

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, July 8, 2009
Time: 5 to 7 p.m.
Place: Council Chambers

5 PM	1.	<u>CALL TO ORDER</u>	Shane Bemis, Vice Chair
5:02 PM	2.	<u>SELF INTRODUCTIONS & COMMUNICATIONS</u>	Shane Bemis, Vice Chair
5:05 PM	3.	<u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u>	
5:10 PM	4.	<u>CONSENT AGENDA</u>	Shane Bemis, Vice Chair
	*	<ul style="list-style-type: none">• Consideration of the MPAC Minutes for June 24, 2009	
5:15 PM	5.	<u>COUNCIL UPDATE</u>	
	6.	<u>INFORMATION / DISCUSSION ITEMS</u>	
5:20 PM	6.1	Comments on June 24 th Small Group Discussions – <u>DISCUSSION</u>	All
5:40 PM	6.2	* 2009 Preliminary Employment Urban Growth Report – <u>INFORMATION</u>	Carl Hosticka, Councilor Malu Wilkinson
5:55 PM	6.3	* Making the Greatest Place Small Group Discussions on: <ul style="list-style-type: none">• <i>Employment Urban Growth Report:</i><ul style="list-style-type: none">○ How do we balance local desires or aversions with a regional perspective to promote a strong and balanced economy? (For example, what if all jurisdictions aspire to attract solar industries, but no jurisdictions want to accommodate warehousing and distribution?)○ What are the risks of assuming that future employment trends will be the same or different, compared with today? Can the region minimize these risks by targeting industries or clusters that are expected to see high growth? Or, should there be less attention to identifying potential winners and more emphasis on ensuring the region’s competitive ability to serve the increasingly diverse needs of future employers?• <i>Equitable Distribution of Burdens and Benefits:</i><ul style="list-style-type: none">○ Are local elected officials willing to address inequity in the distribution of cost-burdened households? Can public investments minimize the impact?○ In order to help ensure housing affordability throughout the region, are cities and counties willing to make coordinated investments in housing and transportation in centers and corridors?○ What are some ways that policies could be tailored so that they encourage the market to provide more housing choices such as accessory dwellings, cottage housing, and high-quality manufactured housing?	All
6:40 PM	6.4	Small Group Reports – <u>DISCUSSION</u>	All
6:55 PM	7.	<u>MPAC MEMBER COMMUNICATIONS</u>	
7 PM	8.	<u>ADJOURN</u>	Shane Bemis, Vice Chair

* Material available electronically.
Material provided at meeting.
All material will be available at the meeting.



Tentative MPAC meeting agendas as of July 1, 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> July 8, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Comments on the June 24th Small Group Discussions • Making the Greatest Place Small Group Discussions on Employment Urban Growth Report and Equitable Distribution of Burdens and Benefits 	<p><u>MPAC Meeting – Possible Extended Meeting</u> July 22, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Comments on the July 8th Small Group Discussions • Local Aspirations Briefing • Infrastructure and Investments • Construction Excise Tax Administrative Rules (or August 12th)
<p><u>MPAC Meeting</u> August 12, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Comments on the July 22th Small Group Discussions • Urban and Rural Reserves 	<p><u>MPAC Meeting</u> August 26, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Comments on the August 12th Small Group Discussions • Transportation
<p><u>MPAC Meeting</u> September 9, 2009, 5 to 7 p.m.</p>	<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>Possible Retreat Dates:</u> October 16th or 23rd, 8 a.m. to 3 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 24, 2009
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Tom Brian, Chair
Sam Adams
Jody Carson
Nathalie Darcy
Dennis Doyle
Amanda Fritz
Jack Hoffman
Carl Hosticka
Dick Jones
Charlotte Lehan, Second Vice Chair
Robert Liberty
Don McCarthy
Alice Norris
Judy Shiprack
Rick VanBeveren
Richard Whitman
Jerry Willey
Rod Park

AFFILIATION

Washington Co. Commission
City of Portland
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
Clackamas Co. Special Districts
Clackamas Co. Commission
Metro Council
Multnomah Co. Special Districts
City of Oregon City, representing Clackamas Co. 2nd Largest City
Multnomah Co. Commission
TriMet Board of Directors
Oregon Dept. of Land Conservation & Development
City of Hillsboro, representing Washington Co. Other Cities
Metro Council

MEMBERS EXCUSED

Ken Allen
Shane Bemis, Vice Chair
Pat Campbell
Richard Burke
Richard Kidd
Robert Kindel
Wilda Parks
Michelle Poyourow
Steve Stuart
Mike Weatherby
Dilafroz Williams

AFFILIATION

Port of Portland
City of Gresham, representing the Multnomah Co. 2nd Largest City
City of Vancouver
Washington Co. Special Districts
City of Forest Grove, representing Washington Co. Other Cities
City of North Plains, City in Washington Co. outside UGB
Clackamas Co. Citizen
Multnomah Co. Citizen
Clark Co., Washington Commission
City of Fairview, representing Multnomah Co. Other Cities
Governing Body of School Districts

ALTERNATES PRESENT

Shirley Craddick
Ed Gronke
Keith Mays

AFFILIATION

City of Gresham, representing Multnomah Co. 2nd Largest City
Clackamas Co. Citizen
City of Sherwood, representing Washington Co. other Cities

STAFF: Sherry Oeser, Malu Wilkinson, Andy Cotugno, Robin McArthur, Andy Shaw, Kayla Mullis.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Tom Brian declared a quorum and called the meeting to order at 5:16 p.m.

2. SELF INTRODUCTIONS AND COMMUNICATIONS

Committee members and audience members introduced themselves.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. CONSENT AGENDA

- **Consideration of MPAC Minutes for June 10, 2009**
- **Proposed Amendments to MPAC Bylaws**
- **New MTAC Member Nomination**

MOTION: Mayor Alice Norris moved, and Councilor Jody Carson seconded, to approve the consent agenda.

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

5. COUNCIL UPDATE

Councilor Robert Liberty spoke to the following topics concerning the Metro Council:

- The Construction Excise Tax (CET) has been approved by the council and staff is now working on developing administrative roles.
- Centers and Corridors Re-designation process
- Mayor's Institutes on City Design forum scheduled for July 15th at 5:00 p.m. at the White Stag Building in Portland.

6. INFORMATION/ DISCUSSION ITEMS

6.1 2009 Preliminary Residential Urban Growth report: MTAC Comments

Ms. Malu Wilkinson of Metro briefed the committee on the preliminary residential urban growth report (UGR) including comments received from Metro Technical Advisory Committee (MTAC). The timeline of the UGR spans from now until Decembers 2010 and involves several review processes. The current draft UGR reflects changes suggested by MTAC and will set the stage for the policy decisions that will be made in 2010.

MTAC's suggested changes fall under the following topics:

- Changes to MetroScope assumptions, the integrated land use and transportation model that informs refill and development analysis, concerning infrastructure funding and residential incentives in centers;
- Expanding the refill rate to include discussion of policy choices that will effect where in the range Metro will plan for; and
- Conducting additional research on parks and schools land takeouts.

6.2 Making the Greatest Place Small Group Discussions on Forecasting, Urban Growth Boundary Considerations and Investments

Councilor Carl Hosticka briefed the committee on the topic discussion sheets that will be used to guide small group discussions. The breakout groups will aim to address the policy implications of moving throughout the range projection when deciding what to plan for. The technical analysis always leaves a range of uncertainty, thus decisions concerning growth plans for the Portland metropolitan region will also be based on policy decisions. If UGB expansions are considered, restrictions or requirements will need to be put into place to guide the location selection process and to ensure use of the land for the intended purposes.

