordinance shall contain a finding that the function is of metropolitan concern and the reasons it is appropriate for Metro to undertake it.”; and

WHEREAS, implementing Transit-Oriented Development is a cost-effective means of encouraging higher density and mixed-use development, increasing ridership for transit, reducing congestion and improving air quality, and thus is an important component in realizing the vision, policies

and fundamental goals in Metro's Region 2040 Growth Concept, Regional Framework Plan and the Metro Code set forth herein below; and

WHEREAS, Fundamental 2 of the Regional Framework Plan charges Metro to "Encourage the efficient use of land within the UGB including buildable industrial and commercial land and focus development in 2040 mixed use centers and corridors."; and

WHEREAS, Fundamental 7 of the Regional Framework Plan charges Metro to "Enable communities to provide diverse housing options for all residents by providing a mix of housing types as well as affordable housing in every jurisdiction."; and

WHEREAS, the Regional Framework Plan provides that it is the Policy of the Metro Council to: "Balance the region's growth by . . . targeting public investments to reinforce compact urban form." (*Urban Form Policy 1.1.1 (d)*); "Manage the urban land supply in a manner consistent with state law by encouraging the evolution of an efficient urban growth form." (*Growth Management Policy 1.6.1 (a)*); "Support the identity and functioning of communities in the region through . . . ensuring that incentives and regulations guiding the development and redevelopment of the urban area promote a settlement pattern that . . . includes concentrated, high-density mixed-use urban centers developed in relation to the region's transit system." (*Urban Design Policy 1.10.1 (c)(v)*); "Encourage pedestrian and transit supportive building patterns in order to minimize the need for auto trips and to create a development pattern conducive to face-to-face community interaction." (*Urban Design Policy 1.10.2*); "Develop a regional strategy for enhancement of Centers, Station Communities and Main Streets in the region . . . placing a high priority on investments in Centers by Metro and efforts by Metro to secure complementary investments by others." (*Centers Policy 1.15.2. (b)*); "Increase walking for short trips and improve pedestrian access to the region's public transportation system through pedestrian improvements and changes in land use patterns, designs and densities." (*Regional Pedestrian Mode Share Policy 2.25.1*); and

WHEREAS, Metro Code Chapter 3.07, Title 6, entitled "Central City, Regional Centers, Town Centers and Station Communities," Section 3.07.610 - "Purpose and Intent," addresses the maintenance and enhancement of Centers by encouraging development in Centers that will improve the critical roles they play in the region, in aid of the accomplishment of the 2040 growth concept; and

WHEREAS, Metro Code Chapter 3.07, Title 9, entitled "Performance Measures," Section 3.07.910 - "Purpose and Intent," establishes a summary of fundamental goals of the region, one of which is to "Encourage efficient use of land within the UGB by focusing on development of 2040 mixed use centers and corridors."; and

WHEREAS, in determining that providing for the implementation of Transit-Oriented Development is a matter of metropolitan concern, the Metro Council does not wish to exercise any authority to direct or regulate local government efforts to provide for the implementation of transit-oriented development, and therefore concludes that Metro is not providing or regulating any existing service provided by local governments; and

WHEREAS, pursuant to Section 7 (3) of the Metro Charter, "Assumption of Other Service Functions, the Council shall seek the advice of the MPAC before adopting an ordinance authorizing provision or regulation by Metro of a service, which is not a local government service."; and

WHEREAS, this ordinance has been submitted to MPAC in its advisory capacity prior to being considered by the Metro Council; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The continued implementation of Transit-Oriented Development throughout the Metro Region is a metropolitan concern and the Metro Council finds, pursuant to Section 4 of the Metro Charter, that the Council shall exercise jurisdiction over the matter by providing for the implementation of Transit-Oriented Development through the Metro Transit-Oriented Development and Urban Centers Implementation Program, using federal, state, and regional, financial resources, as said resources become available and as the Metro Council shall further identify and direct.

2. In determining that providing for the implementation of Transit-Oriented Development is a matter of metropolitan concern, the Metro Council finds that Metro shall not exercise any authority to preempt, direct or regulate local government efforts to provide for the implementation of Transit-Oriented Development, and therefore concludes that Metro is not providing or regulating any existing service provided by local governments. Therefore this ordinance is not subject to approval by either the Metro Policy Advisory Committee or the voters of the Metro Area.

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

David Bragdon, Council President

Attest:

Approved as to Form:

Christina Billington, Recording Secretary

Daniel B. Cooper, Metro Attorney



Date: Tuesday, January 6, 2009
To: MPAC and JPACT
From: Andy Cotugno, Metro
Re: Recap of direction from the Joint MPAC/JPACT meetings

In October, November and December, 2008 Metro staff organized a series of Joint JPACT/MPAC meetings to share information on land use and transportation choices for the future and asked a series of electronic polling questions on your preferences. This memo is intended to provide a synopsis of the major elements of direction that you provided. This direction will be taken into account as proposed land use and transportation policy direction is formulated.

1. Focus Growth in Centers and Corridors

- Use financial tools, targeted investments and amenities to encourage more development in centers and corridors.
- Maintain a tight UGB to direct market forces to centers and corridors.
- Reinforce local aspirations for development in downtowns, centers and corridors.
- Change local zoning to accommodate more development in centers and corridors.
- Implement parking management programs in centers served by high quality transit.

2. Employment and Industrial Areas

- Change local zoning to allow more jobs growth in employment and industrial areas.
- Target investments to improve or preserve freight access from industrial areas and intermodal facilities to the state highway system.
- Implement zoning restrictions to protect interchange capacity needed to serve freight access to industrial areas.

3. UGB Expansion

- Maintain a tight UGB to direct market forces to centers and corridors.
- Consider UGB expansion after concept planning is completed.
- Consider UGB expansion only after governance is agreed to.
- Consider UGB expansions that support an existing center, industrial or employment area.
- Consider UGB expansion only if there is significant progress in accommodating growth in centers, corridors, industrial areas, employment areas and recent UGB expansion areas.

4. Transportation

- There are differing opinions that the RTP should decrease our emphasis on improvements to the Throughway system but strong agreement that we should increase emphasis on improvements to non-auto alternatives.
- Address safety deficiencies on the Throughway system.
- Increase emphasis on expanding the High Capacity Transit (HCT) system.
- Change local zoning to allow more jobs and housing along HCT corridors.
- Complete bike and pedestrian connections to provide access the HCT system.
- Targeted investments and amenities should be implemented to encourage more development in areas served by HCT.
- Implement parking programs in centers served by HCT.
- Pursue state, regional and local funding to accelerate expansion of the HCT system.

5. Climate Change

- The region should be very proactive in developing land use and transportation strategies that reduce VMT to meet greenhouse gas emission reduction targets.
- Emphasize transit, land use, ITS and bike/pedestrian actions to reach State greenhouse gas reduction targets.

MPAC Worksheet

Agenda Item Title Local Growth Aspiration Requests:

Presenter: Chris Deffebach

Contact for this worksheet/presentation: Chris Deffebach

Council Liaison Sponsor:

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

Information

Update

Discussion

Action

MPAC Target Meeting Date: _December 17, 2009_____

Amount of time needed for: 15 min

Presentation

Discussion _questions_____

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)
Demonstrate how the information that local government staff are preparing will be used in the Making the Greatest Place

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

Be prepared to support staff in the completion of this request and be prepared to review the information when it is presented back to MPAC in the spring of 09.

Background and context:

Metro has completed a number of scenarios that illustrate the effect of different land use, transportation and investment actions can have on shaping the region. The local aspiration information will help illustrate how these tools are being used to shape communities and the barriers to achieving these aspirations. The results will help prioritize regional investments and shape regional policy for growth and ongoing technical assistance.

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

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

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

MTAC and Council have reviewed the request for local aspirations.

The results of the local aspirations work will be presented to MPAC in the spring 2009. MPAC will be asked to help identify regional implications of the sum of the individual aspirations.

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



To: Reserves Steering Committee
From: Chris Deffebach, Manager, Land Use Planning
Subject: Local Jurisdiction Growth Aspiration Requests
Date: December 8, 2008

Metro staff has requested information from Metro area planning directors on the aspirations for growth in their communities for use in several tracks of the Making the Greatest Place effort. This memo summarizes this request and its relevance for consideration of urban and rural reserves. Staff will briefly summarize the Local Aspiration effort at the MPAC meeting on December 17th.

Each of the Making the Greatest Place tracks requires an understanding of aspirations for growth in each jurisdiction. Estimates of how local communities plan to grow will help determine:

- How we plan to meet 20 year needs identified in the Urban Growth Report
- How to set priorities for high capacity transit and other transportation investments
- How to size urban and rural reserves
- How to target technical assistance to support achieving these aspirations.

To coordinate between the different Making the Greatest Place tracks, staff have requested planning directors to describe the aspirations for growth in their communities. The request asks:

1. What are your plans for growth in your city in general and in your centers, corridors and employment areas in particular?
 - What is your planned capacity? Is our understanding of your current planned capacity correct?
 - What are your aspirations for capacities beyond current adopted plans, if any?
 - What are your plans for growth in the 50 year timeframe, if any?
2. What kind of community are you planning for?

- Are you planning for an 18- hour community or other community shown on the Activity Spectrum?
 - Are you planning for a particular quality of environment, such low-rise or high-rise?
3. What policy and investment choices will it take for you to achieve these aspirations?
- What type of transportation or other infrastructure?
 - What type of financial assistance?
 - What type of regulatory or other tools?

In addition, we are using this opportunity to ask jurisdiction staff to give feedback on Metro's vacant land inventory and capacity assumptions for use in completing the employment analysis for the Urban Growth Report.

Washington, Clackamas and Multnomah County planning staff are partnering with Metro staff to convene planning directors, collect aspirations and synthesize the results at a subarea level. In addition, the local aspirations will be summarized at the regional level and evaluated to see how the sum of the local aspirations supports the success of the region as a whole.

The planning directors have been asked to submit the local aspirations by January 2009 to support the development of other Making the Greatest Place products in February and March. The summary of local aspirations will provide one view of the future capacities within the region and can inform the sizing of urban reserve in the spring. The summary of local aspirations will also support the prioritization of mobility and community building projects at RTP workshops in February and March. The High Capacity Transit project will incorporate the summary of the local aspiration work to evaluate alternative corridors.

Finally, the results we receive will reflect only an initial consideration of how the region wants to grow in the next 20 to 50 years. Every community in the Metro region is at a different point in the planning process. Some communities will be able to estimate their capacity under current zoning while others will reflect a more elaborate vision and potential consideration beyond current zoning. Throughout 2009 and 2010, we expect the aspirations to be revised as many communities consider different growth options through a public process as part of their periodic review.

The local aspirations should help illustrate where and how the region plans to grow and the investments and priorities communities are making to achieve those aspirations. This information will support the upcoming decisions in Making the Greatest Place and help set policy and investment priorities.

MPAC Worksheet

Agenda Item Title: Title 13 Nature in Neighborhoods Compliance Update

Presenter: Tim O'Brien, Principal Regional Planner & Lori Hennings, Senior Natural Resource Scientist

MPAC Meeting Date: 01/14/09

Purpose/Objective (what is the purpose of having the item on *this meeting's* agenda): Informational.

Inform MPAC regarding jurisdictional compliance status related to Title 13 and to frame a realistic timeline for region-wide compliance with the Title 13 requirements.

Inform MPAC regarding the "State of the Watersheds" report that Metro completed in December 2008. The report is intended to help inform the region regarding the success in meeting regional performance objectives and targets established in Title 13.

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

No specific action

Background and context:

Title 13: Nature in Neighborhoods of the Urban Growth Management Functional Plan (Functional Plan) was created to (1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the stream's headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region. In essence, Title 13 was meant to achieve its intended purpose through the conservation, protection and appropriate restoration of riparian and upland fish and wildlife habitat.

The Metro Council adopted Title 13 of the Urban Growth Management Functional Plan on September 29, 2005. The Department of Land Conservation and Development acknowledged Metro's habitat protection program on January 5, 2007. This action requires that all participating local jurisdictions are in compliance with Title 13 by January 5, 2009

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

N/A

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

If a local jurisdiction seeks an extension of time for compliance with Title 13, the Metro Council shall hold a public hearing to consider the extension.



Date: Wednesday, January 7, 2009
To: MPAC Members & Interested Parties
From: Tim O'Brien, Principal Regional Planner and Lori Hennings, Senior Natural Resource Scientist
Re: Title 13: Nature in Neighborhoods

Introduction

Title 13: Nature in Neighborhoods of the Urban Growth Management Functional Plan (Functional Plan) was created to (1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the stream's headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region. In essence, Title 13 was meant to achieve its intended purpose through the conservation, protection and appropriate restoration of riparian and upland fish and wildlife habitat.

Title 13 requires that local jurisdictions perform the following:

- Adopt Metro-identified Habitat Conservation Areas (HCAs)
- Enact code changes to provide protection measures to identified HCAs for new and redevelopment
- Identify and remove barriers in existing codes that prohibit or limit the use of Habitat Friendly Development Practices
- Provide information to Metro for use in monitoring watershed health

The Metro Council adopted Title 13 of the Urban Growth Management Functional Plan on September 29, 2005. The Department of Land Conservation and Development acknowledged Metro's habitat protection program on January 5, 2007. This action requires that all participating local jurisdictions are in compliance with Title 13 by January 5, 2009. Additionally, cities and counties are required to apply the requirements of Title 13 directly to their land use decisions after January 5, 2009, whether or not they have adopted comprehensive plan provisions and land use regulations to implement Title 13, after notice from Metro.

Compliance Status

As specified in the Functional Plan, Metro staff has been working with our local partners to help them reach compliance status with Title 13 of the Functional Plan before this deadline. This guidance has come in the form of active involvement in code revisions in several jurisdictions, as well as providing funding specifically aimed at identifying barriers in local codes to Habitat Friendly Development Practices. In addition, Metro staff implemented a successful Habitat Friendly Development Practices program for developers, in collaboration with the Homebuilders Association and partially funded by the Oregon Department of Environmental Quality.

This update is intended to inform MPAC regarding jurisdictional compliance status related to Title 13 and to frame a realistic timeline for region-wide compliance with the Title 13 requirements. The following categories represent the current status of local jurisdictions throughout the region relative to Title 13 compliance:

Adopted HCAs, Protection Measures and Habitat Friendly Code Revisions

- Jurisdictions with adopted HCAs, protection measures and Habitat Friendly Development Practices code revisions:
 - Beaverton, Cornelius, Durham, Forest Grove, Gresham, Hillsboro, King City, Sherwood, Tigard, Tualatin, Clackamas County and Washington County
- Jurisdictions with a first half of 2009 target date for submittal:
 - Fairview, Happy Valley, Lake Oswego, Milwaukie, Oregon City, Portland (the North Reach of the Willamette portion), Troutdale, West Linn, Wilsonville, and Multnomah County
- Jurisdictions in progress with no confirmed target date for submittal:
 - Wood Village, Gladstone, Damascus, Portland (remainder of city), and Rivergrove

At this time only the City of Portland has expressed their intent to request an extension based on their proposal to address Title 13 via a District Planning process.

Next Steps

Metro staff will continue to assist staff from the local jurisdictions to facilitate compliance with Title 13 and provide a more detailed compliance timeline to the Metro Council by spring 2009. Staff will also work with the Metro Council regarding any extension requests that are received.

Watershed Health Monitoring Status

In addition to jurisdictions’ compliance, Title 13 directs staff to monitor watershed conditions over a 10-year period, with results available by the end of each even-numbered year. The first 2-year comparison “State of the Watersheds” report is due December 31, 2008. The results are intended to help inform Council about the region’s success in meeting regional performance objectives and targets established in Title 13.

The following table describes Title 13 objectives, targets and indicators used in the State of the Watersheds report. Indicators are measured by watershed and jurisdiction.

Performance objective and target	Indicator
Preserve and improve streamside, wetland and flood area habitat connectivity (sub-watershed scale). <i>2015 targets:</i> • Increase forest and other vegetation within 50’ of streams by 10%, and within 50-150 feet of streams and wetlands by 5%. • Protect at least 90% of undeveloped floodplain acres.	1. % vegetation within 50 feet of streams and wetlands
	2. % forest within 50 feet of streams and wetlands
	3. % vegetation within 50-150 feet of streams and wetlands
	4. % forest within 50-150 feet of streams and wetlands
	5. Number of acres of Class I and II high value riparian habitat
	6. Number of acres of undeveloped floodplain
Preserve large areas of contiguous habitat and avoid fragmentation, (sub-watershed scale). <i>2015 targets:</i> • Preserve 75% of Class A and B acres. • Preserve 80% of habitat interior acres.	7. Number of acres of Class A and B high value upland habitat
	8. Number of acres of interior habitat
Preserve and improve special habitats of concern (sub-watershed scale).	9. Number of acres and categorical types of special or at-risk habitats.

