

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, June 24, 2009
Time: 5 to 7p.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
5:05 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 June 10, 2009	
	*	• Proposed Amendments to MPAC Bylaws	
	*	• New MTAC Member Nomination	
5:15 PM	5.	<u>COUNCIL UPDATE</u>	
	*	• Centers and Corridors Designation Change Process	
	6.	<u>INFORMATION / DISCUSSION ITEMS</u>	
5:20 PM	6.1 #	2009 Preliminary Residential Urban Growth Report: MTAC Comments – <u>INFORMATION/DISCUSSION</u>	Carl Hosticka Malu Wilkinson/MTAC Staff
5:30 PM	6.2 **	Making the Greatest Place Small Group Discussions on Forecasting, Urban Growth Boundary Considerations and Investments – <u>DISCUSSION</u>	All
6:40 PM	6.3	Committee Discussion on Possible MPAC Retreat and Upcoming Meeting Schedules – <u>DISCUSSION</u>	Tom Brian, Chair
6:50 PM	7.	<u>MPAC MEMBER COMMUNICATIONS</u>	
7 PM	8.	<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 June 17, 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 – Extended Meeting</u> June 10, 2009, 4:30 to 7:30 p.m.</p> <p>Prioritize Investments:</p> <ul style="list-style-type: none"> • MPAC direction to Metro Council on High Capacity Transit Plan (action) • Regional Transportation Plan (RTP): Recommended Approach and Timeline to Refine Investment Priorities and Funding Strategy 	<p><u>MPAC Meeting</u> June 24, 2009, 5 to 7 p.m.</p> <p>Communities demonstrate how they plan to serve future growth/local aspirations:</p> <ul style="list-style-type: none"> • Introduce proposal to change 2040 Centers and Corridor designations • 2009 Preliminary residential UGR: MTAC comments • Making the Greatest Place Small Group Discussions on Forecasting, UGB considerations and investments • Discussion on possible MPAC retreat and upcoming meeting schedules
<p><u>MPAC Meeting</u> July 8, 2009, 5 to 7 p.m.</p> <p>Communities demonstrate how they plan to serve future growth/local aspirations:</p> <ul style="list-style-type: none"> • Construction Excise Tax Administrative Rules • MTAC comments on Employment UGR • Discuss investments that each community needs and is willing to adopt to achieve local aspirations and regional goals • Provide feedback on proposal to change 2040 Centers and Corridor designations • Introduce proposal to provide direction to urban and rural reserves process regarding capacity inside the UGB 	<p><u>MPAC Meeting</u> July 22, 2009, 5 to 7 p.m.</p> <p>Direction to Urban and Rural Reserves process regarding capacity inside existing Urban Growth Boundary</p> <ul style="list-style-type: none"> • Direction on Urban and Rural Reserves designations • Input on procedures and criteria for conversion from Urban Reserves to Urban • Status report on options for meeting the land use for large lot industrial development

<p><u>MPAC Meeting</u> August 12, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Discussion on preliminary draft RTP elements and performance measures 	<p><u>MPAC Meeting – Council Recess. Cancel meeting?</u> August 26, 2009, 5 to 7 p.m.</p>
<p><u>MPAC Meeting</u> September 9, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Discuss preliminary draft RTP elements 	<p><u>MPAC Meeting – Possible Joint Meeting with IPACT</u> September 23, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Introduce Integrated Making the Greatest Place package
<p><u>MPAC Meeting</u> October 14, 2009, 5 to 7 p.m.</p>	<p><u>MPAC Meeting</u> October 28, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Introduce and discuss draft RTP and public comments received
<p><u>November 11 (Veteran’s Day Holiday - meeting canceled)</u></p>	<p><u>MPAC Meeting – Special meeting date – regular meeting date falls on Thanksgiving eve)</u> November 18, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • MPAC recommendation to Metro Council on draft RTP pending final findings and conformity – Action • Introduce resolution to authorize IGAs to designate urban and rural reserves • Introduce resolution accepting regional range forecast and urban growth report
<p><u>MPAC Meeting</u> December 9, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • MPAC recommendation to Metro Council on resolution accepting regional range forecast and urban growth report (action) • MPAC recommendation to Metro Council on resolution to authorize IGAs to designate urban and rural reserves (action) 	



METRO POLICY ADVISORY COMMITTEE
June 10, 2009
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Sam Adams
Shane Bemis, Vice Chair
Pat Campbell
Jody Carson
Nathalie Darcy
Dennis Doyle
Amanda Fritz
Jack Hoffman
Carl Hosticka
Richard Kidd
Robert Liberty
Alice Norris
Wilda Parks
Rick VanBeveren
Jerry Willey
Rod Park

AFFILIATION

City of Portland
City of Gresham, representing the Multnomah Co. 2nd Largest City
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
City of Lake Oswego, representing Clackamas Co. Largest City
Metro Council
City of Forest Grove, representing Washington Co. Other Cities
Metro Council
City of Oregon City, representing Clackamas Co. 2nd Largest City
Clackamas Co. Citizen
TriMet Board of Directors
City of Hillsboro, representing Washington Co. Other Cities
Metro Council