The committee discussed the following topics prior to the small group discussions:

- Implications of making choices when using a range;
- Determining risks and correctability of choices within a range;
- Allowing for more than one opportunity to address the small group discussion points;
- Using today's breakout groups as starting point for UGR discussions;
- Discussing MTAC recommendations in full at a future MPAC meeting;
- Suggestion to look at the infill rate in a historical context;
- Specific state requirements for the UGR
 - Default assumption is to add land in order to accommodate growth;
- Costs of refill and infill for different areas around the region;
- Measuring success;
- Capacity distribution throughout the region; and
- Focusing on what kind of communities we want to build instead of an exact number within the growth range.

The committee then broke into assigned breakout groups to discuss what information they need to make informed decisions about small group discussion topics. Please see Attachment A for a summary of each group's responses.

The committee will discuss the small group responses at the next meeting on July 8, 2009.

6.3 Committee Discussion on Possible MPAC Retreat and Upcoming Meeting Schedules

Chair Tom Brian requested that the committee consider holding a MPAC retreat in late September or early October to discuss in greater detail the policy issues that are being brought forth to the committee. Staff will poll the committee on possible dates for holding the retreat and the committee will finalize a retreat date at a future meeting.

7. MPAC MEMBER COMMUNICATIONS

There were none.

8. ADJOURN

Chair Brian adjourned the meeting at 7:06 p.m.

Respectfully submitted,



Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 24, 2009

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
--	Flyer	N/A	Mayor Institute on City Design Forum: Transformation by Design- Reinventing Urban Spaces and Places	062409m-01
6.1	Memo	6/23/09	To: MPAC From: Malu Wilkinson Re: MTAC recommendations on the preliminary residential urban growth report	062409m-02
6.2	Handout	6/23/09	MPAC Small Group Discussion Topics	062409m-03
6.2	Handout	6/23/09	MPAC Assignments to Small Group Discussions	062409m-04
--	Periodical	Summer 09'	GreenScene- Summer 2009 Issue	062409m-05

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?

Breakout Group decision:

1. One member felt we should be planning for the high end of the employment forecast and the low end of the household forecast. This is the future that would be best for our citizens, lots of jobs resulting in the most prosperity.
2. Another member felt we should be planning for the mid-to-high range for both jobs and households. Land supply for jobs is needed to be competitive in a global marketplace. Land supply for households is needed to provide people with choices.
3. Concern was expressed that based upon recent experience, we can't afford to serve future UGB expansions.
4. The full group felt that we should see if the compilation of local aspirations will meet our projected demand.
5. The group felt that we cannot abandon our downtowns, especially downtown Portland so it is not really a choice to redevelop vs. expand the UGB.
6. The group asked for more information on the distribution patterns of past household and employment growth, particularly whether the published capture rates (74% and 62%) are holding in recent years. Concern was expressed that our policies are driving more growth toward neighboring jurisdictions.
7. Using a cooking metaphor, it was suggested that you can always add more salt to the recipe to get the right flavor but if you add too much, you can't remove any. We should err on the side of limiting expansion of the UGB because we can always add more.

MPAC Response:

MPAC small group discussions

June 24, 2009

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?

Breakout Group decision:

1. This group addressed conditions to consider for future UGB expansion assuming a regional decision had been made that expansion is needed.
2. Concept Planning should be required before land is brought into the UGB.
3. Infrastructure investment requirements and funding commitments should be made before land is brought into the UGB.
4. Governance should be agreed to before land is brought into the UGB and the land should be contiguous to the jurisdiction taking governance responsibility.
5. There should be agreement to performance goals for the current UGB and we should monitor progress toward these goals.
6. We should evaluate the adequacy of the effort local governments are making toward achieving refill goals.
7. A question was raised on who has financial responsibility for Concept Planning for these new Urban Reserves.
8. Concern was expressed that there is interplay between expansion in one jurisdiction and the impact that has on center development in an adjacent jurisdiction.
9. There should be a conscious effort to target resources to the areas where development is desired.

MPAC Response:

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.

Breakout Group decision:

1. We need clear examples of redevelopment and infill to better understand different density levels and to allay concerns about inappropriate development in neighborhoods.
2. Information is needed on where the trends are taking us.
3. We need to be clearer about what kind of communities we are creating.
4. Concern was expressed that we have lost the MPAC agendas involving sharing of information on local aspirations.
5. Information is needed on progress in meeting density targets in Concept Planning areas in order to better understand how much growth can be absorbed.
6. One of the consequences of not hitting our refill targets is that we don't realize the ridership targets needed to support HCT investment.
7. Another is there is not enough of a household base to support desired businesses.
8. Questions were raised on who pays for needed infrastructure.
9. Concern was raised about not just letting brownfields just sit un-redeveloped.

MPAC Response:

 **Metro** | *Memo*

Date: June 25, 2009
To: MPAC
From: Malu Wilkinson, Principal Regional Planner
Re: MTAC comments on the preliminary employment urban growth report

On June 24, MTAC devoted an extended session to a discussion of the preliminary employment urban growth report (UGR) and made recommendations for the draft UGR (to be released in September). MTAC was joined by members of the Employment Coordination Advisory Committee (ECAC). MTAC and ECAC's comments are summarized below.

Addendum to the preliminary UGR: large lot analysis

MTAC and ECAC received Metro's preliminary analysis of this topic at the June 24 meeting. Consequently, they have not yet had adequate time to review the materials. Initial comments are as follows:

- It was suggested that a job forecast may not be the best means of predicting demand for large lots since some large lot uses (e.g., logistics, marine terminals, composting and recycling facilities) do not require very many employees or building square feet, but are important to the regional economy for other reasons. MTAC and ETAC had no suggestion for an alternative means of predicting demand.
- TriMet anticipates a need for a large lot in the 20-year time horizon for a bus lot.
- The analysis should look at need for office parks and shopping centers (groupings of smaller employers).
- Office parks and shopping centers are not a need, but a preference for a particular format.
- Many large employers in the region now operate on multiple sites and would prefer to consolidate operations onto one big lot.
- We should focus first on what our regional vision is and only follow past trends if they are in keeping with that vision. We should plan consistent with the vision in order to influence the trends.
- The discussion of large lot need is not a policy discussion, it is a factual discussion.
- Large lots are not interchangeable. Firms have very specific location needs. We need multiple large sites that exceed forecasted demand to allow for choice.

Range employment forecast

After some discussion of how DLCD and LCDC might regard the reasonableness of the range forecast (and the point on the range that is ultimately chosen), MTAC and ECAC expressed support for maintaining the range forecast in the forthcoming draft UGR.

Capture rate

The capture rate is the portion of the 7-county area's future growth that is expected to be in the Metro UGB. The group concurred that the capture rate will depend on which policy and investment choices are made and that

MetroScope appears to offer a reasonable estimate of possible capture rates. Changes to the policy assumptions will result in changes to the capture rate.

Linking industry sectors to building types

The UGR recognizes that each industry sector uses a variety of building types (e.g., office, retail, general industrial) in different proportions. MTAC and ECAC expressed support for this approach, but suggested that the draft UGR mention that this approach might underestimate needs for uses that are land extensive, but require very little building square footage. The group also suggested that the draft UGR refer to some of the region's economic clusters that are difficult to discern in the preliminary UGR's linkage of industry sectors and building types.

