

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, Feb. 8, 2012
Time: 5 to 7 p.m.
Place: Metro, Council Chamber

- | | | | |
|----------------|------------|---|---------------------------------|
| 5 PM | 1. | <u>CALL TO ORDER</u> | Jerry Willey, Chair |
| 5:02 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Jerry Willey, Chair |
| 5:05 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:10 PM | 4. | <u>COUNCIL UPDATE</u> | |
| 5:15 PM | 5. | CONSENT AGENDA | |
| | * | • Consideration of the Jan. 25, 2011 Minutes | |
| | * | • 2012 MTAC Nominations | |
| | 6. | <u>INFORMATION/DISCUSSION ITEMS</u> | |
| 5:20 PM | 6.1 | * Population and Employment Forecast and Growth Distribution — <u>DISCUSSION</u> | Mike Hogle
Gerry Uba |
| | | • <i>Outcome:</i> Understanding of project purpose and process, and schedule for recommendation to Metro Council. | |
| 6:20 PM | 6.2 | # Continue Discussion on 2012 MPAC Work Program – <u>DISCUSSION</u> | Jerry Willey, Chair |
| | | • <i>Outcome:</i> MPAC discussion on 2012 work program. | |
| 6:50 PM | 7. | <u>MPAC MEMBER COMMUNICATION</u> | |
| 7 PM | 8. | <u>ADJOURN</u> | Jerry Willey, Chair |

* Material included in the packet.

Material 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.



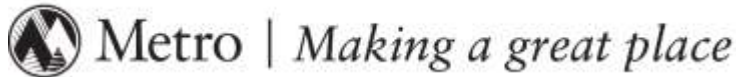
2012 MPAC Tentative Agendas

Tentative as of Jan. 31, 2012

<p><u>MPAC Meeting</u> January 11</p> <ul style="list-style-type: none"> • Climate Smart Communities (endorse Briefing Book and transmittal letter) • Industrial Site Readiness 	<p><u>MPAC Meeting</u> January 25</p> <ul style="list-style-type: none"> • MPAC 2012 Work Program • Greater Portland Metro Export Initiative • “Families Move” – City of Portland presentation on Human Migration
<p><u>MPAC Meeting</u> February 8</p> <ul style="list-style-type: none"> • Population and Employment Forecast and Growth Distribution (Discussion) (Recommendation to council in spring or summer) 	<p><u>MPAC Meeting</u> February 22</p> <ul style="list-style-type: none"> • Greater Portland Pulse
<p><u>MPAC Meeting</u> March 14</p>	<p><u>MPAC Meeting</u> March 28 (Cancelled – spring break)</p>
<p><u>MPAC Meeting</u> April 11</p>	<p><u>MPAC Meeting</u> April 25</p>
<p><u>MPAC Meeting</u> May 9</p>	<p><u>MPAC Meeting</u> May 23</p>
<p><u>MPAC Meeting</u> June 13</p>	<p><u>MPAC Meeting</u> June 27</p>
<p><u>MPAC Meeting</u> July 11</p>	<p><u>MPAC Meeting</u> July 25</p>
<p><u>MPAC Meeting</u> August 8</p> <ul style="list-style-type: none"> • Climate Smart Communities 	<p><u>MPAC Meeting</u> August 22 (Cancelled – council recess)</p>
<p><u>MPAC Meeting</u> September 12</p> <ul style="list-style-type: none"> • Climate Smart Communities 	<p><u>MPAC Meeting</u> September 19</p>
<p><u>MPAC Meeting</u> October 10</p>	<p><u>MPAC Meeting</u> October 24</p>
<p><u>MPAC Meeting</u> November 14</p>	<p><u>MPAC Meeting</u> November 28</p>

MPAC Meeting
December 12

MPAC Meeting
December 26 (Cancelled)



METRO POLICY ADVISORY COMMITTEE

January 25, 2012

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Matt Berkow
Jody Carson, 2nd Vice Chair
Steve Clark
Andy Duyck
Amanda Fritz
Kathryn Harrington
Jack Hoffman
Carl Hosticka
Charlotte Lehan
Annette Mattson
Keith Mays
Marilyn McWilliams
Doug Neeley
Wilda Parks
Barbara Roberts
Loretta Smith, Vice Chair
William Wild
Jerry Willey, Chair

AFFILIATION

Multnomah County Citizen
City of West Linn, representing Clackamas Co. Other Cities
Trimet Board of Directors
Washington County Commission
City of Portland Council
Metro Council
City of Lake Oswego, representing Clackamas Co. Largest City
Metro Council
Clackamas County Commission
Governing Body of School Districts
City of Sherwood, representing Washington Co. Other Cities
Washington County Special Districts
City of Oregon City, representing Clackamas Co. 2nd Largest City
Clackamas County Citizen
Metro Council
Multnomah County Commission
Clackamas County Special Districts
City of Hillsboro, representing Washington County Largest City

MEMBERS EXCUSED

Sam Adams
Shane Bemis
Nathalie Darcy
Michael Demagalski
Dennis Doyle
Jim Rue
Steve Stuart
Norm Thomas

AFFILIATION

City of Portland Council
City of Gresham, representing Multnomah Co. 2nd Largest City
Washington County Citizen
City of North Plains, representing Washington Co. outside UGB
City of Beaverton, representing Washington Co. 2nd Largest City
Oregon Dept. of Land Conservation & Development
Clark County, Washington Commission
City of Troutdale, representing other cities in Multnomah Co.

ALTERNATES PRESENT

Marc San Soucie

AFFILIATION

City of Beaverton, representing Washington Co. 2nd Largest City

STAFF:

Jessica Atwater, Nick Christensen, Alison Kean-Campbell, Robin McArthur, Kelsey Newell, Sherry Oeser, Ken Ray, Ted Reid, John Williams.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Jerry Willey declared a quorum and called the meeting to order at 5:10 p.m.

2. SELF INTRODUCTIONS AND COMMUNICATIONS

All attendees introduced themselves. Councilor Kathryn Harrington highlighted that Michael Brown, new city manager of Hillsboro, was in attendance. Mayor Willey encouraged members to communicate during member communications, particularly in regards to recent local flooding.