Performance objective and target**Indicator**

2015 target: preserve 95% of known Habitats of Concern.

Additional measures (not part of Title 13 indicator list).

10. Tree cover by sub-watershed and jurisdiction
11. Water quality by stream reach
12. Breeding Bird Survey data analysis

No targets. These measures were added to incorporate available field data, add site-specific information, and incorporate new high-quality tree cover data, respectively.

To assist Metro in monitoring watershed health, Title 13 requests that local jurisdictions report their non-regulatory activities at the end of every odd year. These activities include quantifying restoration, natural area acquisition, and environmental education. Numerous jurisdictions provided partial or full reports on their non-regulatory activities for the 2007 reporting year, including Clackamas County, Lake Oswego, Gresham, Happy Valley, Portland, Wilsonville, and the Tualatin Basin Partners (via Clean Water Services).

Next Steps

The 2008 State of the Watersheds results are complete, and the report is currently being formatted for distribution to Council and the public near the end of January 2009. December 31, 2009 is the next due date for local jurisdictions' Title 13 non-regulatory reporting. Staff has mapped known restoration efforts to help assist in identifying needs and opportunities relating to watershed health and is working with the restoration community to identify regional restoration priorities.

Materials following this page were distributed at the meeting.



METRO

**METRO POLICY ADVISORY COMMITTEE
MINUTES**

September 24, 2008

5:00 – 7:00 p.m.

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Bob Austin
Nathalie Darcy
Rob Drake
Judie Hammerstad
Dick Jones
Alice Norris
Michelle Poyourow
Martha Schrader
Richard Whitman

AFFILIATION

Mayor, City of Estacada, representing City of Clack. Co. outside UGB
Citizen, Washington County
Mayor, City of Beaverton, representing Washington Co. 2nd Largest City
Mayor, City of Lake Oswego, representing Clackamas Co. Largest City
Oak Lodge Sanitary District, representing Clack. Co. Special Districts
Mayor, City of Oregon City, representing Clack. Co. 2nd Largest City
Bicycle Transportation Alliance, representing Multnomah Co. Citizen
Commissioner, Clackamas County
Oregon Department of Land Conservation and Development/Land
Conservation and Development Commission

MEMBERS EXCUSED

Ken Allen
Shane Bemis
Richard Burke
Pat Campbell
Jeff Cogen
Andy Duyck
Nick Fish
Dave Fuller
Tom Hughes
Richard Kidd
Charlotte Lehan
Wilda Parks
Tom Potter
Sandra Ramaker
Steve Stuart
Rick Van Beveren
Vacant
Vacant

AFFILIATION

Oregon AFSCME Council 75, representing Port of Portland
Mayor, City of Gresham, representing Multnomah Co. 2nd Largest City
Tualatin Valley Water District, representing Wash. Co. Special Districts
Councilor, City of Vancouver, Washington
Commissioner, Multnomah County
Commissioner, Washington County
Commissioner, City of Portland
Mayor, City of Wood Village, representing Multnomah Co. Other Cities
Mayor, City of Hillsboro, representing Washington County Largest City
Mayor, City of Forest Grove, representing Washington Co. Other Cities
Mayor, City of Wilsonville, representing Clackamas Co. Other Cities
North Clack. Chamber of Commerce, representing Clack. Co. Citizen
Mayor, City of Portland
Rockwood Water PUD, representing Multnomah Co. Special Districts
Commissioner, Clark County, Washington
Reedville Center, LLC, representing TriMet Board of Directors
Governing Body of School District
City in Washington County outside UGB

ALTERNATES PRESENT

Tom Brian
Shirley Craddick
Laura Hudson
Donna Jordan
Donald McCarthy

AFFILIATION

Chair, Washington County Board of Commissioners
Councilor, City of Gresham, representing Mult. Co. 2nd Largest City
Councilor, City of Vancouver, Washington
Councilor, City of Lake Oswego, representing Clack. Co. Largest City
Rockwood Water PUD, representing Multnomah Co. Special Districts

METRO LIASONS PRESENT

Carlotta Collette, Metro Council District 2; Carl Hosticka, Metro Council District 3; and Metro Councilor Rod Park

OTHER METRO COUNCILORS PRESENT

Metro Council President David Bragdon; Metro Councilor Kathryn Harrington, District 4

METRO STAFF PRESENT

Dan Cooper, Chris Deffebach, Scott Hand, Michael Jordan, Robin McArthur, Sherry Oeser, Scott Robinson and John Williams.

1. SELF-INTRODUCTIONS AND COMMUNICATIONS

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

2. CITIZEN COMMUNICATIONS FOR NON-AGENDA ITEMS

There was none.

3. CONSENT AGENDA

3.1 Meeting summary for Sept. 10, 2008:

Due to technical difficulties, the meeting summary for September 10, 2008 was not yet available. It will be on the agenda at a future meeting.

3.2 MTAC New member and alternates change

MOTION A motion was moved and seconded (motion maker and seconder were not identified) to adopt the Metro Technical Advisory Committee (MTAC) new City of Lake Oswego main member, Denny Egner, First Alternate Sid Sin and Second Alternate Stephan Lashbrook.

ACTION TAKEN: The motion passed unanimously.

4. COUNCIL UPDATE

Carlotta Collette, Metro Councilor for District 2, invited members and the extended community to attend the Regional Forum on October 8, 2008. She gave an update on the Metro Council's approval of business recycling requirements, which MPAC had previously recommended approval of. She reported on the status of the Urban and Rural Reserves process and map development. MPAC's feedback on this map is important to the Metro Council. John Williams, Metro Reserves Project Manager, explained about the current map. The Metro Council is scheduled to take action on the study area map. The map shows areas of suitability for urban and rural reserves study. He distributed a copy of a map, which will be included in the permanent record. A copy of Councilor Collette's complete talking points will be included in the permanent record.

5. SUSTAINABLE METRO INITIATIVE

Michael Jordan, Metro Chief Operating Officer and Scott Robinson, Metro Deputy Chief Operating Officer, provided an update on Metro's new management reorganization, referred to as the Sustainable Metro Initiative. The staff has been working on this over the last several months, and now it is ready to be implemented. The effort is to re-align Metro staff to be ready to meet the challenges in the coming 30 years. This positions the agency for the future. He distributed a summary and functional organization chart of Metro, which will be included in the permanent record.

He explained the need to pull together staff to work on long-range strategic work as part of a new Strategy Group. He referred to Metro's many long-range policy projects and that in 18 to 20 months these projects running on parallel tracks are going to need to synthesize into a single vision for where this region is going. Metro's job and part of MPAC's job is to work with the Metro Council and MPAC members at how that synthesis occurs for those projects and major policy questions.

He noted that the chart includes a dotted line at the bottom, and explained the meaning of new "dotted-line relationships" where staff are collaborating with groups across the agency. This is an attempt to leverage human resources across the agency, and provide the best service possible to MPAC and citizens of the agency.

The Strategy Center will be freed from some of the other management responsibilities to focus on larger, high-level questions, working closely with the Council. The Strategy Center will be headed by Stacey Triplett, and will report directly to Mr. Jordan. Tom Brian, praised Metro for looking at its organization. Mr. Jordan clarified that MPAC members can still call the same staff persons as they have in the past. If the person's area of work has changed, the staff person will refer callers and make the transition easy and invisible for MPAC members and our customers.

6. BIG LOOK UPDATE

Judie Hammerstad, Mayor of Lake Oswego, and David Bragdon, Metro Council President gave an update on the Big Look process. Mayor Hammerstad showed a Big Look ad that was published in 500,000 newspapers two weeks prior. Four outreach programs have been held so far. She distributed a copy of a Big Look flyer, which will be included in the permanent record. The Big Look Task Force has focused on certain topics, especially resource protection – farm, forest and natural resources. She clarified the meaning of undesignated lands. President Bragdon talked about the need for state legislators to come together from both parties to negotiate some of these reforms, or they won't happen. He noted that the major explosive issue is where lands are zoned for farm and forest land, but the owners of them feel that they are not viable for that purpose.

Richard Whitman, Oregon Department of Land Conservation and Development Director, explained about the state's Big Look process for the next several months. He noted the complexity of the land use issues and that working out the details will take time. The Big Look Task Force will make broad recommendations this fall, and propose a process for working out the details, that may take more than one legislative session to work out. Several more town hall meetings will be held around the state. He referred to "meeting-in-a-box" kits that enable citizens to hold discussion groups in their own homes or organizations. They have 500 kits available, but they are going fast. MPAC members are welcome to request a kit. They hope to get various interest groups together to promote good dialog on the issues. The Big Look funding is through June 2009. For future legislative session work on the Big Look, the Task

Force has thought about assembling a group of legislators that would champion the work in future sessions.

Rob Drake, Mayor of Beaverton, encouraged a framework that forces the discussion after the legislative session is over. He thinks it is important to review state land use planning periodically.

Rod Park, Metro Councilor, talked about conversion of land from rural, natural resource base to urban uses, and the difficulty with that conversion.

Mayor Hammerstad talked about the regional problem-solving strategy, and a survey that addresses it. She said that some feedback from public outreach meetings showed that people are afraid of the local decision making and that it will be too parochial, and that it is too easy to influence. She said the survey indicated that they would likely keep the statewide program, the designation of important lands issue. She felt it was open to question whether or not you can devolve in a reasonable manner that local decision making. Some county planners indicated that they are not interested in giving decision-making authority to the counties. People want some changes, but not total changes. Each individual wants change that will benefit that person. Working out a resolution will involve interesting conversations. She hopes they will keep the recommendation that there be an audit of our land use planning goals, the judicial decisions, the administrative rules, etc. because they have a lot of conflicts and are very complicated.

President Bragdon said there is a superficial assumption that equates local control with more development or a more lenient system, but he said the Task Force does not necessarily ascribe to that thinking. He talked about whether the existing two categories that make up the bulk of the privately owned rural land in the state – Are they really accurate and are they the most effective ways of achieving what the times require now? Changing those does not necessarily mean allowing development. We would need to work with the counties to see what a better system would look like. As an urban practitioner, we have much more local control.

Councilor Park asked about the need for a state-level, over-arching guidance and what type of development is desired.

Mayor Hammerstad talked about 180-acre farms and the need in urban areas for smaller parcels for various crops. The need for parcelization is different than they have heard in the past.

President Bragdon talked about the small-acre lots and the problems they cause for agriculture.

Mr. Whitman said DLCDC can provide some staff assistance with the meetings in a box. It would be best if those meetings were held by mid-October.

Mayor Hammerstad offered to hold an additional meeting in a box for MPAC, if desired.

7. IS BUSINESS AS USUAL GOOD ENOUGH?

Carlotta Collette, Metro Councilor, distributed three handouts, copies of which will be provided in the permanent record. “Is business as usual good enough?” Is the topic of the October 8, 2008, regional forum at the Oregon Convention Center, that starts at 4 p.m. Metro has been running various scenarios against values that define a successful region. The regional forum is for neighborhood associations, community groups, etc.— whoever is involved in community decision making. A copy of her presentation will be included as part of the permanent record. Chris Nelson will be a guest speaker at the Oct. 8 forum.

The Dec. 10 meeting will be about framing the choices, in preparation for making choices next year. Modeling will be conducted January to June 2009. From July to December 2009, decisions will be made.

Robin McArthur, Metro Planning Director, reviewed the presentation. She presented some facts comparing the differences between a business-as-usual scenario compared to taking charge and making some choices about our future. She talked about upcoming choices of the Regional Transportation Plan, High-Capacity Transit Lines, Urban and Rural Reserves, and an Urban Growth Report to be adopted in 2009. If we continue with business as usual, what will your community look like in 10, 20, 30 years?

Chair Norris noted that the last time MPAC had seen this definition of a successful region, it was referred to as performance measures. Councilor Collette talked about the need to test this definition.

Shirley Craddick, City of Gresham Councilor, asked about the need for the joint meetings to be held in a larger space than the Metro Council Chamber. Robin McArthur noted the request.

Tom Brian, Washington County Commission Chair, asked that more detail be provided as early as possible on the meetings. Ms. McArthur said that the agenda for October 8, 2008, was sent out earlier this week.

8. REBALANCING ROADWAYS TO BUILD SUSTAINABLE COMMUNITIES

Robert Liberty, Metro Councilor for District 6, introduced Troy Russ, who is speaking at 7:30 p.m. tonight in the Metro Council Chamber on Rebalancing roadways to build sustainable communities. Councilor Liberty invited all MPAC members to stay for his presentation. Mr. Russ talked about some of his projects to restructure state departments of transportation. Tonight he will be talking about context-sensitive design in both rural and urban settings. The presentation is about flipping the paradigm for planners and designers. He said they are finding that the departments of transportation are broke, and the federal government is not helping. They are teaching the land-use community that they are the transportation planners. He said it is most important to create a system of networks, not just complete streets. The network includes land uses. He talked about the inability to anticipate all variances that will be granted that affect transportation.

There being no further business, Mayor Norris adjourned the meeting at 6:27 p.m.

Respectfully submitted,



Linnea Nelson
Executive Coordinator
Office of the Chief Operating Officer

ATTACHMENTS TO THE RECORD FOR SEPTEMBER 24, 2008

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

AGENDA ITEM	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
#4 Council Update	9-24-08	Speaking points from Carlotta Collette, Metro Councilor	092408-MPAC-01
#4 Council Update	October 2008	An invitation from Rex Burkholder and Alice Norris: Save the date, Wednesday, October 8, 2008, The Future is Here: Is Business as Usual Good Enough?	092408-MPAC-02
#4 Council Update	Fall 2008	Regional Choices Engagement: Framing Our Choices – Fall 2008	092408-MPAC-03
#4 Council Update	None	Urban and Rural Reserve Study Areas draft map	092408-MPAC-04
#5 Sustainable Metro Initiative	May 2008	Sustainable Metro Initiative, the case for change	092408-MPAC-05
#6 Big Look Update	None	The Big Look: 1.7 million New Oregonians in the next 30 years...; a community newspaper insert	092408-MPAC-06
#7 Is Business As Usual Good Enough	9-24-2008	Powerpoint presentation by Metro Councilor Carlotta Collette: Making the Greatest Place, Is business as usual good enough?	092408-MPAC-07
#7 Is Business As Usual Good	None	A definition of a Successful Region, Exhibit A to Resolution 08-3940	092408-MPAC-08



METRO

**JOINT MEETING OF THE METRO POLICY ADVISORY COMMITTEE AND THE JOINT
POLICY ADVISORY COMMITTEE ON TRANSPORTATION
MINUTES**

October 22, 2008

5:00 – 7:00 p.m.