Square feet per employee

The UGR assumes that demand for square feet per employee varies according to building type, market area, and whether it is in a center. This is based on the fact that land values influence uses. MTAC and ECAC indicated that the preliminary UGR's assumptions regarding square feet per employee appear reasonable, but that staff check with cities (Portland and Hillsboro in particular) on the assumptions that they use in their Economic Opportunity Analyses.

Distribution of jobs (demand)

The preliminary UGR uses MetroScope, an integrated land use and transportation model, to forecast where jobs may locate by the year 2030 if current policy and investment trends continue. MTAC and ECAC discussed how infrastructure funding shortfalls may diminish job demand in certain locations. The group suggested that the draft UGR needs to note that job demand may not always be the best measure of need for land and that demand is often site-specific.

Floor area ratio (FAR)

Floor area ratio is a measurement of the relationship between building floor area and the area of the parcel. The UGR uses both demand-and-supply-side FARs. Supply-side FARs are an interpretation of what zoning would allow, tempered by market realities. Demand-side FARs are an estimate of the densities that are supported by the market. The UGR recognizes that demand-side FARs vary by building type, market subarea, and 2040 design type (center, corridor, etc). Generally, the group found the FAR assumptions to be reasonable, but pointed out an error in an FAR table, which shows no regional center in the Outer Clackamas market subarea. Where available, cities will provide data on observed FAR trends.

Vacant land inventory

Cities will submit any corrections to the vacant land inventory by June 30.

Refill rates

The refill rate measures the percentage of future job growth that is expected to occur through redevelopment or infill (rather than on vacant land). MTAC did not suggest any changes to assumed refill rates. However, it was noted that some of the forecasted short-term demand numbers are difficult to reconcile with known, on-the-ground projects such as the old Reynolds Aluminum site in Troutdale.

Topic: employment urban growth report

Group questions:

- How do we balance local desires or aversions with a regional perspective to promote a strong and balanced economy? (For example, what if all jurisdictions aspire to attract solar industries, but no jurisdictions want to accommodate warehousing and distribution?)
- What are the risks of assuming that future employment trends will be the same or different, compared with today? Can the region minimize these risks by targeting industries or clusters that are expected to see high growth? Or, should there be less attention to identifying potential winners and more emphasis on ensuring the region's competitive ability to serve the increasingly diverse needs of future employers?

Background:

Cities often have specific ideas for the types of industries that they would or would not like to attract. Today, many cities see the potential for growth in high technology and clean (green) technology. Setting these goals is a worthwhile exercise and is a crucial first step towards making them a reality. However, it is difficult to predict which industries will grow in the future and where they may choose to locate. Many variables will influence these outcomes, including global factors and local and regional choices that can shape this region's place in the global economy. In addition to physical capacity to support job growth, factors that contribute to a strong regional economy include an educated workforce, above average wage levels, a diverse mix of jobs, successful economic development efforts by private- and public-sector leaders, a balanced transportation system, infrastructure investments and a vibrant quality of life.

Group decision:

Group's reasoning for decision:

Topic: equitable distributions of benefits and burdens

Group question:

- Are local elected officials willing to address inequity in the distribution of cost-burdened households? Can public investments minimize the impact?
- In order to help ensure housing affordability throughout the region, are cities and counties willing to make coordinated investments in housing and transportation in centers and corridors?
- What are some ways that policies could be tailored so that they encourage the market to provide more housing choices such as accessory dwellings, cottage housing, and high-quality manufactured housing?

Background:

Modeled scenarios indicate that if current policies and investments are continued, the number of cost-burdened¹ households in the region may more than double from 95,500 in the year 2005 to 198,400 in the year 2030. This would mean that the percentage of households that are cost-burdened could increase from 17 percent in 2005 to between 18 to 23 percent in 2030. The regional distribution of these cost-burdened households is likely to be uneven with concentrations in some cities and few in other cities. Many of these cost burdened households will be seniors on fixed incomes and the working class, some of which will have school-aged children. There appears to be sufficient zoned capacity inside the UGB. Likely causes of cost increases include:

Inadequate funding for infrastructure: this constrains housing capacity, which in turn makes it unaffordable for some households.

High market demand in urban centers and transportation corridors: this increases the value of land and the per-square-foot cost of housing. Multi-story development often requires more expensive construction materials and structured parking. Without public investments or choices of smaller residences, these higher costs get passed on to residents.

Insufficient transportation cost savings: transportation cost savings offset housing price increases, but our current investments are not enough to guarantee affordability.

Group decision:

Group's reasoning for decision:

¹ Cost-burdened households are defined as renters who spend more than half of their income on housing and transportation.

Materials following this page were distributed at the meeting.

CALL FOR PROJECTS

Refining regional transportation priorities

2035 REGIONAL TRANSPORTATION PLAN

The Metro Council in conjunction with the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) invites partners to update existing priority projects and identify additional priorities to include in the 2035 Regional Transportation Plan (RTP).



For more information on the RTP update, send e-mail to rtp@oregonmetro.gov or call 503-797-1735.

THE OPPORTUNITY

Throughout the summer, Metro and its regional partners will be updating the region's transportation investment priorities. During the past year, RTP work focused on framing transportation and land-use choices as part of the broader "Making the Greatest Place" effort. This comprehensive effort seeks to integrate local and regional land use and transportation investments to focus future population and employment growth in centers, corridors, employment and industrial areas, in keeping with the 2040 Growth Concept – the region's adopted vision for managing growth.

At the same time, Metro and its regional partners continued to work on other RTP-related efforts: the Sunrise Corridor project, the I-5/99W connector study, the Sellwood bridge study, the high-capacity transit system plan, the regional freight and goods movement plan, and the Transportation System Management and Operations (TSMO) plan. Metro also worked with communities around the region to identify their local aspirations and the investments needed to support them.



Now it is time to pull the pieces of these planning efforts together and update investment priorities to support implementation of the 2040 Growth Concept.

The purpose of this call to update priorities is twofold:

- Provide an opportunity for regional partners to update current federal priorities (adopted as the 2035 RTP Financially Constrained System in 2007) to meet federal planning requirements and respond to the new information.
- Provide an opportunity for regional partners to identify additional priority projects to include in the 2035 RTP Investment Strategy to meet state planning goals and respond to the new information.

Project submittals are due to Metro no later than July 29, 2009.

In August, the Metro Council, JPACT and MPAC will be briefed on the draft list of projects submitted by eligible sponsors. A public comment period will be held on the draft list from September 15 to October 15, 2009. Opportunities to comment will be available on Metro's web site and through a series of public hearings and open house events held throughout the region.

www.oregonmetro.gov/rtp

SUBMISSION GUIDELINES

Who submits projects?

Metro staff is requesting the assistance of local and regional partner agency staff to develop and coordinate project submittals.

1. Local county coordinating committees manage project submittals for their county.
2. City of Portland transportation staff manage project submittals within the city.
3. The City of Portland, TriMet, the Oregon Department of Transportation and the South Metro Area Rapid Transit (SMART) submit projects directly rather than through the coordinating committees.
4. The Port of Portland, trails staff, land use staff and parks districts participate in meetings held by their respective county coordinating committees or City of Portland to coordinate their respective project submittals.
5. ODOT determines State Highway System investments to submit within the ODOT funding target in coordination with other local and regional partners. Local agencies are encouraged to include projects on state facilities within their respective funding target.
6. Metro, SMART and TriMet coordinate the identification of transit projects and regional programs to be submitted for the TriMet/SMART/Metro funding target. Local agencies may include transit projects within their funding target if operations costs are also included.

