

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, April 22, 2009
Time: 5 to 7 p.m.
Place: Council Chambers

- | | | | |
|----------------|-----|--|--|
| 5 PM | 1. | <u>CALL TO ORDER</u> | Tom Brian, Chair |
| 5:02 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Tom Brian, Chair |
| 5:07 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:10 PM | 4. | <u>CONSENT AGENDA</u> | Tom Brian, Chair |
| | * | • Consideration of the MPAC Minutes for April 8, 2009 | |
| | # | • MTAC Member Nomination | |
| 5:12 PM | 5. | <u>COUNCIL UPDATE</u> | |
| | 6. | <u>ACTION ITEMS & INFORMATION / DISCUSSION ITEMS</u> | |
| 5:15 PM | 6.1 | * Review “Recap” memo, provide direction on areas of consensus and agree on schedule for areas of further discussion | Andy Cotugno |
| 5:55 PM | 6.2 | * Update on Regional Transportation Plan (RTP) Choices <ul style="list-style-type: none">• Overview of process for integrating land use and RTP-related efforts into a comprehensive investment strategy• Share case study illustrating integration in context of RTP Investment Strategy | Rod Park, Councilor
Kim Ellis |
| 6:20 PM | 6.3 | * Preliminary Housing Needs Analysis | Malu Wilkinson |
| 6:50 PM | 7. | <u>ADJOURN</u> | 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.



Tentative MPAC meeting agendas as of April 15, 2009 – subject to change

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> April 8, 2009, 4 to 6 p.m. *Note: Early Start Time</p> <ul style="list-style-type: none">• Making the Greatest Place<ul style="list-style-type: none">○ Framing choices○ Summary of local aspirations:<ul style="list-style-type: none">▪ Amber Glenn▪ Oregon City Regional Center▪ Downtown Tigard▪ Gateway Regional Center (?)○ Preliminary residential Urban Growth Report (UGR)○ Proposed resolution providing MPAC policy direction	<p><u>MPAC Meeting</u> April 22, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none">• Review “Recap” memo, provide direction on areas of consensus and agree on schedule for areas of further discussion• Update on Regional Transportation Plan (RTP) Choices<ul style="list-style-type: none">○ Overview of process for integrating land use and RTP-related efforts into a comprehensive investment strategy○ Share case study illustrating integration in context of RTP Investment Strategy• Introduce Housing Needs Analysis
<p><u>MPAC Meeting (extend meeting time?)</u> May 13, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none">• Introduce Employment Urban Growth Report and employment land choices• Provide direction on employment land choices• Introduction of High Capacity Transit Plan	<p><u>MPAC Meeting</u> May 27, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none">• Review assessment of infrastructure needs and relationship to development aspirations• Policy direction infrastructure financing to pursue• Introduction of ordinance on construction excise tax renewal• Recommend adjustments to Housing Urban Growth Report

<p><u>MPAC Meeting</u> June 10, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Input on financing strategy and priorities for Regional Transportation Plan • Recommendation on adoption of High Capacity Plan • Recommendation to the Metro Council on ordinance to renew construction excise tax. 	<p><u>MPAC Meeting</u> June 24, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Policy discussion on maintaining a tight UGB; implication for housing urban growth report and Urban Reserves sizing • Status Report on Urban Reserves/Rural Reserves process • Policy direction on standards for expanding the UGB, including concept planning, governance, infrastructure funding commitments, progress in developing past UGB expansion areas • Recommended adjustments to Employment Urban Growth Report
<p><u>MPAC Meeting</u> July 8, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Overall direction on Making the Greatest Place Initiative • Merits/risks of planning for high vs. low forecast • Designation of revised Centers and Corridors in the Growth Concept 	<p><u>MPAC Meeting</u> July 22, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Proposed Joint MPAC/JPACT meeting: <ul style="list-style-type: none"> ○ Review of land use policy direction ○ Review of transportation policy direction
<p><u>MPAC Meeting</u> August 12, 2009, 5 to 7 p.m.</p>	<p><u>MPAC Meeting</u> August 26, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Preliminary draft RTP
<p><u>MPAC Meeting (possible joint meeting with JPACT?)</u> September 9, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Review coordinated Making the Greatest Place package 	<p><u>MPAC Meeting</u> September 23, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Ordinance on urban reserves (intro) • Resolution to authorize IGAs to designate urban and rural reserves (intro)

<p><u>MPAC Meeting (extend meeting time?)</u> October 14, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Ordinance on urban reserves (discussion & action) • Resolution to authorize IGAs to designate urban and rural reserves (discussion & action) • Resolution approving 2035 RTP pending air quality conformity (intro) 	<p><u>MPAC Meeting</u> October 28, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Resolution approving 2035 RTP pending air quality conformity (discussion and action)
<p><u>MPAC Meeting</u> November 18, 2009, 5 to 7 p.m. (Note: special meeting date)</p> <ul style="list-style-type: none"> • Resolution on accepting regional range forecast and urban growth report (intro & discussion) 	<p><u>(Due to holidays, only one November MPAC meeting is currently scheduled)</u></p>
<p><u>MPAC Meeting</u> December 9, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Resolution on accepting regional range forecast and urban growth report (discussion & action) 	<p><u>MPAC Meeting</u> December 16, 2009, 5 to 7 p.m. (if needed)</p>



Metro Policy Advisory Committee

MINUTES

April 8, 2009

4 to 6 p.m.

Council Chambers

MEMBERS PRESENT

Tom Brian, Vice Chair
Shane Bemis, Second Vice Chair
Sam Adams
Richard Burke
Pat Campbell
Jody Carson
Nathalie Darcy
Dennis Doyle
Amanda Fritz
Carl Hosticka
Dick Jones
Robert Liberty
Don McCarthy
Alice Norris
Rod Park
Michelle Poyourow
Wilda Parks
Judy Shiprack
Rick VanBeveren
Jerry Willey
Dilafruz Williams

MEMBERS EXCUSED

Ken Allen
Jack Hoffman
Richard Kidd
Robert Kindel
Charlotte Lehan
Steve Stuart
Mike Weatherby
Richard Whitman

ALTERNATES PRESENT

Jim Kight
Keith Mays

AFFILIATION

Washington Co. Commission
City of Gresham, representing the Multnomah Co. 2nd Largest City
City of Portland
Washington Co. Special Districts
City of Vancouver
City of West Linn, representing Clackamas Co. Other Cities
Washington Co. Citizen
City of Beaverton, representing Washington Co. 2nd Largest City
City of Portland
Metro Council
Clackamas Co. Special Districts
Metro Council
Multnomah Co. Special Districts
City of Oregon City, representing Clackamas Co. 2nd Largest City
Metro Council
Multnomah Co. Citizen
Clackamas Co. Citizen
Multnomah Co. Commission
TriMet Board of Directors
City of Hillsboro, representing Washington Co. Other Cities
Governing Body of School Districts

AFFILIATION

Port of Portland
City of Lake Oswego, representing Clackamas Co. Largest City
City of Forest Grove, representing Washington Co. Other Cities
City of North Plains, representing City in Washington Co. outside UGB
Clackamas Co. Commission
Clark Co., Washington Commission
City of Fairview, representing Multnomah Co. Other Cities
Oregon Dept. of Land Conservation & Development

AFFILIATION

City of Troutdale, representing Multnomah County Other Cities
City of Sherwood, representing Washington County Other Cities

STAFF

Kelsey Newell, Kayla Mullis, Sherry Oeser, Andy Cotugno, Robin McArthur, Chris Deffebach.

1. CALL TO ORDER

Chair Tom Brian called the meeting to order at 4:03 p.m.

2. SELF INTRODUCTIONS & COMMUNICATION

All attendees introduced themselves.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. CONSENT AGENDA

Consideration of the MPAC Minutes for March 25, 2009

MTAC Member Nomination

ACTION TAKEN: With all in favor, the consent agenda was approved.

5. COUNCIL UPDATE

Metro council members updated the committee on the following subjects:

- Building university partnerships
- The adoption of the Regional Transportation Plan (RTP) later this year
- Metro's award of a 2nd grant to host the institute on urban design
- The construction excise tax and who will be effected if the sunset is lifted

6. MAKING THE GREATEST PLACE

6.1 Framing Choices

Ms. Robin McArthur of Metro briefed the committee on the Making the Greatest Place (MGP) initiative; which will help frame future transportation and land use/urban form investment choices and identify local aspirations in the region. To be effective, choices must require local decisions and regional support.

6.2 Summary of Local Aspirations Outreach to Cities and Counties

Ms. Chris Deffebach of Metro briefed the committee on the Local Aspirations outreach Metro has completed throughout the region. Local Aspirations is about identifying the aspirations of local jurisdictions and exploring ways to implement those aspirations. The range of aspirations include the following commonalities:

- Great potential within existing zoning
- Desire to initiate new planning efforts

- A commitment to growing broad employment areas
- Support for the Region 2040 vision

High Capacity Transit (HCT), transit services, streetscapes and other investments have been identified as necessary components to implement local aspirations. Metro staff will continue to summarize this information and make it available as more information becomes available.

6.3 Sample Overview of Local Aspirations

Amberglen

Mayor Jerry Willey of Hillsboro introduced Mr. Collin Cooper, project manager for the Amberglen project. The city of Hillsboro's aspirations for Amberglen include pursuing an extension of High Capacity Transit (HCT) and creating a regional center. The intent is to create more dwelling units and job. The main barriers in the project include transportation system improvements and identifying a quality amenities package.

The committee discussed the involvement of the private sector and the support of economic incentives as a tool for development.

Oregon City Regional Center

Mayor Alice Norris of Oregon City briefed the committee on Oregon City's aspirations for its regional center. The city has embraced the regional center concept and is aiding in funding the transformation of the area from a regional waste management area to a vibrant center. The plan for the area aligns with five targets of the Region 2040 Growth Plan. Challenges for implementation include regional waste, transportation, funding, redefining the downtown, connectivity, land fills and air quality. The Oregon City regional center is making significant progress and has community support.

Downtown Tigard

Mayor Craig Dirksen of Tigard briefed the committee on the aspirations for downtown Tigard. Because Tigard is not bordered by the Urban Growth Boundary (UGB) on any side the city must accommodate growth within its existing footprint. The city is aiming to concentrate growth in centers and corridors while still preserving and protecting single family unit neighborhoods. The area known as downtown Tigard is identified as an Urban Renewal District, a tool that will aid in making it the "heart" of Tigard.