Oregon Convention Center, Portland Ballroom, Room 256
777 NE Martin Luther King Jr. Blvd., Portland, OR

MPAC MEMBERS PRESENT

Bob Austin
Jeff Cogen
Rob Drake
Dick Jones
Nathalie Darcy
Nick Fish
Dave Fuller
Charlotte Lehan
Alice Norris
Wilda Parks
Michelle Poyourow
Rick Van Beveren

AFFILIATION

Mayor, City of Estacada, representing City of Clack. Co. outside UGB
Commissioner, Multnomah County
Mayor, City of Beaverton, representing Wash. Co. 2nd Largest City
Oak Lodge Sanitary District, representing Clack. Co. Special Districts
Citizen, Washington County
Commissioner, City of Portland
Mayor, City of Wood Village, representing Mult. Co. Other Cities
Mayor, City of Wilsonville, representing Clackamas Co. Other Cities
Mayor, City of Oregon City, representing Clack. Co. 2nd Largest City
North Clack. Chamber of Commerce, representing Clack. Co. Citizen
Bicycle Transportation Alliance, representing Multnomah Co. Citizen
Reedville Center, LLC, representing TriMet Board of Directors

JPACT MEMBERS PRESENT

Jim Bernard
Rex Burkholder
Rob Drake
Kathryn Harrington
Robert Liberty
Lynn Peterson

AFFILIATION

Mayor, Milwaukie, representing Cities of Clackamas County
Metro Councilor, District 5
Mayor, City of Beaverton, representing Cities of Washington County
Metro Councilor, District 4
Metro Councilor, District 6
Chair, Washington County Board of Commissioners

MPAC MEMBERS EXCUSED

Ken Allen
Shane Bemis
Richard Burke
Pat Campbell
Andy Duyck
Judie Hammerstad
Tom Hughes
Richard Kidd
Cities Tom Potter
Sandra Ramaker
Martha Schrader
Steve Stuart
Richard Whitman

AFFILIATION

Oregon AFSCME Council 75, representing Port of Portland
Mayor, City of Gresham, representing Multnomah Co. 2nd Largest City
Tualatin Valley Water District, representing Wash. Co. Special Dist.
Councilor, City of Vancouver, Washington
Commissioner, Washington County
Mayor, City of Lake Oswego, representing Clack. Co. Largest City
Mayor, City of Hillsboro, representing Wash. County Largest City
Mayor, City of Forest Grove, representing Washington Co. Other
Mayor, City of Portland
Rockwood Water PUD, representing Multnomah Co. Special Districts
Commissioner, Clackamas County
Commissioner, Clark County, Washington
Oregon Department of Land Conservation and Development/Land
Conservation and Development Commission

Vacant Governing Body of School District
Vacant City in Washington County outside UGB

JPACT MEMBERS EXCUSED

	<u>AFFILIATION</u>
Sam Adams	Commissioner, City of Portland
Fred Hansen	TriMet
Dick Pedersen	Oregon Department of Environmental Quality
Royce Pollard	Mayor, City of Vancouver, Washington
Roy Rogers	Commissioner, Washington County
Steve Stuart	Commissioner, Clark County, Washington
Jason Tell	Oregon Department of Transportation
Paul Thalhoffer	Mayor, City of Troutdale, representing Cities of Clackamas County
Don Wagner	Washington Department of Transportation
Ted Wheeler	Chair, Multnomah County Board of Commissioners
Bill Wyatt	Port of Portland

MPAC ALTERNATES

PRESENT

	<u>AFFILIATION</u>
Tom Brian	Chair, Washington County Board of Commissioners
Craig Dirksen	Mayor, City of Tigard, representing Washington Co, Other Cities
Shirley Craddick	Councilor, City of Gresham, representing Mult. Co. 2 nd Largest City
Donna Jordan	Councilor, City of Lake Oswego, representing Clack. Co. Largest City
Clark Balfour	Tualatin Valley Water District, representing Wash. Co. Special Dist.

JPACT ALTERNATES

PRESENT

	<u>AFFILIATION</u>
Tom Brian	Chair, Washington County Board of Commissioners
Donna Jordan	Councilor, City of Lake Oswego, representing Cities of Clackamas Co.
Nina DeConcini	Oregon Department of Environmental Quality

METRO MPAC LIASONS PRESENT

Metro Councilor Carl Hosticka, District 3; Metro Councilor Carlotta Collette, District 2; and Metro Councilor Rod Park, District 1.

OTHER METRO COUNCILORS PRESENT

Metro Council President David Bragdon

METRO STAFF PRESENT

Dick Benner, Chris Deffebach, Pat Emmerson, Michael Jordan, Mike Hoglund, Kristen Lieber, Robin McArthur, Lake McTighe, Lisa Miles, Tim O'Brien, Sherry Oeser, Deena Platman, Kathryn Sofich, Ted Reid, Randy Tucker and Bridget Wieghart.

1. WELCOME

MPAC Chair Alice Norris, called the meeting to order at 5:06 p.m. This is the first of three joint meetings with MPAC and JPACT. She reviewed the speakers and topics discussed at the October 8, 2008 regional forum, "Is Business as Usual Good Enough?" DVDs of that meeting are available via Metro staff.

JPACT Chair and Metro Councilor Rex Burkholder explained why we are taking a different course than what was begun two years ago. That original course would have ended up on the rocks, so the group

made a choice to pursue a different course and recalibrate the “what” and “how we do it.” He reviewed the main topics to be covered at the three joint MPAC/JPACT meetings. The JPACT retreat last week looked at the short term funding strategies, and the agreement to work together as we go to the state and federal legislatures.

2. PURPOSE AND CONTEXT

Michael Jordan, Metro Chief Operating Officer, asked the JPACT and MPAC members to self-organize into fuller tables, to facilitate good discussion. He indicated that we are not making decisions tonight. Rather the point is to provide input on the scenarios. The scenarios are not meant to be anywhere near how they will finally end up. Hybrid scenarios will be developed and brought back in early 2009. Metro is required to prepare an Urban Growth Report. Tonight’s discussion is about your community, your aspirations, through your own community’s perspective, and not that of the region as a whole.

3. INTERACTIVE POLLING EXERCISE

4. LAND USE AND INVESTMENT SCENARIO RESULTS

5. DISCUSSION AND PREFERENCE POLLING OF DESIRED ELEMENTS OF AN INTEGRATED MIX OF LAND USE, TRANSPORTATION AND INVESTMENT STRATEGIES TO IMPLEMENT THE REGIONAL VISION

Andy Cotugno, Metro Policy Advisor, introduced the scenarios discussion using a Powerpoint presentation (a copy will be included in the permanent record). We are trying to isolate the cause and effect of a single land use action and get your reactions to what the results of that action are. At the next meeting, the land use items will be held constant and the transportation choices will vary. In the spring, they will look at a narrow range of choices, and make decisions by the end of 2009. Metro has made some course decisions, and now over time, they want to tailor it to the local communities.

We are trying to center growth in centers and corridors. Every center is unique. He introduced the activity spectrum developed to look at the elements of centers. He referred to the centers placards on display in the room.

In May, the committees compiled some broad categories of what makes a successful region. Now we want to specifically define those. He talked about the various categories of land use and displayed the 2040 Growth Concept map. He noted the trends and challenges that make up a rapidly changing landscape. We will need to be able to adapt as we go along. He talked about what a scenario can tell us, and how many demographic choices are mimicked in the model. He outlined five basic scenarios. He reviewed the assumptions of the reference scenario, including the population range forecast. In all scenarios the population is held stable. He referred to the public investments of the reference scenario. The model assumes programs in place now will continue to provide incentives now and into the future. The model also assumes urban growth boundary (UGB) expansion. He reviewed the state law requirement for providing growth capacity by making decisions about expanding the UGB every five years. In the model, they built in about a 10-year lag between when land is brought into the UGB and when it will actually be available for development.

He reviewed where growth would go under the reference scenario. Neighbor cities anticipated growth includes Clark County and Vancouver, Washington. The reference scenario shows about one third unused capacity in centers and corridors.

Michael Jordan introduced Ed Warnock, the consultant conducting the polling. The polling will be tallied based on respondents' roles, so they are asked to indicate if they are an MPAC or JPACT member or not. A copy of the questions presented in the PowerPoint presentation will be included in the permanent record.

Andy Cotugno introduced the second scenario: Tight UGB scenario. He reviewed the assumptions and findings of this scenario. The assumption about infrastructure refers to how much time it takes to provide the infrastructure needed to begin development. Those assumptions are not based on historical data.

Ed Warnock continued with the next set of polling questions. Infrastructure refers to the infrastructure needed to get building permits. Participants responded with electronic votes and the results were displayed.

Several members commented about spending in existing neighborhoods, and why they had voted for increasing infrastructure spending in existing neighborhoods. They talked about upzoning, partitioning lots, five-acre lots, etc.

Mr. Cotugno introduced the third scenario: Corridor amenity investment scenario. They picked out 15 corridors around the region to look at, and ways to make them more attractive. He reviewed the assumptions and findings for this scenario.

The fourth scenario is the center amenity investment scenario, looking at how effective investments in amenities are in regional centers for attracting more new households to centers.

Mr. Warnock continued with the next set of polling questions and participants responded with electronic votes. He then displayed the voting results. Participants discussed investment in centers for five minutes at each table.

Members reported from several tables on their discussions.

Mr. Cotugno introduced the first combined scenario, Center amenity investments plus tight UGB, and then reported the findings.

Mr. Warnock presented the next question, participants voted and results were displayed.

Mr. Jordan asked members to discuss two things: 1.) If you believe that investment in centers and corridors is important, where is the money to fund it? 2.) If the UGB is expanded, what is the spill-over effect to neighboring communities? Members discussed these questions for five minutes.

Members reported from several tables on their discussions. They raised the question about whether it was a bad thing for growth to go to neighboring communities. Members and visitors discussed the significance of growth in centers and the percentage of changes. Mr. Jordan said that in the next meeting about transportation scenarios, members will see a greater difference between the various assumptions.

Mr. Cotugno explained about the work that is proceeding on employment land. Results will be provided in the future as the work proceeds.

Mr. Cotugno referred participants to page 12 of the discussion guide, which looks at how the scenarios would compare by the year 2035. He noted that page 17 of the guide does not contain the right data. He

asked people to tear out page 17 and told members the correct information would be provided at another meeting.

Mr. Jordan invited members to comment on the process and Mr. Cotugno's question about how we know if we're doing any good or not, and what measures we should use.

One visitor commented that density is the answer to infrastructure needs. He noted that housing is expensive in areas of density. Tom Brian commented on the cost of public infrastructure, which did not include parks, schools, etc. Why can't we not create urban forms, even in expansion areas, and do it economically?

Gil Kelley, City of Portland Planning Director, responded to the housing affordability of units in the Pearl. He said density does not equal higher housing costs. He said it takes more work, but they can be made more affordable.

6. HIGHLIGHTS AND NEXT STEPS

Mr. Jordan thanked Metro staff for their preparation work and MPAC and JPACT members for their participation. He noted that in the past, JPACT and MPAC did not work so closely together. Mr. Jordan said that we are so far down the road now on the issues we are considering, compared to six years ago when facing the biggest UGB decision ever.

Mr. Warnock responded to a request to vote on whether the meeting was useful or not. Participants were encouraged to provide additional comments on the yellow cards, since the meeting did not allow time for all discussion.

There being no further business, Michael Jordan adjourned the meeting at 6:59 p.m.

Respectfully submitted,



Linnea Nelson
Executive Coordinator
Office of the Chief Operating Officer

ATTACHMENTS TO THE RECORD FOR OCTOBER 22, 2008

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

AGENDA ITEM	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
#4 Land use and Investment Scenario Results	10-22-2008	Powerpoint presentation by Andy Cotugno entitled Making the Greatest Place, "Cause & Effect" scenarios: preliminary results and implications	102208-MPAC-01
#4 Land use and Investment Scenario Results	October 2008	Metro Draft Discussion Guide, Choices: Land Use and Investment Scenarios	102208-MPAC-02

MPAC and JPACT Joint Meeting Record

October 22, 2008

Page 6

#4 Land use and Investment Scenario Results	Booklet: Our Place in the World; Global Challenges, Regional Strategies, Homegrown Solutions	102208-MPAC-03
#5 Discussion and Preference Polling	Powerpoint presentation by Ed Warnock, consultant: Preference Polling questions	102208-MPAC-04
#5 Discussion and Preference Polling	Feedback form: Your Input Counts	102208-MPAC-05

Going places www.oregonmetro.gov/goingplaces



Planning for high capacity transit in the region
High Capacity Transit System Plan
MPAC January 14, 2009



Going places **Planning for high capacity transit in the region**
HCT Plan overview

30 year plan for prioritizing HCT investments

- New corridors
- Changes to existing corridors

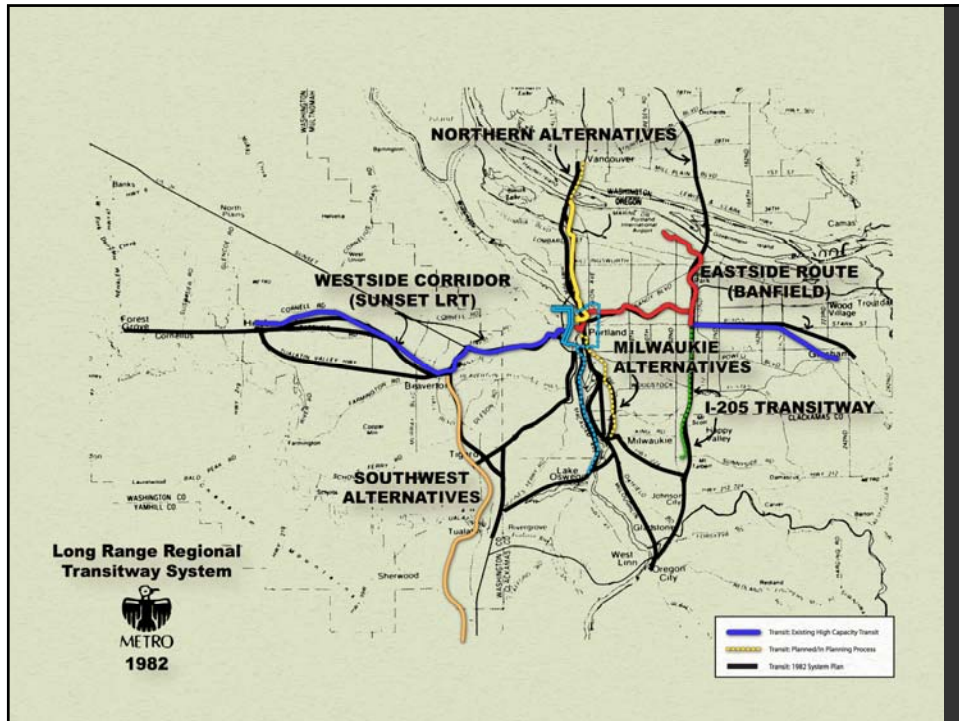
Involves local jurisdictions and public in planning

Supports Region 2040 Growth Concept

Results will feed into the RTP

Metro Council makes decisions

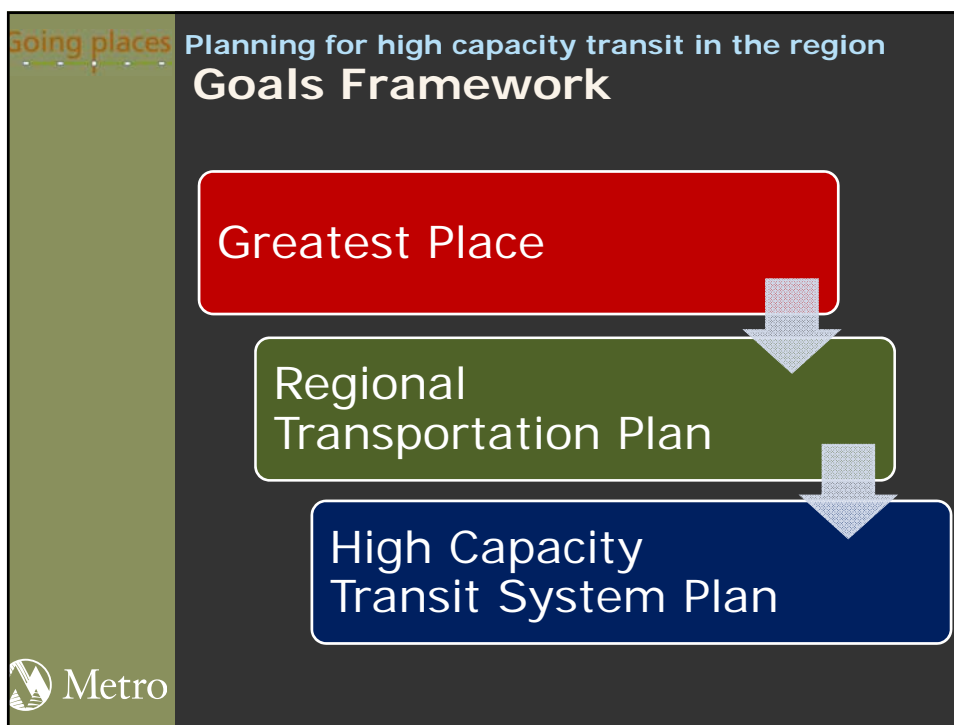
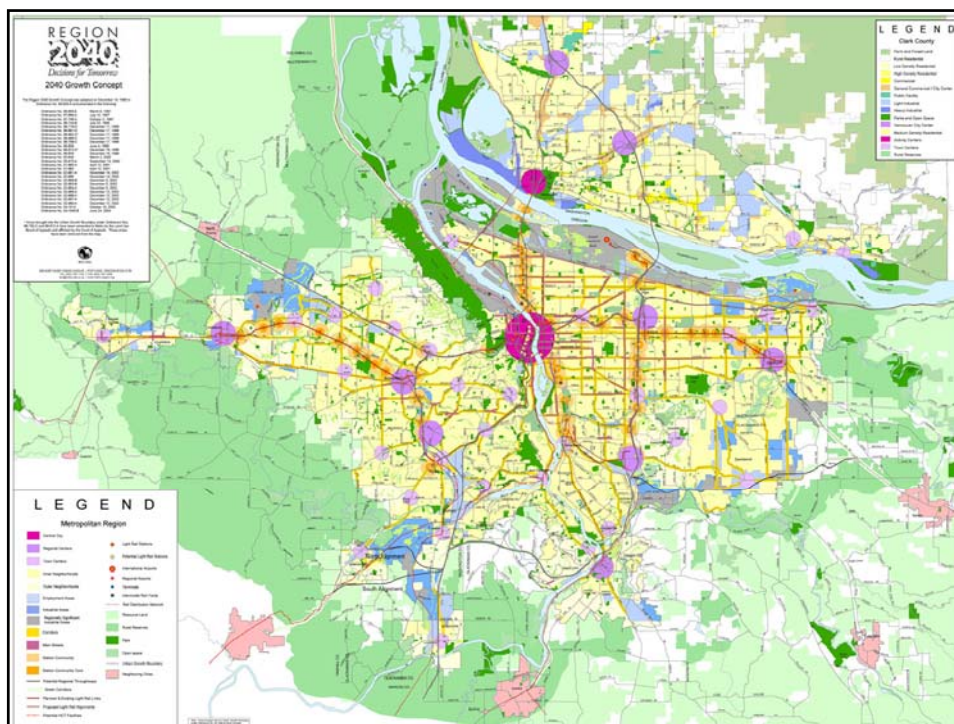