MEMBERS EXCUSED

Ken Allen
Tom Brian, Chair
Richard Burke
Dick Jones
Robert Kindel
Charlotte Lehan, Second Vice Chair
Don McCarthy
Michelle Poyourow
Steve Stuart
Judy Shiprack
Mike Weatherby
Dilafruz Williams
Richard Whitman

AFFILIATION

Port of Portland
Washington Co. Commission
Washington Co. Special Districts
Clackamas Co. Special Districts
City of North Plains, City in Washington Co. outside UGB
Clackamas Co. Commission
Multnomah Co. Special Districts
Multnomah Co. Citizen
Clark Co., Washington Commission
Multnomah Co. Commission
City of Fairview, representing Multnomah Co. Other Cities
Governing Body of School Districts
Oregon Dept. of Land Conservation & Development

ALTERNATES PRESENT

Bob Austin
Matt Berkow

AFFILIATION

Clackamas Co. Commission
Multnomah Co. Citizen

STAFF: Andy Cotugno, Sherry Oeser, Kim Ellis, Tony Mendoza, Pam Peck, Deena Platman, Randy Tucker, Kayla Mullis and Kelsey Newell.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Vice Chair Shane Bemis declared a quorum and called the meeting to order at 4:37.

2. SELF INTRODUCTIONS AND COMMUNICATIONS

Attendees introduced themselves.

Mayor Jack Hoffman addressed a recent meeting, mentioned in a recent issue of the Portland Tribune, between a small group of MPAC members. It was not his intention to purposely exclude any person or region from the meeting and would like to discuss further the policy questions that came out of the meeting. He feels that MPAC is mainly an arena for listening and learning, and that holding meetings beyond the bi-monthly MPAC meeting is a good way to discuss policy issues in depth with leaders from around the region.

Councilor Robert Liberty agreed saying that meetings between MPAC members outside of committee meetings is an acceptable and necessary way to facilitate the further conversation needed to make policy decisions.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. CONSENT AGENDA

Approval of MPAC Minutes from May 27, 2009

MOTION: Mayor Jack Hoffman moved, and Mayor Alice Norris seconded, to approve the MPAC Minutes from May 27, 2009.

ACTION TAKEN: With all in favor, the motion passed.

5. COUNCIL UPDATE

Councilor Robert Liberty notified the committee that the Metro Council has held their first meeting on the Construction Excise Tax resolution, which MPAC has endorsed, and will take action on it June 11, 2009.

Mr. Andy Cotugno of Metro briefed the committee on actions happening at the state and federal level that will affect MPAC and JPACT in the coming years, including:

- House Bill 2001

- LDCD greenhouse gas reduction work program and guidelines
- The proposed National Energy and Climate Change Policy
- T4America comprehensive proposal for the federal transportation authorization bill
- ODOT sponsored policy papers on the different aspects of tolling

6. **ACTION & INFORMATION/ DISCUSSION ITEMS**

6.1 **Regional Transportation Plan**

Ms. Kim Ellis briefed the committee on the direction that will be given to regional and local staff in developing a draft project list for the Regional Transportation Plan (RTP). Ms. Ellis sought confirmation on the proposed RTP policy including the regional system definition, the system refinement criteria and performance targets, which will all support the region's land use vision and statewide goals. The recommended approach for refining priorities and drafting project lists integrates the following components:

- Local aspirations
- A two track investment strategy framework- Regional & State Mobility and Community Building
- MPAC/JPACT investment priorities
- State policy requirements
- A regional system definition and a system refinement criteria
- Performance targets
- Local coordinating committees

Jurisdictions will be asked to review 2007 Federal project priorities and identify any changes. They will also identify additional projects to include in the State RTP investment strategy within the fiscal threshold.

The committee agreed by consensus to support the proposed RTP policy direction.

Ms. Deena Platman and Ms. Pam Peck of Metro briefed the committee on the regional Transportation System Management and Operations (TSMO) plan. The region is facing many challenges including increased traffic congestion, lack of funding to keep up with needs and increasing greenhouse gas emissions. TSMO seeks to address these challenges through managing travel demand and traffic flow. The TSMO plan will improve the regional transportation system and help the region meet its greenhouse gas reduction goals.

Councilors Rex Burkholder and Carlotta Collette helped demonstrate the difference between a managed and an unmanaged system.

TSMO strategies fall into two categories: user-focused and operator-focused. The Drive Less, Save More campaign and individualized marketing are examples of user-focused strategies that are being used now throughout the region. Trip Check and Freeway & arterial traffic

management (e.g. Signal timing, incident response program) are examples of operator-focused strategies currently in use. The next steps in the TSMO process are to integrate policies and action strategies into the RTP investment strategy and adopt the regional TSMO plan.

The committee discussed a TSMO finance study and determining the cost-effectiveness of TSMO strategies.

Mr. Andy Cotugno of Metro briefed the committee on transit and road related RTP funding mechanisms and levels.