To accommodate growth in the future, Tigard will have three downtown areas: Washington Square Regional Center, the "Tigard Triangle" and the previously identified downtown Tigard. Challenges to realizing Tigard's aspirations for these areas include funding and multi-modal transportation connections due to existing transportation facilities directing land use.

Gateway Regional Center

Mayor Sam Adams of Portland briefed the committee on the aspirations for Gateway Regional Center. The area is a regional hub that serves as a gateway to the international air corridor and is designated as a regional center. The City of Portland sees the area as an opportunity for dense housing and employment. Challenges in developing the area to reflect the city's aspirations include establishing a sense of place, parcelization and property ownership patterns, lack of basic facilities, a dysfunctional street grid and lack of developed parks. Future steps to address the

challenges and develop the area include restoring brownfields, revising the master street plan, exploring funding mechanisms and utilizing the area's neighborhood coordinator.

6.4 Preliminary Residential Urban Growth Report

Councilor Carl Hosticka of the Metro Council briefed the committee on the preliminary residential Urban Growth Report (UGR). The report analyzes the region's ability to accommodate residential growth in the future. In the past, 28,000 acres of land have been added to the UGB with 5 percent of the region's housing growth occurring in the added areas. Historical zoning usage is used to forecast the capacity of unused land within the UGB for infill and refill. The type of investments the region wants to make and the kind of communities and transportation it wants to have will guide policy decisions about the UGB.

The committee discussed:

- The Portland metro region capture rate for the growth forecasted in the UGR
 - Also, where the remaining growth is happening
- Analyzing cost per growth unit depending on time and location
- Cost analysis of UGR *and* non-UGR expansion
- Cohesiveness of the economic modeling presentation given at the February 25th MPAC meeting
- Hesitation in using refill as the only growth management tool because it is technically possible
- Determining return on investments related to growth
- Expectations for annexations- who will pay for infrastructure costs?

6.5 Proposed Resolution Providing MPAC Policy Direction

Mr. Andy Cotugno of Metro briefed the committee on memorializing the results of the 2008 joint MPAC/JPACT meetings as policy direction for future UGB decisions. Issues discussed included centers and corridors, employment, UGB expansion, transportation and climate change at last fall's joint meetings.

The committee discussed:

- Possibility for more conversations on these issues
- Using results as a starting point instead of final policy direction
- How schools will accommodate growth
- Possibility of results taking different connotations and implications
- Desire to identify results as important so as to not discredit the work that was done
- Providing infrastructure for growth within the current UGB
- Results as an idealistic scenario
- Giving results to Metro council in a formal way
- Thinking about direction in terms of what policy results will be
- Focus discussion on policy issues around upcoming decisions

Chair Brian suggested that Metro staff work through the results of the joint meetings and determine which issues need more discussion and which issues the committee has reached consensus on and propose a process for MPAC leadership to consider.

7. ADJOURN

Chair Brian adjourned the meeting at 6:25 p.m.

Respectfully Submitted,



Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 8, 2009

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.0	Power Point	4/8/09	Local Aspirations power point presentation	040809m-01
6.3	Handout	N/A	Tanasbourne/Amberglen Local Aspirations	040809m-02
6.0	Flyer	N/A	Local Aspirations Fact Sheet	040809m-03
6.4	Power Point	4/8/09	Preliminary Residential Urban Growth Report power point presented by Councilor Carl Hosticka	040809m-04
--	Report	Spring 2009	2035 Regional Transportation Plan Update- Investing In a 21 st Century Transportation System	040809m-05
--	Report	N/A	<i>Our Place In the World: Global Challenges, Regional Strategies, Homegrown Solutions.</i>	040809m-06
--	Save the Date	N/A	May 1, 2009- Building University-Community Partnerships for a Sustainable Regional Economy	040809m-07

Agenda Item Title: Proposed Resolution providing MPAC policy direction

Presenter: Andy Cotugno

Contact for this worksheet/presentation: Andy Cotugno

MPAC Worksheet

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

Information _____
Update _____
Discussion _____
Action X

MPAC Target Meeting Date: April 22, 2009

Amount of time needed for:

Presentation 10 minutes
Discussion 30 minutes

Purpose/Objective:

To identify the items of policy direction on the attached memo for which there is agreement and establish a process in the next several months to further discuss and provide policy direction on the outstanding issues.

Action Requested/Outcome:

1. Review the items on the Attachment 1 memo denoted with a ✓ and determine which are policy issues for which there is agreement.
2. Review the proposed MPAC schedule as reflected in Attachment 2 to agree on an approach for further MPAC discussion of issues denoted with a 0.


Background and context:

Last fall, there was a series of joint JPACT/MPAC workshops designed to solicit feedback on policy choices for how the region should grow to inform upcoming decisions related to Urban and Rural Reserves, the assessment of the UGB and the Regional Transportation Plan update. At the January 14 meeting, MPAC reviewed and revised a recap of the direction obtained through these workshops. At the April 8 MPAC, staff was given direction to develop a process for MPAC to identify those areas of agreement and to outline a process for MPAC to further discuss those areas for which there is not agreement.

What packet material do you plan to include?

Attachment 1: Recap of direction from Joint JPACT/MPAC meetings; suggested areas of MPAC agreement; suggested areas for further consideration.

Attachment 2: Proposed Schedule for MPAC Policy Discussion.

 Metro | Memo Revised, 2/4/09

Date: Friday, January 16, 2009
 To: Metro Council, MPAC and JPACT
 From: Andy Cotugno and Robin McArthur
 Re: Recap of direction from the Joint MPAC/JPACT meetings and MPAC review January 14 and JPACT review January 15

✓ = MPAC Agreement
 ○ = Further Discussion

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. As revised, this incorporates discussion from the January 14 and 15 meetings and will further guide areas of agreement and areas of discussion.

1. Focus Growth in Centers and Corridors

- ✓ • Stay the course on an aggressive strategy to attract growth into the full array of higher density, mixed-use centers and corridors throughout the region, including the Central City, Regional Centers, Town Centers, Station Communities, Main Streets and designated transit Corridors.
- ✓ • Use regional and local 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.
- ✓ • Metro should endeavor to understand and 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.
- • Protect land brought into the UGB for industrial purposes from conversion to non-industrial purposes.
- ✓ • Target investments to improve or preserve freight access from industrial and employment areas and inter-modal facilities to the state highway system.
- ✓ • Understand and serve the broader transportation needs to support other sectors of the economy beyond freight (such as tourism).
- • 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. In addition, new information from the Institute of Transportation Engineers (ITE) about reduced trip generation rates from Transit-Oriented Development will be helpful.

3. UGB Expansion

Maintain a tight UGB to direct market forces to centers and corridors.

Establish more rigorous standards for expanding the UGB, including:

- ✓ • Consider UGB expansion after concept planning is completed.
- ⊙ • Further consider whether to require as a prerequisite for expansion of the UGB commitment to an infrastructure finance plan; bring back differing levels of commitment from concept to plan to commitments through binding mechanisms.
- ✓ • Consider UGB expansion only after governance is agreed to. Ensure that the cities that must take on the responsibility to serve UGB expansion areas understand the consequences on their ability to serve the existing community.
- ✓ • 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.

Further exploration is needed about the time lag from when land is brought into the UGB and when it is actually ready for development. The prerequisites described above would delay when UGB amendments are actually adopted but shorten the time to plan, finance and build infrastructure once it is added to the UGB. Questions are also being raised about how to consider past UGB expansions for their readiness to meet a 20-year land supply requirement.

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. There is a general recognition that the region will not be pursuing major new corridors and that the question of expansion relates to accomplishing a satisfactory operation of the existing system.
- ✓ • 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. To support this direction, pursue a number of approaches, including:
 - Change local zoning to allow more jobs and housing along HCT corridors.
 - Complete bus, 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 demand management and bike/pedestrian actions to reach State greenhouse gas reduction targets. Pursue technology that facilitates virtual meetings to reduce the need to travel.

6. General

- Consider developing evaluation measures that monetize the benefits of the actions contemplated to better understand the differences between choices and to contrast with costs.
- Consider using a new British website designed to calculate emissions reductions from the combination of 12 policy package options:
http://www.vibat.org/vibat_ldn/tcsim.shtml

Proposed Schedule for MPAC Policy Discussion

April 22, 2009

- Review “Recap” memo and provide direction on areas of consensus.
- Introduce Regional Transportation Plan update choices.
- Introduce Housing Needs Analysis.

May 13, 2009

- Introduce Employment Urban Growth Report and employment land choices.
- Provide direction on employment land choices related to:
 - Planning for uncertain global economic changes.
 - Restricting non-industrial uses of UGB expansions for industrial purposes vs. establishment of a quick-response approach to including Urban Reserves into the UGB.
 - Target industries to pursue, not to pursue; Targeting different industries to different locations in the region.
 - Provision of industrial land through redevelopment, land aggregation and brownfield clean-up vs. greenfield UGB expansion.
 - Provision of UGB expansion for office parks and institutional uses vs. targeting centers and corridors.
- Introduction of High Capacity Transit Plan.

May 27, 2009

- Review assessment of infrastructure needs and relationship to development aspirations.
- Policy direction infrastructure financing to pursue.
- Introduction of ordinance on construction excise tax renewal.
- Recommended adjustments to Housing Urban Growth Report.

June 10, 2009

- Input on financing strategy and priorities for Regional Transportation Plan; direction on balance of community building investment vs. mobility corridor investment; direction to staff on finalizing the RTP project list accordingly.
- Recommendation on adoption of High Capacity Transit Plan.
- Recommendation to Metro Council on ordinance to renew construction excise tax.

June 24, 2009

- Policy discussion on maintaining a tight UGB; implication for housing urban growth report and Urban Reserves sizing.
- Status report on Urban Reserves/Rural Reserves process; input to Reserves Steering Committee from MPAC (Does MPAC want to make a formal recommendation to the Reserves Steering Committee?).
- Policy direction on standards for expanding UGB, including concept planning, governance, infrastructure funding commitments, progress in developing past UGB expansion areas.
- Recommended adjustments to Employment Urban Growth Report.

July 8, 2009

- Overall direction on Making the Greatest Place initiative.
- Merits/risks of planning for high vs. low forecast.
- Designation of revised Centers and Corridors in the Growth Concept.

July 22, 2009

- Proposed Joint JPACT/MPAC meeting:
 - Review of land use policy direction.
 - Review of transportation policy direction.