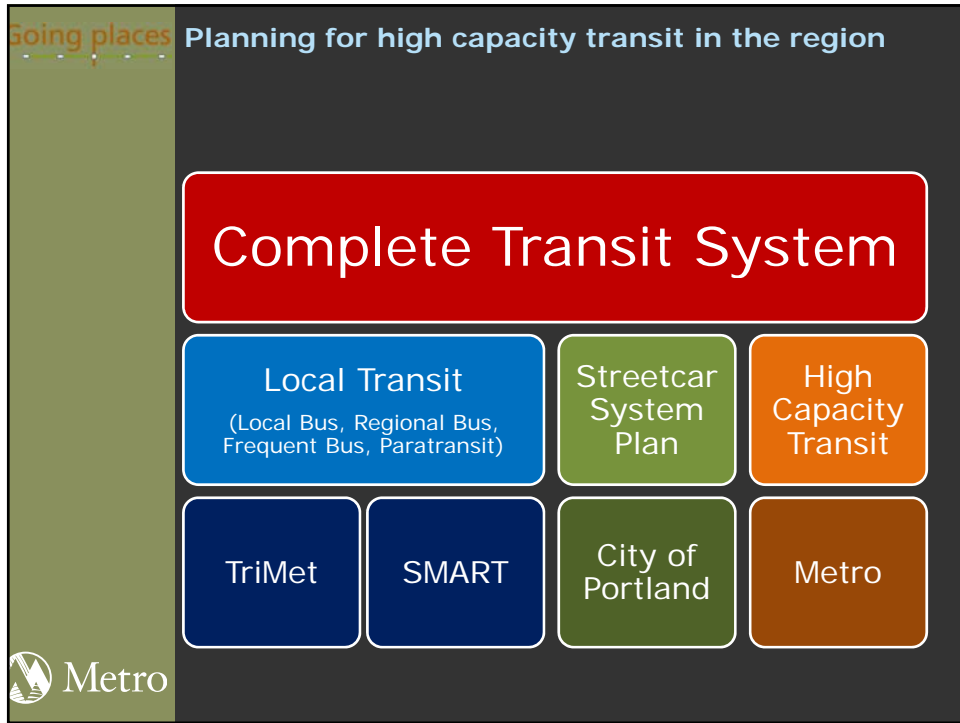


Planning for high capacity transit in the region Making the Greatest Place

PHASE 1 Frame choices July to December 2008	PHASE 2 Refine choices January to June 2009	PHASE 3 Make choices July to December 2009	PHASE 4 Implement choices 2010 to 2011
Analyze population, land-use and transportation trends	Develop and refine strategies to achieve the region's goals and local aspirations	Coordinate and prioritize state, regional and local land-use, transportation and investment strategies	Implement state, regional and local land-use, transportation and investment strategies

Metro MAKING THE **Greatest** PLACE





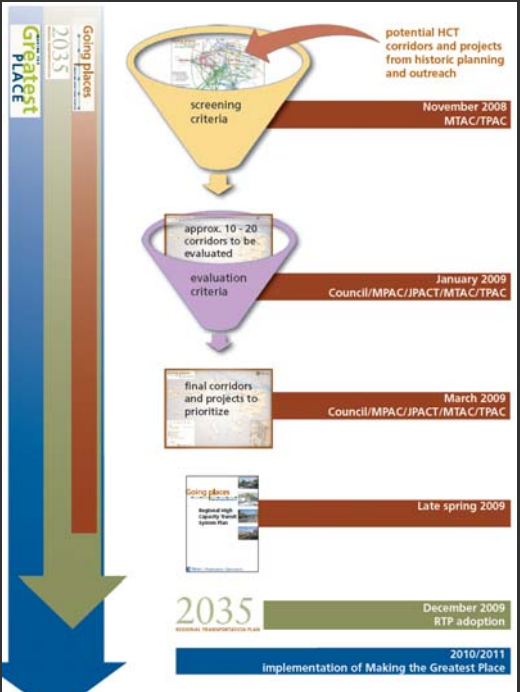
Going places Planning for high capacity transit in the region
What is high capacity transit?



- Service: frequent and fast
- Vehicles: carry more people
- Operation: in an exclusive right-of-way
- Stops: spaced further apart to maintain good travel time



HCT evaluation framework overview



2008
 potential HCT corridors and projects from historic planning and outreach
 screening criteria
 November 2008
 MTAC/TPAC


2009
 approx. 10 - 20 corridors to be evaluated
 evaluation criteria
 January 2009
 Council/MPAC/JPACT/MTAC/TPAC

2009
 final corridors and projects to prioritize
 March 2009
 Council/MPAC/JPACT/MTAC/TPAC

2009
 Going places
 Late spring 2009

2009
 2035
 December 2009
 RTP adoption


2010/2011
 implementation of Making the Greatest Place

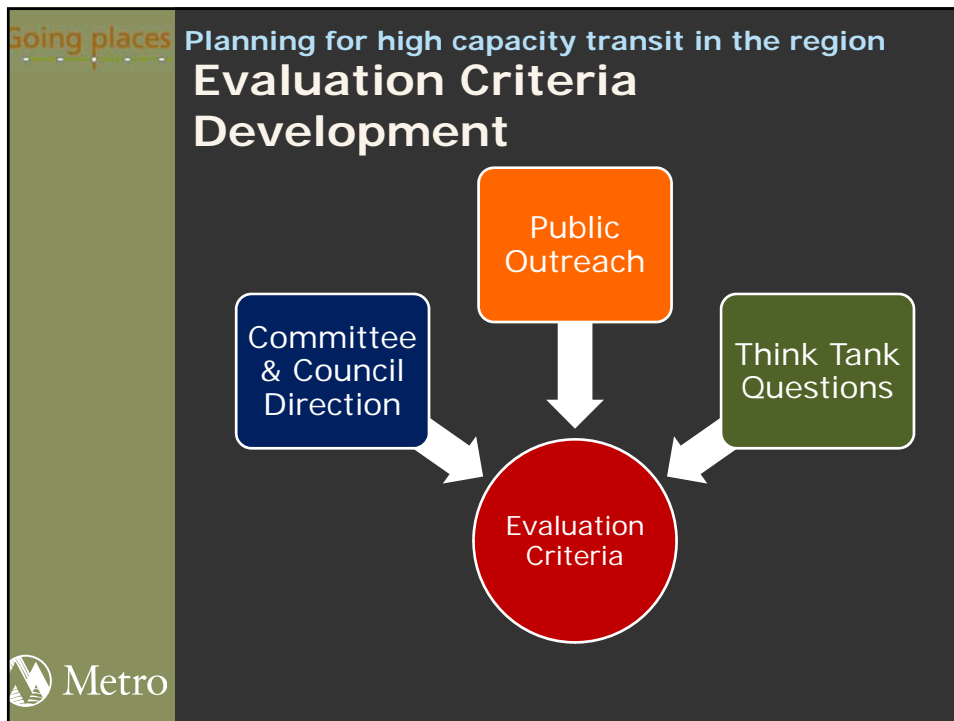


Going places

High Capacity Transit System Plan Evaluation timeframe

Tasks	Timeframe					
	October 2008	November 2008	December 2008	January 2009	February-April 2009	April-June 2009
Confirm screening criteria	TPAC	MTAC				
Apply screening criteria and confirm initial set of screened corridors and projects		TPAC MTAC	TPAC MTAC MPAC JPACT	MPAC JPACT Metro Council	Metro Council	
Confirm evaluation criteria		TPAC MTAC	TPAC MTAC MPAC JPACT	MPAC JPACT Metro Council	Metro Council	
Review initial evaluation of corridors and projects					TPAC MTAC	
Approve prioritized corridors and projects and adopt plan						TPAC MTAC MPAC JPACT Metro Council





Going places Planning for high capacity transit in the region
Public outreach themes
 from interviews, workshops, events and online survey

Access

- Serve employment areas, major institutions and attractions
- Pedestrian, bike and transit links to the "last mile"

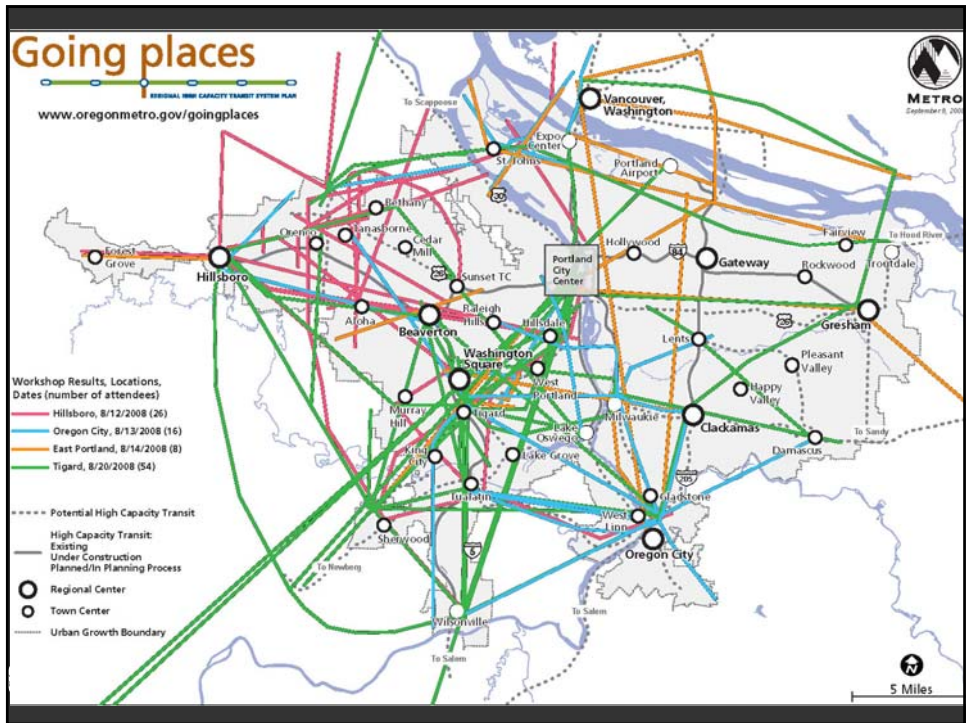
Service and speed

- Suburban-to-suburban and speed through downtown Portland.
- Service times

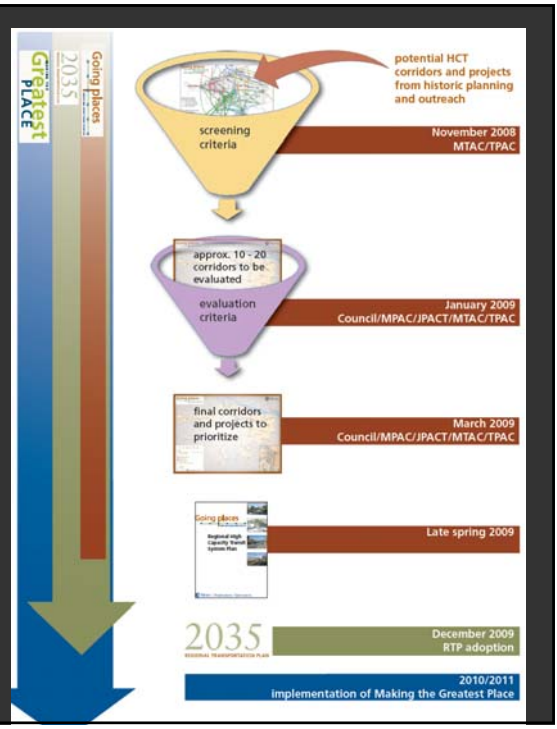
Safety and security

Land use

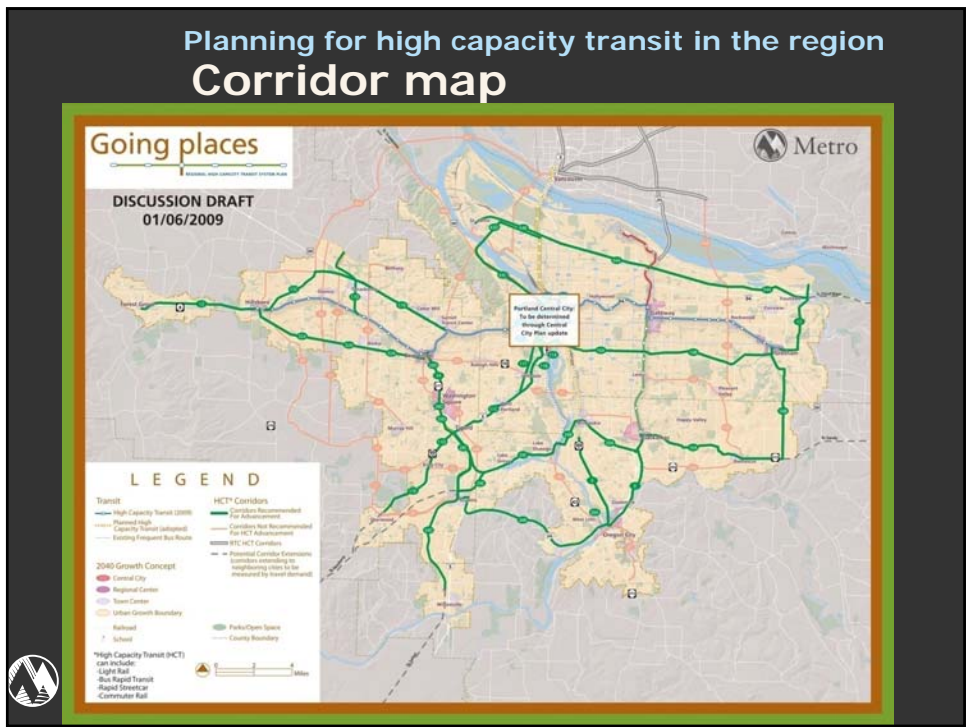




HCT evaluation framework overview




Planning for high capacity transit in the region Corridor map



Going places

Planning for high capacity transit in the region Draft evaluation criteria

- Community
- Environment
- Economy
- Deliverability



Going places

Planning for high capacity transit in the region Discussion



Going places

www.oregonmetro.gov/goingplaces



For more information, visit the web site, send e-mail to trans@oregonmetro.gov, or call 503-797-1756.





Date: Wednesday, January 14, 2009
To: MPAC and JPACT
From: Andy Cotugno, Metro
Re: Recap of direction from the Joint MPAC/JPACT meetings

In October, November and December, 2008 Metro staff organized a series of Joint JPACT/MPAC meetings to share information on land use and transportation choices for the future and asked a series of electronic polling questions on your preferences. This memo is intended to provide a synopsis of the major elements of direction that you provided. This direction will be taken into account as proposed land use and transportation policy direction is formulated.

1. Focus Growth in Centers and Corridors

- Use financial tools, targeted investments and amenities to encourage more development in centers and corridors.
- Maintain a tight UGB to direct market forces to centers and corridors.
- Reinforce local aspirations for development in downtowns, centers and corridors.
- Change local zoning to accommodate more development in centers and corridors.
- Implement parking management programs in centers served by high quality transit.

