



METRO POLICY ADVISORY COMMITTEE

October 23, 2009

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Shane Bemis, Vice Chair
Charlotte Lehan, Second Vice Chair
Sam Adams
Matt Berkow
Jody Carson
Nathalie Darcy
Dennis Doyle
Amanda Fritz
Jack Hoffman
Carl Hosticka
Dick Jones
Robert Liberty
Rod Park
Alice Norris
Judy Shiprack
Rick VanBeveren
Mike Weatherby
Jerry Willey
Richard Whitman

AFFILIATION

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

MEMBERS EXCUSED

Tom Brian, Chair
Ken Allen
Richard Burke
Pat Campbell
Robert Kindel
Wilda Parks
Steve Stuart
Dilafruz Williams

AFFILIATION

Washington Co. Commission
Port of Portland
Washington Co. Special Districts
City of Vancouver
City of North Plains, City in Washington Co. outside UGB
Clackamas Co. Citizen
Clark Co., Washington Commission
Governing Body of School Districts

STAFF:

Dick Benner, Rex Burkholder, Carlotta Collette, Andy Cotugno, Kim Ellis, Kathryn Harrington, Milena Hermansky Mike Hoglund, Robin McArthur, Kelsey Newell, Sherry Oeser, Ken Ray, Deborah Redman, Ted Reid, Andy Shaw, Randy Tucker, Malu Wilkinson.

1. WELCOME

Vice Chair Shane Bemis declared a quorum and called the meeting to order at 8:20 a.m.

2. INTRODUCTIONS

Committee members introduced themselves.

3. AGENDA OVERVIEW

Mr. Andy Cotugno of Metro provided an overview of the agenda. Staff requested input from members on the draft Urban Growth Report (UGR) and draft Regional Transportation Plan (RTP); specifically areas of consensus within both draft plans. Where consensus lacks, the committee will discuss specific changes to be made. The deadline for MPAC to propose amendments to the UGR and RTP is Wednesday, October 28th. The committee is scheduled to take action on both reports at their November 18th meeting.

Additionally, due to the lively discussion on Performance Measures at the October 14th MPAC meeting, adoption will be postponed to January 2010.

4. URBAN GROWTH REPORT (RESIDENTIAL)

Mr. Dick Benner of Metro briefed the committee on various components of the UGR, RTP, and Urban and Rural Reserves (URR) decisions and outlined further actions that will be laid out next year. (See attachment A for details.)

Ms. Malu Wilkinson of Metro provided an overview of the different components of the UGR. The UGR is a technical analysis of the region's 20-year population and employment growth and the capacity of the land inside the current Urban Growth Boundary (UGB) to meet that forecasted growth. By the end of 2009, the Council must define the gap between demand and supply. In 2010, discussions will focus on how to fill that gap, either by increasing efficiency within the existing UGB or by expanding the boundary.

Ms. Wilkinson presented a brief overview of technical assumptions used in preparing the UGR and answered questions from the committee. Topics discussed include:

- Refill-rate maps
- "Refill" versus "infill"
- Historical data used in the forecast
- Geographical range of data
- Zoning laws
- Market conditions, investment, and subsidy
- Accountability

Additionally, Mr. Richard Whitman of the Oregon Department of Land Conservation and Development and Mr. Benner provided information on the legal requirements related to the Council's acceptance of the UGR.

The committee agreed that the residential analysis in the Urban Growth Report is sound.

5. BREAK

Committee members briefly recessed for a break.

6. URBAN GROWTH REPORT (EMPLOYMENT)

Ms. Wilkinson directed the committee's attention to the preliminary summary of comments received on the draft employment analysis. Comments fell into three main areas: Forecast, large-lot industrial land, and capacity. Ms. Wilkinson explained that there are three main components of the employment analysis in the UGR: Non-industrial, general industrial, and large-lots industrial.