MPAC Worksheet

Agenda Item Title: Regional Transportation Plan

Presenter: Kim Ellis

Contact for this worksheet/presentation: Kim Ellis

Council Liaison Sponsors: Rex Burkholder and Rod Park

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

Information	_____
Update	<u> X </u>
Discussion	_____
Action	_____

MPAC Target Meeting Date: April 22, 2009

Amount of time needed for:

Presentation 10 minutes

Discussion 15 minutes

Purpose/Objective:

- Provide update on process for integrating land use and RTP-related efforts into a comprehensive investment strategy for the state component of the 2035 RTP in preparation for future policy discussions on priorities and funding.
- Share case study illustrating integration in context of RTP Investment Strategy.

Action Requested/Outcome:

- No action requested.

Background and context:

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 RTP that will establish the region's transportation investment priorities. Now is the time to build on the products and analysis completed to date and reconsider the region's priorities and investment choices in order to finalize the state component of the 2035 RTP by the end of 2009.

The system development process underway will result in draft set of investment priorities and a long-term funding strategy that support the 2040 Growth Concept and meet other goals of the RTP – including responding to such pressing issues as climate change, unpredictable energy costs and declining transportation revenues. The updated priorities and funding strategy will be included in the draft plan that is released for public comment later this fall.

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

Since January, staff have been compiling regional transportation needs and identifying the universe of potential solutions to address identified needs consistent with federal, state and regional planning requirements. The needs and potential solutions are policy-driven as defined through the RTP policies approved in December 2007, and are informed by, but not defined by, the regional travel demand model as in previous system development efforts. This work will use the investments identified during the federal component of the 2035 RTP as a starting point and consider the findings and recommendations from the investment scenarios analysis and subsequent MPAC/JPACT preference polling, local aspirations and agency mobility corridor workshops, the high-capacity transit (HCT) system plan, the regional freight and goods movement plan, the transportation system management and operations (TSMO) plan and the Columbia River Crossing, Sellwood Bridge and I-5/99W connector studies.


What packet material do you plan to include?

- **Attachment 1:** RTP Building Blocks for System Development (*slideshow*)
- **Attachment 2:** 2035 Regional Transportation Plan (RTP) Update – System Development Process memo (*dated 4/14/09*)

What is the schedule for future consideration of item:


April 22	MPAC discussion on case study highlighting integration of land use and RTP-related elements (High Capacity Transit (HCT) plan, Freight Plan, Transportation System Management Plan, local aspirations/community building needs and regional mobility corridor needs)
June 10	MPAC provides input on funding strategy and investment priorities for RTP, direction on balance of community building and mobility investments; direction to staff on finalizing RTP project list accordingly
July 22	Joint MPAC/JPACT meeting to discuss land use and transportation direction for overall <i>Making the Greatest Place</i> initiative
Sept. 1 – Oct. 1	30-day public comment period on draft RTP
October 28	MPAC recommendation to Metro Council on Resolution to approve 2035 RTP, pending conformity analysis and development of final regional, state and federal findings

www.oregonmetro.gov/rtp



Regional Transportation Plan Building Blocks for System Development

presented by Kim Ellis



2035 REGIONAL TRANSPORTATION PLAN

Purpose

- Reminder of where we've been and policy choices ahead
- Summarize major products feeding into the RTP strategy
- Review RTP investment tracks and link to goals and objectives



2035 REGIONAL TRANSPORTATION PLAN

Project Timeline and Milestones




- Dec. '07 - Adopted new policy direction and projects the region can afford
- Summer-Fall '08 – Tested new policies and measures
- Spring-Summer '09 – Identify needs, priorities and funding
- Sept. 1 '09 – Release draft plan for public comment
- Fall '09 – Consider draft plan
- Spring '10 - Consider final plan



2035 REGIONAL TRANSPORTATION PLAN

Challenges and Choices Ahead

<h4>Challenges</h4> <ul style="list-style-type: none"> • Economy • Growth • Housing costs • Transportation costs • Energy costs • Public health • Climate change 	<h4>Choices for 2009</h4> <ul style="list-style-type: none"> • Growth strategy • Finance strategy • Investment strategy <ul style="list-style-type: none"> • Management emphasis • Capital emphasis • Modal emphasis • Land use emphasis • Performance • Local implementation
---	---



2035 REGIONAL TRANSPORTATION PLAN

A New Blueprint For Making Choices

- Outcomes-based and tied to public values
- Strategic and innovative
- Integrated, multi-modal solutions to support community-building and provide mobility
- Policy and performance-driven - transportation performance, land use and quality of life effects considered




MOVING FROM POLICY TO IMPLEMENTATION

An Outcomes-Based Framework for Decision-Makers

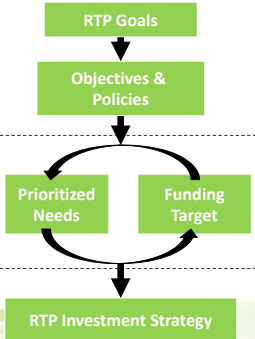


2035 REGIONAL TRANSPORTATION PLAN
RTP Goals and Outcomes



- Vibrant Communities and Efficient Urban Form
- Economic Competitiveness and Prosperity
- Transportation Choices
- Efficient Management of the System
- Safety and Security
- Environmental Stewardship
- Human Health
- Equity
- Fiscal Stewardship
- Accountability

2035 REGIONAL TRANSPORTATION PLAN
Goals Lead to Investment Priorities




RTP Goals
 What to achieve or work towards

Objectives & Policies
 What is important to consider when identifying needs and solutions

Prioritized Needs ↔ **Funding Target**
 Funding limits amount of needs that can be addressed
 What needs are most important to address

RTP Investment Strategy
 Analysis to determine performance or progress contributed by system of investments

2035 RTP PERFORMANCE WORK GROUP RECOMMENDATIONS
Performance Evaluation Framework



2035 RTP PERFORMANCE WORK GROUP RECOMMENDATIONS
Measuring Performance

Current Measures	+	New Measures
✓ Highway capacity		✓ Cost of freight delay
✓ Delay		✓ Travel time reliability
✓ Transit ridership		✓ Environmental justice
✓ Mode share		communities' access to transit
✓ Vehicle miles traveled		✓ Access to trails
✓ Air quality		✓ Greenhouse gas emissions
		✓ Land consumption
		✓ Job/housing growth
		✓ Housing/transportation costs
		✓ Environmental impacts

MOVING FROM POLICY TO IMPLEMENTATION

Building Blocks For System Development

2035 REGIONAL TRANSPORTATION PLAN
A New Approach for System Development

- Overlapping community-building and mobility tracks
- Needs and integrated solutions are policy-driven
- Informed by, but not defined by travel model



2035 REGIONAL TRANSPORTATION PLAN
Multi-Modal Integration

- Freight
- Bicycle
- Pedestrian
- Transit
- Streets & Throughways
- Street Design

2035 REGIONAL TRANSPORTATION PLAN
Regional "Needs" Defined

Regional Transportation Need	System Gap	System Deficiency
Safety		◆
Congestion		◆
Transit access and coverage	◆	
Connectivity	◆	
Bikeways and trails	◆	
Sidewalks in centers and transit corridors	◆	
Bridge restrictions (height and weight)		◆

2035 REGIONAL TRANSPORTATION PLAN
Investment Strategy Framework

2035 RTP Investment Strategy

- Regional and State Mobility Track**
Investments that support integrated, multi-modal mobility
- Community Building Track**
Investments that support place-making and local aspirations

2035 REGIONAL TRANSPORTATION PLAN
Track 1: Mobility Solutions

- Access management, ramp metering, signal timing and traveler information
- High capacity transit and frequent bus service supported by transit-oriented development
- Sidewalk, bikeway and trail connections to transit
- Arterial connectivity, capacity and throughway overcrossings
- Grade separate road and rail
- Throughway capacity and interchange upgrades
- Freight rail upgrades

2035 REGIONAL TRANSPORTATION PLAN
Track 2: Community Building Solutions

<p>CENTERS AND CORRIDORS</p> <ul style="list-style-type: none"> • Boulevard retrofits • Transit service & transit-oriented development • Street connections • Sidewalks, bikeways & trails • Timing signals for pedestrians and slower speeds • Parking management & transportation management associations 	<p>INDUSTRIAL & EMPLOYMENT AREAS</p> <ul style="list-style-type: none"> • Arterial connections to industry, access management & timing signals for freight – <i>the last mile</i> • Transit service • Improve and protect interchanges for freight access • Sidewalks, bikeways & trails • Transportation management associations
--	---

BUILDING THE RTP INVESTMENT STRATEGY
Investment Scenarios

Implications for community building strategy

- Emphasize land use tools and strategies and target transportation investments to attract growth in centers, corridors and industrial areas
- Emphasize system and demand management tools and strategies to foster walking, bike and use of transit
- Maintain freight access to industry
- Complete transit, bike and pedestrian systems

BUILDING THE RTP INVESTMENT STRATEGY

Local Aspirations

Implications for community building strategy

- Target investments in areas with higher aspirations for growth
- Expand HCT and transit service
- Provide arterial connections and highway access to centers
- Maintain and improve freight access to industry
- Retrofit arterials in centers to be less of a barrier for bike and ped travel
- Complete bike, pedestrian and trail systems



BUILDING THE RTP INVESTMENT STRATEGY

Freight and Goods Movement Plan

Implications for community building strategy

- Target investments to serve industrial areas and maintain freight access to businesses and intermodal facilities
- Implement zoning and management tools to protect interchanges
- Provide arterial connections and highway access to industrial areas
- Provide freight loading/unloading areas in centers



BUILDING THE RTP INVESTMENT STRATEGY

System Management & Operations Plan

Implications for community building strategy

- Increase safety for all modes of travel
- Manage signals for pedestrians and slower speeds
- Implement parking management & transportation management associations
- Implement transit signal priority
- Provide multi-modal traveler information



BUILDING THE RTP INVESTMENT STRATEGY

High Capacity Transit Plan

Implications for community building strategy

- HCT workshops demonstrated importance of zoning, street connectivity and sidewalks to leverage HCT
- Target investments in areas with zoning and higher aspirations for growth to leverage HCT
- Complement with other regional transit service

www.oregonmetro.gov/goingplaces



BUILDING THE RTP INVESTMENT STRATEGY

Blue Ribbon Committee for Trails

Implications for community building strategy

- Connect 2040 activity centers and regional greenspaces with active transportation corridors
- Emerging “bicycle parkways” concept that expands active transportation concept to mobility corridors
- Mainstream trails and bike travel in the region’s strategy