Road related maintenance funding is primarily focused on the city and county level. Street utility fees have been identified as a mechanism to close the gap between planned achievements and current funding. Through past experience it has been determined that state funding alone is no longer solely viable for funding road related Operations, Maintenance and Preservation (OM&P) costs. Permanent local actions, (like local and regional utility fees) will be responsible for closing the road-related OM&P funding gap. Modernization will depend on the potential revenue capacity, which will likely include a local level vehicle registration fee (VRF) increase every eight years to complement the state VRF which also increases every eight years. Regional minimum expectations on System Development Charges (SDC) will also provide additional revenue capacity. Tolls will also be used on specific projects for major capacity expansions.

The committee then discussed the following points relating to road-related funding mechanisms:

- Strongly looking at title and tag revenue
- The insufficiency of the gas tax due to technological advances on fuel efficiency
- SDC's as a good vehicle for equalizing the region
- Suggestion to discuss the I-205 tolling project from a regional perspective at a future MPAC meeting

Mr. Cotugno then addressed transit related RTP funding. Unlike road-related transportation, operation is the central component in transit funding. Funding on the level of a 2/10th raise in the payroll tax is proposed with 60% of the funding going to High Capacity Transit (HCT) and 40% going to frequent bus service. The payroll tax is used as a funding equivalent and other sources may fund the second 1/10th increase beyond the 1/10th increase authorized by the state legislator. In addition capital funding for TriMet will be aggressively pursued so that regional flexible funds and local funds can take on less responsibility.

The committee discussed SDC calculation formulas and pushback from the commercial community concerning SDC's.

The committee agreed by consensus with the funding mechanisms and levels brought forth in Mr. Cotugno's presentation.

6.2 Resolution No 09-4052, For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Priorities, Policy Amendments and System Expansion Policy Framework for Addition to the 2035 Regional Transportation Plan, State Component

Councilor Carlotta Collette introduced Mr. Tony Mendoza of Metro and Resolution No. 09-4052. The High Capacity Transit (HCT) system plan being discussed includes rapid bus, light rail and street car. Throughout the HCT process open houses have been held throughout the region and the original 55 study corridors were narrowed down to 18. These 18 corridors have been analyzed and prioritized based on the data and performance measures that MPAC approved. This resolution will give Metro staff the approval to move forward with the HCT study and system expansion policy.

Mr. Tony Mendoza of Metro briefed the committee on Resolution No. 09-4052 which will adopt the HCT system plan including the System Expansion Policy (SEP) definition, the tier ranking system, and the corridors currently classified in each tier as recommended by the HCT subcommittee. Mr. Mendoza discussed the following topics regarding the HCT plan:

- Corridor prioritization and advancement process
 - System Expansion Policy
 - Policy Tiers: Near Term, Next Phase, Developing and Regional Vision
 - Evaluation criteria as the base for tier advancement targets
 - Definitions of corridors including a 1 mile buffer on the system map for each study corridor
- How HCT fits within the RTP

Mr. Mendoza then outlined the corridor map and the changes that have been made to the tier rankings after going through the HCT subcommittee and TPAC.

Mayor Richard Kidd explained the reason for his opposition to the resolution. While the HCT plan may be beneficial to the region as a whole, it is not beneficial to Forest Grove. Throughout the HCT process the proposed Hillsboro to Forest Grove corridor has been moved further down the list. Because Mayor Kidd is representing the City of Forest Grove and not the whole of Washington County and because Forest Grove has long aspired to be an HCT community, he has decided to withhold support for the resolution. While he understood the selection criteria for tiers and agreed they make sense for the region, he felt they put the Forest Grove line at a disadvantage.

With 18 in favor and one opposed (Kidd), the committee agreed to support Resolution No. 09-4052.

7. **ADJOURN**

Vice Chair Bemis adjourned the meeting at 6:59 p.m.

Respectfully submitted,



Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 10, 2009

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Power Point	6/10/09	Power Point: RTP Recommended Approach to Refine Priorities	061009m-01
6.1	Chart	N/A	Flowchart: Key Milestones & Products for RTP State component	061009m-02
6.1	Power Point	6/10/09	Power Point: Regional Transportation System Management & Operations	061009m-03
6.2	Power Point	6/10/09	Power Point: Regional HCT System Plan	061009m-04
6.2	Resolution	6/10/09	Updated Resolution No 09-4052	061009m-05
6.2	Exhibit	6/10/09	Updated Exhibit A to Resolution No 09-4052: HCT system expansion policy framework concept.	061009m-06

 **Metro** | *Memo*

Date: Monday, May 18, 2009
To: MPAC Members and Alternates
From: Sherry Oeser, Planning and Development Dept.
Subject: 30-Day Written Notification – Proposed Amendments to the MPAC Bylaws

Pursuant to Article VI of the MPAC Bylaws, this is written notice of proposed amendments to the Bylaws. The proposed changes:

- Delete from Article II, Section 2(a), MPAC's duty to advise the Metro Council on a study of the Portland Metropolitan Area Local Government Boundary Commission (the boundary commission was abolished in 1997), and
- At the request of special district representatives on MPAC, amends Article IV, section c, to add a special district representative to the Metro Technical Advisory Committee (MTAC) which advises MPAC.

MPAC is tentatively scheduled to take action of the proposed amendments at your June 24th meeting.