Ms. Robin McArthur of Metro passed out a page from the Climate Smart Communities Scenarios Project, Phase 1 Findings report that highlights staffs' work to meet MPAC members' concerns regarding the political and financial feasibility of CSCS. She asked MPAC members to team-up with Metro staff, as well as JPACT and TPAC members to work on this project. She also asked members to please let Metro staff know what they need, and what they want from this project. Metro wants this to be a team effort. Members were encouraged to get in touch with staff to arrange this.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

Mr. Jeff Gudman of the Lake Oswego City Council introduced himself, and informed the group that he was speaking to the group on a personal basis. He is an opponent of the Portland to Lake Oswego Street Car Project, but not the idea of a Portland-Lake Oswego street car, or other alternative transit projects. He is supportive of the Southwest Corridor work Metro and partner jurisdictions are doing, PDX to Sherwood, PCC Sylvania, point of employment. Mr. Gudman thanked the group for their time.

4. COUNCIL UPDATE

- 2012 Legislative Principles
 - Short session begins February 1, 2012.
 - Metro will adopt principles to look to support legislation that:
 - Removes preemptions on local governments and Metro for authority to raise different types of revenue
 - Requires funding with new state mandates
 - Mandate land-use decisions at the local and regional level
 - Looking for opportunities to advance product stewardship in regards to solid waste involvement.
 - Metro is actively involved in 3 bills:
 - Removal of a sunset of authorization Metro currently has to conduct background checks on employees and volunteers who have direct, unsupervised access to children (primarily affects Oregon Zoo)
 - Bill to allow Metro to vacate the ownership of graves in cemeteries when there has been no contact with owner for at least 50 years and owners cannot be found.
 - Resolution honoring the late Steve Apotheker for his contributions to recycling in Oregon
- Metro Attorney, Mr. Dan Cooper, has announced his retirement, planned for November 2012. Deputy Metro Attorney, Ms. Alison Kean-Campbell has been nominated by Metro President Tom Hughes for the position of Metro attorney, subject to confirmation by the Metro Council. MPAC will be informed of an event to celebrate.

- Councilor Harrington announced the Dale Bracewell brownbag event at Metro, and encouraged members to attend.
- Councilor Harrington announced the success of the new veterinary center at the Oregon Zoo, the first project completed with Zoo Bond funds.
- The Metro Exposition and Recreation Commission (MERC) and the Metro Council have been reviewing the Oregon Convention Center's (OCC) role as a venue, how to best accomplish this work. Its primary goal is to host national conventions, it is estimated that our region lost 30 national conventions last year. Having a dedicated hotel room block, of at least 400 rooms, near the OCC would be the best way to book conferences. The Council is considering two approaches, a public private partnership or a privately owned hotel with public incentives. Further discussions on the project will occur, and the Council will keep MPAC updated.

5. **CONSIDERATION OF THE CONSENT AGENDA**

- Consideration of the January 11, 2012 MPAC minutes
- 2012 MTAC Nominations

MOTION: Councilor Jody Carson moved, Commissioner Loretta Smith seconded to accept the consent agenda.

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

6.0 **INFORMATION/DISCUSSION ITEMS**

6.1 **2012 MPAC WORK PROGRAM**

Mayor Jerry Willey, Chair of MPAC, will be gone on March 14th, 2012, Vice- Chair, Commissioner Loretta Smith, will chair. Although Mayor Willey would like to avoid canceling meetings in his absence, the March 28th, 2012 meeting during spring break, the August 14th, 2012 meeting during Metro Council recess, and the November 28th, 2012 meeting during Thanksgiving will most likely be canceled [NOTE: The November 28th meeting has not been canceled, the December 26th meeting has]. The group agreed that if they will be absent at the February 8th, 2012 meeting due to the legislative session, alternates will be sent to MPAC.

Chair Willey emphasized that MPAC must identify a funding source for a program topic if the group asks for Metro to take work on in that topic. The number of MPAC work program surveys completed was low, members were asked to please share what it is they'd like to have on the work program. Survey results with an X next to them currently have a proposed funding source in the upcoming Metro budget; if there is not an X next to the item, or you are not sure if it is unclear if an item has funding, members were asked to please still share their idea.

Some members indicated they are interested in broadening the industrial site inventory discussion to touch on sites that may not be regionally significant, but that regional members are still interested in developing. Other industrial site ideas included discussion brownfields, employment lands, satellite cities outside the Metro boundary, and urban renewal as a redevelopment tool.

Some members disagreed with further discussing industrial lands, and would rather focus on discussing developing the knowledge economy.

Members supported the suggestions to tour Oregon City and the St. John's neighborhood in Portland. Oregon City would focus on economic development and main streets, and the St. John's tour would focus on downtown, main street, and neighborhood development. A tour of the proposed North Clackamas light rail line was also suggested. A tour of the Blue Heron site on the Willamette river in Oregon City was also suggested.

Some members expressed they would like a presentation on the relationship between health and land use, specifically from Portland State University professors or Dr. WHO from Vancouver, BC.

Members agreed that asking Ms. Michelle Reeves on downtown revitalization to MAPC would be beneficial.

Some members said they would like to have presentations from jurisdictions' planning directors to discuss their concept plans to inform decisions that will come before MPAC in 2014 or 2015.

Some in the group said they would like to have more discussions on sustainability, such as tracking how City of Portland's plastic bag ban is faring.

Some members agreed that they support the idea of discussing the 'incorporated' vs. 'unincorporated' development and service issue. Though many of these areas are served by special districts, and some members feel that these issues have already been addressed in Washington County.

A couple of members would like a discuss alcohol licensing and Oregon Liquor Control Commission issues.

Some members would like to discuss land use policies and decisions in our region in the context of the state of Oregon, and would like for with state government to weigh in regarding impacts of these policies.

Some members would like to discuss water provisions; several jurisdictions are discussing partnerships.

Some members want to discuss the Intertwine in terms of public access and utilization.

Members agreed they would like to discuss equity issues.

Chair Willey stated that he will be discussing this with Metro staff to filter out and structure issues that come to MPAC.

6.2 GREATER PORTLAND METRO EXPORT INITIATIVE

Mr. Noah Siegel of Mayor Sam Adams office of the City of Portland presented to MPAC on the Greater Portland Metro Export Initiative.

The City of Portland has developed a focused economic development plan. Mr. Seigel began working with the Portland Development Commission to determine an export strategy. There are not many practical examples of export strategies. The Brookings Institute has done a report looking at export economies at a regional level. The City is working with Brookings to apply to their competitive process to turn this report into a pilot project for the export strategies based on the report for the Portland-Vancouver Metropolitan Service Area. This is a special moment to create change. The Portland region is quite successful in exports, but it could be better. The region currently exports \$22 billion worth of goods, and \$1 billion means about 5,400 jobs.