The case for an integrated mobility strategy

www.oregonmetro.gov/connectinggreen

MOVING FROM POLICY TO IMPLEMENTATION

Bringing it All Together



BUILDING THE RTP INVESTMENT STRATEGY

Bringing It All Together

- Policy framework and system concepts
- Needs and potential solutions
 - Current local and regional plans
 - RTP Scenarios
 - Atlas of mobility corridors
 - State of Centers and local aspirations
 - Freight and Goods Movement Plan
 - Transportation System Management and Operations Plan
 - High Capacity Transit Plan
- Funding strategy
- RTP investment strategy
 - Mobility priorities
 - Community-building priorities



2035 REGIONAL TRANSPORTATION PLAN

System Development Process

TRACK 1: MOBILITY

MARCH - MAY

- Agency mobility corridor workshops held and summarized
- Mobility atlas released
- Needs and potential solutions identified

JUNE

- Policy direction on priorities and funding target

JUNE 13 - JULY 11

- Agencies re-evaluate plans and projects to identify priorities for RTP

TRACK 2: COMMUNITY

MARCH - MAY

- State of Centers released
- Local aspirations and HCT workshops summarized
- Needs and potential solutions identified

JUNE

- Policy direction on priorities and funding target

JUNE 13 - JULY 11

- Agencies re-evaluate plans and projects to identify priorities for RTP



Metro | Memo

Date: April 14, 2009
 To: MPAC and interested parties
 From: Kim Ellis, RTP Project Manager
 Re: 2035 Regional Transportation Plan (RTP) Update – System Development Process

PURPOSE

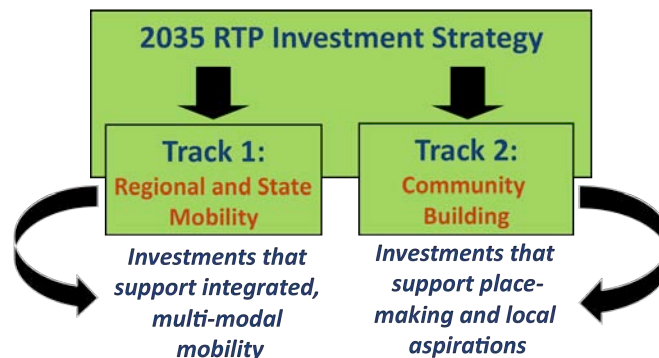
In late-2009, a number of coordinated growth management decisions will be made through the *Making the Greatest Place* initiative. This includes designation of urban and rural reserves, adoption of the urban growth report and approval of the 2035 Regional Transportation Plan (RTP) that will establish the region's transportation investment priorities.

The purpose of this memo is to describe the process for integrating land use and individual RTP-related efforts into a comprehensive, multi-modal investment strategy for the state component of the 2035 RTP by the end of 2009. This effort will result in draft set of investment priorities and a long-term funding strategy that support the 2040 Growth Concept and meet other goals of the RTP – including responding to such pressing issues as climate change, unpredictable energy costs and declining transportation revenues. The updated priorities and funding strategy will be included in the draft plan that is released for public comment later this fall.

BACKGROUND

The Regional Transportation Plan (RTP) is a long-range blueprint for the transportation system serving the Portland metropolitan region, and is updated every four years to meet federal, state and regional 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. On the ground, this means prioritizing transportation investments to leverage the kinds of development patterns called for in the 2040 Growth Concept and provide safe and reliable transportation choices that ensure mobility and access for people and goods traveling in the region. As a result, the RTP has two overlapping (and complementary) investment tracks, as shown in **Figure 1**.

Figure 1. Regional Mobility and Community Building Investment Tracks



Two Investment Tracks: Community Building & Regional Mobility

Since January, staff have been compiling regional transportation needs and identifying the universe of potential solutions to address identified needs consistent with federal, state and regional planning requirements. The needs and potential solutions are policy-driven as defined through the RTP policies approved in December 2007, and are informed by, but not defined by, the regional travel demand model as in previous system development efforts. This work will use the investments identified during the federal component of the 2035 RTP as a starting point and consider the findings and recommendations from the investment scenarios analysis and subsequent MPAC/JPACT preference polling, local aspirations and agency mobility corridor workshops, the high-capacity transit (HCT) system plan, the regional freight and goods movement plan, the transportation system management and operations (TSMO) plan and the Columbia River Crossing, Sellwood Bridge and I-5/99W connector studies.

Moving forward, the RTP investment strategy will be developed through two complementary and, in some cases, overlapping tracks.

- **Track 1: Regional mobility investments** are projects, programs and management strategies that support safe and reliable interstate, intrastate and cross-regional people and goods movement in the region's major travel corridors. This track defines mobility investments more broadly than previous RTPs, calling for an integrated approach that considers land use, management and multi-modal investment strategies to address identified needs and improve system efficiency. For purposes of the strategy development, all road and transit capacity projects have been assigned to the mobility track. *JPACT, MPAC, and the Metro Council will be asked to provide direction on what policy objectives to emphasize for this track. Metro, ODOT, TriMet, special districts, cities and counties will identify investment priorities, consistent with that policy direction and overall funding target identified by JPACT.*
- **Track 2: Community building investments** are projects, programs and management strategies that support placemaking, leverage growth in 2040 centers and industrial and employment areas, improve community access and mobility in 2040 areas or demonstrate sustainable transportation practices such as diesel bus retrofits or culvert replacements. *JPACT, MPAC and the Metro Council will be asked to provide direction on what policy objectives to emphasize for this track. Metro, ODOT, TriMet, special districts, cities and counties will identify investment priorities, consistent with that policy direction and overall funding target identified by JPACT.*

Attachments 1 and 2 provide additional summary information on the two tracks and distinguishing features.

REFINING CHOICES IN 2009 – MOVING FROM POLICY TO IMPLEMENTATION

Now is the time to build on the products and analysis completed to date and reconsider the region's priorities and investment choices in order to finalize the state component of the 2035 RTP. This section summarizes different RTP products that will be the basis for updating the RTP investment priorities by the end of 2009.

2006-2007 Activities – Initial update activities focused on conducting background research and development of the RTP policy framework to reflect public values and desired outcomes. In the spring of 2007, the region undertook a project solicitation process to identify a pool of regional transportation investments that could be evaluated and incorporated into the 2035 RTP Financially Constrained System

or into the 2035 RTP Illustrative (200%) System. The “financially constrained” system represents those investments that can be funded with revenues that are “reasonably expected to be available” during the plan period. The “illustrative system” was limited to twice the amount of funding that was “reasonably expected to be available” during the plan period and represents additional transportation solutions that would be considered if new or expanded revenue sources were secured. In December 2007, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted a revised policy framework, financially constrained system of priorities and the federal component of the 2035 RTP.

2008-09 Activities - Since the 2007 project solicitation took place, the landscape has changed both in terms of the RTP planning process and external issues. The region now has adopted RTP goals and objectives that are guiding the planning work. The performance measures work group recommended a narrowed set of measures to move forward to this phase of the process. The region is working towards a better understanding of regional system needs through the investment scenarios analysis, local aspirations and mobility corridor work, Blue Ribbon Committee for Trails recommendations, development of the regional HCT, TSMO and Freight plans and studies on the Columbia River Crossing, Sellwood Bridge and I-5/99W connector. Additional transportation needs and potential solutions have been identified through each of these efforts.

Landscape Changes Since 2007 - The socio-economic landscape within which we are planning has also shifted. A severe economic recession, a national housing crisis, wildly fluctuating energy prices and global competition for materials produce a very uncertain future. There is broad recognition that the gap between identified needs and funding to address those needs is significant and growing, and that it will take a mix of increased funding, new strategies and possibly different investment priorities to ensure the best return on public investments and support the 2040 Growth Concept vision.

Climate change initiatives at the federal and state levels, including the new federal transportation authorization bill, state-adopted greenhouse gas emission reduction targets, the Western Climate Change Initiative and Governor Kulongoski’s *Framework for Addressing Rapid Climate Change*, are setting new policy direction to which the region must respond. Last December, MPAC and JPACT members expressed strong support for proactively reducing the region’s contribution to climate change. None of the transportation investment scenarios analyzed, including the current RTP financially constrained system, achieved state adopted greenhouse gas reduction targets; all scenarios showed increases from today’s levels. This has important policy implications moving forward.

NEXT STEPS

Work in the coming months will focus on updating the current RTP revenue assumptions and the region’s investment priorities. ODOT, TriMet, cities, counties and special districts will be asked to refine the current set of investment priorities for each track to respond to policy direction and funding targets provided by MPAC, JPACT and the Metro Council. Work is also underway to develop long-term funding options for the RTP investment strategy that will inform the size of the state package of investments to be included in the final plan. This work will allow for expanding current finance assumptions to reflect policy makers willingness and commitment to raise new revenues as part of developing the long-term strategy to fund the state RTP. Updating current finance assumptions will be the focus of a JPACT retreat to be held on May 22.