METRO POLICY ADVISORY COMMITTEE (MPAC) BY-LAWS

ARTICLE I

This Committee shall be known as the METRO POLICY ADVISORY COMMITTEE (“MPAC”) created by Section 27 of the 1992 Metro Charter.

ARTICLE II MISSION AND PURPOSE

Section 1. The MPAC shall perform the duties assigned to it by the 1992 Metro Charter and any other duties the Metro Council prescribes.

Section 2. The purposes of MPAC are as follows:

- a. MPAC shall perform those duties required by the Charter, including:
 1. Providing consultation and advice to the Council on the Regional Framework Plan (Section 5 (2));
 2. Providing consultation and advice to the Council on the possible inclusion in the Regional Framework Plan of other growth management and land use planning matters, determined by the Council to be of metropolitan concern, which will benefit from regional planning, other than those specifically identified in Charter Section 5 (2) (b);
 3. Providing consultation and advice to the Council on any amendments to the Regional Framework Plan (Section 5 (2) (d));
 4. Approve or disapprove the authorization for Metro to provide or regulate a local government service, as defined in Charter Section 7 (2), in those cases in which Metro does not seek or secure such approval directly from the voters;
 5. Providing advice to the Council before it adopts an ordinance authorizing provision or regulation by Metro of a service which is not a local government service as defined by the Charter (Section 7 (3)); and
 6. ~~Providing advice to the Council on a study of the Portland Metropolitan Area Local Government Boundary Commission (Section 7 (5)).~~
- b. Other duties prescribed by the Council.

ARTICLE III COMMITTEE MEMBERSHIP

Section 1. Membership

a. The Committee will be made up of representative of the following voting and non-voting members:

1. Voting Members:

Multnomah County Commission	1
Second Largest City in Multnomah County	1
Other Cities in Multnomah County	1
Special Districts in Multnomah County	1
Citizen of Multnomah County	1
City of Portland	2
Clackamas County Commission	1
Largest City in Clackamas County	1
Second Largest City in Clackamas County	1
Other Cities in Clackamas County	1
Special Districts in Clackamas County	1
Citizen of Clackamas County	1
Washington County Commission	1
Largest City in Washington County	1
Second Largest City in Washington County	1
Other Cities in Washington County	1
Special Districts in Washington County	1
Citizen of Washington County	1
Tri-Met	1
Governing Body of a School District	1
Total	21

2. Non-voting members:

Oregon Dept of Land Conservation and Development	1
Clark County	1
City of Vancouver	1
Port of Portland	1
City in Clackamas County outside UGB	1
City in Washington County outside UGB	1
Total	6

b. Except a provided in Section 2 voting members and alternates representing jurisdictions shall be appointed from among members of the governing body. All voting jurisdictions represented by members, including cities within each county, shall have territory within Metro boundaries.

c. Non-voting members or alternates may either be members of the governing body of a jurisdiction or serve as a Chief Operating Office or Planning Director or equivalent.

d. Alternates shall serve in the absence of the regular members.

e. Metro Councilors will participate with the Committee membership with three non-voting liaison delegates appointed by the Metro Council.

- f. The composition of the MPAC may be changed at any time by a vote of both a majority of the MPAC members and a majority of all Metro Councilors (Metro Charter, Section 27 (2)).

Section 2. Appointment of Members and Alternates

- a. Members and alternates from the City of Portland, the counties of Multnomah, Clackamas, and Washington, the largest cities of Multnomah, Clackamas, and Washington Counties, excluding Portland, and the second largest cities of Clackamas and Washington counties shall be appointed by the jurisdiction.
- b. Members and alternates from the cities of Multnomah, Clackamas, and Washington Counties, other than those directly entitled to membership, will be appointed jointly by the governing bodies of those cities represented. The member and alternate will be from different jurisdictions. The member and alternate will be appointed to designated terms of a length to be determined by the appointing authority, but for a period of not less than two years. The member and alternate may be reappointed. Terms of the member and alternate will be staggered to ensure continuity. In the event the member's position is vacated, the alternate will automatically become the member and complete the original term of office.
- c. Members and alternates from the special districts with territory in Multnomah, Clackamas, and Washington Counties will be appointed by special district caucus. The member and alternate will be appointed to designated terms of a length to be determined by the appointing authority, but for a period of not less than two years. The member and alternate may be reappointed. Terms of the member and alternate will be staggered to ensure continuity. In the event the member's position is vacated, the alternate will automatically become the member and complete the original term of office.
- d. Metro Council delegates will be appointed by the Metro Council President and will represent each county in the region. The delegates may be removed by the Council President at any time.
- e. Members and alternates representing citizens will be appointed by the Metro Council President and confirmed by the Metro Council consistent with Section 27(1)(m) of the 1992 Metro Charter and will represent each county in the region. Members and alternates will be appointed to designated terms of a length to be determined by the appointing authority, but for a period of not less than two years. Members and alternates may be reappointed. Terms of the members and alternates will be staggered to ensure continuity. In the event the member's position is vacated, the alternate will automatically become the member and complete the original term of office.