The State organization, Business Oregon, supports exports. The concentration of Oregon's export value is in the Metro region. President Obama launched a national export initiative 2 years ago to double exports in 5 years, and is currently reviewing progress. The current efforts with the Brookings Institute link the National Export Initiative to the Metro Export Initiative (not referring to Oregon Metro). The Portland Development Commission has to follow the four steps of market assessment, export plan, policy memo, and implementation to follow the Brookings' plan.

Key Findings that drove strategy:

1. Competitive exporting region dominated by one sector
2. Opportunity to strategically target advanced manufacturing
3. Most companies not exporting due to the focus on the US market; need to re-focus on foreign markets; difficult to access services
4. Untapped potential in clean tech jobs

Export Strategy Goals.

1. Create & retain export-related jobs
2. Diversify export industries & foreign markets
3. Increase number of firms exporting
4. Maintain leading export position in U.S. (jobs, value & intensity)

Export Strategy Strategic Objectives

1. Integrate export promotion into **economic development**
2. Celebrate & promote region's export **culture**
3. Encourage use of **infrastructure** including air and maritime port services
4. Provide a platform for national export **policy** positions from the metro region
5. Rationalize the use of scarce **trade resources**
6. Build **C level support** at companies for regional export goals

The strategy will focus on using a cluster strategy. The group is working on defining performance metrics, and defining what an export is. Currently, the focus is on the chain of custody of an export—anything that comes through this region that we add value to, we count as an export.

The best home for the Greater Portland Export Initiative is Greater Portland Inc. There is not a lot of funding available for this—however, the project doesn't believe it needs much additional funding. This project is more about how businesses approach exports. There is a regional advisory committee; Metro Council President Hughes has provided much effective leadership to this project through this Committee. GPEI would like to work as a team with all jurisdictions, and for the project to be included in data gathering by Metro (they will come up with metrics and collect data).

There are many issues that divide us in this region, but most people in the region are pro-exports. It will be necessary and relatively easy to work in partnership with different groups.

The Portland Business Alliance will be hosting a breakfast to roll-out the Initiative.

Next steps for the PEI include finalizing the implementation plan, as well as the strategy & policy memo, presenting to boards & commissions, the public rollout (Feb. 15th), and fundraising.

Brookings will be sharing results of pilot cities on March 8th, 2012. The federal government will have representation at this meeting.

Group Discussion Included:

Types of exports and their prominence in the region were discussed.

- Intellectual property is an export, Brookings has provided data that no one else has developed; royalties are the second largest export in the region. They are striving to include services in the export category.
- 4% of this region's exports are agriculture, when Intel is excluded Intel out, it's 8%.
- Timber is a less important export for the region, it's more important for the state. Timber exports important in the region are value-added timber products, investments in innovation; there is actually a strong furniture base.
- Wheat is not produced here, it only moves through, so it does not count as an export.

Exporting clusters may not be identical to local business clusters; some industries are more important on the international export scale than on the local scale.

Some members would have like the report to go deeper into the topic of the capacity of the region as a portal for locally produced goods, as well as goods produced in other parts of the state.

6.3 “FAMILIES MOVE”—CITY OF PORTLAND PRESENTATION ON HUMAN MIGRATION

Mr. Ronault Catalani of the City of Portland, Bureau of Equity presented on human migration in the Portland metropolitan area. He is the only staff member working on this project, but believes a model where equity issues are addressed in each Bureau is the model to strive for. He thanked Governor Barbara Roberts for being a good example of reaching out to the large wave of immigrants through voter outreach and education during her time in office.

He presented the poem and video ‘What Big Whales, Smart Swifts, and Ambitious People Do (Move).’ This poem and video emphasize that movement of populations toward opportunity is an historic truth of humanity, and discussed that while jurisdictional laws separating communities of different ethnicities and races have been prohibited, U.S. national borders have become less permeable.

Mr. Catalani discussed that the poem tries to move away from the “I” word, immigration, to highlight that this could make it easier for politicians to discuss how to welcome and serve these families into our communities. There is a tremendous amount of social, intellectual, and spiritual capital that is not being integrated into our society here. The families moving here circulate in an energetic cycle—money going back to families, going back to visit families. We are looking for a way

to capture this energy, the highly educated, diversely experienced energies to include in the community.

Mr. Catalani discussed the immigrant population in the Portland area. The City of Portland alone has the 12th largest immigrant population in the U.S. Portland is very compassionate in accepting newcomers. Russian speakers are the Metro region's largest foreign language minority community. The Chinese population in the region is also large.

Much of the re-settlement effort in the Portland area has been a volunteer effort. Twenty percent of the effort has been carried out by the federal government; they have very few resources devoted to it. The federal government does not offer unemployment benefits for these immigrants aside from specific situations. County level work comes from very specific nonprofits (Immigrant and Refugee Community Organization, Africa House). Much help comes from Mutual Assistance Associations (MAAs)—churches, etc... These organizations work with families and individuals to feel like they are part of their community. They are also engaged in Jeffersonian democracy, helping those who cannot vote participate in other ways. The MAAs are very separate from each other, there is not a strategic, integrated approach. There are many of winter coats available, which is wonderful, but we also need old PCs, people to volunteer to take an adult for a driving lesson in a parking lot. Families begin to deteriorate when there are no services to help new individuals acclimatize to their new home in terms of finding work, language, etc. Members in these immigrant communities often have many problems with drugs, kids acting out, etc.

Group Discussion Included:

Members inquired as to how new refugees are introduced into the area. Mr. Catalani shared that the introduction is typically not good. Refugee camps are not comfortable or productive places; when people arrive in the U.S., they are not ready for urban America. They are hard workers, but they are not prepared for the challenges of America, particularly teenagers. Their children are more empowered than they are here, they speak English better and may be able to drive. Adults want to first learn English, then learn to drive.

Members asked if immigrant or refugee children are placed in schools with stronger ties to their culture, and how to prepare them for integration into the school system. The answer is that that is difficult to achieve. Many teachers work very hard to include and support these children, but the kids are not prepared for the “mean kid” culture of America. Better support for families as a unit would better support the children in this transition, and would keep families from unraveling.

7. MPAC MEMBER COMMUNICATION

There were none.

8. ADJOURN

Chair Willey adjourned the meeting at 7:11 p.m.