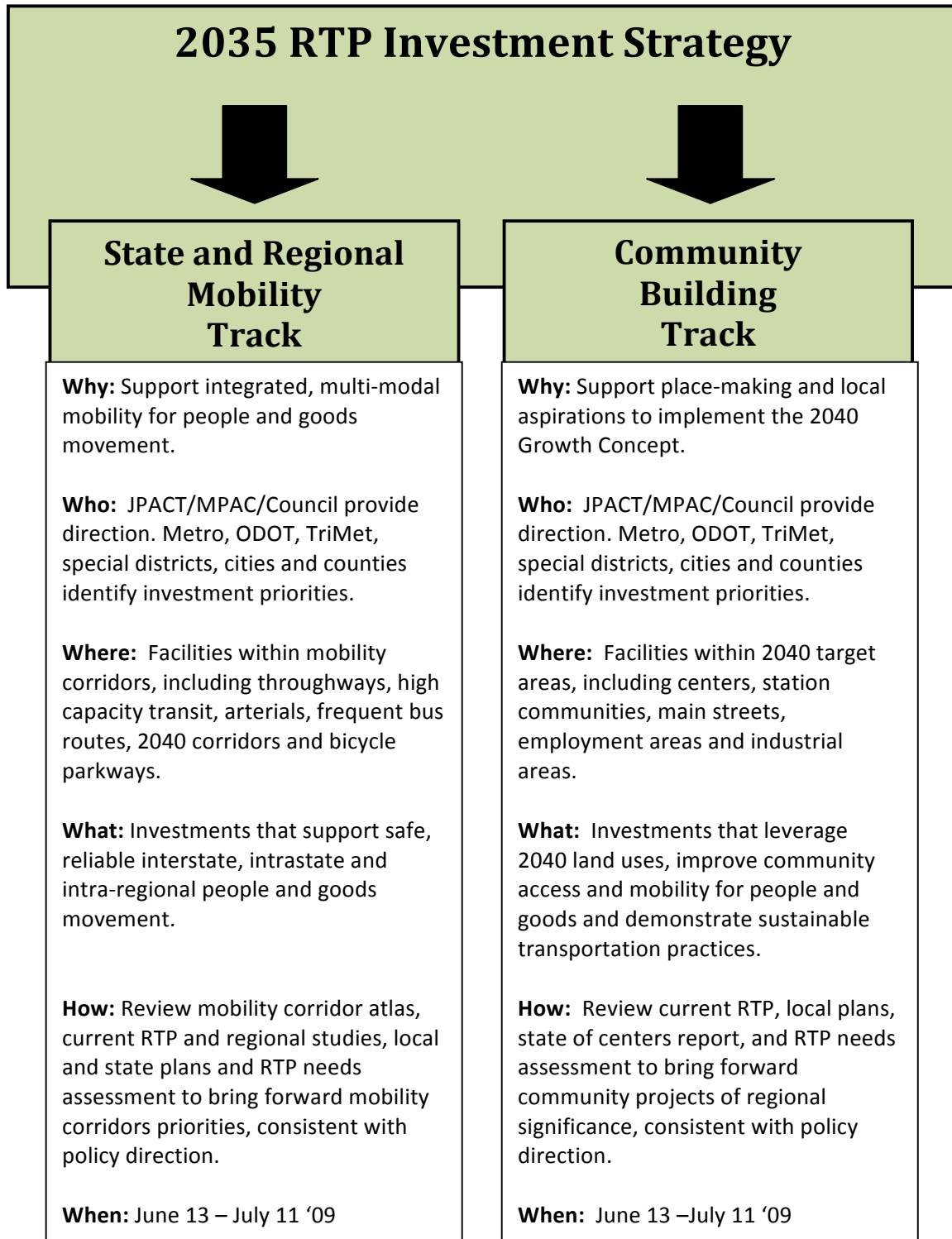
Metro staff will continue to bring forward products from land use and individual RTP-related elements for Metro Council, MPAC and JPACT discussion, which will culminate in June when MPAC, JPACT and the Metro Council will be asked to provide direction on RTP funding strategy and investment priorities for the community building and regional mobility tracks. Cities, counties, ODOT, TriMet, and special districts

will then begin updating the current RTP project list to respond to this direction. A more detailed summary of upcoming activities and policy discussions is provided below:

Late-March-April	Local agency technical workshops on mobility corridors held to review facility functions and identify needs and gaps in potential solutions identified in the current RTP following the federally-required congestion management process (CMP); release atlas of the region's mobility corridors
April-May	MPAC, JPACT and Metro Council discuss integration of land use and RTP-related elements (High Capacity Transit (HCT) plan, Freight Plan, Transportation System Management Plan, local aspirations/community building needs and regional mobility corridor needs)
May 18	Metro provides ODOT, TriMet, Port, special districts, cities and counties with current RTP investment list and summary of potential community building and mobility corridor solutions
May 22	JPACT retreat to discuss RTP funding options and investment priorities
June	MPAC, JPACT and Metro Council provide input on funding strategy and investment priorities for RTP, direction on balance of community building and mobility investments; direction to staff on finalizing RTP project list accordingly
June 13-July 11	ODOT, TriMet, Port, special districts, cities and counties update RTP investment priorities based on policy direction and funding targets
July 11	RTP Investment Strategy refinements submitted to Metro by 5 p.m.
July 22	Joint MPAC/JPACT meeting to discuss land use and transportation direction for overall <i>Making the Greatest Place</i> initiative
July-August	Begin modeling and analysis of draft investment strategy and updating local and regional plan implementation provisions to meet Transportation Planning Rule (TPR) requirements; finalize draft plan to release for public comment
Sept. 1	Draft RTP released for 30-day public comment period
Sept. 1 – Oct. 1	30-day public comment period; specific outreach strategy under development
October 28	MPAC recommendation to Metro Council on Resolution to approve 2035 RTP, pending conformity analysis and development of final regional, state and federal findings
Mid-November	JPACT and Metro Council consideration of Resolution to approve 2035 RTP, pending conformity analysis and development of final regional, state and federal findings

/attachments

- **Attachment 1:** RTP Investment Strategy Framework (*dated April 6, 2009*)
- **Attachment 2:** RTP Investment Strategy Elements (*dated March 27, 2009*)





2035 Regional Transportation Plan Investment Strategy

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">State and Regional Mobility Investment Strategy</p> <p>Investments that support reliable interstate, intrastate and intra-regional people and goods movement.</p>	<p>Regional Throughway Investments These investments include multi-modal capital investments, right-of-way preservation and system and demand management strategies to support safe and reliable travel on the region's throughway system. These routes have the function of connecting major 2040 Growth Concept activity centers, industrial areas and intermodal facilities within the region and serve as the primary interstate and intrastate connections for travel to other parts of the state, California, Pacific Northwest and Canada.</p> <p>Regional High Capacity Transit Investments These investments include capital investments, right-of-way preservation and system and demand management strategies to support safe and reliable travel on the region's high capacity transit (HCT) system. The HCT system has the function of connecting the 2040 Growth Concept central city, regional centers and passenger intermodal facilities within the region.</p> <p>2040 Corridors Investments These multi-modal investments implement the regional bike, pedestrian, arterial street and regional transit network concepts where appropriate through management strategies and strategic multi-modal corridor investments. These investments are targeted to the 2040 Corridors design-type, and provide important access connections to and between centers, main streets, employment areas, industrial areas, intermodal facilities and gaps in connectivity to regional facilities and the regional throughway system.</p> <p>Regional Bicycle Parkway Investments These investments implement the Regional Greenspaces Master Plan through strategic investments in regional bicycle parkways to serve longer-distance bicycle connections to and between the central city, regional centers, town centers, industrial areas and passenger intermodal facilities, regionally significant parks and greenspaces, the Willamette Greenway and other regionally significant habitat areas, fish and wildlife corridors, trails and greenways in Oregon and the state of Washington.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Community Building Investment Strategy</p> <p>Investments that leverage 2040 land uses and improve community access and mobility.</p>	<p>Centers and Main Streets Investments These multi-modal investments implement management strategies and the regional bike, pedestrian, street and regional transit network concepts to support multi-modal travel needs within 2040 mixed-use areas, including the central city, regional and town centers, main streets, station communities and passenger intermodal facilities.</p> <p>Industrial Areas and Employment Areas Investments These multi-modal transportation investments implement management strategies and the regional bike, pedestrian, arterial street, regional freight and regional transit network concepts to provide access and mobility within industrial and employment areas and freight intermodal facilities.</p> <p>Environmental Enhancement and Mitigation Investments These investments address environmental enhancement and mitigation projects, including culvert replacements that benefit endangered fish passage, diesel retrofit projects, and implementation of green street and non-motorized transportation demonstration projects that advance the development of environmentally sustainable transportation design.</p>

MPAC Worksheet

Agenda Item Title (include ordinance or resolution number and title if applicable):

Preliminary housing needs analysis

Presenter:

Malu Wilkinson

Contact for this worksheet/presentation:

Malu Wilkinson

Council Liaison Sponsor:

Robert Liberty

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

Information

Update

Discussion

Action

MPAC Target Meeting Date: 4/22/2009

Amount of time needed for:

Presentation 15 minutes

Discussion 15 minutes

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

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

To provide MPAC members with the preliminary housing needs analysis (a companion piece to the recently-released preliminary residential urban growth report) and lay out policy questions for discussion.

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

Local and regional choices will influence the degree to which communities may see residential growth in the future. Those choices will also influence what our communities will look like and whether or not they will be able to provide a range of housing choices, including affordable ones. Some of the questions to consider include:

1. Are cities willing to invest to make housing affordable in locations with good accessibility to various transportation options and essential services?
2. Will the region identify an infrastructure funding source to support more housing choices in centers and corridors, thus reducing the effects of population growth on single-family neighborhoods?
3. Is the region willing to address inequity in the distribution of cost-burdened households? Can public investments minimize the impact?

Metro staff is looking for MPAC discussion focused on the policy questions and also for MPAC to direct MTAC to provide technical review of the preliminary housing needs analysis.

Background and context:

Oregon land use laws require that Metro maintain capacity inside the urban growth boundary (UGB) to accommodate estimated housing needs for the next twenty years (for the purposes of this analysis, to the year 2030). Metro fulfills a similar role in determining whether or not there is adequate capacity for employment.

On March 25, 2009, a population and employment forecast was presented to MPAC. That forecast is Metro's determination of how much residential and employment growth is expected in the larger 7-county area by the year 2030. The forecast informs the urban growth report (UGR), which is an analysis of the current UGB's capacity to accommodate forecasted growth.

Two preliminary UGRs are being released this spring. The first is the preliminary residential UGR (which was the topic for the April 8 MPAC meeting), to be followed by a preliminary employment UGR (topic for May 13 MPAC meeting). The purpose of releasing these preliminary UGRs is to engage local policy makers in a discussion of policies and investment strategies that could be pursued to implement the 2040 Growth Concept and improve outcomes for current and future residents of the region.

One of the future outcomes that will be influenced by upcoming choices will be housing affordability in the region. In this analysis, housing and transportation expenditures are both considered. The analysis assumes a continuation of current policy and investment patterns and provides information on the possible number of cost-burdened households that will be in the region in the future, where they may be concentrated, and some potential policy responses to preserve affordability.

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

The range forecast and the preliminary residential UGR have been publicly released and discussed at MPAC.

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

The executive summary of preliminary housing needs analysis will be available at the MPAC meeting, but not in advance.

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

MTAC will discuss the preliminary housing needs analysis on May 6, 2009.

Materials following this page were distributed at the meeting.



Metro | Memo

Date: April 15, 2009

To: Metro Policy Advisory Committee

From: Robin McArthur ^{RMC} AICP, Planning & Development Director

Re: New MTAC Member for MPAC Consideration

Per MPAC bylaws Article IV, Section C, applicable to the Metro Technical Advisory Committee, "each jurisdiction or organization named shall annually notify MPAC of their nomination. MPAC may approve or reject any nomination. Revision of the membership of MTAC may occur consistent with MPAC bylaw amendment procedures..."