- f. Members and alternates from the Tri-County Metropolitan Transportation District of Oregon (Tri-Met) will be appointed by the governing body of that District. The member and alternate will serve until removed by the governing body.
- g. Members and alternates from the Land Conservation and Development Commission will be chosen by the Chairperson of that body. The member and alternate may be removed by the Chairperson at any time.
- h. Members and alternates from the Port of Portland will be appointed by the governing body of that organization. The member and alternate will serve until removed by the governing body.
- i. The member and alternate from the school boards in the Metro Region will be appointed by a caucus or organization of school boards from districts within the Metro region. If there is no caucus or organization of school boards within the region, the Executive Officer will facilitate the appointment by the school boards. The member and alternate will be appointed to designated terms of a length to be determined by the appointing authority, but for a period of not less than two years. The member and alternate may be reappointed. Terms of the member and alternate will be staggered to ensure continuity. The member and alternate will be from different school districts in the Metro Region. In the event the member's position is vacated, the alternate will automatically become the member and complete the original term of office.
- j. Appointments of all members and alternates shall become effective upon the appointing authority giving written notice addressed to the Chair of MPAC and filing the notice with the Clerk of the Metro Council. The determination of the relative size of cities shall be based on the official population estimates for Oregon issued by the Center for Population Research and Census, School of Urban and Public Affairs, Portland State University. If the official population estimates result in a change in the relative population of a city entitled to membership, then the term of membership of the affected city or cities shall terminate 90 days after the release of the official estimate and new member(s) shall be appointed as provided by these by-laws. Members and alternates may be removed by the appointing authority at any time.

**ARTICLE IV
MEETINGS, CONDUCT OF MEETINGS, AND QUORUM**

- a. A regular meeting date, time and place of MPAC shall be established by the MPAC Chair. Special or emergency meetings may be called by the Chair or a third of the members of MPAC.
- b. A majority of the members (or designated alternates) shall constitute a quorum for the conduct of business. The act of a majority of those voting members present at meetings at which a quorum is present shall be the act of MPAC, except in exercising the duty of authorizing Metro to provide or regulate a local government service as described in Section 7 (2) of the 1992 Metro Charter. In these cases a majority vote of all voting MPAC members is required.

- c. Subcommittees or advisory committees to develop recommendations for MPAC may be appointed by the Chair and ratified by MPAC. At a regularly scheduled meeting MPAC shall approve subcommittee membership and MPAC members and/or alternates and outside experts. The Chair of any citizen advisory committee shall neither be the Chair of MPAC nor be an MPAC member, except upon the agreement of a majority of the advisory committee membership. MPAC members of any citizen advisory committee of MPAC shall participate on a nonvoting basis.

The Metro Technical Advisory Committee (“MTAC”) is an advisory committee to MPAC. Its purpose shall be to provide MPAC with technical recommendations on growth management subjects as directed by MPAC. MTAC shall have the following representation:

Each county government	1
City of Portland	1
Largest city in each county (not including Portland)	1
Second largest city in Clackamas County	1
Second largest city in Washington County	1
Other cities in each county	1
Citizen representative from each county to be represented by the respective county’s Committee for Citizen Involvement	1
Tri-Met	1
Oregon Department of Land Conservation and Development	1
Oregon Department of Transportation	1
Port of Portland	1
A commercial and industrial contractor association (“AGC”)	1
A residential contractor association (“HBA”)	1
A private economic development association	1
A public economic development association	1
A land use advocacy organization	1
An environmental organization	1
A school district	1
Water Resource Policy Advisory Committee (“WRPAC”)	1
A sanitary sewer and/or storm drainage agency (“WRPAC”)	1
<u>A special district</u>	
An architect association (“AIA”)	1
A landscape architect association (“ASLA”)	1
Electric utilities	1
Natural gas utilities	1
Telecommunication utilities	1
Metro representative from the Planning Dept who shall serve as chair (non-voting)	1
An affordable housing advocacy organization	1
Clark County, Washington	1
Vancouver, Washington	1

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. If any membership category (member and alternate) is absent for three (3) consecutive MTAC meetings, the representatives shall lose their voting privilege. MTAC members who

acquire non-voting status may regain their voting status after attending three (3) consecutive MTAC meetings. A quorum for MTAC meetings shall be a simple majority of voting MTAC members. MTAC shall provide MPAC with observations concerning technical, policy, legal and process issues along with implementation effects of proposed growth management issues, including differing opinions, with an emphasis on providing the broad range of views and likely positive and negative outcomes of alternative courses of action. MTAC may adopt its own bylaws provided they are consistent with MPAC bylaws and are approved by a majority vote of MTAC members.

- d. All meetings shall be conducted in accordance with ROBERT’S RULES OF ORDER, Newly Revised.
- e. MPAC may establish other rules of procedure as deemed necessary for the conduct of business.
- f. Unexcused absence from regularly scheduled meetings for three (3) consecutive months shall require the Chair to notify the appointing body with a request for remedial action.
- g. MPAC shall make its reports and findings, including minority reports, public and shall forward them to the Metro Council.
- h. MPAC may receive information and analysis on issues before it from a variety of sources.
- i. MPAC shall provide an opportunity for the public and the Metro Committee for Citizen Involvement (“Metro CCI”) to provide comment on relevant issues at each of its regularly scheduled meetings.
- j. MPAC shall provide a minimum of seven days notice to members of any regular or special meetings.
- k. MPAC shall abide by ORS Chapter 192, which provides for public records and meetings.