All sponsors should look for opportunities to leverage local, state and regional projects and resources.



Safe, multi-modal transportation options can help manage congestion and improve overall mobility for people and goods.

For more information call your jurisdictional contact or Metro liaison:

Jurisdictional contacts

Ron Weinman, 503-742-4533 (Clackamas County and cities)

Andy Back or Clark Barry, 503-846-3519 (Washington County and cities)

Jane McFarland, 503-988-5050 x29620 (East Multnomah County and cities)

Courtney Duke, 503-823-7265 (City of Portland)

Metro liaisons

John Mermin, 503-797-1747 (Clackamas and East Multnomah County and cities)

Josh Naramore, 503-797-1825 (Washington County and cities)

Deena Platman, 503-797-1754 (City of Portland)

How many projects can be submitted?

Each county and the City of Portland are requested to submit a project list with total project costs no greater than their funding target. The table below lists funding targets for each county and the City of Portland. The funding targets are calculated based on revenue sources identified in 2007 during the federal component of the RTP update and additional revenue sources identified by JPACT in Spring 2009.

A separate funding target has been defined for the Multnomah County bridges. Multnomah County should identify needed projects to adequately maintain the Willamette River Bridges within the Multnomah County financially constrained federal bridge fund revenue forecast. Multnomah County may also coordinate with other agency partners to share the cost of maintaining Multnomah County bridges, where appropriate.

More information on how the funding target assumptions were derived is available upon request.

FUNDING TARGETS

Shown in millions of 2007 dollars

Jurisdiction	Federal priorities funding target ^{1,2}	State RTP investment strategy funding target
City of Portland	\$1,429.90	\$2,208.08
Clackamas County and cities	\$1,172.00	\$1,596.49
Multnomah County and cities (excluding City of Portland)	\$934.20	\$1,529.14
Local Willamette River Bridges	\$113.60	\$113.60
Washington County and cities	\$2,051.90	\$2,855.12
TriMet	\$3,078.60 ³	\$7,568.84
SMART	\$105.20	\$105.20
Metro regional programs	\$325.85	\$325.85
Oregon Department of Transportation	\$3,958.20 ⁴	\$4,532.90

1. Project development activities awarded funding in the 2010-13 Regional Flexible Fund process are included in the funding targets and construction for these projects must be included in the updated Federal priorities project list.
2. Metro region capital projects and programs awarded funding in the American Recovery and Reinvestment Act are included in the funding targets and must be included in the updated Federal priorities project list.
3. The transit element of Columbia River Crossing (CRC) project is included in this funding target and must be retained in the updated Federal priorities project list.
4. Metro region projects earmarked in Section 64 of House Bill 2001 and the highway-related element of CRC project are included in this funding target and must be included in the updated Federal priorities project list.



A healthy regional economy depends on efficient freight movement. Efficient freight movement is ensured by good access to well-maintained multi-modal transportation corridors that offer reliable travel times.

Compact urban designs with transportation choices that conveniently connect people from their homes to jobs and commercial activity support community vitality and help reduce greenhouse gases.



Source of projects

Projects and programs must come from or be included in at least one of the planning documents listed below. Each of these documents has gone through a public process. Projects or programs from sources not listed below must have gone through a public process consistent with Appendix H of the Transportation Public Involvement Policy (adopted June 10, 2004).

- 2007 Federal priorities project list
- 2007 Other projects not included in the Federal priorities project list
- Adopted City and County plans and studies, including concept plans
- Regional High Capacity Transit Plan
- Corridor study recommendations from the OR 217 study, Sunrise Project EIS and the I-5/99W connector study
- Draft Regional Transportation System Management and Operations Plan (TSMO)
- Transportation Control Measures (TCMs) identified in the State Implementation Plan for air quality
- Projects earmarked in Section 64 of House Bill 2001 (required)
- Projects funded through the American Recovery and Reinvestment Act (required)
- Local aspirations submittals
- TriMet Transportation Improvement Program (TIP) or Smart Transit Plan
- Blue Ribbon Committee for Trails and Active Transportation recommended 20 trail packages
- Draft Portland Streetcar System Plan
- Adopted locally-preferred alternatives (LPA) for Milwaukie light rail, Eastside Streetcar, Portland-Lake Oswego Transit Study, the Sellwood Bridge and the Columbia River Crossing
- Draft Regional Freight and Goods Movement Action Plan
- Projects that were awarded funding through the 2010-2013 Regional Flexible Fund process (required)
- Draft Portland Bicycle Master Plan

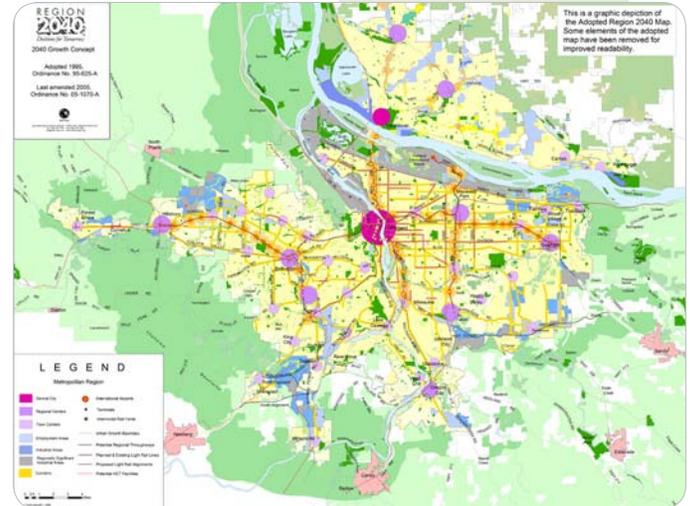
System vision and performance targets

In 1995, the region endorsed the 2040 Growth Concept, an innovative blueprint that seeks to focus future population and employment growth in urban centers, along transportation corridors and in employment areas in a manner that uses land more efficiently and enhances the character and economic vitality of urban communities.

In making growth management decisions, the Metro Council and the Metro Policy Advisory Committee (MPAC) have indicated their desire to weigh policy and investment tradeoffs to produce outcomes that residents of the region have supported. To that end, in the summer of 2008, the Metro Council, following MPAC's recommendation, adopted six desired outcomes that provide guidance for growth management decisions to support the 2040 Growth Concept.

Desired outcomes for a successful region:

1. People live and work in vibrant communities where they can choose to walk for pleasure and to meet everyday needs.
2. Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.



Projects and programs must help make progress toward achieving JPACT-endorsed draft performance targets. The targets provide a “measuring stick” to evaluate whether the system of investments is moving the region in the desired direction.

The RTP emphasizes linking transportation investments to the 2040 Growth Concept’s vision for vibrant communities, a healthy economy and environmental stewardship.