Respectfully submitted,



Jessica Atwater
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR 1/25/12:

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2.0	Handout	1/11/12	Handout: Page 20 from the Climate Smart Communities Scenarios Project, Phase 1 Findings report, January 2012	12512m-01
6.3	Handout	1/25/12	Poem: 'What big whales, smart swifts, and ambitious people do (move)'	12512m-02



Date: January 31, 2012

To: Metro Policy Advisory Committee

From: John Williams
Deputy Director, Community Development
Chair, MTAC

Re: MTAC Nominees for MPAC Approval

Please see the 2012 nominations for the Metro Technical Advisory Committee in the attached table (the 2 new nominations are highlighted). As per MPAC bylaws, MPAC may approve or reject any nomination.

Any vacant positions are still pending and will be submitted for MPAC consideration as soon as they are received.

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

Thank you.

**METRO TECHNICAL ADVISORY COMMITTEE
2012 MEMBERS**

	<i>Position</i>	<i>Member</i>	<i>Alternate</i>
1.	Clackamas County Citizen	Jerry Andersen	Susan Nielsen
2.	Multnomah County Citizen	Kay Durtschi	<i>Vacant</i>
3.	Washington County Citizen	<i>Vacant (coming in Feb.)</i>	<i>Vacant</i>
4.	Largest City in the Region: Portland	Susan Anderson	Joe Zehnder (1st), Tom Armstrong (2nd)
5.	Largest City in Clackamas County: Lake Oswego	Denny Egner	<i>Vacant</i>
6.	Largest City in Multnomah County: Gresham	Jonathan Harker	Stacy Humphrey
7.	Largest City in Washington County: Hillsboro	Pat Ribellia	Colin Cooper (1st), Alwin Turiel (2nd)
8.	2nd Largest City in Clackamas County: Oregon City	Tony Konkol	Pete Walter
9.	2nd Largest City in Washington County: Beaverton	Don Mazziotti	Tyler Ryerson
10.	Clackamas County: Other Cities	John Sonnen, West Linn	Katie Mangle, Milwaukie (1st), Michael Walter, Happy Valley (2nd)
11.	Multnomah County: Other Cities	Lindsey Nesbitt, Fairview	Rich Faith, Troutdale
12.	Washington County: Other Cities	Julia Hajduk, Sherwood	Jon Holan, Forest Grove (1st), Aquilla Hurd-Ravich, Tualatin (2nd), Richard Meyer, Cornelius (3rd)
13.	City of Vancouver	Laura Hudson	Matt Ransom
14.	Clackamas County	Dan Chandler	Jennifer Hughes
15.	Multnomah County	Chuck Beasley	Karen Schilling (1st), Jane McFarland (2nd)

16.	Washington County	Brent Curtis	Andy Back (1 st), Joanne Rice (2 nd)
17.	Clark County	Michael Mabrey	Oliver Orjiako
18.	ODOT	Lainie Smith	Kirsten Pennington (1 st), Lidwien Rahman (2 nd)
19.	DLCD	Jennifer Donnelly	Anne Debbaut
20.	Service Providers: Water and Sewer	Kevin Hanway (Water)	Dean Marriott (Sewer)
21.	Service Providers: Parks	Hal Bergsma	<i>Vacant</i>
22.	Service Providers: School Districts	Tony Magliano (Portland Public Schools)	Dick Steinbrugge (1 st - Beaverton); Ron Stewart (2 nd - N. Clackamas)
23.	Service Providers: Private Utilities	Shanna Brownstein	<i>Vacant</i>
24.	Service Providers: Port of Portland	Susie Lahsene	Tom Bouillion
25.	Service Providers: TriMet	Jessica Engelmann	Eric Hesse (1 st); Alan Lehto (2 nd)
26.	Private Economic Development Associations	Peter Livingston	<i>Vacant</i>
27.	Public Economic Development Organizations	Tom Nelson	<i>Vacant</i>
28.	Land Use Advocacy Organization	Mary Kyle McCurdy	Tara Sulzen
29.	Environmental Advocacy Organization	Jim Labbe	Bob Sallinger
30.	Housing Affordability Organization	Ramsay Weit	<i>Vacant</i>
31.	Residential Development	Justin Wood	Ryan O'Brien (1 st), Dave Nielsen (2 nd)
32.	Redevelopment / Urban Design	David Berniker	Joseph Readdy

33.	Commercial / Industrial	Dana Krawczuk	<i>Vacant</i>
34.	Green Infrastructure, Design, & Sustainability	Mike O'Brien	<i>Vacant</i>
35.	Public Health & Urban Form	Moriah McSharry McGrath	Paul Lewis (1st), Jennifer Vines (2nd)
	Non-voting Chair	Robin McArthur	John Williams

MPAC Worksheet

Agenda Item Title: Growth (Population and Employment Forecast) Distribution at Local Level

Presenter(s): Mike Hoglund Director, Research Center) and Gerry Uba (Principal Regional Planner (Planning and Development department)

Contact for this worksheet/presentation: Gerry Uba

Date of MPAC Meeting: February 8, 2012

Purpose/Objective

(what do you expect to accomplish by having the item on *this meeting's* agenda): (e.g. to discuss policy issues identified to date and provide direction to staff on these issues)

The purpose of having this item on the February 2012 agenda is to update MPAC on the extensive collaboration effort of Metro and local government staff to distribute the most current population and employment forecast at the local level across the region called traffic analysis zones (TAZ). Oregon law (ORS 195.036; 195.025) requires Metro to coordinate a population forecast for planning purposes inside the UGB. Local governments scheduled by the Oregon Department of Land Conservation and Development to complete periodic review are expected to coordinate their population forecast with Metro. One of the ways Metro coordinates the forecast with local government is through the distribution of the regional forecast population and employment to the TAZ level. The TAZ is the standard unit containing data representing the building blocks of Metro's key forecasting tools (travel demand model and MetroScope).

The distribution information is essential for local and regional planning, such as updating local comprehensive plans (through periodic review), local transportation system plans, and the Regional Transportation Plan. The information is also used for corridor planning.

At the end of the forecast distribution in summer of 2012, the Metro Council will adopt the final results. This update is important as it will give MPAC members an opportunity to understand the distribution process, key assumptions applied in the distribution, concerns expressed so far by local staff about the assumptions, and how Metro is addressing those concerns.

Action Requested/Outcome

(What *action* do you want MPAC to take at *this meeting*? State the *policy* questions that need to be answered; what policy advice does MPAC need to make to Council?)