The Other Cities of Clackamas County have consulted together to fill the vacancy on MTAC Seat No. 10 and have asked that Katie Mangle, City of Milwaukie, become the primary member; Michael Walter, City of Pleasant Valley, will become the first alternate; and Chris Kerr, City of West Linn, will become the second alternate.

If you have any questions or comments about these nominations, please contact me.

Thank you.



Regional Transportation Plan

Linking transportation to land use, the economy and the environment

A Case Study of Tigard

MPAC

April 22, 2009



Pressing challenges



- Population growth
- An economy in flux
- Traffic congestion
- Energy costs
- Housing costs
- Transportation costs
- Climate change

Making the Greatest Place: Choices for the future

**Urban Form – local aspirations,
urban & rural reserves**

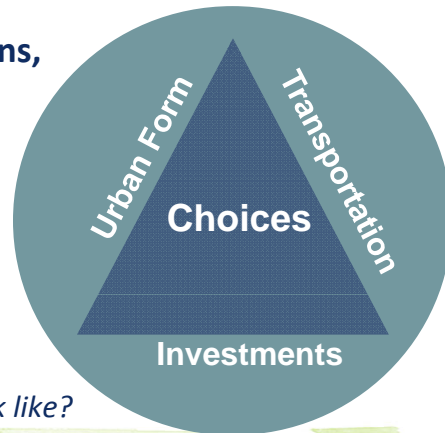
How and where do we grow?

Transportation - RTP

How do we travel?

Investments - infrastructure

What do our communities look like?



3

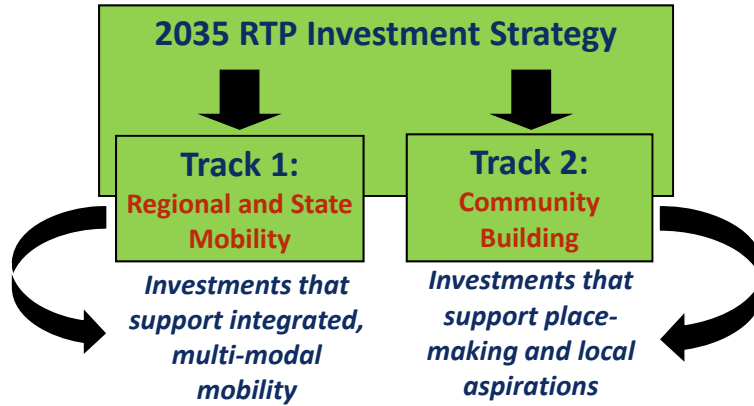
What does a successful future look like?

- **Sustained economic competitiveness and prosperity**
- **Safe and reliable transportation choices**
- **Vibrant, walkable communities**
- **Minimal contributions to global warming**
- **Clean air, clean water and healthy ecosystems**
- **Benefits and burdens of growth shared throughout the region**



4

Investment Strategy Framework



LINKING ASPIRATIONS TO PRIORITIES: A CASE STUDY OF TIGARD

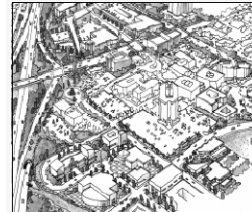
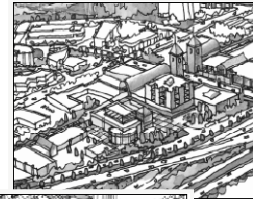
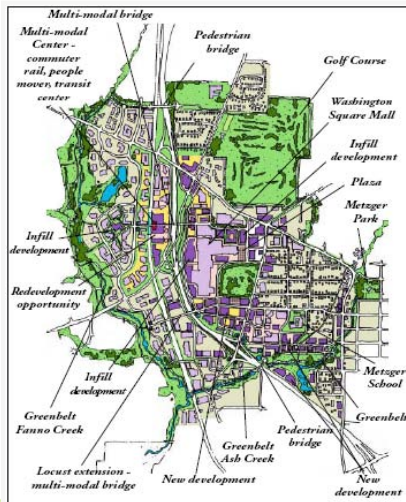
Downtown Tigard



City of Tigard Local Aspirations

LINKING ASPIRATIONS TO PRIORITIES: A CASE STUDY OF TIGARD

Washington Square Regional Center



City of Tigard Local Aspirations

7

LINKING ASPIRATIONS TO PRIORITIES: A CASE STUDY OF TIGARD

Identified Constraints



- Funding
- Market
- Parking
- Connectivity
- Access to I-5 & OR 217
- Traffic congestion
- Mobility standards
- Potential growth in neighboring communities

City of Tigard Local Aspirations

8

LINKING ASPIRATIONS TO PRIORITIES: A CASE STUDY OF TIGARD

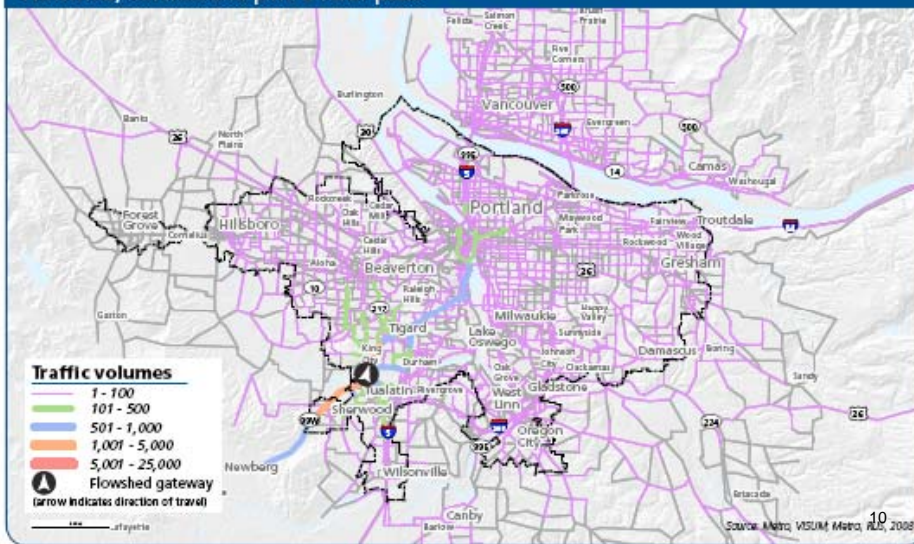
Highway 99W – opportunity and constraint



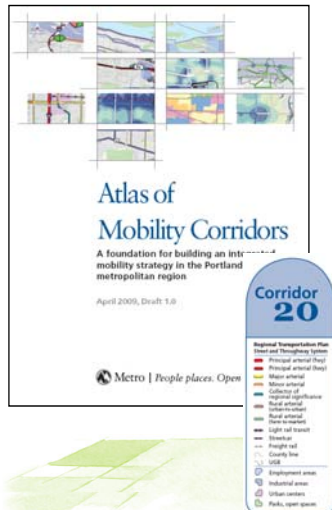
LINKING ASPIRATIONS TO PRIORITIES: A CASE STUDY OF TIGARD

Highway 99W

Flowedshed, northbound p.m. 2-hour peak



Track 1: Integrated Mobility



- Atlas provides data on current land use and transportation
- RTP sets direction for I-5, OR 217 and 99W's role in supporting community aspirations and mobility needs
- Mobility strategy to include land use, highway, arterial, HCT, transit, freight, bicycle, pedestrian and management solutions

Track 2: Community Building



- Transit service & transit-oriented development
- Street connectivity
- Boulevard retrofits
- Sidewalks, bikeways and trails
- Arterial connections to industry
- Improve and protect interchanges for freight access

NEXT STEPS

Linking aspirations to priorities

LOCAL ASPIRATIONS

- More transit, including HCT connection and frequent service between WES and Washington Square
- Transit priority at intersections
- More street, sidewalk, bike and trail connections
- Structured parking
- Demand management in Tigard Triangle

WHAT'S IN CURRENT RTP

- OR 217 overcrossings
- New streets, trails and sidewalks in downtown and Washington Square center
- Westside, Fanno Creek and Red Electric trail gaps
- Widen key arterials to four lanes with boulevard design in downtown and Washington Square
- Frequent bus service on Barbur/99W

13

NEXT STEPS

It's about choices



- RTP sets direction for transportation's role in supporting how and where the region wants to grow
- Changing circumstances require new ways of thinking
- Integrating mobility, economic, environmental and community needs in transportation process

14

NEXT STEPS

MPAC's role

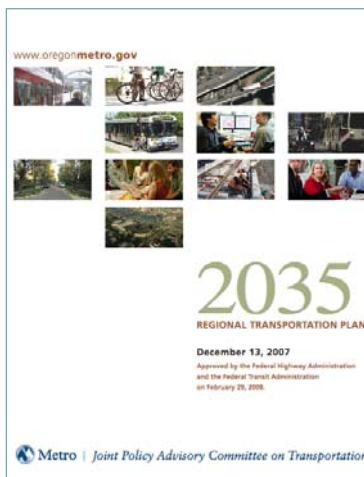


- Work with your land use and transportation staff to define RTP priorities
- Talk with Metro Councilors
- Talk with your JPACT representatives
- Participate in regional discussions on investment priorities

15

NEXT STEPS

Upcoming MPAC discussions



- **June 10** - Direction to staff on priorities and funding
- **July 22** – Discuss overall Making Greatest Place direction with JPACT
- **Oct. 14** – Discuss draft RTP
- **Oct. 28** – Recommendation on RTP

16

Affair of the year

Posted by [gbarnett](#) April 20, 2009 05:30AM



Neil Peirce

Two federal departments collaborating? An unnatural act?

Maybe. But if you care what kind of neighborhood you live in, or whether you or your kids will be able to make ends meet, then check out this burgeoning departmental romance.

Two of President Obama's Cabinet secretaries -- Shaun Donovan of Housing and Urban Development and Ray LaHood of Transportation -- are promising to make their bureaucracies work together. And not just in stuffy interdepartmental meetings in Washington, but in crafting their programs as they impact communities nationwide.

For federal departments, historically known for working in their own "silos," largely oblivious to one another, it's nearly a revolutionary step.

HUD funds have traditionally gone for public or affordable housing with little regard to whether it was located accessible to public transit or jobs. Conversely, major road or transit projects have received federal transportation assistance with an apparently blind eye to whether they connect working class people to jobs or serve housing projects.