JPACT-ENDORSED DRAFT PERFORMANCE TARGETS ¹

ECONOMY	Wealth creation – By 2035, increase the number of living-wage jobs in centers and employment and industrial areas by XX percent compared to 2000 through job creation and retention.
	Safety – By 2035, reduce crashes, injuries and fatalities by 50 percent compared to 2005.
	Reliability – By 2035, reduce vehicle hours of delay per person by 10 percent compared to 2005.
ENVIRONMENT	Climate change – By 2035, reduce transportation-related carbon dioxide emissions by 40 percent below 1990 levels.
	Active transportation – By 2035, triple walking, biking and transit trips compared to 2005 to reduce vehicle miles traveled per person.
	Clean air – By 2035, achieve zero percent population exposure to at-risk levels of air pollution.
COMMUNITY	Compact urban form – By 2035, increase floor area ratios in centers and corridors by XX percent compared to 2000.
	Affordability – By 2035, reduce the average household combined cost of housing and transportation by 25 percent compared to 2000.
	Equity – By 2035, increase by 50 percent the number of essential destinations accessible within 30 minutes by public transit for low-income, minority, senior and disabled populations compared to 2000.

1. The draft targets are drawn from federal and state legislation. The actual measure and percent change will be further refined this Summer.

Project and program refinement criteria for building an integrated land-use and transportation investment strategy

Investments to be emphasized are those that meet one or more of the following refinement criteria:

- Make multi-modal travel safe and reliable
- Target investments to support local aspirations and the 2040 Growth Concept
- Provide multi-modal freight mobility and access
- Expand transit coverage and frequency
- Expand active transportation options
- Reduce transportation-related greenhouse gas emissions
- Address transportation needs of underserved communities



Safe pedestrian and bicycle connections support active lifestyles, improve public health and enhance the quality of life for residents in the region.

How to list projects and costs

Project/program ideas may either be listed out separately or bundled into a broad programmatic category (e.g., active transportation demonstration projects, regional travel option program, regional transportation system management and operations program, region-wide adaptive signal coordination). Highway, road and transit expansion projects that would need to be modeled for air quality conformity should be specifically identified.

Project development costs should be incorporated into overall project costs. Projects that cost more than \$25 million are encouraged to be submitted as discrete phases of project development (e.g., preliminary design, final design and engineering, right-of-way acquisition, and construction) and/or smaller, logical segments. Construction projects that cost less than \$1 million are not allowed. Projects that cost less than \$1 million should be bundled with other similar projects (e.g., bicycle lane striping projects for a particular area) to be consistent with this requirement.

Project eligibility requirement

Projects/programs must address the regional transportation system consistent with regional system definition endorsed by JPACT on June 11, 2009.

Requested endorsements

Each staff-level county coordinating committee is requested to have the policy-level county coordinating committee endorse the projects submitted to Metro. This endorsement could happen before or after the July 29 submittal deadline, but must be obtained prior to the August 13 JPACT meeting.

Federal priorities Excel form

A “Federal priorities” project list form (in Excel format) will be provided for sponsors to use to update their current financially constrained system. Sponsors should use this form to:

- Identify projects in the current federal priorities list that have been completed
- Identify projects that are no longer being pursued
- Identify committed projects (e.g., those projects earmarked in House Bill 2001 or that have dedicated funding from some other source, such as the 2010-13 Regional Flexible Fund Allocation)
- Update project details on the current federal priorities list
- Add new projects to respond to new information.

“State” RTP investment strategy Excel form

A “State” RTP Investment Strategy project list form (in Excel format) will be provided for sponsors to use to identify those projects that should be included in the “state” RTP project list for the increment above the Federal priorities list. Sponsors should use this form to:

- Identify committed projects (e.g., those projects earmarked in House Bill 2001 or that have dedicated funding from some other source)
- Update project details for projects on the “state” project list
- Add new projects to respond to new information.

Project evaluation and review process

Projects and programs submitted will undergo a system-level performance evaluation, policy review and formal public comment as part of the process of deciding which projects are to be included in the final RTP. A public comment period will be held from September 15 to October 15, 2009. The performance evaluation is planned for completion in October 2009. The policy review, performance evaluation and public comments will be considered by the Metro Council, JPACT and MPAC prior to final action in December 2009.

Due July 29, 2009
Submit project list forms electronically to:

Josh Naramore
Metro
600 NE Grand Ave.
Portland, OR 97232

e-mail: joshua.naramore@oregonmetro.gov

Ensuring equitable transportation access to people of all ages, incomes and levels of ability ensures that residents of a community have access to jobs, school, affordable housing choices and recreation opportunities.



Metro
People places. Open spaces.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro representatives
Metro Council President
David Bragdon
Metro Councilors
Rod Park, District 1
Carlotta Collette, District 2
Carl Hosticka, District 3
Kathryn Harrington, District 4
Rex Burkholder, District 5
Robert Liberty, District 6
Auditor
Suzanne Flynn

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TIMELINE

June 10 and 11	MPAC and JPACT provide direction on transportation investment priorities for the RTP. Local and regional agencies will use these instructions to refine project lists in the RTP.
Late June-July	Local and regional agencies refine investment priorities in a series of meetings. Call your local agency and Metro liaison contacts for more information.
No later than July 29	Local agencies submit project list refinements to the RTP financially constrained list and additional priority projects to be included in "state" RTP investment strategy to Metro. Projects must be in the RTP financially constrained list to be eligible for federal funding.
Sept. 15 - Oct. 15	Public comment on RTP policies, projects and funding strategies.
Oct. to Dec. 2009	JPACT, MPAC and Metro Council review public comments, preliminary system analysis, and recommended amendments, and then consider approval (by Resolution).
Jan. - March 2010	Staff completes final analysis, prepares regional, state and federal findings and a final document, and develops functional plan amendments to guide local plan implementation.
Spring-Summer 2010	Final public comment period on final draft RTP. JPACT, MPAC and Metro Council review public comments and consider final adoption (by Ordinance).

RESOURCES

Several resources will be available as you update and develop your project lists. Metro has land use and transportation staff liaisons for each county and the City of Portland to participate in meetings and assist you.

Maps, documents and related-materials are available to download from Metro's website at www.oregonmetro.gov/rtp/callforprojects:

- Adopted RTP goals
- JPACT-endorsed regional system definition and modal system maps
- Draft Transportation System Management and Operations (TSMO) action plan
- Draft Regional Freight Task Force investment priorities summary
- High capacity transit plan corridor rankings
- 20 Blue Ribbon Committee for Trails and Active Transportation Trail Packages
- Oregon House Bill 2001 earmarked projects
- 2010-2013 Regional Flexible Fund Allocation projects
- Atlas of mobility corridors and needs assessment summary
- Local aspirations submittals
- Project lists by jurisdiction
- Project maps by subarea
- Air Quality Conformity worksheet

MPAC Employment Subcommittee

June 2009

Context

Metro's preliminary employment urban growth report analysis suggests that the region can accommodate projected industrial employment demand within the existing urban growth boundary. It does not address unique format or land configuration needs of specific types of employment. Past experience has shown that some land brought into the boundary for industrial purposes has been converted to other land uses. In some circumstances public investments have been made to support industrial uses in certain locations, but other uses have taken advantage of past investments. Additionally, some of the industrial land currently inside the boundary is not well served by infrastructure or is otherwise constrained.

Subcommittee charge

To support a strong regional economy and business retention and recruitment, MPAC is creating a subcommittee to identify approaches to meet large lot, large employer needs while implementing the 2040 regional vision. Options include:

- Pursue land assembly and brownfield redevelopment in existing industrial areas;
- Target infrastructure investments to make land inside the UGB shovel-ready, and identify approaches to protect the public's investment;
- Bring parcels into the UGB and severely restrict conversion; and
- Leave parcels in an Urban Reserve and create a fast-track process to bring it into the UGB when needed.