ARTICLE V OFFICERS AND DUTIES

- a. A Chair, 1st Vice-Chair, and 2nd Vice-Chair shall be elected by a majority of the voting members for a one year term of office ending in January of each year. A vacancy in any of these offices shall be filled by a majority vote of MPAC, for the remainder of the unexpired term.
 - 1. Nominations shall be received at the first meeting in January for chair, first vice chair and second vice chair.
 - 2. The first Vice-Chair shall become Chair following the completion of the Chair’s term.

3. The second vice chair shall be a rotating position to keep balance for a) county/geographic representation; and/or b) city/county/special district representation after the previous year's first vice chair moves up to chair and the first vice chair is selected.
- b. The Chair shall set the agenda of and preside at all meetings, and shall be responsible for the expeditious conduct of MPAC's business. Three members can cause a special meeting to be called with a minimum of seven days notice.
- c. In the absence of the Chair, the 1st Vice-Chair, and then the 2nd Vice-Chair shall assume the duties of the Chair.

ARTICLE VI AMENDMENTS

- a. These by-laws may be amended by a majority vote of the MPAC membership, except that Article III related to the MPAC membership may not be amended without the concurrence of the majority of the Metro Council.
- b. Written notice must be delivered to all members and alternates at least 30 days prior to any proposed action to amend the by-laws.

 Metro | Memo

Date: May 26, 2009

To: Metro Policy Advisory Committee

From: Robin McArthur AICP, Planning & Development Director *RMC*

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 Audubon Society of Portland wishes to submit new nominations for MTAC for six months while Jim Labbe is out of the country. They want to move Barb Grover up to primary member and make Bob Sallinger their alternate member. This nomination affects Environmental Organization Seat No. 25.

If you have any questions or comments about this nomination, do not hesitate to contact me.

Thank you.



To: MPAC

From: Chris Deffebach, Planning and Development Department

Subject: Centers and Corridors change designation process

Date: June 17, 2009

After nearly fifteen years of experience with the Growth Concept map, several jurisdictions have expressed interest in changing their center or corridor designation. This interest includes changing from Main Street to Town Center and Town Center to Regional Center as well as potentially shifting the location or number of centers and corridors. This memo clarifies the process for making these changes.

Metro can make these changes by revising the Growth Concept Map by ordinance and using existing Framework Plan policies to guide the decision. This was done to change Milwaukie from a Regional to a Town Center in the 1990s. While the Framework Plan does not set specific criteria, policies refer in general to centers and corridors and could be used to establish findings for changes. The attachment identifies considerations from Regional Framework Plan Policy and guidance for Centers amendments. This list does not limit Metro to considering additional policies and, in fact, the discussion in 2009 may help Metro define potential changes to center and corridor policies in 2010.

As part of Making the Greatest Place, several new concepts about centers and corridors have emerged. These include the Activity Spectrum concept as a way to consider the type of center that fits local aspirations and an investment strategy that links regional investments such as high capacity transit with local commitments for land use, transportation and financial incentives. Other changes to the Framework Plan policies to reflect updated expectations for centers and corridors could be considered.

Metro Council has indicated support for moving forward with consideration of changes to centers and corridors on the Growth Concept Map in response to interest by local jurisdictions. Such changes can support local aspirations and identify potential opportunities for increased capacities. Changes to the Growth Concept map could be considered as part of the 2010 Ordinance that addresses other Framework or Functional Plan changes needed to support Making the Greatest Place.

Local jurisdictions who are interested in requesting a change to a center or corridor on the Growth Concept map can contact Chris Deffebach 503 797-1921 or deffebachc@oregonmetro.gov for more information.

Considerations from Regional Framework Plan Policy and Guidance for Centers Amendments

The following considerations can be derived from the Regional Framework Plan (Growth Concept; policies; functional plans) to serve as factors to be weighed when changes to Centers are contemplated:

1. Can the area play the roles expected of Centers in the 2040 Growth Concept?
 - Regional Centers: "...serve large market areas outside the central city, connected to it by high-capacity transit and highways and are accessible by hundreds of thousands of people."
 - Town Center : "...local shopping and employment opportunities within a local market area and accessible to tens of thousands of people."
2. Does the area have, or have zoned capacity for, the uses and intensity of uses that will enable the area to play the roles expected of Centers: e.g., enough "rooftops" to support retail and other services for "tens of thousands" (Town Center) or "hundreds of thousands (Regional Center)?
3. Is the area served by transit (Town Center) or high-capacity transit (Regional Center), or are there projects in the federal RTP and local TSP to establish that level of transit?
4. Does the area have, or have zoned capacity for, enough employment to be "balanced" with housing?
5. Does the area have, or have plans and funding for, a dense network of arterials and collectors (Regional Center) or a network of streets to make the Center walkable and services accessible (Town Center)?
6. Does the local government have a strategy for the Center, including the following elements?
 - Proposed investments to improve the role of the Center with funding sources identified
 - Parking management plan
7. Does the area provide, or have zoned capacity and other investment tools to provide, a mix of housing types to provide housing choices.