Mr. Eric Hovee of E.D. Hovee Consulting briefed the committee on the regional employment forecast that informs the UGR. Items he discussed:

- Forecasted growth rates are above the national average
- Manufacturing jobs are expected to increase in number
- Non-manufacturing jobs are expected to grow more than manufacturing jobs
- Employment clusters
- Effects of the recession on companies' activities
- Risks associated with over- or under-estimating employment growth

Committee discussion on Mr. Hovee's presentation included:

- Difficulties associated with moving manufacturing firms to new geographical locations;
- Assumptions used when defining industrial infill;
- The history of what has happened with large-lots that were brought in with recent UGB expansions;
- Wages paid by large-lot employers;
- Ability of neighboring large-lots to consolidate with into larger lots; and
- Infrastructure challenges.

Ms. Wilkinson then summarized technical assumptions used in determining the demand for and supply of employment land, and explained staff conclusions about the need for general industrial land, non-industrial land, and large-lot land. The committee agreed that the UGR provides a sound analysis indicating that there is a 1,000-acre gap at the high end of the demand forecast for non-industrial employment uses.

Mayor Jerry Willey of Hillsboro was concerned that the range for large lot industrial land was too limited and recommended that it should be widened to 200 to 1,500, versus 800 acre parcels, as originally proposed. He cited unemployment rates and new industries as reasoning.

The committee discussed:

- Difficulties involved with trying to assemble large-parcel lots.
- The role of Damascus as it compares with the rest of the region.
- Analyzing from the regional-level versus focusing on counties or smaller jurisdictions.
- The importance of being "shovel-ready."
- Risks and benefits of acting conservatively with respect to large-lot reservation.
- Concept of "regional equity."

Overall, the committee generally agreed on: The importance of availability of land to match, as closely as possible, market demand; the fact that land determined to be "shovel-ready" is more marketable to outside prospective employers; and the importance of having accurate facts upon which to base decisions. The committee did not come to an agreement on whether the UGR presents a sound analysis of large lot needs.

Next Steps

The MPAC Employment Subcommittee is charged with identifying approaches to meet large lot needs while implementing the 2040 regional vision. The Subcommittee's first meeting is scheduled for October 28th.

7. LUNCH

The committee recessed for lunch.

8. REGIONAL TRANSPORTATION PLAN

The draft Regional Transportation Plan (RTP) is scheduled for approval by resolution at the November 18 2009 MPAC meeting and adoption by ordinance in June 2010.

Ms. Kim Ellis of Metro provided background on the RTP. Central to the draft RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region's desired outcomes. The draft plan sets a new course for future transportation decisions and implementation of the 2040 Growth Concept.

Last summer, MPAC and the Joint Policy Advisory Committee on Transportation (JPACT) identified projects to include in the draft plan. Staff evaluated the projects to assess how well the recommended projects performed relative to the performance targets endorsed by JPACT. Preliminary results from the transportation model analysis show the draft RTP does not meet many of the targets including the state targets for reductions in greenhouse gas (GHG) emissions. Ms. Ellis stressed that transportation investments must be combined with land-use and other policy tools to achieve desired goals.

Committee discussion included:

- Cost of fuel assumed in the models;
- Potential for greenhouse gas emissions reductions with pricing mechanisms and other policy instruments;
- Consumer marketing and education; and
- Modeling capabilities of MetroScope.

Mr. Mike Hoglund of Metro briefed the committee on the planned timeline for meeting state and regional greenhouse gas emissions reduction targets as mandated by House Bill 2001. HB 2001 requires Metro to "develop two or more alternative land use and transportation scenarios" designed to reduce GHG emissions by January 2012, and Metro to select one scenario that meets the state targets after public review and comment. Metro will incorporate recommendations from this effort in the next RTP update in 2014.

Discussion item #1: Work plan to address GHG emission reduction.

Staff recommends that Metro lead and effort in coordination with local, regional and state partners. A timeline for further action is also recommended. The committee agreed to accept staff recommendations with no further changes.

Discussion item #2: RTP performance targets.

JPACT endorsed a list of draft performance targets. Staff recommends that adoption of the RTP include these targets. The committee suggested the following refinements:

Safety – By 2035, reduce crashes, injuries, and fatalities by 50 percent compared to 2005.

Freight reliability – By 2035, reduce vehicle hours of delay per truck by 10 percent compared to 2005.

Climate change – By 2035, reduce transportation-related carbon dioxide emissions by 40 percent below 1990 levels.