But a truly "livable community," insists Rep. John Olver, D-Mass., reflects today's popular concept of "transit-oriented development" by linking "the transportation mobility of the old and young alike with affordable housing, shopping, job opportunities, and green infrastructure."

Olver, who heads the House Appropriations subcommittee controlling both the HUD and DOT budgets, has been championing closer housing-transportation collaboration. As America's metro regions expand in population, he argues, the housing-job-transit links are vital -- "especially for people without cars, or where cars are as much a pain in the ... as a benefit."

So Olver could barely contain his enthusiasm when both Donovan and LaHood appeared together before his panel, promising to mobilize their departments for joint approaches.

In some metro areas, said Donovan, low-income workers obliged to drive distances to jobs spend more for transportation than housing, "posing a particular burden, inhibiting wealth creation, hindering homeownership and pushing family budgets closer to the brink." And it's not just a city issue, he added: more lower-income tenants now live in suburbs than city centers.

Fostering livable communities, LaHood said, is a key aspect of President Obama's urban policy agenda because "how a community is designed -- including the layout of its roads, transit systems and walkways -- has a huge impact on its residents."

Today, he noted, a third of Americans live in neighborhoods without sidewalks and almost half of households say they lack access to public transportation. Yet mixed-use neighborhoods with highly connected streets arranged in small blocks, he argued, "promote mobility for all users, whether they are walking, bicycling, riding transit or driving motor vehicles."

The Cabinet secretaries said they're launching a "Sustainable Communities Initiative" with a joint fund to encourage, through a competitive process, metro regions to develop integrated housing, land use and transportation plans, focused also on energy savings and greenhouse gas reduction.

Ironically, their partnership is flowering even before the new White House Office of Urban Affairs, expected to push such initiatives, has moved beyond a planning stage. But a White House spokesman confirmed the HUD-DOT collaboration can be a prototype for concerted goal-setting across agencies.

In Chicago, there's rejoicing in the offices of a scrappy 30-year-old research and advocacy group, the Center for Neighborhood Technology -- a pioneer in demonstrating how residents' combined housing and transportation costs can be reduced in transit-served neighborhoods. It's a "new day in Washington," exult leaders Scott Bernstein and Kathryn Tholin, as CNT's research and ideas are poised to be "incorporated into the framing of the Obama administration's urban policy."

But critical tests loom on how quickly the new approaches are grasped and implemented through the ranks of the HUD and DOT bureaucracies, contends public administration expert Kent Watkins, a key promoter of the new approach. He notes that multibillion-dollar initiatives, including at least \$8 billion for DOT and \$9 billion in HUD stimulus spending, are currently "going out the door" without instructions to put a premium on joint transportation and housing initiatives.

But focus on reform will keep building this year with debate on reauthorization of the federal government's basic transportation program. And even AASHTO -- the American Association of State Highway and Transportation Officials, historically known as the "big roads" crowd -- is making new moves. It wants to double -- to \$100 million a year -- a decade-old federal initiative, DOT's Transportation, Community and System Preservation Program, to help states and local governments accomplish "smarter growth," more compact development.

And why? "States now recognize that sprawl -- the cost of the current system -- will eat us alive," says AASHTO Executive Director John Horsley. He wants to see the DOT program enlarged, with expanded incentives for local and regional bodies to come up with smart combined land use-transportation solutions.

The bottom line is clear: albeit with fits and starts, radical change is brewing in how Washington impacts growth and development of America's communities.

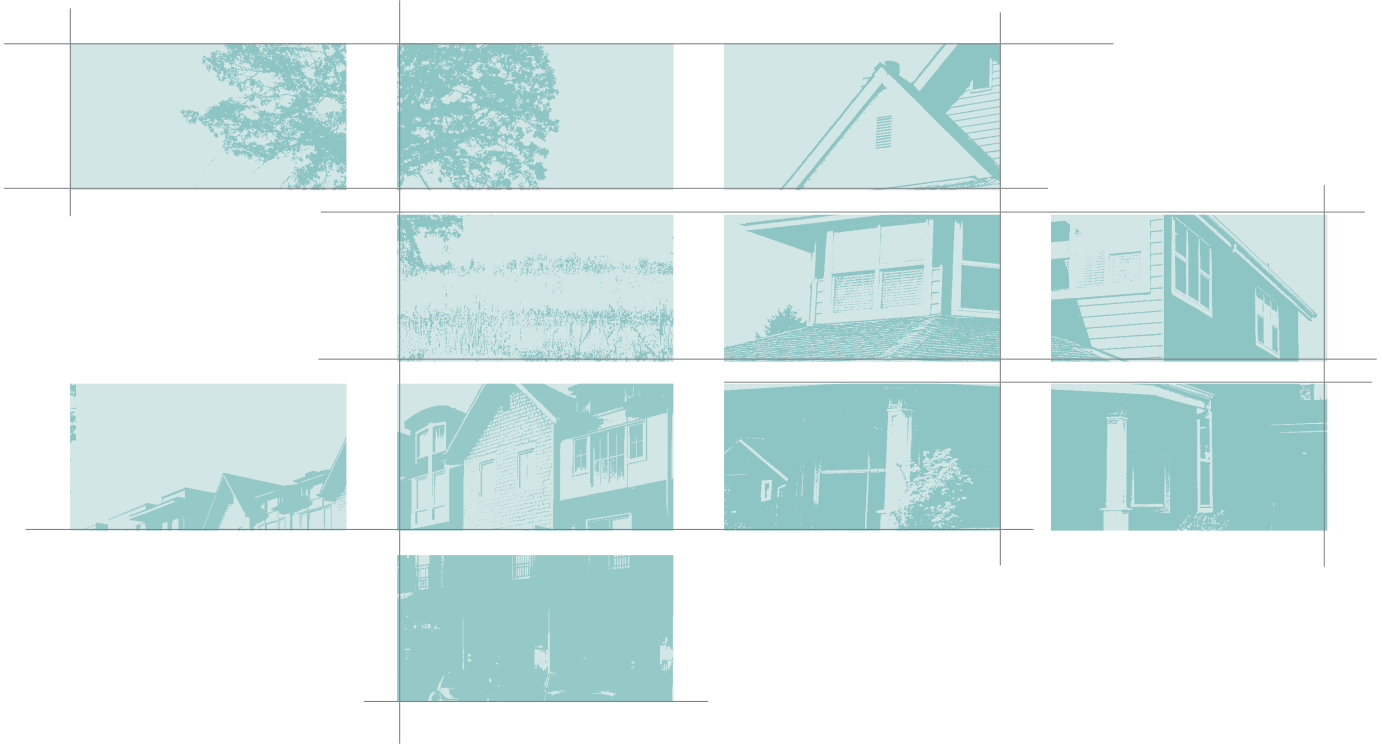
Neal Peirce writes for the Washington Post Writers Group.

Categories: [syndicated columnists](#)

Comments

Footer

CLICK HERE FOR REPORT



EXECUTIVE SUMMARY

2009 – 2030

Preliminary housing needs analysis



April 2009 draft



Metro | *People places. Open spaces.*

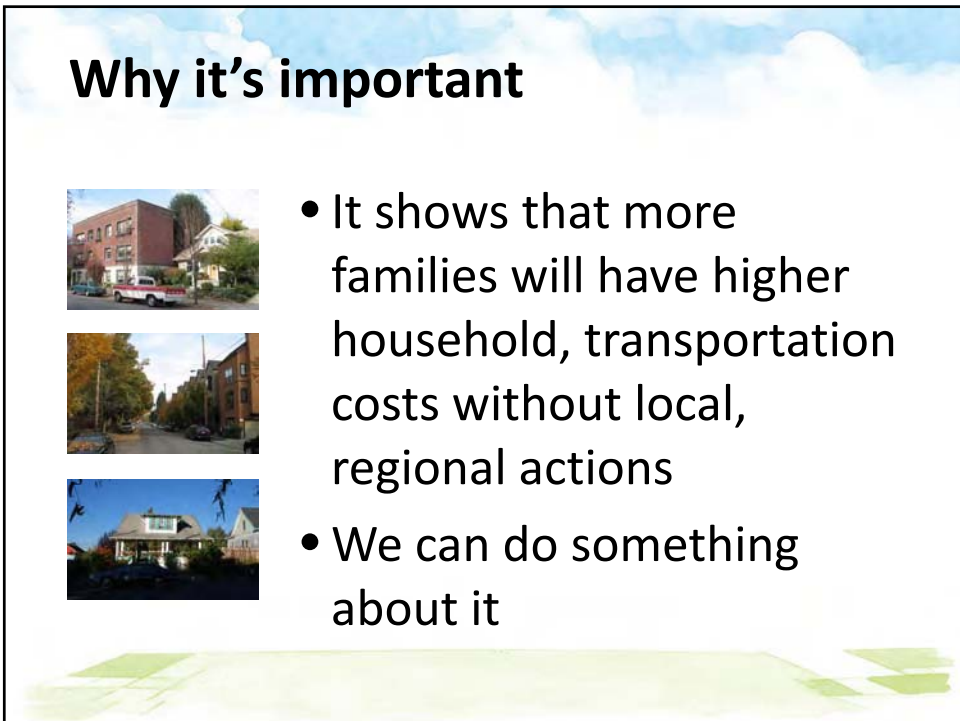



Housing Needs Analysis






Making the Greatest Place

Presentation to Metro Policy Advisory Committee
Metro Councilor Robert Liberty
April 22, 2009



Why it's important



- It shows that more families will have higher household, transportation costs without local, regional actions
- We can do something about it



Our requirements



- Statewide Planning Goal 10:
“...plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households”

Our requirements

State Metropolitan Housing Rule



Jurisdictions other than small developed cities must either designate sufficient buildable land to provide the opportunity **for at least 50 percent of new residential units to be attached single family housing or multiple family housing** or justify an alternative percentage based on changing circumstances.

Past efforts increased housing choice



In the Portland metropolitan region
1977-82:



- Amount of residential zoned land increased 10%.
- Amount of multi-family zoned land almost quadrupled.



- Maximum potential buildable units increased from 129,000 to over 301,000

Past efforts increased housing choice

Average Single Family Residential Lot Size
Portland, Oregon Metro Region

1978	12,800 sq. ft.
1982	8,280 sq. ft.*
1995	6,738 sq. ft.
1997	6,481 sq. ft.
1999	6,151 sq. ft.
2000	5,857 sq. ft.
2001	5,132 sq. ft.