Schedule

The subcommittee will meet for two hours once a month for six months, making periodic progress reports to MPAC. Suggested meeting topics include:

July 2009:	Introduction to issues; pros and cons of fast-track and restrictions on conversion
August:	Fast-track process
September:	Best practices for restricting conversion; revisions to fast track process
October:	Guidelines for restricting conversion
November:	Approaches for land assembly and brownfield redevelopment
December:	Supporting shovel-ready industrial land, protecting public investments
January 2010:	Recommendations for meeting large lot, large employer needs

Proposed participants

- Councilors Hosticka and Park
- MPAC members: Jerry Willey, Shane Bemis, Denny Doyle, Richard Whitman
- Business representative: Mike Wells, Wells Development
- PDC: Bob Alexander
- Port: Susie Lahsene
- Site selector expertise: Steve Petersen, CH2M Hill; Charlie Allcock, PGE
- Local staff expertise: Doug Rux, Tualatin or Pat Ribellia, Hillsboro; Gary Barth, Clackamas County; Steve Dotterer, Portland (Bob Clay alternate)

Staff support

- Robin McArthur, facilitator
- Dick Benner, legal
- Malu Wilkinson, UGR project manager

MPAC Assignments to Small Group Discussions
July 8, 2009

Employment Urban Growth Report	Equitable Distribution of Burdens and Benefits
Donald McCarthy	Judy Shiprack*
Amanda Fritz*	Mike Weatherby
Jack Hoffman	Sam Adams
Dick Jones	Charlotte Lehan
Jerry Willey	Jody Carson
Richard Burke	Richard Kidd
Nathalie Darcy	Rick Van Beveren
Michelle Poyourow	Wilda Parks
Alice Norris	Dilafruz Williams
(Shane Bemis)	Denny Doyle
	(Tom Brian)

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):

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

Advisory members:

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

Liaisons:

Carl Hosticka	Robert Liberty
Rod Park	

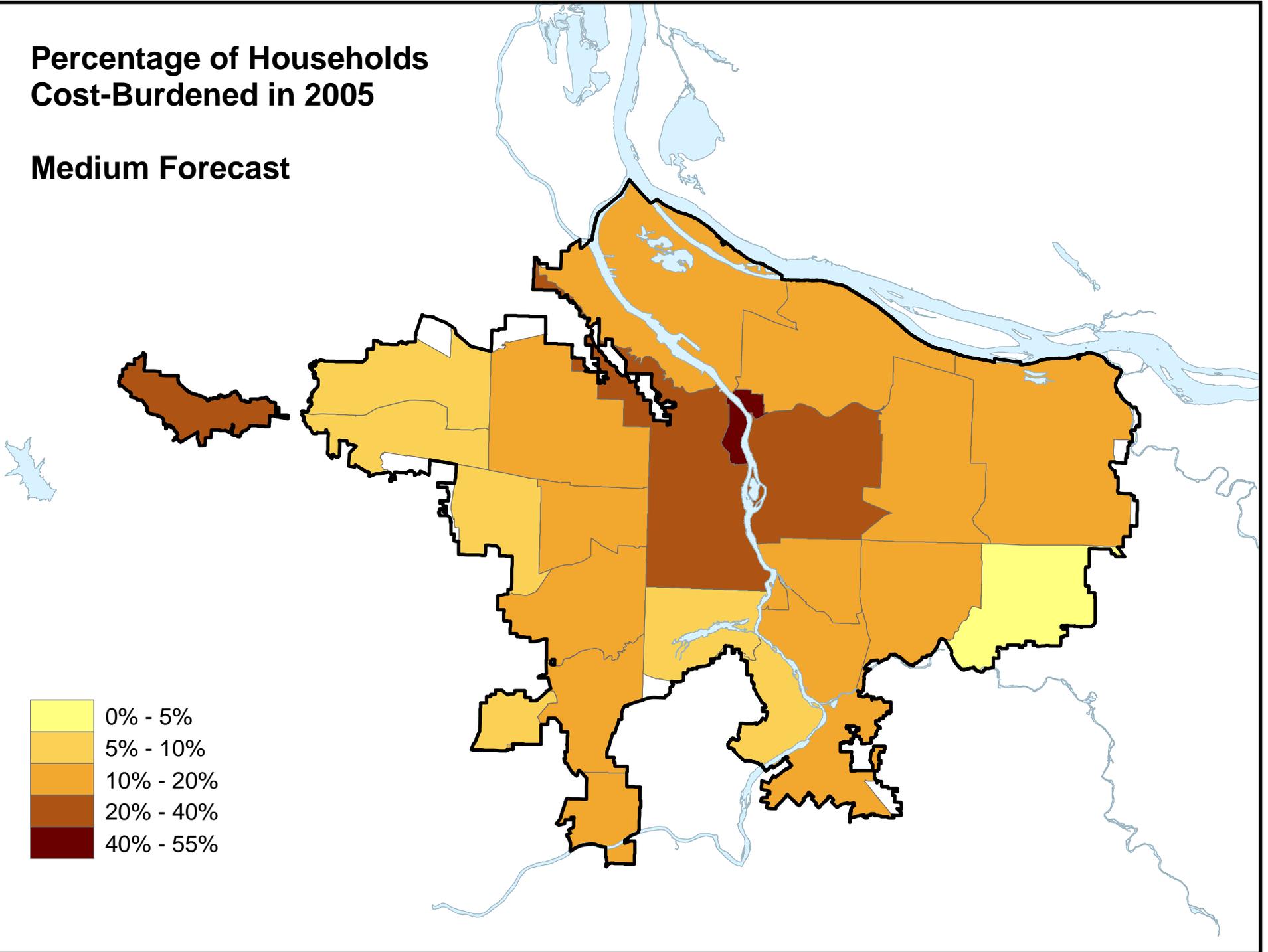
Room Assignments:

370	270
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*= suggested MPAC member lead for each group