Comments from local government staff during refinement of the assumptions acknowledged improvement in the current distribution process. Their comments also emphasized areas where the distribution methodology could be further improved. In response, Metro staff has identified additional research that would further refine the redevelopment assumptions, and provide valuable data on the housing and transportation trade-offs, and differentiation of the full range of housing needs in the region. Depending on funding availability, this research would inform the next Urban Growth Report.

During the presentation of the final forecast distribution to the Metro Council in summer, the policy issues and questions will be articulated for MPAC and Metro Council review and discussions. At that time MPAC will have an opportunity to send its recommendations to the Metro Council.

How does this issue affect local governments or citizens in the region?

The results of the forecast distribution benefits local governments:

- Periodic review work
- Comprehensive plan updates
- Transportation system plan updates
- Coordinated planning in areas outside Metro boundary by counties

The results of the forecast distribution benefits also special districts:

- Water and Sewer plan updates
- School facility plan updates
- Fire and emergency preparedness plan updates

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

This is the first time MPAC is updated on the current forecast distribution project. However, the previous forecast distribution included in the Regional Transportation Plan adopted in 2009 was based on older forecast. The current forecast distribution will be based on the most current population and employment forecast and recent policy decisions such as UGB expansion policies and investment decisions.

What packet material do you plan to include?

(Must be provided 8-days prior to the actual meeting for distribution)

None at this time.

Materials following this page were distributed at the meeting.



Metro 2010 – 2045 Growth Distribution Process

Project Update
Metro Policy Advisory Committee
February 8, 2012



 Metro | *Making a great place*

Presentation Overview

- Summarize –
 - Requirements
 - Why it matters
 - Technical Process/Key Tasks
 - Key Issues
- Identify policy issues
- Clarify Metro Council and MPAC roles
- Review schedule & next steps

Growth Distribution Process

2

METRO PLANNING AND FORECASTING COORDINATION

State Coordination Requirements

Population and Employment Forecasts

Metro is responsible for coordinating its regional forecast with the forecasts of local governments in the region (ORS 195.036; 195.025).

Growth Distribution Process

3

Why the growth distribution is important

- Local Governments –
 - Comprehensive Plan updates/Periodic Review
 - Transportation System Plan (TSP) updates
- Special Districts –
 - Water, School, Sewer, Fire & Emergency Management, etc.
- Regional/Metro –
 - Metropolitan Transportation Improvement Program (MTIP) evaluation
 - Regional Transportation Plan (RTP) update
 - Corridor planning (land use, transit, rail)
 - Climate Smart Communities scenario

Growth Distribution Process

4

Project Objectives

- ✓ Learn from previous effort
- ✓ Be more efficient (time, resources, ...)
- ✓ Enhance collaboration
- ✓ Utilize updated data, information, tools
- ✓ Increase usefulness of the distribution information
- ✓ Identify areas for future research

Growth Distribution Process

5

Coordinating population and employment forecasts with growth distribution

Two-Step Process

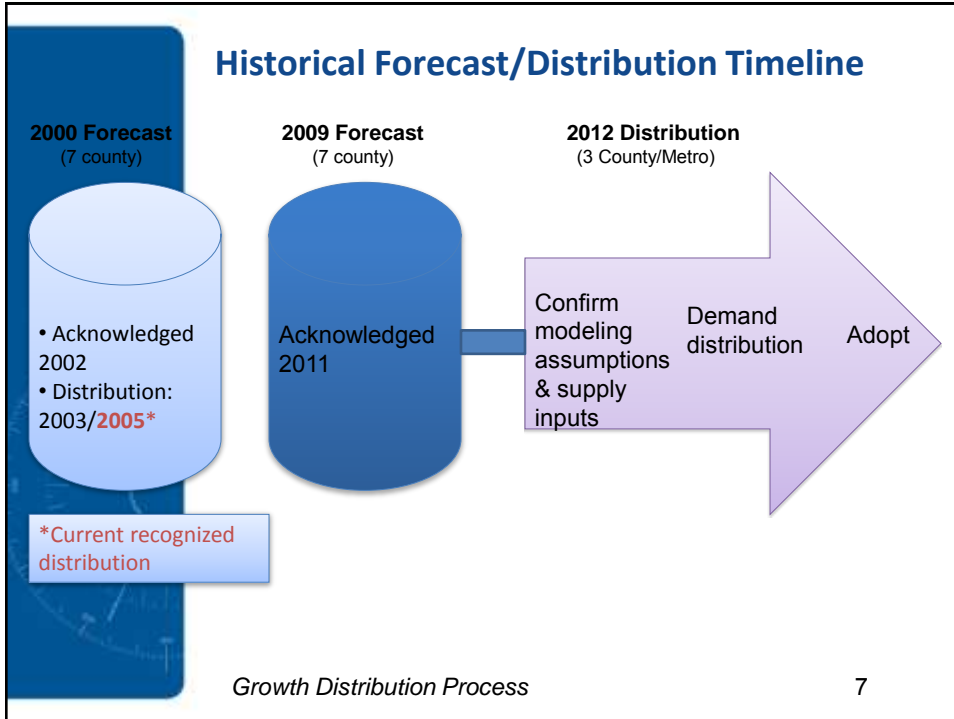
1. Population & employment forecast produced along with a capacity analysis (Urban Growth Report) every five years

*(Forecasts and UGR are basis for determining actions to address any identified **regional** capacity needs)*

2. Metro **distributes** forecast to address **local** capacity needs in coordination with cities/counties

Growth Distribution Process

6



UGR/Growth Distribution – Two Step Process

Urban Growth Report (2009 and 2014)	Growth (TAZ) Distribution (2012)
<ul style="list-style-type: none"> • 2030 planning horizon 	<ul style="list-style-type: none"> • 2045 planning horizon
<ul style="list-style-type: none"> • UGB level 	<ul style="list-style-type: none"> • TAZ level
<ul style="list-style-type: none"> • MetroScope only modeling 	<ul style="list-style-type: none"> • Iterative MetroScope and Transportation modeling
<ul style="list-style-type: none"> • Limited review of model inputs and outputs 	<ul style="list-style-type: none"> • Expanded review of model inputs with local review • Incorporates previous decisions
	<ul style="list-style-type: none"> • More attention to market redevelopment potential
	<ul style="list-style-type: none"> • More attention to housing market segments by tenure, type, location