2. Employment and Industrial Areas

- Change local zoning to allow more jobs growth in employment and industrial areas, especially in newly expanded UGB areas.
- Target investments to improve or preserve freight access from industrial and employment areas and intermodal facilities to the state highway system.
- Implement zoning restrictions on high traffic generators (such as retail) to protect interchange capacity needed to serve freight access to industrial areas. While the region's plans call for intensification in higher density, mixed-use Regional and Town Centers, there are many other interchanges that are access routes for trucks that should be zoned accordingly.

3. UGB Expansion

- Maintain a tight UGB to direct market forces to centers and corridors.
- Consider UGB expansion after concept planning is completed.
- Consider UGB expansion only after governance is agreed to.
- Consider UGB expansions that support an existing center, industrial or employment area.

- Consider UGB expansion only if there is significant progress in accommodating growth in centers, corridors, industrial areas, employment areas and recent UGB expansion areas.

4. Transportation

- There are differing opinions about whether the RTP should decrease our emphasis on expansion of the Throughway system but strong agreement that we should increase emphasis on improvements to non-auto alternatives.
- Despite mixed opinion about expansion of the Throughway system, there is uniform agreement about addressing safety deficiencies on the Throughway system and more aggressive management of the system through ITS and peak-period pricing.
- Despite the mixed opinion about expansion of the Throughway system, there is uniform recognition of the importance of serving freight.
- Increase emphasis on expanding the High Capacity Transit (HCT) system.
- Change local zoning to allow more jobs and housing along HCT corridors.
- Complete bike and pedestrian connections to provide access the HCT system.
- Targeted investments and amenities should be implemented to encourage more development in areas served by HCT.
- Implement parking programs in centers served by HCT.
- Pursue state, regional and local funding to accelerate expansion of the HCT system.

5. Climate Change

- The region should be very proactive in developing land use and transportation strategies that reduce VMT to meet greenhouse gas emission reduction targets.
- Emphasize transit, land use, ITS and bike/pedestrian actions to reach State greenhouse gas reduction targets.



DATE: December 8, 2008
TO: Metro Council, MPAC, JPACT
FROM: Sherry Oeser, Planning and Development Department
RE: Summary of Polling Findings

On October 22 and November 12, 2008, MPAC and JPACT held joint meetings to consider land use and transportation investment policy choices for future development in the region. More than 100 people attended the sessions which included other elected officials in addition to MPAC and JPACT members, local government staff, and non-government partners. This summary highlights key findings of the preference voting. Attachments include written comments received at the meetings and graphs that illustrate the transportation findings. Graphs showing land use results were provided at the November 12 meeting.

Land Use

There is strong support among all participants that redevelopment occur in commercial/mixed use centers and corridors (93%). All policymakers said they intended to target public investments to attract more development to centers and corridors. All participants support increasing infrastructure spending in centers and corridors.

When asked what prevents them from investing more in centers and corridors, participants said:

- 1) Lack of financial resources
- 2) Market
- 3) Parcel ownership barriers
- 4) Traffic

Participants were asked when local and regional partners will find infrastructure funding for the 2002 expansion areas. Participants responded as follows:

- 27% Don't know
- 18% 2020
- 17% 2015
- 14% 2025
- 14% Never

There is no clear consensus on when infrastructure funding will be available for the 2002 UGB expansion areas.

To develop centers and corridors, a strategy based on investing to make centers and corridors attractive was favored by 56% of participants, followed by eliminating UGB expansion areas (25%), and limiting UGB expansion areas (16%).

SUMMARY OF POLLING FINDINGS

December 8, 2008

Page 2

Transportation

Participants were asked to consider five discrete transportation scenarios:

- 1) a reference scenario that projected how the region would grow if current local transportation and land use plans are followed through 2035,
- 2) a connectivity scenario that tested the effectiveness of aggressively implementing Regional Transportation Plan (RTP) policies to increase the number of street connections,
- 3) a High Capacity Transit (HCT) scenario that tested the effectiveness of bold expansion and improvement of the HCT system beyond current RTP policies,
- 4) a throughways scenarios that tested the effectiveness of bold expansion of the region's highway and freeway system to address congestion and delay, and
- 5) a management scenario that tested the effectiveness of aggressive system management to optimize capital investments in the reference scenario and address congestion and delay.

None of the scenarios scored very high for financial feasibility. The management scenario was judged by policymakers to be most politically feasible while government staff and other partners judged the reference scenario to be most politically feasible. The throughways scenario was judged the least politically feasible by all participants.

Participants were asked to consider environmental, community and economic effects on each scenario. The High Capacity Transit scenario rated most positive in all three areas by all participants. Generally, the Reference scenario rated most negative in all three areas by most participants.

Participants were asked how the region should adjust its emphasis for each of the following activities or strategies to better address transportation issues and needs. Participants generally placed them in three groupings: higher emphasis, medium emphasis and lower emphasis.

Higher emphasis:

- High Capacity Transit;
- Intelligent Transportation System;
- Transit service
- Bike, pedestrian and trail connections;
- Land use strategies; and
- System operations maintenance
- Tolling strategies

Medium emphasis:

- Freight rail connections,
- Trip reduction and traveler information,
- Access management strategies,
- Parking management and pricing, and
- Road and bridge capacity

Lower emphasis:

- Throughway capacity

Participants were asked to rank a series of funding options. Average score is in parentheses.

- 1) Leverage Oregon congressional delegation and federal lobbying efforts (4.89)
- 2) Leverage state legislative delegation and state lobbying efforts (4.60)
- 3) (tie) Pursue more public/private funding partnerships (3.92)
(tie) Focus on regional ability to fund transportation (3.92)
- 5) Focus on local ability to fund transportation (3.16)

While securing federal funding rated highest followed by state funding, all of the funding options were highly rated implying that all potential sources of funding should be sought.

**Summary of written comments from Joint MPAC/JPACT Meetings
October 22, 2008: Land Use and Investment Choices and
November 12, 2008: Transportation Investment Choices**

1. What results from today's polling do you think deserve more discussion at future MPAC and JPACT meetings?

- Jobs/housing balance to effect reduced VMT in expansion areas & infill – increasing residential development in centers and corridors will increase congestion because jobs will not in most cases be nearby. Transit must be a key consideration.
- The concept of 30% households in existing neighborhoods can't be viable in some cities perhaps development on vacant land but not rezoning to increase density.
- I'm concerned there is no consideration of capacity in existing neighborhoods prior to assuming 30% of new growth can reasonably be accommodated.
- Commercial/industrial development. Jobs closer to home.
- Jobs/housing balance in each community. New community design in all areas (renew/UGB expansion).
- Does existing funding cover needed maintenance and upgrades? If not, how do we fund additional investments in centers and corridors, let alone UGB expansion areas?
- Relatively aggressive attitudes to use "tools" to accommodate growth.
- Range of scenarios is too limited. What if by 2025-30: 1) A high % of US people can't afford today's prevalent housing types; 2) Fuel (& equiv. Energy) is \$12-15/gal; 3) USA has to meet its food needs domestically as declining dollar & increasing world population - yet land & water getting scarce – we could have both need & demand to keep all growth in walkable centers & transit corridors, or even abandon some current areas and return to non-urban uses. What if? Such scenarios at least would shed more light on current options.
- Tension between more centers/corridors vs. more investment in existing
- Whether having both residents and jobs go to neighboring cities is possible
- Benefit/cost tradeoffs of center and corridor development
- Connectivity as it relates to HCT
- HCT
- Relationship between distribution of new housing vs. new jobs locations – how to get them to be closer together.
- Political feasibility of scenarios.
- All of them – to some degree.
- A big difference in who is voting and from what part (area) of the region.
- Commuter train to Salem – Eugene, given the State owns railroad line. Capitol staff, elected & citizens/lobbyists would benefit, as would freight trucks on I-5...fewer cars.
- Impact of joint land-use/trans decisions on cost of living and greenhouse gas (GHG) emissions.

2. What solutions/actions/approaches do you think we should consider as part of our strategic mix of land use, transportation and investment plans?

- Increase density where jobs are.
- There is a fundamental lack of resources (financial) – part of the issue is to fix the way state government/local governments are funded – WA sales tax. Don't preempt ability of local governments to raise revenues.
- Much of the exercise involves broad financing assumptions. I'd like to see a discussion around the land-use limitations viewed from funding realities.
- Transit-oriented development/mixed use
- Jobs & housing in same communities
- What if all UGB expansion areas had to be dense enough to support good quality transit for all residents and employees?
- Study shared housing trends (esp. among under 30's) to effect change in the person/D.V. metric – recal. D.V. & acreage assumptions in growth models (as well as sq. ft. of height models).
- Despite Metro's efforts, too few citizens know about this planning. Disseminate more, & more radical & visual models – to engender more thought & discussion.
- Must always mix a combination of approaches to tailor to needs.
- Require densities to support good quality transit in UGB expansion areas. Use HCT and amenity investments to reward centers that increase their density. Require new nearby housing to match jobs in new industrial areas (if you want industrial land, you need to be able to house the workers nearby (walking and bicycling distance)).
- Emphasize measures that encourage growth along corridors in centers, and maintain the character of stable, long-established neighborhoods
- Hybrid scenarios most likely to provide widespread options for personal travel and job concentration in centers and existing employment areas.
- Way more ridesharing
- Tools
- Traffic volume management
- We are a cut-through area which presents a major difference of attitudes.
- Participate now with Portland Plan, regarding 20 minute neighborhoods, safe routes to schools, neighborhood recreational centers aka amenities to maintain stable communities

3. What measures of success can help frame the choices for you?

- Per capita or per house cost of infrastructure.
- # of units built; cost of infrastructure yet uncertain; VMT reduction – carbon footprint; transit efficiency, commute times; distance.
- Are people happy with their housing choice?
- Development projects where people can live, work and play. Do they actually reduce congestion time? Do people relocate as a result?
- How much energy is saved
- How is rate of climate change impacted (urban)
- # acres developed in future UGB expansions (the biggest difference showing in these scenarios) – this impacts availability and access to local food, rural recreation.
- Combine with 8 criteria for the “greatest communities.”
- Accommodate growth within UGB (preserve farm, forest, & natural areas)
- Minimize dollars needed for new (extended) infrastructure and focus investments into improving and maintaining existing infrastructure.
- Lifestyle cost
- Environmental and greenhouse effects
- Matrix of support vs. funding to determine nexus
- Reduce VMT in total
- Reduce carbon in total
- Seek real innovation
- Greenhouse gas, # acres in UGB expansion areas. Total housing & transportation cost per household GHG should capture non-vehicle trips – walk, bike, transit)
- Our part of City of Portland is very different. From the major assumptions especially connectivity, land use scenarios or topography constraints.
- Point-to-point travel time (a combination of mode and congestion/transit frequency) greenhouse gas emission levels.

4. Other comments?

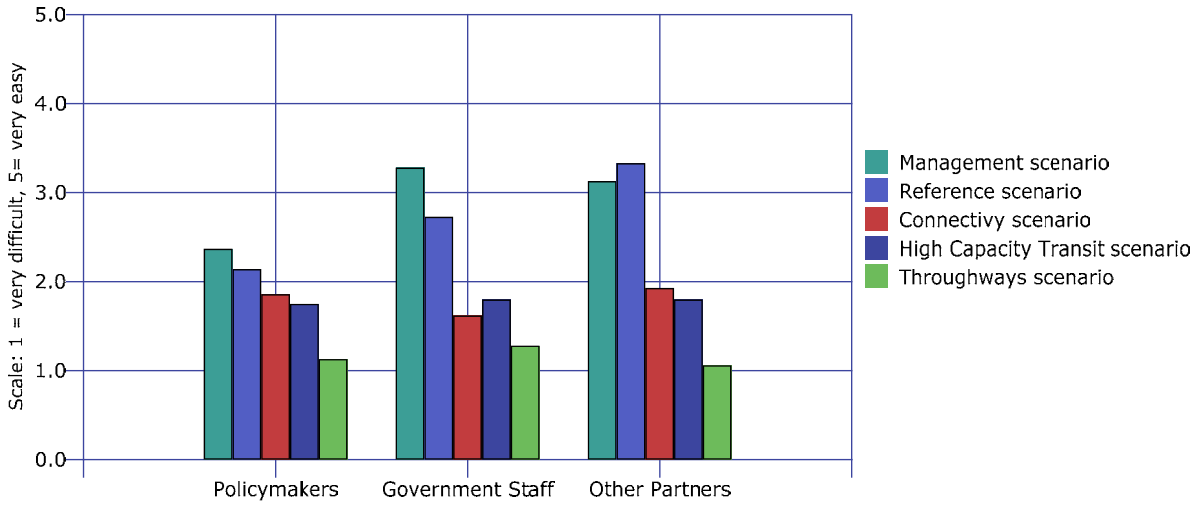
- Will single family detached housing be a less desirable housing type in the market. Will the existing inventory of SF homes (turnover) be able to accommodate much of the projected growth as current owner’s age or transcend out.
- Good to meet jointly with MPAC/JPACT together.
- Transportation/land use discussions.
- Show the neighboring cities % in the scenario comparison table in the discussion guide.

- Why does the “reference” case ignore exception land near Cornelius?
- Separate elected (JPACT/MPAC) voting from non-elected.
- Metro & partners contain the planning, visualizing & mapping talent to help lead citizens, investors, business & elected officials to our common future – which is likely to be different (not worse) than 1920-2010. We all have to live in the present, but planning should accommodate global trends seriously. And what if the sea level goes up 20 feet within our planning horizon (infrastr. in use in 2100).
- How are we applying the demographic characteristics given at the first discussion with our analysis of existing housing stock and where infill or reconstruction can address those demographics?
- Interactive voting could have used a little more clarity on logistics
- Discussions that force tradeoffs are very helpful
- Drop “I don’t know” and utilize “no opinion/no data.”
- What scenarios of energy pricing is in the reference case?
- How can this work without assumptions regarding internet use?
- On overall system costs, I would have shown the annual cost of housing and transportation per household, not just the system cost.
- I hope to learn more about Metroscope’s job prediction model – what assumptions and formulas, and how they react to differing stimuli.
- Developing a region under transportation plan and lobbying for.
- Answered most questions as a representative of SW Portland transportation needs and acceptance.
- Slideshow and hand-outs should include concept maps for those who don’t learn well from charts and tables. Thanks! I’d also recommend separating “neutral” and “don’t know” responses.

Attachment 2
Transportation Scenarios

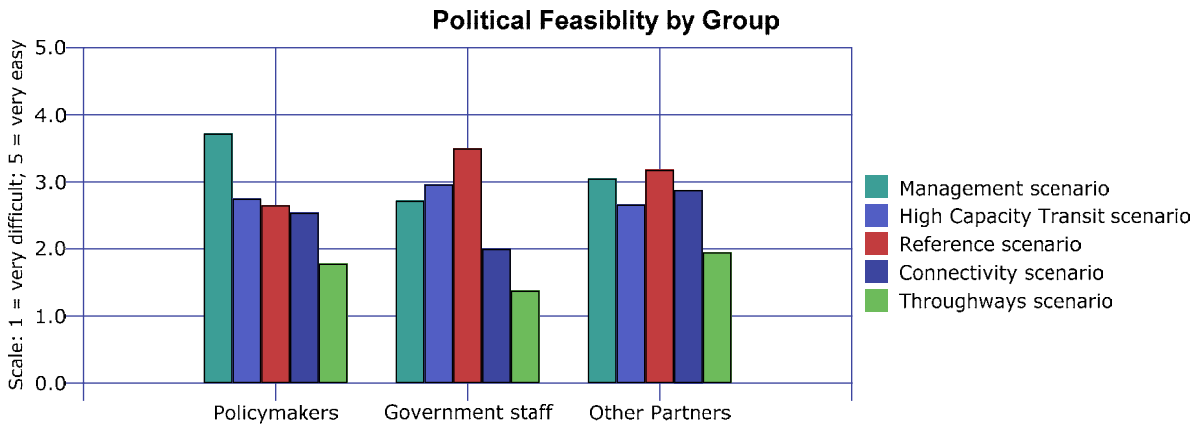
Financial feasibility: Consider existing and possible funding mechanisms and rate each scenario in terms of the relative ease of acquiring the needed funds with 1 being very difficult and 5 being very easy. Scenarios are ranked by average score.