* Saved \$7,000



Median Single Family Home Prices in Western Metro Regions
National Association of Realtors

	2007 4 th qtr	to 2008 4 th qtr
Tucson	\$244,800	\$185,900- 21.2%
Denver	\$245,400	\$200,800- 12.7%
Portland	\$295,500	\$264,500 -9.0%
Las Vegas	\$297,700	\$181,700- 33.6%
Sacramento	\$342,800	\$187,900- 36.9%
Riverside SB	\$379,500	\$201,300- 40.8%
Seattle	\$386,900	\$357,200 - 7.7%
San Diego	\$588,700	\$332,800- 36.4%
Anaheim SA	\$709,500	\$464,800- 30.8%



Taking a new approach

- Affordability is a function of both housing and transportation costs
- Metroscope predicts future affordability, assuming current policies and trends
- Evaluating affordability by sub-area

Cost-burdened households

“Cost-burdened households” are defined as renters spending more than half of before-tax income on housing and transportation.

Key findings about trend

- Cost-burdened households to increase from 17% in 2005 to 18-23% of region’s households by 2030
- Likely causes:
 - Inadequate funding for infrastructure
 - High market demand in centers and corridors
 - Insufficient savings in transportation costs to offset housing price increases

Key findings about trend

- Centers, corridors with varieties of housing, transportation options to be most affordable in the future
- New investments, policies needed to ensure affordability and choices

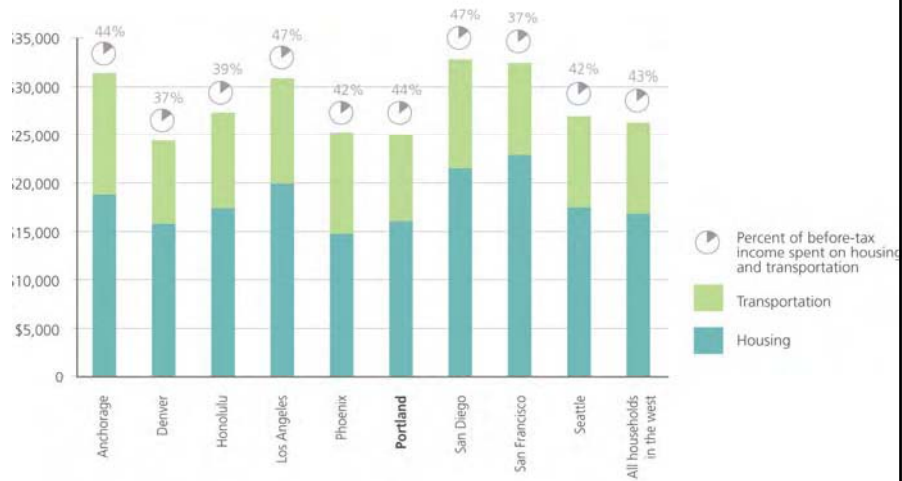
Past performance

- Share of housing that was multi-family varied between 33 and 48 percent of new residential construction annually between 2001-05
- Higher share of multi-family housing is often associated with healthy economic activity, shift toward central urban locations
- Average lot sizes of new single-family residential construction fell from 5700 in 1997 to 4400 square feet in 2006

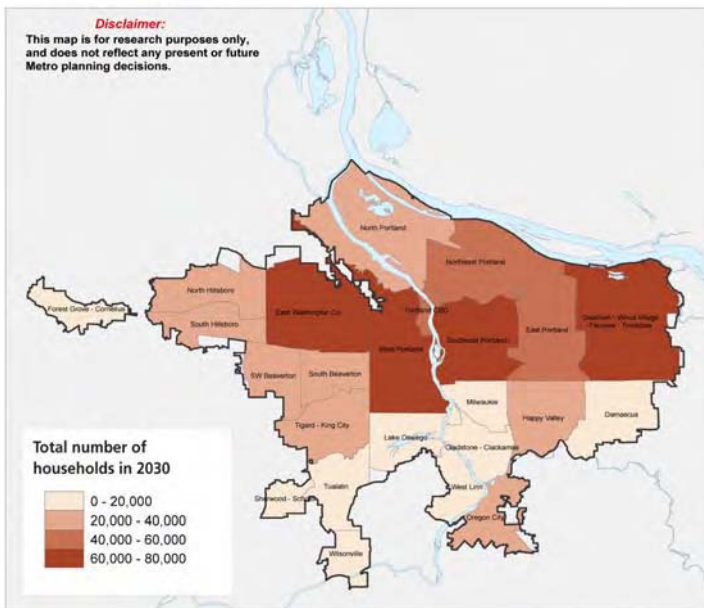
Affordability

Figure 1 Average annual housing and transportation expenditures per household and share of household income in western United States (2005)

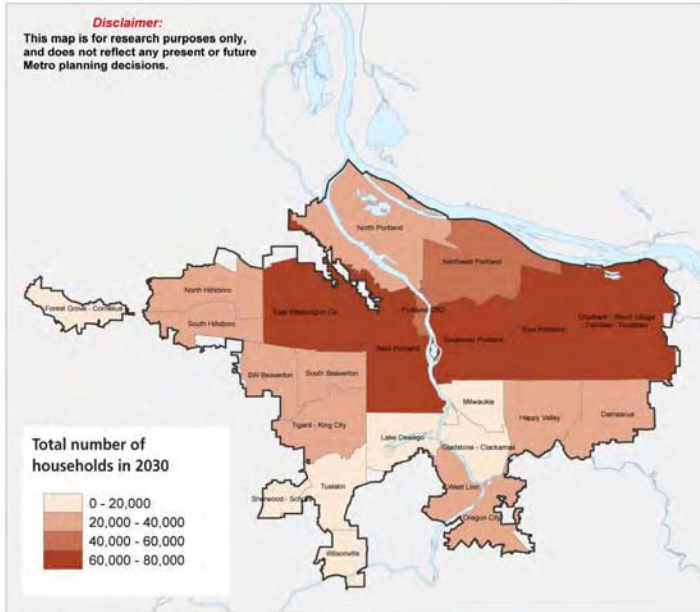
Source: United States Bureau of Labor Statistics



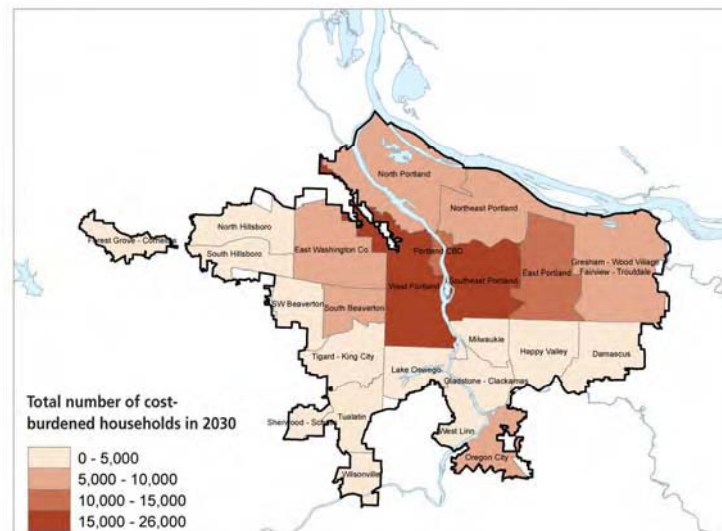
**Map 1 Possible household distributions with current policy direction
LOW growth scenario**



Map 2 Possible household distributions with current policy direction
HIGH growth scenario

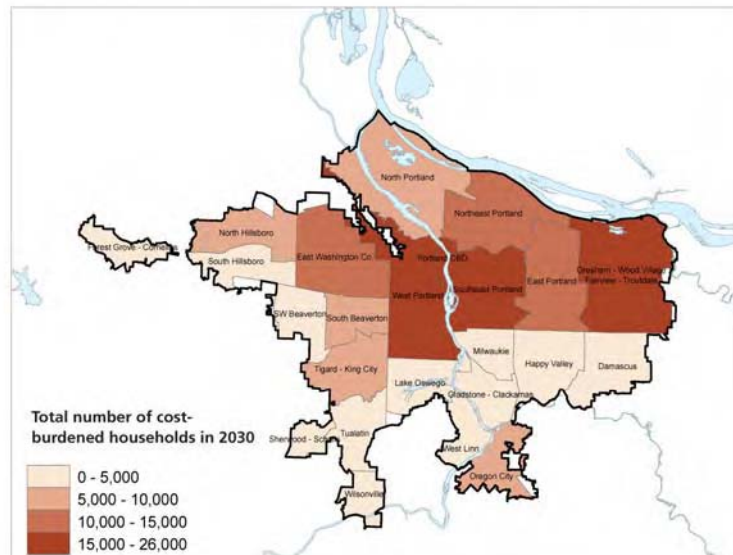


Map 3 Total cost burdened households, LOW growth scenario



“Cost-burdened” is defined as renters spending more than half of before-tax income on housing and transportation.

Map 4 Total cost burdened households, HIGH growth scenario



“Cost-burdened” is defined as renters spending more than half of before-tax income on housing and transportation.

PSU Housing Needs Study, 2008

Between 2005 and 2035:

- Households with persons age 65 and over will increase from 18 to 27 percent of total
- Lowest-income households increase from 11.3 to 13.5 percent of total
- Households paying 30 percent or more of monthly income on housing will increase from 44.1 to 49.2 percent of total households

PSU Housing Needs Study, 2008

- By 2035, a majority of renters of multi-family units will be paying over 30 percent of income on housing, making it difficult to save for ownership
- Low-income singles—primarily elderly renters—and working class households will have greatest cost burdens
- We must consider costs of transportation in considering location, distribution of affordable housing

Policy questions



- Does MPAC like the “trend” forecast, the outcomes created by existing policies?

Policy questions



- Have the benefits and burdens of growth been distributed equitably?

Policy questions



- How could our investments in High Capacity Transit increase housing choice, and in which locations?

Policy questions



- What other transportation investment or strategies could reduce household transportation costs?

Policy questions



- What kind of infrastructure might increase housing choice and affordability across the region?

Policy questions



- What opportunities are there to increase supply of market-priced lower-cost housing, through changes to land use regulations or design innovation?

Policy questions



- What incentives can be provided for mixed-use, multi-family development?

Where we go from here



- Policy questions to be considered by MPAC, JPACT, local elected bodies as part of regional strategy



- Report to be incorporated into Draft Urban Growth Report – September 2009