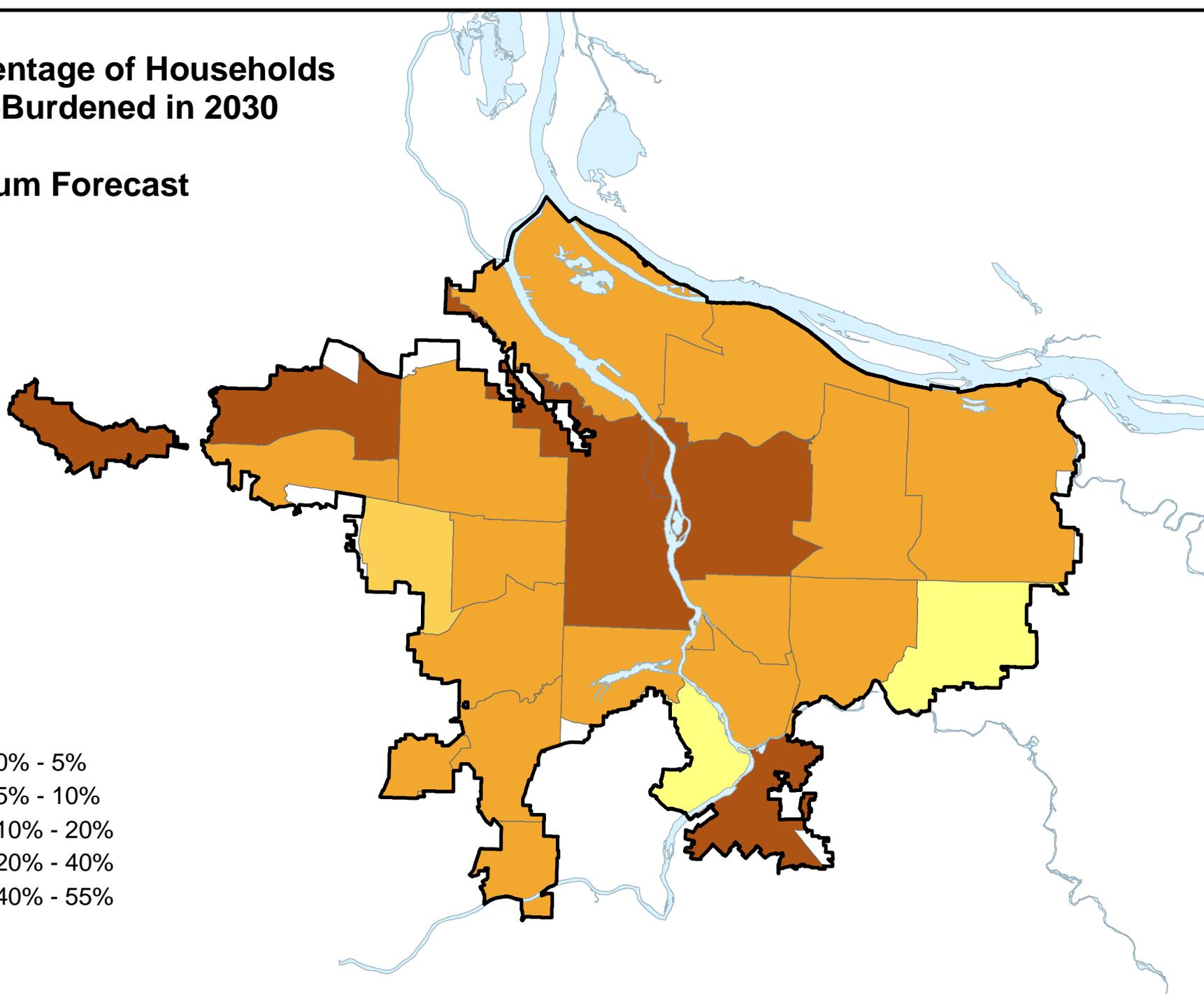
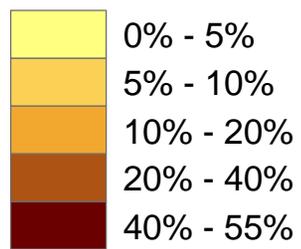
Percentage of Households Cost-Burdened in 2005

Medium Forecast



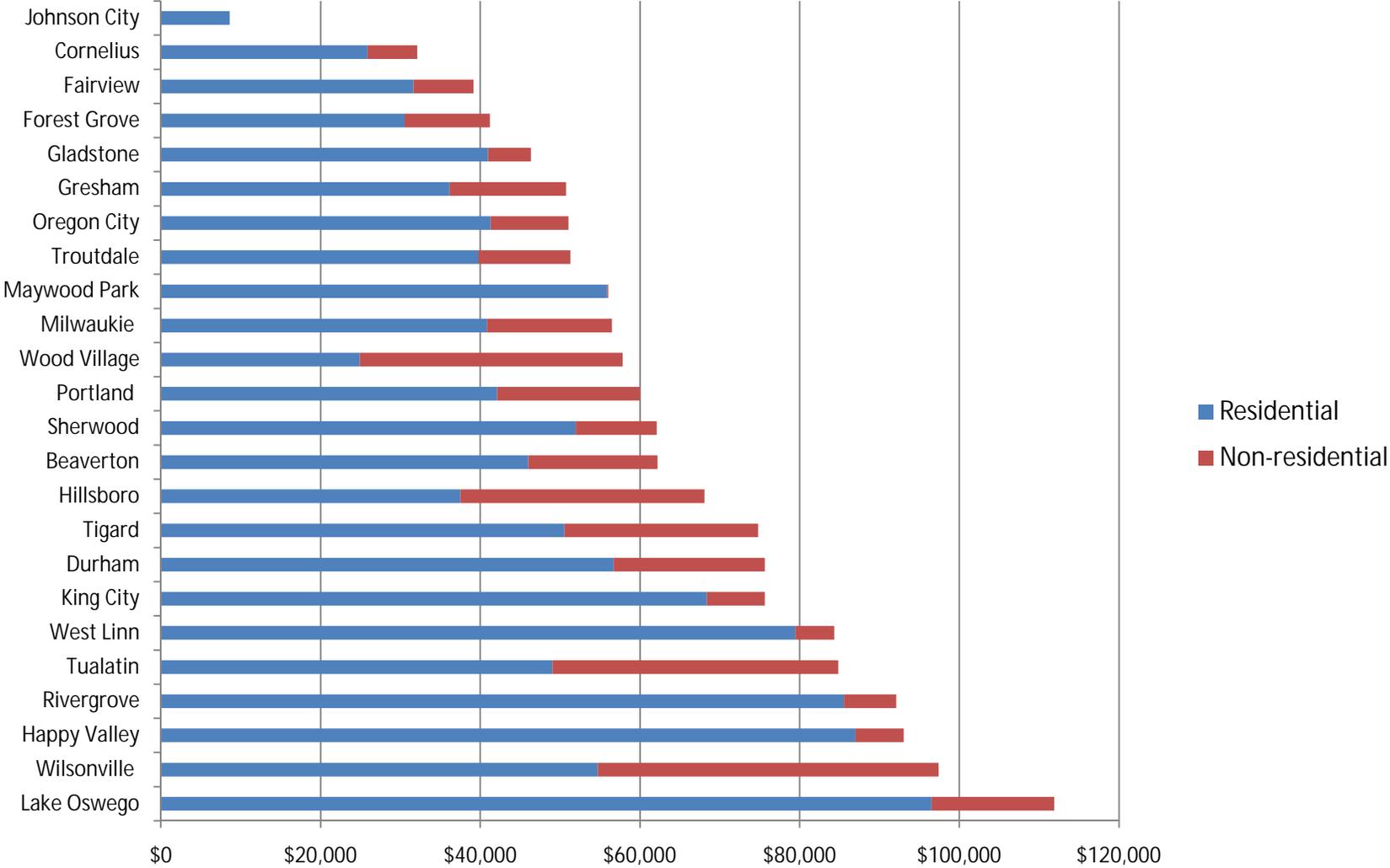
Percentage of Households Cost-Burdened in 2030