Materials following this page were distributed at the meeting.



Date: June 23, 2009
To: MPAC
From: Malu Wilkinson, Principal Regional Planner
Re: MTAC recommendations on the preliminary residential urban growth report

On June 17, MTAC devoted an extended session to a discussion of the preliminary residential urban growth report (UGR) and made recommendations for the draft UGR (to be released in September).

MetroScope assumptions

MetroScope, an integrated land use and transportation model, informs the UGR's analysis of potential refill rates and the likelihood of development of vacant land in different locations. MTAC recommends:

Keep same assumptions about infrastructure funding. Funding becomes available in new urban areas, as follows:

- 2020 for Damascus
- 2010 for Happy Valley
- 2015 for all other post-1997 expansion areas

Keep assumptions about residential incentives in centers the same as in the preliminary UGR with the following changes:

- Remove Beaverton and Troutdale from list of centers with incentives
- Make changes to Villebois as suggested by Wilsonville (# of units, timing)

All other inputs will remain the same as those used for the preliminary UGR.

Refill rate

The UGR must make an assumption about what portion of future development is likely to occur through redevelopment or infill (refill). MTAC recommends that the draft UGR use a range of 27 to 40 percent refill, along further discussion of policy choices needed to move from 27 towards 40 percent.

Parks and school land takeouts

The UGR must make an assumption about how much vacant land will be used for future parks and schools. MTAC recommends that, in consultation with cities, Metro staff perform additional research on likely amounts of park acquisition funding. MTAC also recommends that Metro staff consult with local school districts on their growth plans.

MPAC Assignments to Small Group Discussions
June 24, 2009

Forecast	UGB Considerations	Investments in Redevelopment and Refill
Judy Shiprack	Shane Bemis	Mike Weatherby
Don McCarthy	Sam Adams	Amanda Fritz
Charlotte Lehan*	Jack Hoffman	Jody Carson
Dick Jones	Tom Brian	Jerry Willey*
Richard Kidd	Richard Burke	Rick Van Beveren
Nathalie Darcy	Wilda Parks	Michelle Poyourow
Dilafroz Williams	Alice Norris*	Denny Doyle

Alternates (if both the member and alternate attend the meeting, the alternate should participate in the groups as assigned below. If the member is not attending, the alternate should go the group that the member was assigned – see list above):

Shirley Craddick	Jim Kight	Jeff Cogen
Donna Jordan	Bob Austin	Nick Fish
Deborah Barnes	Keith Mays	Andy Duyck
Aron Carleson	Dresden Skees-Gregory	Clark Balfour
Catherine Arnold	Ruth Adkins	Ed Gronke
	Matt Berkow	Doug Neeley

Advisory members:

Richard Whitman	Steve Stuart	Pat Campbell
Laura Hudson	Meg Fernekees	Ken Allen
Mary Olson	Robert Kindel	Terri Haas

Liaisons:

Carl Hosticka	Robert Liberty	Rod Park
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Room assignments:

270	370A	370B
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*= MPAC member lead for each group

Topic: forecasts

Group questions:

- What are the risks or opportunities of planning for a high or low household forecast?
- Where in the range should we choose to plan? Why?

Background:

This spring, Metro produced a range population and employment forecast for the larger 7-county area (Clackamas, Multnomah, Washington, Clark, Columbia, Skamania, and Yamhill counties). There is a 90 percent chance that growth will fall within the forecast range. A preliminary analysis suggests that about 74 percent of the 7-county area's forecasted jobs and about 62 percent of its forecasted households will need to be accommodated in the Portland Metro UGB. Assuming these capture rates, the total number of households and jobs that are expected within the Metro UGB by the year 2030 is summarized as follows:

2030 forecast (Metro region)	Low end of range	High end of range
Households	730,000	805,000
Jobs	975,000	1,200,000

In making growth management decisions, the Metro Council will need MPAC's advice on what amount of household and job growth to plan for. Given the inherent uncertainty of forecasting 20 years into the future, there is a need for policy deliberation that weighs the risks and opportunities of planning for different points on the range. For instance:

- What are the risks of expanding the UGB too much or too little?
- What are the risks of under or over investing in infrastructure?
- What are the risks of expanding the UGB into areas we can't afford to serve?
- What are the risks of addressing growth by focusing limited resources in existing centers and corridors or in UGB expansion areas?

Group decision:

Group's reasoning for decision:

Topic: urban growth boundary considerations

Group question:

- What conditions should be met before the region expands the UGB?

Background:

Metro is in the midst of performing its periodic analysis of the UGB's capacity to accommodate the next 20 years of residential and employment growth. Past UGB expansions have demonstrated that land availability on its own does not result in development. If a UGB expansion is ultimately deemed necessary (and urban reserves are in place), MPAC and the Council may want to consider a number of factors, such as:

- What is the status of concept planning?
- Are there commitments to make infrastructure finance available?
- Is governance agreed to?
- Would an expansion support an existing center, industrial or employment area?
- Has there been significant progress in accommodating growth in centers, corridors, industrial, employment, and recent UGB expansion areas?