Financial Feasibility by Group



	Policymakers	Government Staff	Other Partners
Management scenario	2.37	3.28	3.13
Reference scenario	2.14	2.73	3.33
Connectivity scenario	1.86	1.62	1.93
High Capacity Transit scenario	1.75	1.80	1.80
Throughways scenario	1.13	1.28	1.06

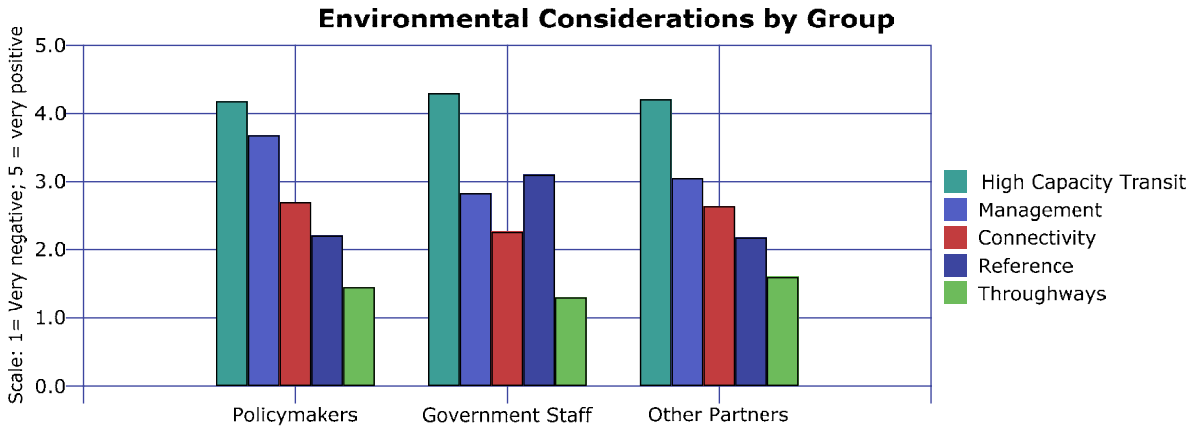
Political feasibility: Consider the political challenge and current level of public support for each scenario and rate each scenario in terms of its ability to gain public support and your ability to publically support it.



Average score by group

	Policymakers	Government staff	Other Partners
Management scenario	3.72	2.72	3.05
High Capacity Transit scenario	2.75	2.96	2.66
Reference scenario	2.65	3.50	3.18
Connectivity scenario	2.54	2.00	2.88
Throughways scenario	1.78	1.38	1.95

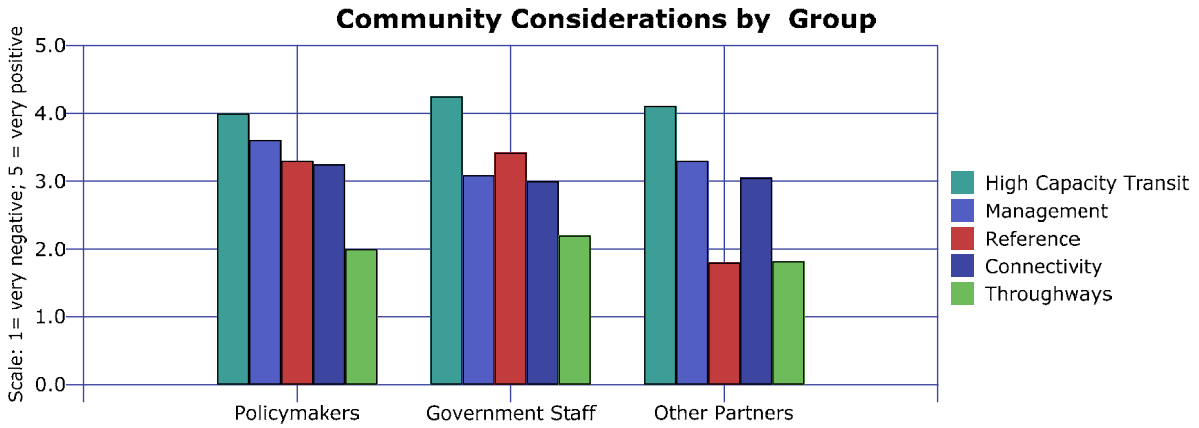
Environmental considerations: Consider the effects of each scenario on air pollution and greenhouse gas emissions and rate each scenario in terms of its ability to help the region reduce the amount people drive and corresponding vehicle emissions.



Average score by group

	Policymakers	Government Staff	Other Partners
High Capacity Transit	4.18	4.30	4.21
Management	3.68	2.83	3.05
Connectivity	2.70	2.26	2.64
Reference	2.21	3.10	2.18
Throughways	1.45	1.30	1.60

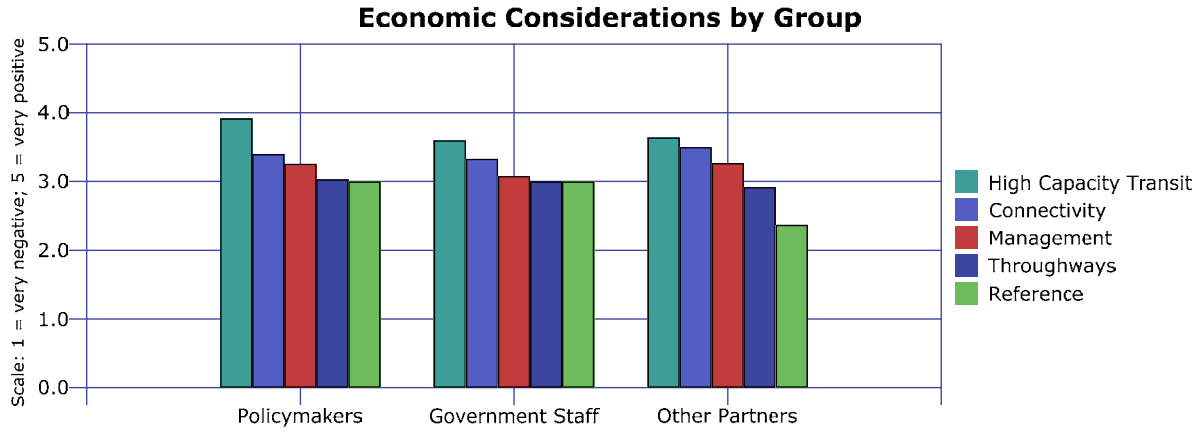
Community considerations: Consider your community’s aspirations and rate each scenario in terms of its ability to support those aspirations.



Average score by group

	Policymakers	Government Staff	Other Partners
High Capacity Transit	4.00	4.25	4.11
Management	3.61	3.09	3.30
Reference	3.30	3.42	1.80
Connectivity	3.25	3.00	3.05
Throughways	2.00	2.20	1.82

Economic considerations: Consider the effects of each scenario on the growth of jobs and access to the region’s centers and employment and industrial areas and rate each scenario in terms of its ability to support local and regional goals for job creation, centers of commerce, and efficient movement of goods.



Average score by group

	Policymakers	Government Staff	Other Partners
High Capacity Transit	3.92	3.60	3.64
Connectivity	3.40	3.33	3.50
Management	3.26	3.08	3.27
Throughways	3.03	3.00	2.92
Reference	3.00	3.00	2.37

Using a scale of 1 to 5 with 1 being much less emphasis and 5 being much more emphasis, how should the region adjust its emphasis for each of these strategies or activities to better address transportation issues and needs.

Rank of Transportation Strategies

Strategy Rank	Strategy Policymakers	Average Score	Strategy Rank	Strategy Government Staff	Average Score	Strategy Rank	Strategy Other Partners	Average Score
1	High Capacity Transit	4.60	1	Bike, pedestrian & trail connections	4.56	1	Bike, pedestrian & trail connections	4.66
2	Intelligent Transportation Systems	4.40	2	Land use strategies	4.52	2	Land use strategies	4.43
3	Transit service	4.32	3	Transit service	4.44	3	Intelligent Transportation Systems	4.46
4	Bike, pedestrian & trail connections	4.30	4	Freight rail connections	4.33	4	Freight rail connections	4.38
5	Land use strategies	4.24	5	High Capacity Transit	4.26	5	Transit service	4.29
6	System operations & maintenance	4.17	6	Intelligent Transportation System	4.15	6	System operation & maintenance	4.26
7	Tolling strategies	4.06	7	System operation & maintenance	4.07	7	High Capacity Transit	4.05
8	Freight rail connections	3.76	8	Tolling strategies	4.04	8	Trip reduction & traveler information	3.94
9	Trip reduction & traveler information	3.74	9	Parking management and pricing	3.91	9	Parking management and pricing	3.62
10	Access management strategies	3.69	10	Access management	3.62	10	Tolling strategies	3.41
11 (tie)	Parking management and pricing	3.55	11	Road and bridge capacity	3.43	11	Access management	3.33
11 (tie)	Road and bridge capacity	3.55	12	Trip reduction & traveler information	3.28	12	Road and bridge capacity	3.13
13	Throughway capacity	2.60	13	Throughway capacity	2.54	13	Throughway capacity	2.68



Date: October 30, 2008
To: Metro Councilors, MPAC, JPACT, MTAC
From: Sherry Oeser, Planning and Development Department
Re: Joint MPAC/JPACT October 22 Meeting Polling Summary

On October 22, 2008, MPAC and JPACT held a joint meeting to consider land use and investment policy choices for future development in the region. More than 100 people attended the session including local government staff and non-government partners. Seventy-nine people voted using electronic polling devices. The results are broken down by all participants as well as by particular groups including “policymakers” which includes MPAC and JPACT members and alternates and other elected officials, government staff (Metro staff did not participate), and non-government partners. This summary highlights key findings of the voting. Graphs showing the results of each question by each participant group are attached.

Participants were asked their preference for where future growth would go. In priority order, they responded (participants could choose up to three; total responses are in parentheses):

1. Centers/corridors (75)
2. Existing neighborhoods (59)
3. Future expansion areas (35)
4. Neighboring communities (34)

Sixty-one percent of policymakers (i.e., MPAC and JPACT members and alternates and other elected officials) believe their jurisdiction will upzone in certain areas in the next 20 years.

Participants were asked when local and regional partners will find infrastructure funding for the 2002 UGB expansion areas. The two top responses were “don’t know” (27%), and 2020 (18%).

There is strong support (79%) for redevelopment to occur in commercial/mixed use centers and corridors and policymakers support increasing infrastructure spending in centers and corridors. The vast majority of policymakers (78%) also intend to target investments to attract more development in centers and corridors.

When asked what prevents them from investing more in centers and corridors, participants said:

Policymakers (top 4 in order of priority):

1. Lack of financial resources
2. Market
3. Parcel ownership barriers
4. Traffic

The results were the same when all participants are included.

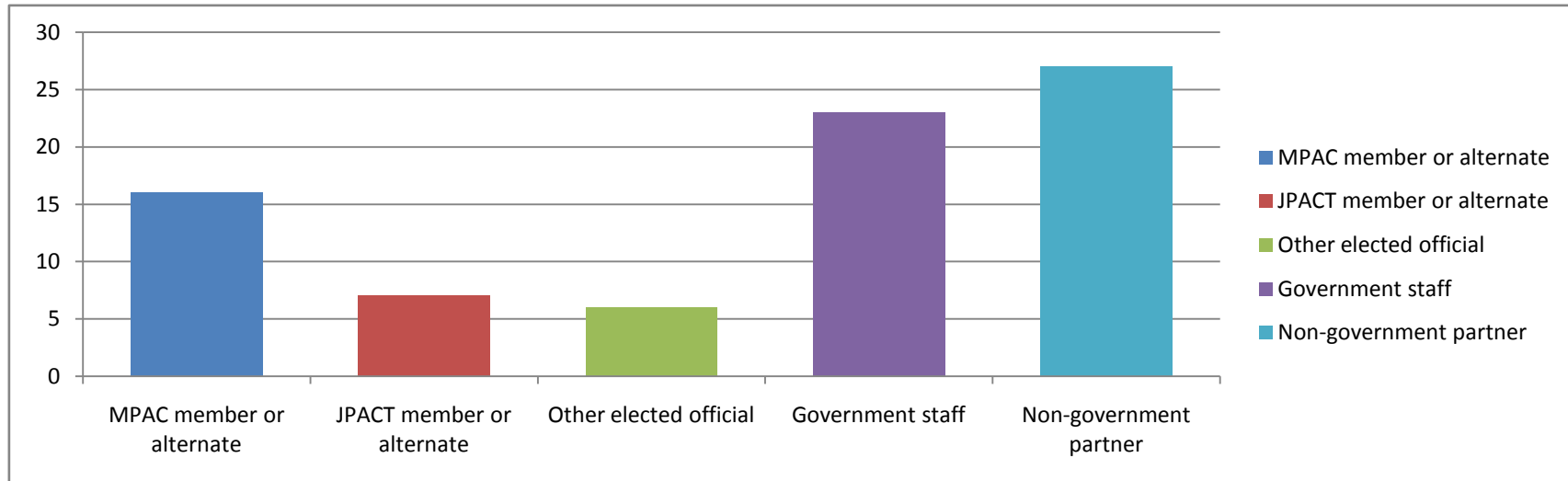
The majority of policymakers (56%) said their highest priority for public investments was both centers and corridors.

To develop centers and corridors, a strategy based on investing to make centers and corridors attractive was favored by 49% of policymakers, followed by limiting UGB expansions areas at 29% and eliminating UGB expansion areas at 25%.

Land Use and Investment Scenarios

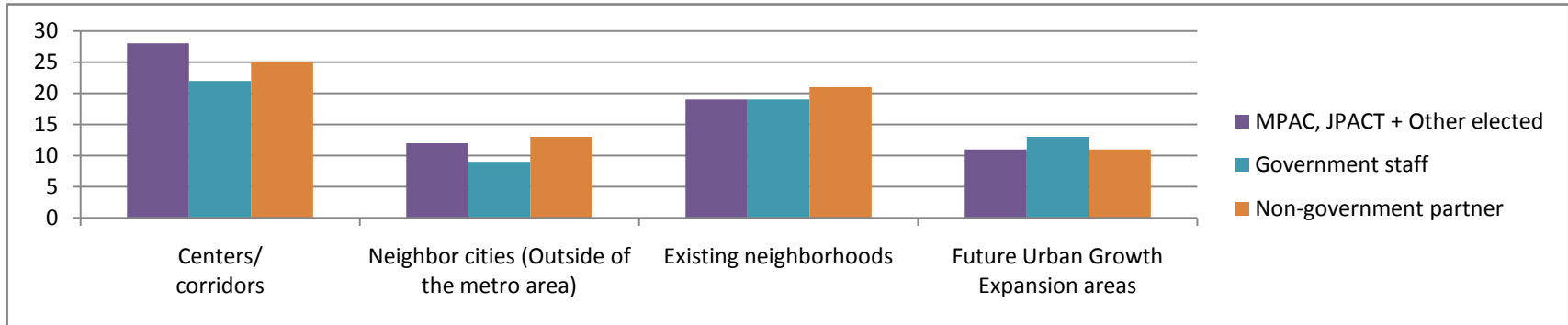
Session: 10-22-2008

1.) What best describes your role this evening?