Medium Forecast

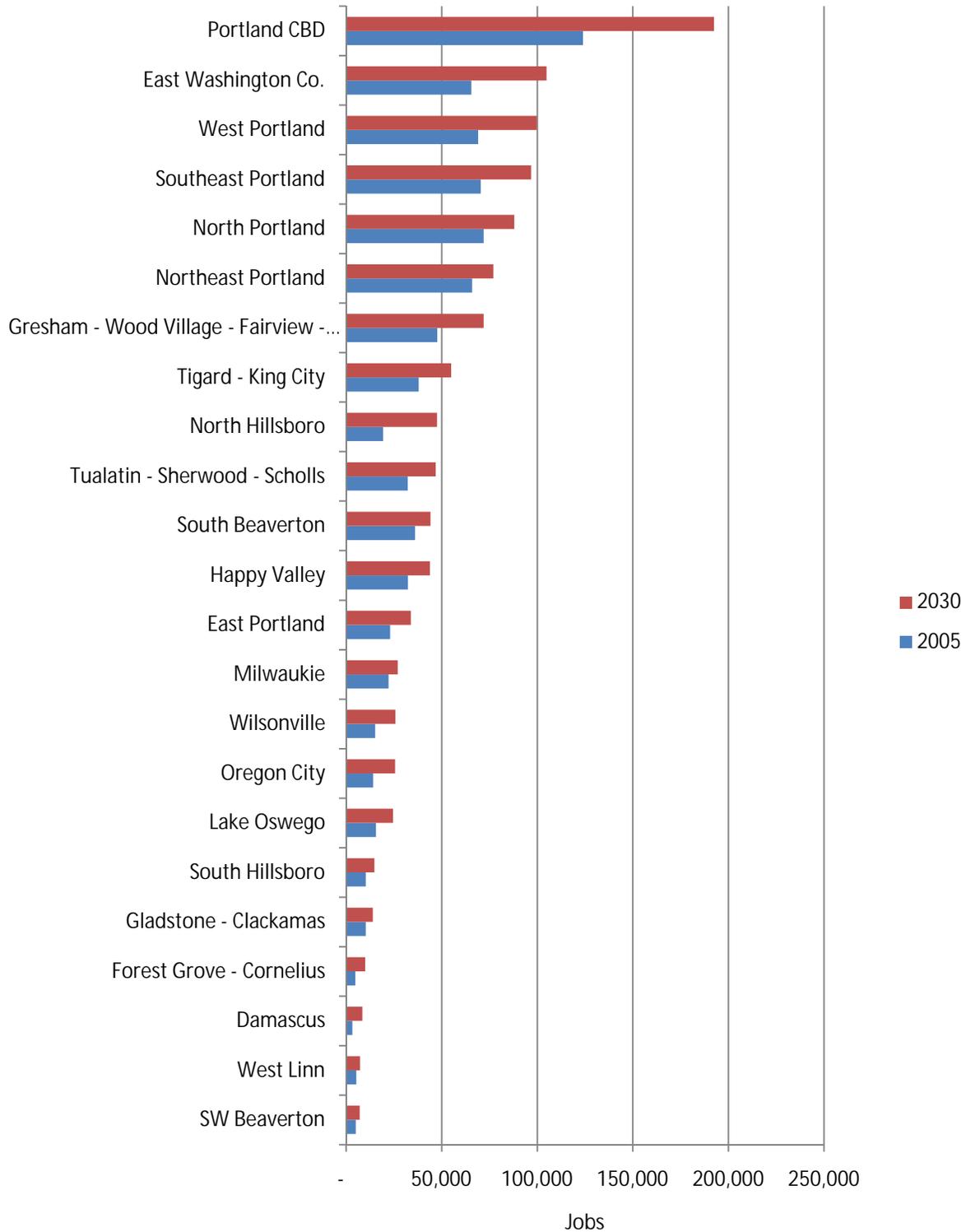


Taxable property value per capita by city (2003)

using actual city limits



Total jobs in 2005 and 2030, by subarea assuming current policy direction





Home Builders Association
of Metropolitan Portland

June 23, 2009

The Honorable Tom Brian
Chair, Metro Policy Advisory Committee (MPAC)
600 NE Grand Ave.
Portland, OR 97232

RE: MTAC Discussion & Recommendation, June 17, 2009

Chair Brian:

The Home Builder's Association of Metropolitan Portland (HBAMP) is a member of the Metro Technical Advisory Committee (MTAC) and participated in the June 17th, 2009 discussion of the preliminary Residential Urban Growth Report and Housing Need Analysis (Residential UGR). Several issues of concern were discussed at the meeting with the intent of amending or adjusting portions of the Residential UGR in order to make a more informed decision.

One of the issues put to a vote as a recommendation to MPAC relates to the refill rate (infill + redevelopment = refill). A majority of the members of MTAC voted to recommend the use of a 27% - 40% refill range for calculating needed land supply for future residential growth. The HBAMP strongly urges MPAC to reject this recommendation based on the following factors:

1. The refill rates Metro uses for "attainable high capacity" are one-third higher than historical figures (40% versus 27% at its highest). In order to reach a refill rate of 40% over a 20 year period, the Portland Metropolitan Area would need to perform at a refill rate it has only achieved once in the past twenty years, consistently for the next twenty years. This is an unrealistic and aspirational approach.
2. The refill rate appears to be overly reliant on increased public subsidies (specifically Urban Renewal Districts) and flies in the face of current public opposition to increased zoning capacity in current neighborhoods. There are many who would argue even maintaining the current refill rate would be extremely difficult. The "low hanging fruit", or lands more easily open to refill, are the ones that have largely helped the Metro region achieve the current refill rate. It's likely that most future areas will be more difficult and costly to refill due to the consumption of our best available refill options.

Additionally, it appears that the 71,000 units to be derived from public subsidies listed in the appendix of the residential UGR, (which would only occur in urbanized areas with current Urban Renewal Districts) are on top of the 40% refill rate and not configured as part of the

assumed refill rate. With this, the refill rate actually jumps from 40% to a 63% refill rate. Are we really going to redevelop and infill 63% of all new residential development over the next 20 years?

3. Current neighborhood and city opposition to redevelopment and increased densification of existing housing areas is high, yet Metro claims that rezoning lands to mixed-use residential and adding additional capacity is “critical for protecting the character of existing, single-family neighborhoods.” Our industry sees just the opposite – existing neighborhoods and communities view increased densities and redevelopment as changing the character of their neighborhoods, furthering traffic and congestion problems, and reducing open space around them.
4. Metro’s own public survey shows that a significantly high percentage of those surveyed (57%) rated “encouraging development where I live” as their least desired outcome, and almost 60% stated that “preserving open space where I live” was their most desired outcome. What justification is Metro relying on to assume that such a significantly higher refill rate can actually occur?
5. Members of the MTAC committee admitted when making their vote that the recommendation was based on aspirations for refill rather than reality. The Residential UGR is supposed to be a factual document from which empirical data is gleaned for reasonable assumptions. The aspirations of a jurisdiction and the desire for increased densification should not change reasonable, factually based assumptions for refill.
6. Metro has not yet released its assumptions for a 27%- 40% refill rate range. MTAC members were not presented with any of the assumptions regarding how Metro arrived at the possibility that a 40% refill rate is plausible, yet a recommendation to accept the rate was still made. Isn’t MTAC supposed to be a technical group that examines this data? Prior to making any recommendation, each assumption questioned at the MTAC level should be thoroughly vetted through the committee.

The decision to forward this recommendation to MPAC appears to be rushed and contrived. Furthermore, the inclusion of this recommendation for only ten minutes of discussion at MPAC underplays the importance of this issue. UGB decisions based on a rushed recommendation that by Metro’s own admission has not even been vetted through MTAC or any other filter is of major concern to the HBAMP and should concern all members of MPAC. The HBAMP requests that MPAC reject the recommendation provided by MTAC and direct MTAC to further study this issue before providing any further recommendations.

Sincerely,



Joe Keizur

Interim Vice President of Government & Legislative Affairs/MTAC Member
HBAMP