Group decision:

Group's reasoning for decision:

Topic: investments in redevelopment and infill (refill)

Group questions:

- What are the risks and opportunities of planning for a high or low rate of redevelopment and infill (refill)?
- What are the risks and opportunities of not pursuing an aggressive redevelopment and infill rate (refill)?
- What would it take to increase future redevelopment and infill (refill) rates?
- What refill rate should we plan for?

Background:

The estimated cost of building the public and private facilities needed to accommodate growth in jobs and housing in the three-county Portland region through 2035 is \$27-41 billion. Traditional funding sources are expected to cover only about half that amount. Even if the region does not experience this projected growth, \$10 billion is needed just to repair and rebuild our existing infrastructure. All options are expensive—costs cannot be avoided by focusing growth in centers and corridors or by expanding the UGB. Where we choose to spend limited public dollars will determine where growth will occur and the quality of our communities.

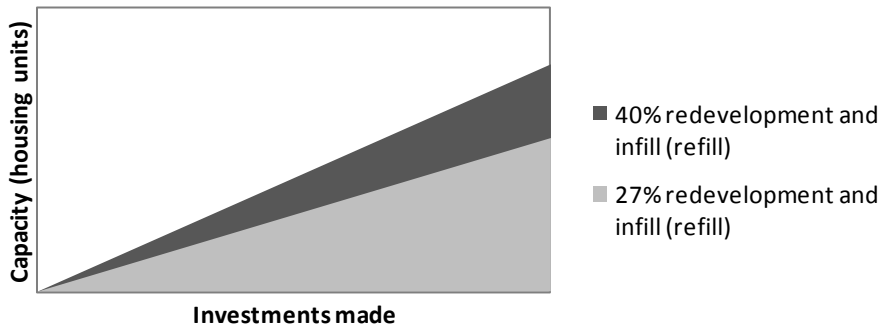
In making growth management decisions, MPAC and the Metro Council must determine what portion of future growth is likely to occur through redevelopment and infill (refill). Higher redevelopment and infill (refill) rates reduce the potential need for UGB expansions. Between the years 2000 to 2006, 15 to 35 percent of residential growth occurred through redevelopment and infill (refill average of 27 percent). Scenario modeling indicates that, with current policy direction and investment commitments, future residential redevelopment and infill (refill) rates are likely to be even higher (30 to 33 percent refill) because of increased demand for close-in, mixed-use locations.

Public investments can further increase the amount of redevelopment and infill (refill) that occurs inside the existing UGB. Modeled scenarios suggest redirecting existing public investments to focus more on centers and corridors, accompanied by a tight UGB policy, may result in up to about 45 percent of residential development occurring through redevelopment and infill.

Group decision:

Group's reasoning for decision:

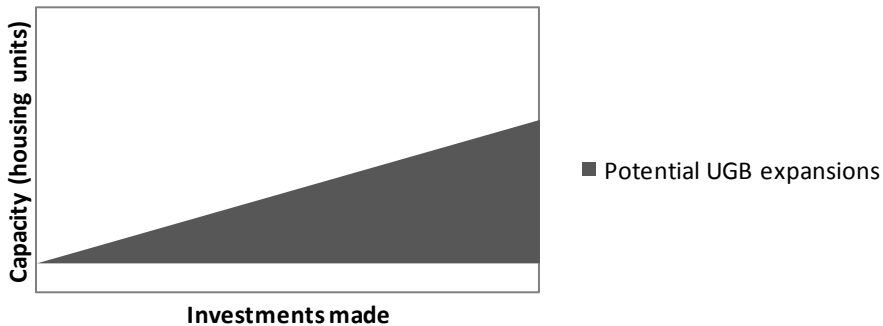
Investing in redevelopment and infill inside existing UGB



Examples of possible investments:

- Street connectivity
- Land assembly
- High Capacity Transit
- Development incentives
- Rehabilitation of sewers
- Rehabilitation of water
- Structured parking
- Brownfield cleanup

Illustrative development in potential UGB expansion areas



Examples of possible investments:

- New sewer systems
- New water systems
- New schools
- New parks
- New streets
- Expanded highway and transit

5 P.M. WEDNESDAY, JULY 15, 2009
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Transformation by design *reinventing urban spaces and places*

Metro, Portland State University, and the University of Oregon invite you to attend the opening panel discussion for the Mayors' Institute on City Design. Seven distinguished design and development professionals will highlight inspiring urban spaces and places around the country dramatically transformed through inventive urban design and development.

Please join us in welcoming the Mayors' Institute on City Design back to Portland!

Maurice Cox

Ellen Dunham-Jones

Skip Graffam

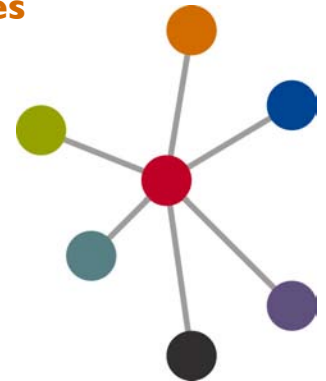
Paul Morris

Michele Reeves

William Wenk

Andy Wiley-Schwartz

Randy Gragg, Moderator



The Mayors' Institute on City Design

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