



METRO

Agenda

MEETING: METRO COUNCIL GREATEST PLACE WORK SESSION
DATE: February 18, 2009
DAY: Wednesday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

Objectives:

- Highlight and Discuss Key Urban and Rural Reserves Milestones
- Confirm strategic use of growth forecasts
- Direction on Urban Growth Report Review

I. Meeting Purpose (5 minutes) – Robin McArthur

II. Urban and Rural Reserves Key Decision Points (60 minutes) – Councilor Harrington, John Williams

III. Framing Growth Forecasts in the Context of Making the Greatest Place – hand-out (20 minutes) – John Williams

IV. Urban Growth Report (UGR) (60 minutes) – John Williams/Malu Wilkinson

V. Agenda Topics for Upcoming 2009 MGP Council Work Sessions – hand-out (15 minutes) – Robin

VI. Next Steps (10 minutes)

Non Agenda Items: FYI Materials in Packet

- Infrastructure Analysis (memo attached) – staff will proceed as outlined in the memo
- Regional Transportation Plan Schedule (memo attached) – staff will proceed as outlined in the memo

ADJOURN

 Metro | Memo

Date: January 27, 2009
To: Council President Bragdon, Metro Councilors
From: Andy Shaw, Infrastructure Finance Manager
Re: Infrastructure Analysis Update

The purpose of this memo is to provide Council a review of the infrastructure analysis work to date and to provide an update on the next steps in this work.

Background:

In July 2008, after completing ten months of work with a broadly representative Infrastructure Advisory Committee, Metro staff released a *Regional Infrastructure Analysis* and a discussion draft of a document entitled *Comparative Infrastructure Costs: Local Case Studies*. The two reports were intended to:

- Expand our understanding of the region's infrastructure needs,
- Assess the capacity of existing mechanisms for financing infrastructure,
- Identify factors affecting infrastructure costs, and
- Begin the process of creating a comprehensive regional strategy to support growth consistent with the 2040 concept.

The *Infrastructure Analysis*, which recommends new investments in infrastructure (identifying specific potential funding sources), coupled with efforts to institute service innovations and demand management, was generally well received. When presenting the draft *Local Case Studies* to Metro's advisory groups, we received both helpful feedback to strengthen the analysis and some criticisms. As the first attempt to calculate the region's return on the investment of public dollars in different types of development, the case study analysis challenges current ways of thinking about public infrastructure investments, and has succeeded in raising the level of awareness about the region's infrastructure finance challenges.

In October, the members of the "G9" business associations contracted with Group Mackenzie to evaluate the case study analysis. Metro staff and members of the G9 met to discuss Group Mackenzie's findings, and both Metro staff and Council members have had subsequent meetings with the legislative committee of the Metro Home Builders Association (HBA). The Group Mackenzie evaluation identified a number of areas where the discussion guide document needs to be edited and clarified so that methodologies are clear and limitations of the data are stated. The evaluation also called into question the basic premise of comparing dissimilar case studies on an equivalent basis, and noted the lack of data on private development costs.

Next Steps

Based on feedback from Council, Metro's advisory committees, and the business associations, we plan to thoroughly edit the case study discussion guide, including:

- Focusing the report on the valuable lessons learned regarding the factors that affect infrastructure costs;
- Adding additional information on the costs and affects of infill development and the limits of infrastructure capacity within already developed neighborhoods; and
- Adding citations, clarifying methodologies, and updating figures.

While completing the work of updating and adding to the case study information, we plan to reach out to the business associations that provided comments on the limitations of the case study approach in order to update them on the actions we are taking. In addition, upon completing this work, we plan to inform Metro's advisory committees of the updated work product.

While the case study discussion guide garnered a great deal of attention, the high level of focus on this particular report may have detracted somewhat from the challenge outlined in the main report, the *Regional Infrastructure Analysis*, of how the region should address the staggering gap between infrastructure needs and available finances. Though this body of work provides some important new information that will be helpful as the region considers how to best target future infrastructure investments, the question of where future infrastructure revenue will come from is yet to be addressed.

 **Metro** | *Memo*

Date: February 12, 2009
To: Metro Council
From: Kim Ellis, RTP Project Manager
Re: 2035 Regional Transportation Plan (RTP) Update – Process Next Steps

Purpose

In late-2009, a number of coordinated growth management decisions will be made through the *Making the Greatest Place* initiative. This includes designation of urban and rural reserves, adoption of the urban growth report and approval of the 2035 Regional Transportation Plan (RTP) that will establish the region's transportation investment priorities. The purpose of this memo is to describe the overall schedule for completing the 2035 RTP update in the context of this coordinated decision-making process.