Growth Distribution

8

Process: Collaboration

- Regional planning directors
- Local government input (inside and outside the UGB)
- Review of methodology and procedures:
 - ❑ County coordination meetings (15)
 - ❑ One-on-one meeting with local governments inside the UGB (24+)
 - ❑ One –on-one meeting with neighbor cities and Clark County, WA (4)

Growth Distribution

9

Process Outline and Schedule –

Timing	Activity Description
Oct. 2010	Planning directors meeting to kick-off TAZ Forecast
Nov. 2010 - Feb. 2011	Update local/regional zoning crosswalk table
Jan. – July 2011	Develop MetroScope Supply Modules (Capacity estimates for residential and employment)
June 2011	Release MetroScope 'Beta' 2010-35 TAZ Forecast (limited release of interim forecast product for EMCP and SW Corridor projects)
July 2011	Planning directors begin review of Supply Modules
Aug. – Sep. 2011	Finalize MetroScope Supply Modules (incorporates final recommendations of supply assumptions of Portland and suburban areas)
Nov. 2011	Limited Release of 'Gamma' 1.0 TAZ Forecast (interim forecast presented to Portland planning for comp plan review)

Growth Distribution Process

10

Process Outline and Schedule (cont'd)

Dec. 2011-Mar. 2012	1st preview of MetroScope Gamma Forecast (local governments can begin reviewing preliminary forecast data)
Apr. 2012	MetroScope Gamma TAZ Forecast restarts (tandem)
June-July 2012	Final Review of MetroScope Gamma Forecast
Summer 2012	Metro Council hearing and adoption of Official TAZ Forecast
Fall-2012	Coordinate w/ partners on research needs for next process

Growth Distribution Process

11

Growth Distribution Process: Key Tasks

Growth Distribution Process

12

Task 1) Revised Local to Regional Zoning (from 700 local zones to 48 regional zones)

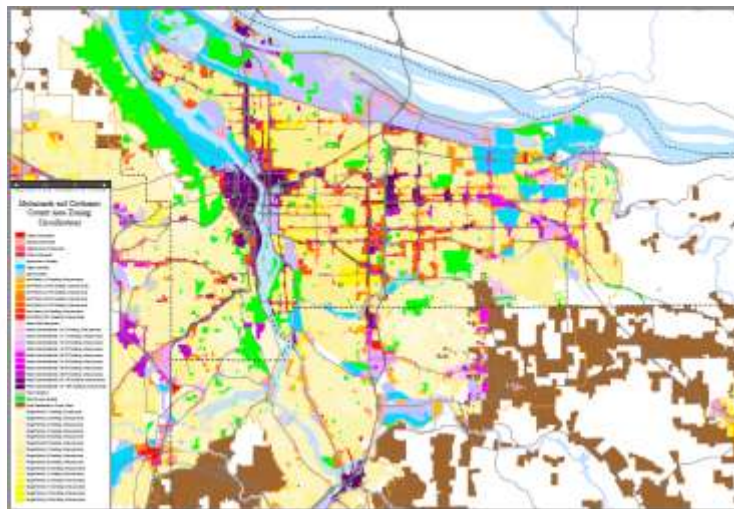
Sample of local zoning

Beaverton residential zones		Milwaukie residential zones
R1	Urban high density—MF	R1
R2	Urban medium density—MF	R1B
R3.5	Urban medium density – Duplex/MF	R2.5
R4	Urban medium density—SF	R3
R5	Urban standard density—SF	R5
R7	Urban standard density—SF	R7
R10	Urban low density—SF	R7PD
		R10
		10PD
		R-O-C

Growth Distribution Process

13

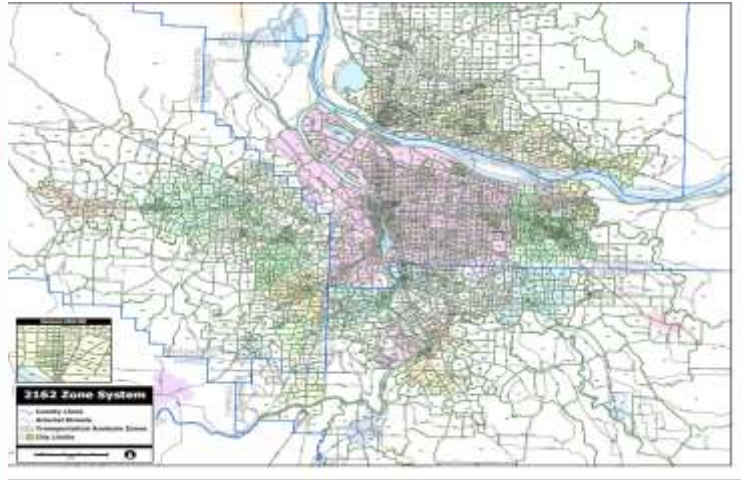
Task 1) Local to regional zoning map



Growth Distribution Process

14

Task 2) Review Transportation Analysis Zones (2,162 zones)



Growth Distribution Process

15

Task 3) Confirmed base year 2010 population and employment estimates

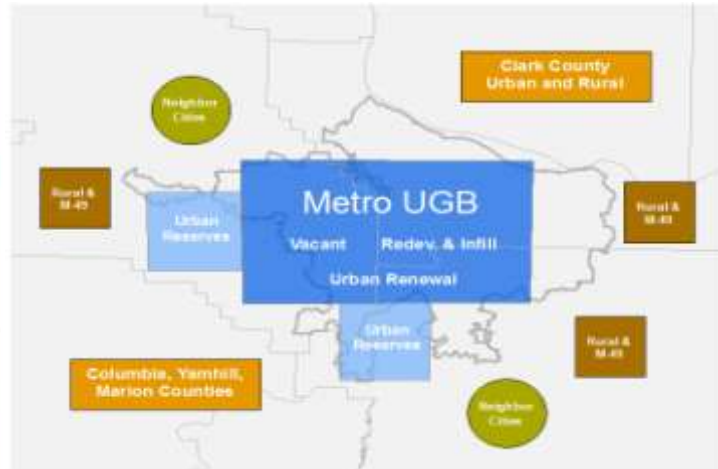
A. Population and Households – Census 2010

B. Employment – State and Metro

Growth Distribution Process

16

Task 4) Estimated land supply/capacity estimates (Buildable land inventory)