Active transportation – By 2035, triple ~~the share of~~ walking, biking, and transit ~~trips~~ mode share compared to 2005.

Affordability – By 2035, reduce ~~the share of average households in the region spending more than 50 percent of income combined cost of on~~ housing and transportation ~~by 25 percent combined~~ compared to 2000.

Access to daily needs – By 2035, increase by 50 percent the number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for low-income, minority, senior and disabled populations compared to 2005.

MPAC also discussed the need to explore how the regional-level performance targets could be applied to projects to ensure state, local and regional investment priorities implement the new RTP policies, particularly the greenhouse gas emissions reduction target. The discussion identified three areas for addressing this:

- (1) Monitor the regional-level performance targets as part of periodic updates to the RTP.
- (2) Direct local governments to adopt the new RTP policies and performance targets in local plans and to evaluate local transportation system plan (TSP) performance relative to the performance targets.
- (3) Identify what RTP policies and performance targets to emphasize and criteria for evaluating individual projects in the next policy update to the Metropolitan Transportation Improvement Program (MTIP). The next update is scheduled to begin in winter 2010.

Discussion item #3: State approval of alternative mobility standards

Staff recommends that the Oregon Department of Transportation (ODOT) and Metro staff lead the effort to define alternative mobility standards in coordination with local and regional partners. A timeline for further action is also recommended. The committee agreed to accept staff recommendations with no further changes.

Discussion item #4: Input on corridor refinement policies.

Ms. Deborah Redman of Metro briefed committee members on the Corridor Refinement Plan (CRP) prioritization factors and requested input on factors that will help compare and prioritize the relative urgency of planning for future transportation solutions for five mobility corridors. The committee agreed to accept staff recommendations on the technical factors with no further changes.

9. ADJOURN

Seeing no further business, Second Vice Chair Charlotte Lehan adjourned the retreat at 2:31 p.m.

Respectfully submitted,



Milena B. Hermansky
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR OCTOBER 23, 2009:

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
	Document	10/23/2009	Updated MPAC retreat agenda	102309j-01
	Packet	10/23/2009	Draft UGR MPAC retreat discussion materials	102309j-02
	Chart	10/20/2009	Preliminary summary of comments on draft employment analysis	102309j-03
	Packet	10/23/2009	Appendix 7: Portland metropolitan area housing choice forecasts; subarea profiles	102309j-04
	Packet - charts	10/20/2009	Supplemental materials on draft RTP	102309j-05
	Letter	10/20/2009	City of Tualatin comments re: Making the Greatest Place COO Recommendation	102309j-06
	Letter	10/15/2009	Port of Portland recommendations re: Making the Greatest Place COO Recommendation	102309j-07

UGR Resolution:

- Accepts the population and employment forecasts
- Accepts the UGR

Reserves IGAs:

Required:

- Map of proposed reserves
- Proposed policies for Comprehensive Plans and Regional Framework Plan
- Proposed Planning Period (a number of years between 40 and 50)

Optional:

- Agreement on collaborative process for concept planning
- Agreement on process for minor revisions to UR/undesigned boundaries

Urban/Rural Reserves Ordinance:

- New Regional Framework Plan Policy
- Map of Reserves
- Changes to Urban Growth Management Function Plan (e.g. Title 11, "concept plans")

Concept Plans:

- New Regional Framework Plan Policy (plan before land is added to UGB)
- Designate land use (industrial, center, etc.)
- Current Title 11 elements (street plan, school plan, etc.)
- Urban serves agreements
- Annexation agreements

Regional Transportation Plan Resolution:

- Accepts new RTP policies and projects
- Accepts draft TSMO, High Capacity Transit and Freight plans
- Directs staff to prepare final project analysis and air quality conformity, final documents, new regional transportation functional plan and findings

Regional Transportation Plan Ordinance:

- New RTP policy
- Investment strategy (projects)
- TSMO Plan
- Freight Plan
- High Capacity Transit Plan
- New Regional Transportation Functional Plan

Capacity Ordinance:

- New Regional Framework Plan Policy
- Actions to use UGB land more efficiently
- UGB expansion, if necessary
- Changes to Urban Growth Management Function Plan titles
- Changes to UGB code
- Changes to Boundary Change Code
- Performance measures