Background

The Regional Transportation Plan (RTP) is a long-range blueprint for the transportation system serving the Portland metropolitan region, and is developed to meet federal and state planning requirements. The primary mission of the RTP is to implement the Region 2040 Growth Concept vision for land use, transportation, the economy and the environment. Under state law, local plans are required to be consistent with the RTP.

In December 2007, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted a revised policy framework, "financially constrained" revenue assumptions and the federal component of the 2035 RTP. The U.S. Department of Transportation approved the RTP conformity determination and related documentation in February 2008, formally concluding the federal component of the 2035 RTP update.

In May 2008, the Land Conservation and Development Commission (LCDC) approved the work program for completing the state component of the RTP and agreed to accept the RTP update in the manner of periodic review. The work program and timeline calls for completing the current update by the end of 2009.

Between May and December 2008, staff completed the following activities:

- Development of outcomes-based evaluation framework and performance measures (region-wide, mobility corridors and community-building) to use for system evaluation.
- Refinement of regional bicycle policies to address public comments received during the federal component.
- Refinement of RTP mobility corridor concept and supporting research to develop an atlas of the region's mobility corridors.
- Development and evaluation of alternative land use and transportation scenarios to evaluate RTP policies and frame land use and transportation choices for JPACT and MPAC discussion.

In January 2009, as a summary of the fall 2008 JPACT and MPAC discussions, JPACT and MPAC provided additional land use and transportation policy direction for the *Making the Greatest Place* tracks, including the RTP.

Work in 2009 will focus on further refining the choices introduced broadly through the scenarios by documenting regional transportation needs and potential funding strategies to address those needs. This work will include updating the RTP financially constrained system assumptions and the list of projects and programs the region can afford. In addition, work will continue on identifying local aspirations and developing the high-capacity transit system plan, the regional freight and goods movement plan and a plan that aims to maximize the management and operation of the existing transportation system. The results will be used to identify investment priorities and a long-term strategy to fund priority investments that support the 2040 Growth Concept and meet other goals of the RTP.

RTP Process Next Steps

In order to meet the RTP timeline (See Attachment 1), staff will bring forward products for individual RTP elements for Metro Council, MPAC and JPACT discussion and direction over the next several months. Upcoming policy discussions to finalize the state component of the 2035 RTP, include:

Feb. '09	Metro Council confirmation of Fall 2008 policy direction for <i>Making the Greatest Place</i> , including implications for RTP investment strategy and development of RTP funding options
Feb./March '09	JPACT and Metro Council discuss Transportation System Management and Operations (TSMO) plan strategies and priorities
March '09	JPACT and Metro Council discuss Regional Freight plan strategies and priorities, and Local Aspirations/Community Building Needs
April '09	MPAC, JPACT and Metro Council discuss High Capacity Transit (HCT) plan strategies and priorities, and Regional Mobility Corridors Needs
Late-April/May '09	JPACT retreat to discuss RTP funding options and priorities
May-June '09	MPAC, JPACT and Metro Council provide direction on RTP funding options and mix of investment priorities
July-Aug. '09	MPAC, JPACT and Metro Council discuss outstanding policy choices
Sept. 1, '09	Release consolidated draft 2035 RTP document for 30-day public comment period as part of a coordinated package with the other growth management and urban reserve elements of the <i>Making the Greatest Place</i> initiative
Nov. '09	MPAC, JPACT and Metro Council consideration of Resolution to approve 2035 RTP, pending conformity analysis and development of regional, state and federal findings
Dec. '09-March '10	Metro staff conduct final conformity analysis and prepare final functional plan amendments and regional, state and federal findings
April '10	Release final 2035 RTP document for 45-day public comment period
June '10	MPAC, JPACT and Metro Council consideration of Ordinance to adopt final 2035 RTP
Summer-Fall '10	Federal and state consultation; local Transportation System Plan (TSP) implementation begins

/attachment

- **Attachment 1:** Key Milestones for State Component of 2035 Regional Transportation Plan (*dated 2/12/09*)



Key Milestones for State Component of 2035 Regional Transportation Plan

Updated February 12, 2009

Project Timeline

January 2008

June 2010

2008-10 Work Program Milestones