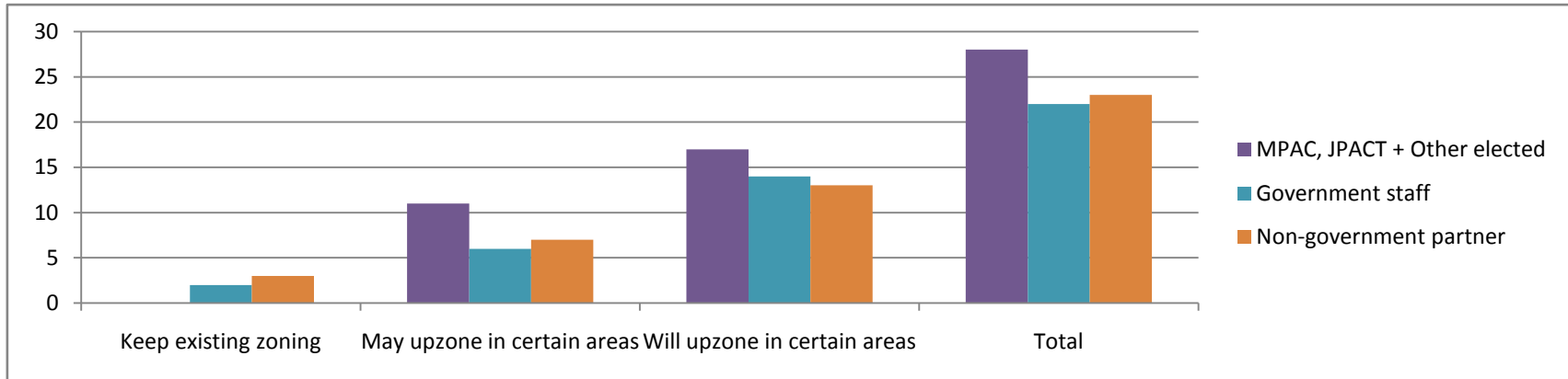
	MPAC member or alternate	JPACT member or alternate	Other elected official	Government staff	Non-government partner	Total
MPAC member or alternate	16	0	0	0	0	16
JPACT member or alternate	0	7	0	0	0	7
Other elected official	0	0	6	0	0	6
Government staff	0	0	0	23	0	23
Non-government partner	0	0	0	0	27	27

2.) Where would you like to see most growth occur? (Select top three)



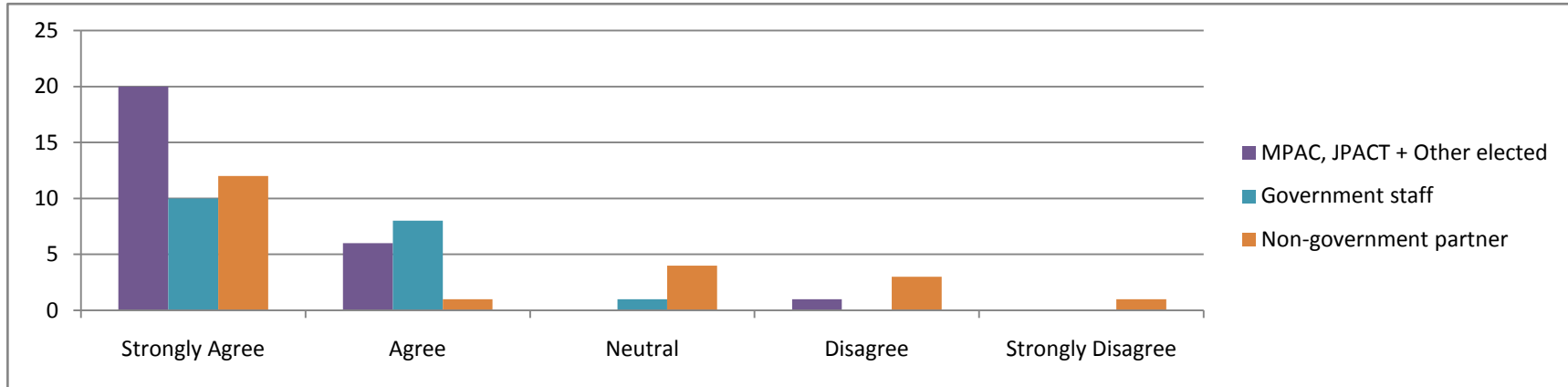
	Centers/ corridors	Neighbor cities (Outside of the metro area)	Existing neighborhoods	Future Urban Growth Expansion areas	Total
MPAC, JPACT + Other elected	28	12	19	11	70
Government staff	22	9	19	13	63
Non-government partner	25	13	21	11	70

3.) The reference case assumes existing zoning: Is this a correct assumption in your community for the next 20 years?



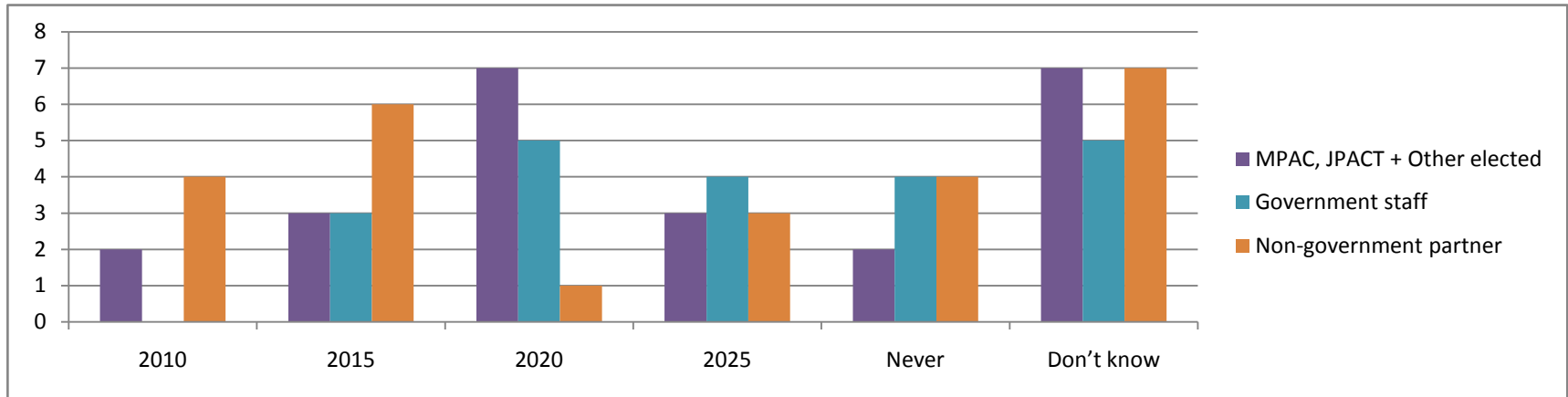
	Keep existing zoning	May upzone in certain areas	Will upzone in certain areas	Total
MPAC, JPACT + Other elected	0	11	17	28
Government staff	2	6	14	22
Non-government partner	3	7	13	23

4.) I intend to increase the number of centers or corridors with targeted public investments over what I have today



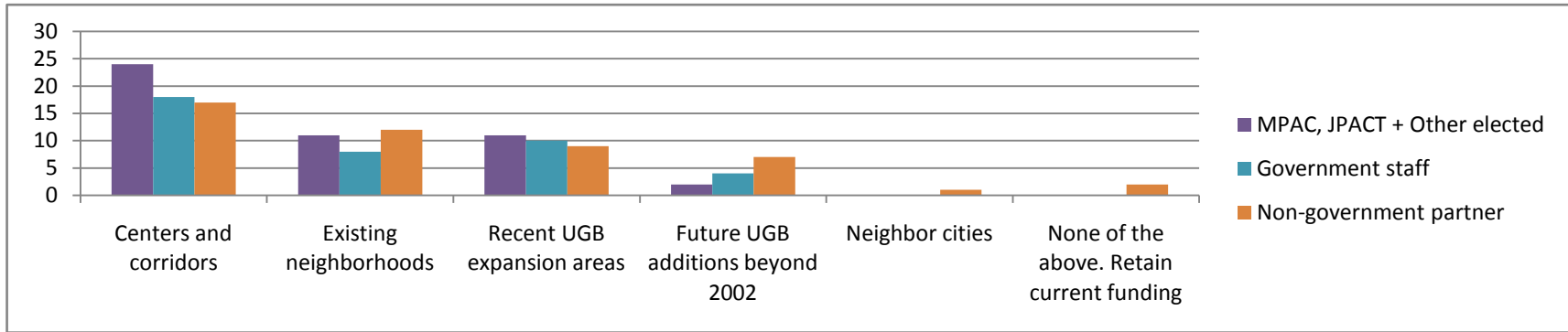
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total
MPAC, JPACT + Other elected	20	6	0	1	0	27
Government staff	10	8	1	0	0	19
Non-government partner	12	1	4	3	1	21

5.) Is it a reasonable assumption that local and regional partners will find infrastructure funding for UGB expansion areas added in 2002 by...



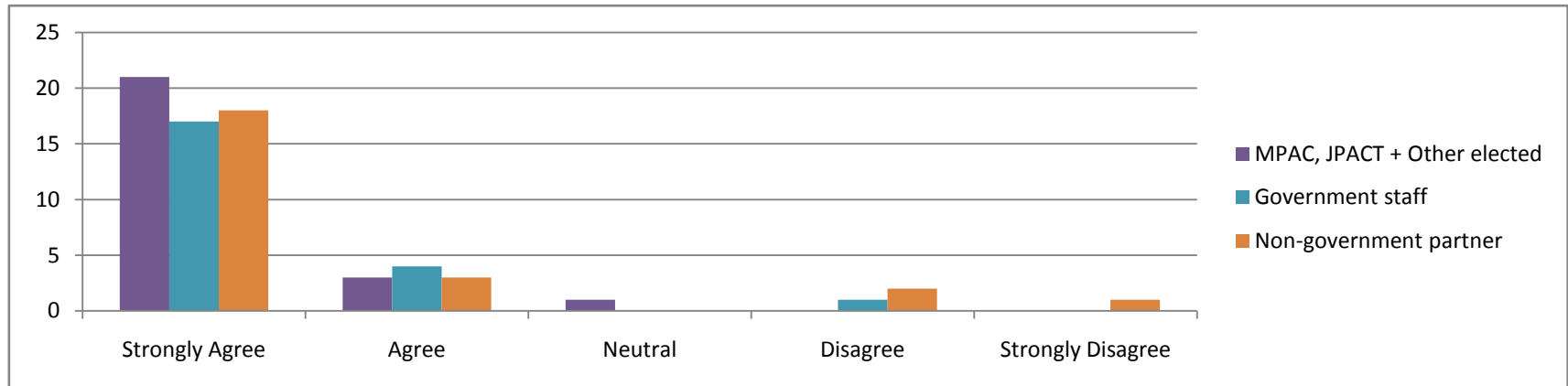
	2010	2015	2020	2025	Never	Don't know	Total
MPAC, JPACT + Other elected	2	3	7	3	2	7	24
Government staff	0	3	5	4	4	5	21
Non-government partner	4	6	1	3	4	7	25

6.) To support growth, which are your top two priorities for increasing infrastructure spending?



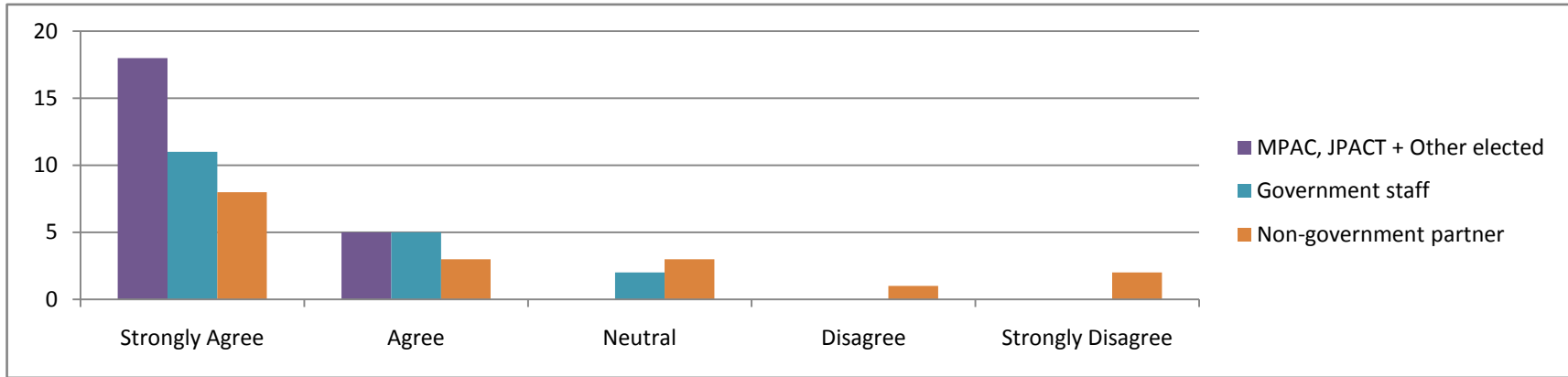
	Centers and corridors	Existing neighborhoods	Recent UGB expansion areas	Future UGB additions beyond 2002	Neighbor cities	None of the above. Retain current funding	Total
MPAC, JPACT + Other elected	24	11	11	2	0	0	48
Government staff	18	8	10	4	0	0	40
Non-government partner	17	12	9	7	1	2	48

7.) I see redevelopment in commercial/mixed use corridors and centers in my community as highly desirable



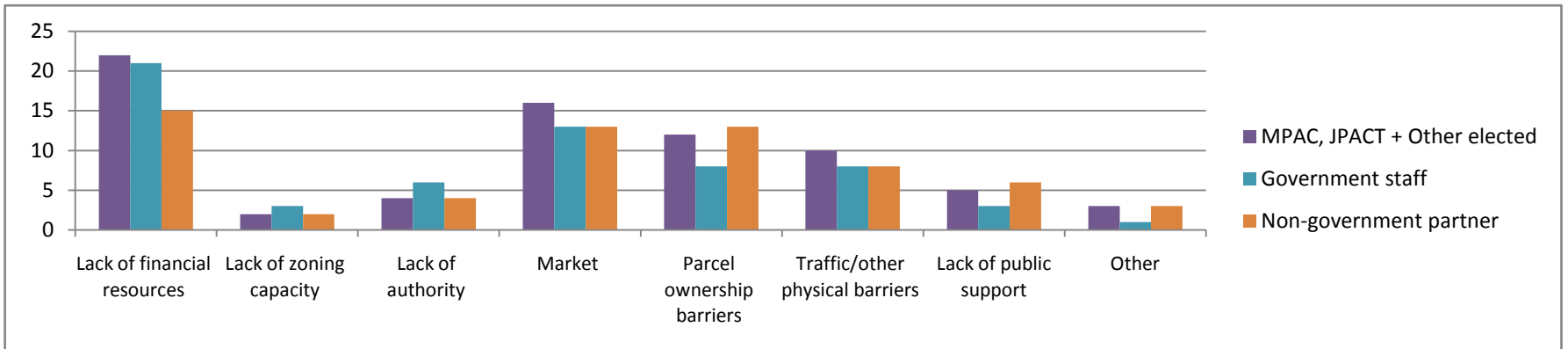
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total
MPAC, JPACT + Other elected	21	3	1	0	0	25
Government staff	17	4	0	1	0	22
Non-government partner	18	3	0	2	1	24

8.) I intend to target public investments to attract more development to centers and corridors



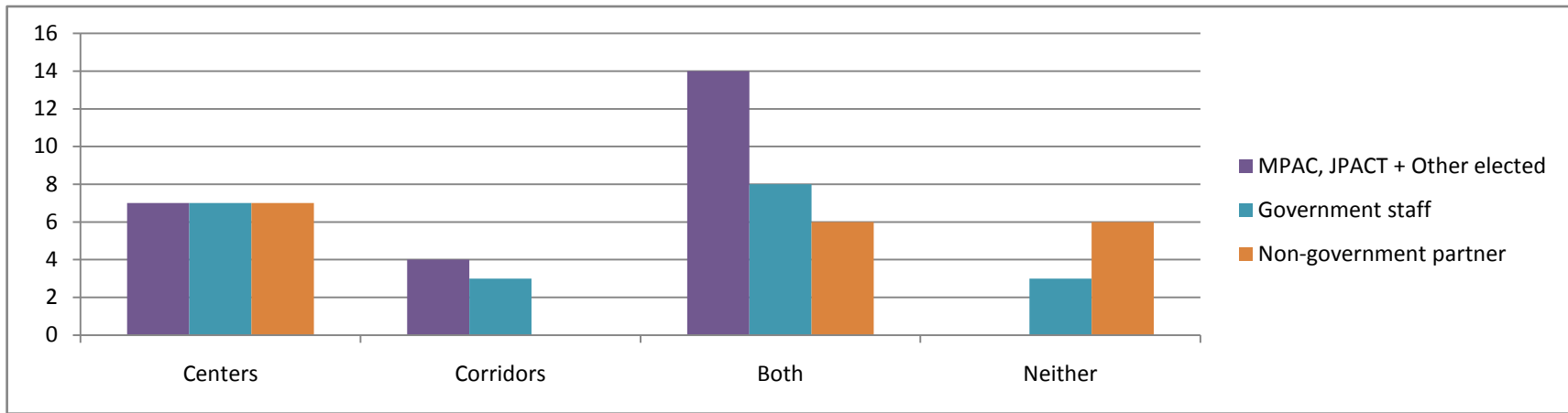
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total
MPAC, JPACT + Other elected	18	5	0	0	0	23
Government staff	11	5	2	0	0	18
Non-government partner	8	3	3	1	2	17

9.) What prevents you from investing more in centers and corridors? (Select 4)



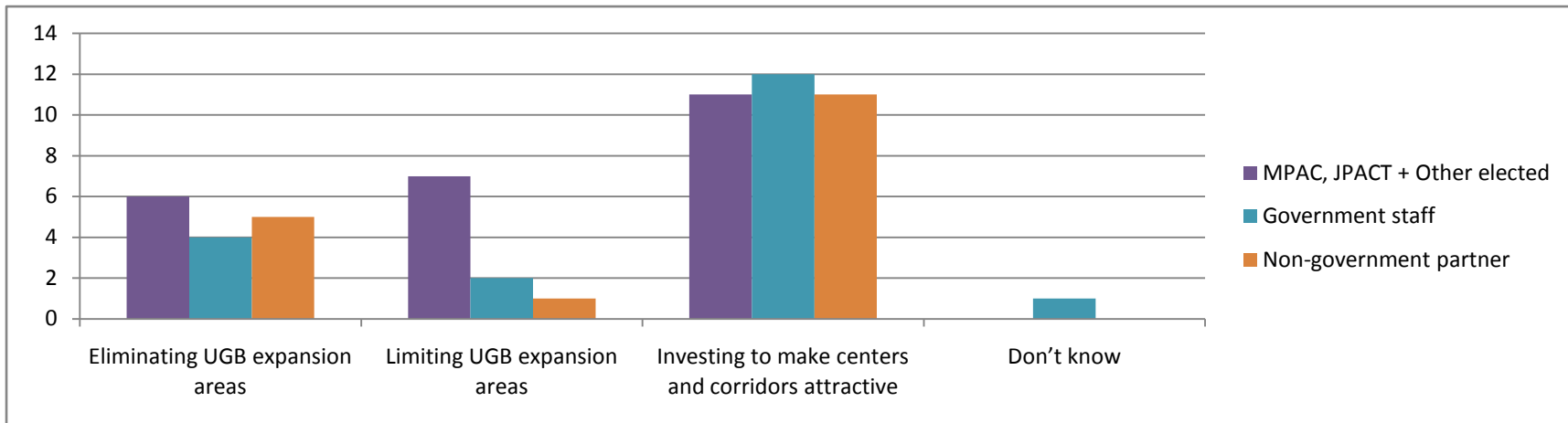
	Lack of financial resources	Lack of zoning capacity	Lack of authority	Market	Parcel ownership barriers	Traffic/other physical barriers	Lack of public support	Other
MPAC, JPACT + Other elected	22	2	4	16	12	10	5	3
Government staff	21	3	6	13	8	8	3	1
Non-government partner	15	2	4	13	13	8	6	3

10.) What is your highest priority for your public investments?