Growth Distribution Process

17

Sub-Task 4) Refining Buildable Land Supply Methods/Assumptions

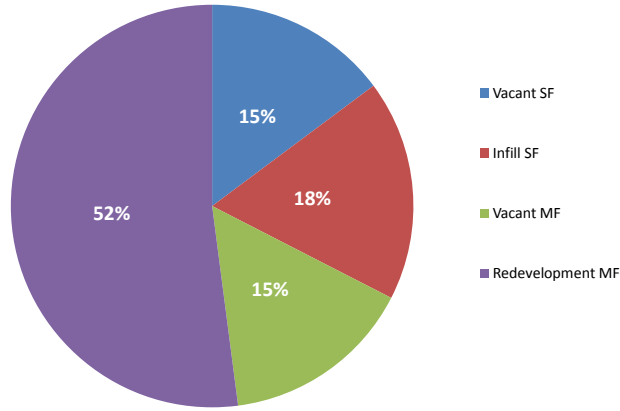
- Vacant and Redevelopment
 - Single family residential
 - Multifamily residential
 - Mixed use residential
 - Commercial
 - Industrial
- New urban areas (post 1997 UGB amendments)
- Urban reserve
- Urban renewal

Growth Distribution Process

18

Sub-Task 4) Dwelling unit capacity by source

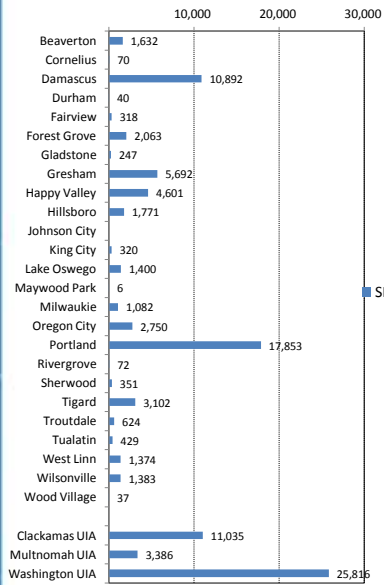
Metro UGB Dwelling Unit Capacity
excl. capacity in: subsidized Urban Renewal & Urban Reserves



Growth Distribution Process

19

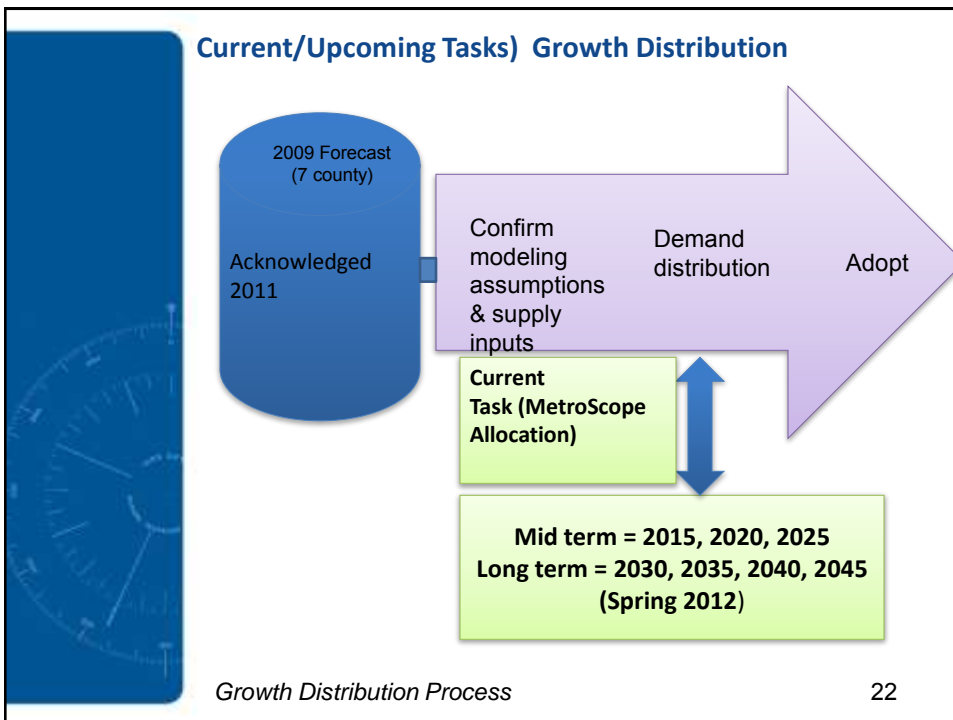
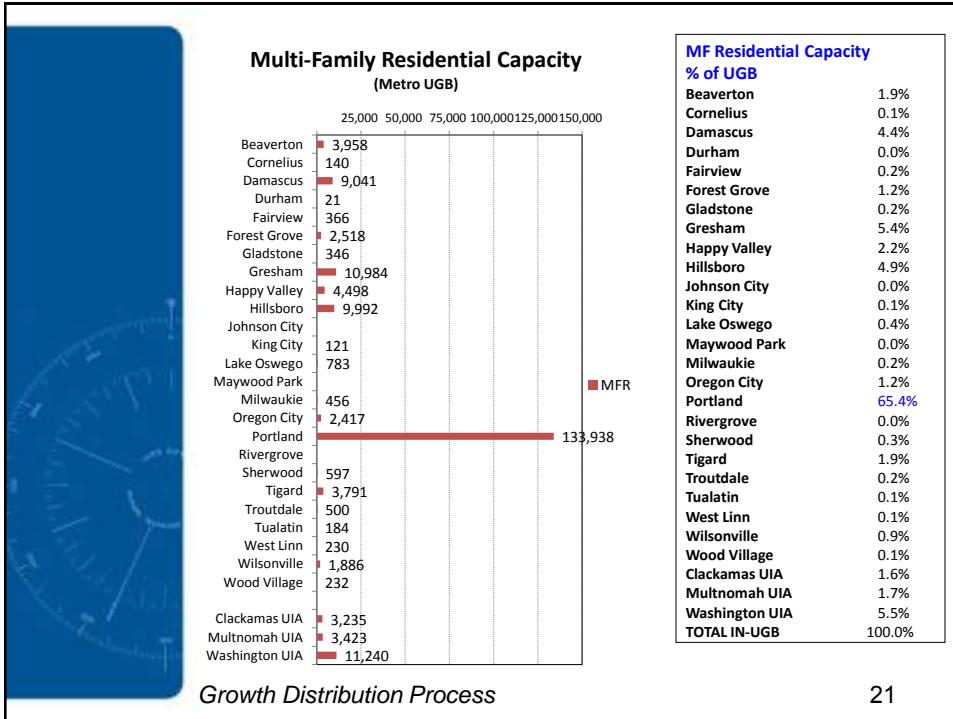
Single Family Residential Capacity (Metro UGB)