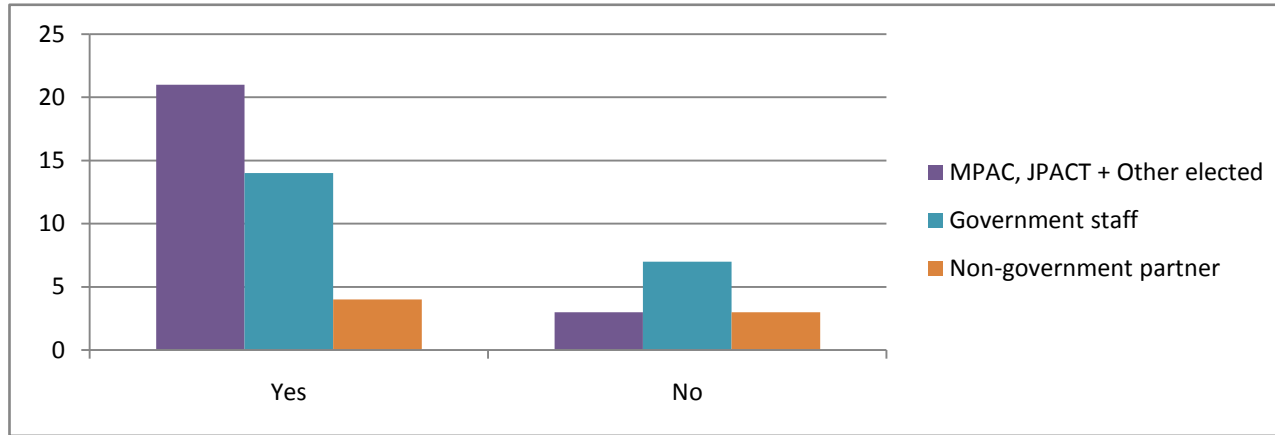
	Centers	Corridors	Both	Neither	Total
MPAC, JPACT + Other elected	7	4	14	0	25
Government staff	7	3	8	3	21
Non-government partner	7	0	6	6	19

11.) To develop centers and corridors I support a strategy based on...

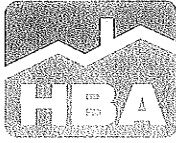


	expansion areas	expansion areas	attractive	Don't know	Total
MPAC, JPACT + Other elected	6	7	11	0	24
Government staff	4	2	12	1	19
Non-government partner	5	1	11	0	17

12.) Was the meeting useful?



	Yes	No	Total
MPAC, JPACT + Other elected	21	3	24
Government staff	14	7	21
Non-government partner	4	3	7



Home Builders Association
of Metropolitan Portland

December 16, 2008

David Bragdon, Metro President
Metro Regional Government
600 NE Grand Avenue
Portland, OR 97232

Re: Metro Council Policy Decisions – Impacts to Industry

Dear David,

Several members of the HBA have been attending the joint MPAC/JPACT meetings held at the Oregon Convention Center over the past few months. A principal component of these meetings has been a keypad polling system and a series of questions generated by Metro Staff. It is our understanding that Metro Council is using the results of this polling to establish whether or not there is consensus around the region on a number of issues. Those issues include:

1. Land use strategies and focus of resources on centers and corridors
2. Keeping the UGB "tight" as a tool for promoting development in centers and corridors
3. Exploration of local strategies to promote development in centers and corridors
4. Establishment of new standards and assumptions for UGB expansion
5. Focus of investments on HCT versus expansion of throughways

Much discussion has been had at these meetings regarding the challenges that past UGB expansions are faced with. The HBA contends that these expansion area challenges are generally a product of decisions that were driven by an antiquated set of rules. In regard to Damascus, Councilor Park stated, "I think the package we're going to turn in (to LCDC) was limited by the cards we have in our hands." Fortunately we have been dealt a new hand, and we now have a new set of tools at our disposal to make smart UGB expansion decisions in areas where we face far fewer challenges.

It appears, however, that rather than learning from prior mistakes and making use of our new toolkit, past UGB expansions are being used as justification to limit future UGB expansion. Expansion area development is being touted as far too expensive to service and in some conversations even referred to as sprawl. What is being ignored is the fact that new expansion areas will fall under an entirely new set of rules, and that expansion can now occur in areas where transportation improvements and the provision of services can be addressed much more effectively and efficiently.

The HBA's concern is that Metro has drawn a line in the sand and that a majority of the Council has already reached a number of seemingly foregone conclusions. This appearance is further exaggerated by Metro's production of questionnaires and analysis designed in support of a preconceived ending. It is clearly Metro's policy to focus exclusively on centers and corridors. What is also disturbing is when Metro Councilors use the term "sprawl" to categorize any UGB

1555 SW Bangy Road ♦ Suite 301 ♦ Lake Oswego, Oregon 97035
Phone: 503.684.1880 ♦ Fax: 503.684.0588 ♦ www.homebuildersportland.org

expansion. Managed growth, including UGB expansion, is not sprawl, and flies in the face of a land use system that has certainly controlled how growth occurs. It makes it difficult to work together on an effective planning process when any expansion of the UGB is referred to as "sprawl" by Metro's own Councilors.

HBA supports denser development as one of the options for how and where the region will grow. We understand the economic and environmental benefits of this planning principle. What we don't understand, however, is how centers and corridors have seemingly become a sole choice over future UGB expansion. Also, we don't understand what the term "tight UGB" actually means. The HBA is extremely concerned if Metro is going to choose to keep the UGB static in an attempt to force development into centers and corridors. Such a policy decision would be detrimental to our industry and economy, not to mention to housing affordability and choice. Members of your Council have publicly stated that no UGB expansion should occur for the next 20 years. Although our membership looks forward to furthering Metro's vision for centers and corridors, the HBA cannot support a Metro policy that freezes UGB expansion for any time period.

Metro's desire to solely push urban, dense housing seems even more apparent by its decision to appeal a recent Tualatin zoning change policy to LUBA. Metro has long claimed that it doesn't dictate small lots -- it only sets targets and then allows jurisdictions to determine how they will best meet them. Yet, when one city tries to provide the option for larger lots, Metro files an appeal against it. This certainly gives the appearance that Metro doesn't mean what it says.

Our industry already faces much opposition from the exact sentiments expressed by Tualatin Mayor Lou Ogden ("there's two things people don't like -- sprawl and density"). When we build higher density housing and infill development, there is almost always intense community opposition. Dictating higher densities and then leaving our industry to have to fight the CPOs and other groups who don't want it "in their own backyard" is not responsible regional government. We need more support on being able to build to what the zoning allows. Metro also needs to come out in leadership against voter approved annexations. Metro can not be an effective representative regional government if it supposedly plans for expansions but then allows voters to negate that planning.

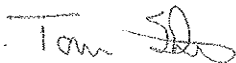
On a related note, the Urban and Rural Reserves process is very exciting, and possibly the most important change in Oregon's land use system since the State originally adopted its planning goals. Done correctly, the Reserves will provide certainty for where our future growth will and will not occur. The Urban Reserves must be large enough to promote job creation, invite new industry to our region and provide options for our growing population. However, at a recent Council work session Councilor Burkholder implied that the Nike World Campus could have just as easily been located in the US Bancorp Tower "Big Pink". Although Nike could have made the choice to locate in downtown Portland, they would not have, as their vision was to create an inviting campus atmosphere that represented their organization. If that choice was not readily available in this region, then Nike would have likely located elsewhere. The Reserves must take into consideration the provision of options to our current and future job creating industries. Although it is imperative to manage the region's growth, it is equally as important for companies interested in our region to have numerous options for where to site their facilities. If an adequate number of choices are not readily available, we run the risk of losing the job creation that is so very important to the future of our region.

The economic impact of the homebuilding industry is being felt in our region now more than ever. What has been clearly viewed by some as an industry to fight against is now better understood as a provider of jobs, tax revenues, and economic growth.

Forthcoming Metro Council policy decisions will have a huge impact on an industry that has already been devastated by the current financial crisis. Again, we support Metro's desire to focus on centers and corridors, but we need more support in order to be able to do this effectively. Dense development in centers and corridors should be one of many options for those looking to purchase a new home. However, this dense development should not be the only option. The future of handling growth in this region is dependent upon responsible and well-planned UGB expansions. Many people will want to live in centers and corridors, and they should have the option to do so, as should others who want a little more space or don't prefer an urban lifestyle. This region's homebuilding industry will adapt to what the market demands. However, the market will not change simply because our regional government adopts a policy.

As you are aware, the HBA and Metro Staff recently had a very productive conversation about the Metro Comparative Infrastructure Analysis. We hope that this open dialogue can continue and look forward to further conversations and input from you about how we can work together to help our region grow with success.

Regards,

A handwritten signature in black ink, appearing to read "Tom Skaar", with a stylized flourish at the end.

Tom Skaar
2009 HBA President
Pacific Western Homes

Cc: Metro Council
MTAC/MPAC



METRO

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

Council President David Bragdon

January 6, 2008

Tom Skaar
President, HBA
15555 SW Bangy Road, Suite 301
Lake Oswego, Oregon 77035

Dear Tom,

Your recent letter raises some compelling points about where the region stands on a host of important planning and policy issues. The Metro Council is committed to working with all parties to address the challenges of accommodating population growth. Indeed, we are one of many partners in the region whose combined actions will help us meet these challenges.

I appreciated the opportunity to meet with you on December 18th. Our discussions with you and others this year to improve our understanding of the region's infrastructure needs and costs is one critical component of addressing the growth challenge. While the case study's approach to understanding infrastructure costs has its limitations, I believe these discussions have succeeded in raising awareness about the importance of infrastructure in creating great communities. I'm ready to focus on the pragmatic issue: we need new ways to pay for infrastructure and to ensure that new and existing communities get the infrastructure they need and that the cost is allocated for the best return on investment.

I assure you that the Metro Council has not reached foregone conclusions about reserves, UGB expansions, or other related issues. All seven of us ran for office with views and philosophies which were widely known to the voters who selected us as their elected representatives, so it should not be any surprise that Metro Councilors (like other elected officials) approach our work with outcomes that we would like to see. But like the Home Builders Association or any other responsible decision-maker, the Council is working to understand the tradeoffs and implications of different choices and seeking truth from the best possible information.

I agree that everyone involved in this discussion needs to remember that rhetoric tends to oversimplify complex decisions. We all need to avoid the temptation to use words that unfairly caricature ideas and positions, and we need to avoid jumping to conclusions based on offhand remarks.

Thank you again for your letter and the meeting you hosted. HBA is clearly well prepared to help the Metro Council make good decisions, and I am committed to enlisting the HBA's help in implementing the region's 2040 vision. I hope we can build on the productive conversation we had as we move forward with the important decisions that will be made over the coming months.

Sincerely,

David Bragdon
Metro Council President

MPAC 101
(January 14, 2009)

- A. Committee Organization (provide documents)
 - 1. Metro Charter
 - 2. MPAC Bylaws
 - 3. MPAC membership
 - 4. JPACT Bylaws
 - 5. JPACT membership
 - 6. Role of MTAC and TPAC
- B. State Land Use Requirements
 - 1. Goals 1-19
 - 2. Goal 14: Provide for a long-range supply of urban land; 5-year review period; 20-year land supply
 - 3. Provide increased UGB capacity through actions that impact the capacity of the existing UGB
 - 4. Goal 14: Hierarchy for bringing lands into the UGB (hierarchy chart)
 - 5. Goal 12: Transportation
 - 6. Goal 5: Fish & Wildlife Habitat
 - 7. Goal 10: Housing
 - 8. Goals 3 & 4: Farm & Forest
- C. Regional Plans and Policies (provide documents)
 - 1. Metro Council Goals
 - 2. Regional Framework Plan
 - 3. Urban Growth Management Functional Plan
 - 4. Regional Transportation Plan
 - 5. Polling
- D. Making the Greatest Place Initiative (flow chart)
 - 1. Regional forecast of population and employment
 - 2. Capacity analysis of the existing UGB
 - 3. Consultation with local governments on aspirations on how to build a desired community, especially in centers, corridors and industrial areas
 - 4. Implementation of Performance-based Growth Management: Establishment of performance measures upon which to consider future growth management decisions affecting urban form and transportation
 - 5. Revise the Regional Transportation Plan to incorporate a long range High-Capacity Transit Plan, a System Management and Operations Plan, a Freight Plan and a Financing Strategy
 - 6. Develop Urban and Rural Reserves
 - 7. Complete the UGB review
- E. Planned adoption actions and schedule (outline of adoption actions)
 - 1. Ordinance #1 and Resolution #1: Adopting Urban and Rural Reserves and authorizing an IGA to execute
 - 2. Resolution #2 and Ordinance #2: Amending the Regional Transportation Plan
 - 3. Resolution #3: Accepting the Regional Forecast and UGB capacity analysis and setting performance standards for growth management decisions
 - 4. Ordinance #3: Amending the Regional Framework Plan, Amending the Urban Growth Management Functional Plan and taking actions to provide a 20-year land supply either through actions to increase the capacity of the existing UGB or to add land to the UGB.
 - 5. Timeline

7:30 P.M. WEDNESDAY JAN. 28, 2009

DR. THOMAS SANCHEZ

Equity in regional transportation

In the past, racial discrimination and segregation denied limited transportation access and mobility for Americans of color even as highway construction devastated many low-income communities. Problems of access to transportation for minorities and the poor persist today, as rising transportation costs begin to rival the cost of housing for families of modest means. How can we address the question of access to transportation for minorities and the poor, so that these fellow-citizens can benefit from the economic, social and environmental success of our region?

About Dr. Thomas Sanchez

Tom Sanchez earned his doctorate in city planning from Georgia Tech in 1996 and has since taught at Iowa State University, Portland State University and Virginia Tech before becoming chair of the Department of City and Metropolitan Planning at the University of Utah. Sanchez is also a nonresident senior fellow of the Brookings Institution and chair of the Transportation Research Board Social and Economic Factors Committee.



Metro Regional Center

Council Chamber
600 NE Grand Ave., Portland

Trimet bus 6 and MAX light rail
Northeast Seventh Avenue stop.
Covered bicycle parking is available
near the main entrance.

Free and open to the public

This lecture is part of Metro's
Transportation Speaker Series.
Reservations are not required. For more
information, call 503-797-1543 or visit
www.oregonmetro.gov.

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