SF Residential Capacity	% of UGB
Beaverton	1.7%
Cornelius	0.1%
Damascus	11.1%
Durham	0.0%
Fairview	0.3%
Forest Grove	2.1%
Gladstone	0.3%
Gresham	5.8%
Happy Valley	4.7%
Hillsboro	1.8%
Johnson City	0.0%
King City	0.3%
Lake Oswego	1.4%
Maywood Park	0.0%
Milwaukie	1.1%
Oregon City	2.8%
Portland	18.2%
Rivergrove	0.1%
Sherwood	0.4%
Tigard	3.2%
Troutdale	0.6%
Tualatin	0.4%
West Linn	1.4%
Wilsonville	1.4%
Wood Village	0.0%
Clackamas UIA	11.2%
Multnomah UIA	3.4%
Washington UIA	26.2%
TOTAL IN-UGB	100.0%

Growth Distribution Process

20



Comments/Issues

- Mismatch between residential housing demand/preferences and supply (by zoning)
- Redevelopment supply assumptions

Growth Distribution Process

23

Proposed research

Proposed improvements to the forecast distribution process:*

- Residential choice study enhanced with market segmentation
- Redevelopment supply assumption refinement

**Depending on funding availability*

Growth Distribution Process

24

Key steps

Updates:

- MTAC update on January 4, 2012
- TPAC update on January 6
- MPAC update on February 8

Review of Outputs:

- Local governments' review of mid-term and long-term distributions

Metro Council Adoption:

- Late spring/summer

Growth Distribution Process

25

Questions

- Does MPAC have general questions or comments?
- What additional information would MPAC like to see in the future?
- How would MPAC like to be kept informed?

Growth Distribution Process

26

Nathalie L Darcy
9355 SW Brooks Bend Pl
Portland OR 97223
503-452-4320
fannocat@msn.com

February 8, 2012

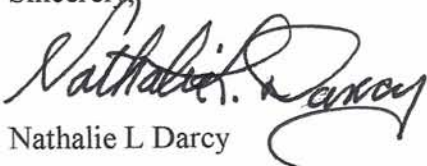
Dear MPAC and Metro Colleagues,

Unforeseen circumstances prevent me from attending tonight's meeting. I had planned to offer some parting remarks about what a true pleasure it has been meeting and working with so many outstanding and talented people: electeds, staff and citizens.

I believe we all share a common desire of "Making A Great Place". Clearly, there are many differing opinions about how we accomplish that. I subscribe to the notion that we can and will create a vibrant and sustainable Portland metropolitan region through cooperation, innovative ideas, regional visioning and smart growth. We are fortunate to live in one of the few places in the country where communities have come together to protect farmland, open spaces, clean air and clean water.

As you know, a new Washington County citizen representative will be chosen later this month. It has been an honor and a privilege to represent the Citizens of Washington County for the past eleven years.

Sincerely,

A handwritten signature in black ink that reads "Nathalie L. Darcy". The signature is written in a cursive style with a large, looping initial "N".

Nathalie L Darcy

2012 Potential MPAC Topics
Draft Priority List
 (Based on MPAC survey results and discussion)

Topics (Greatest MPAC Interest)	Recommended Format	Leads
Climate Smart Communities	Discussion/Recommendation to Council	Metro
Population and Employment Forecast and Local Growth Distributions	Discussion/Recommendation to Council	Metro
Industrial Lands		
Large/smaller lots	Presentation/Discussion	Metro
Inventory outside UGB	Presentation/Discussion	Outside speakers
Inventory inside UGB	Tour	Port of Portland/Local governments
Economic Development	Presentation/Discussion	Greater Portland Inc
Urban Unincorporated Areas	Purpose of discussion?	County representatives
Concept Planning	Purpose of discussion?	Metro/Developer/Local governments
Downtown/Main Street Redevelopment/Urban Renewal	Presentation/Discussion Tour	Metro/Outside speakers Local governments
Corridor Redevelopment	Presentation/Discussion Tour	Outside speaker Local governments
Active Transportation/Intertwine Update	Purpose of discussion? Tour	Outside speakers Local governments
Investment Opportunity Mapping (Using variety of data to illustrate investment opportunities)	Presentation/Discussion	Metro
TriMet Rail/Transit Briefings	Purpose of discussion?	TriMet

Note on Tours:

The initial plan is to have a presentation and discussion at one MPAC meeting to provide information and context followed by a tour at a later date. At the next MPAC meeting following the tour, time on the agenda would be reserved for follow-up discussion and comments about the tour.

Other Potential MPAC Topics:

- Affordable Housing/equity
- Brownfield tools, research (final report)
- Community Investment Initiative
- East Metro Connections
- Greater Portland Pulse
- Quarterly MPAC/JPACT discussions

- Periodic review and comprehensive plan changes
- Food cart liquor licenses
- Water supply
- Discussions with jurisdictions outside Metro region
- Designing Healthy Communities (4-hour public television series)

Bus Service Reductions

Proposed for September 2012

In our Budget Challenges & Choices survey, which ran in December and January, we put forth a number of ideas for addressing our expected budget shortfall, including cutting bus lines that have the lowest ridership. Many of you urged us to preserve these lines, so we are instead proposing to *reconfigure certain bus routes and cut some low-ridership bus trips*, among other cost-saving and revenue-generating measures. These changes would take effect September 2, 2012.

Reconfiguring bus routes

One way we can cut costs without reducing overall mobility is to reconfigure certain bus routes that overlap with other routes. We are proposing changes to 14 routes that run relatively close together in Northwest Portland, North/Northeast Portland and Beaverton: lines 6, 8, 9, 12, 16, 17, 47, 48, 67, 70, 77, 82, 87 and 89. (See details inside.)

We have attempted to redesign these routes so that they do not compete with each other for the same riders, and so that the distance between routes (and thus the maximum walking distance) is more consistent. These changes would not only be cost-effective for us, they would result in a simpler system that is easier for riders to understand. Fixing these built-in inefficiencies will also better position us to restore bus service frequency as the economy improves. Still, the proposed route changes are in fact reductions in service, which means some riders will have to make an additional transfer or walk farther to catch a bus.

» See inside for details on the proposed route changes

Other proposed route changes

We are proposing additional route changes on three lines: 43, 45 and 94.

» For details visit trimet.org/busreductions or call 503-238-RIDE (7433)

Cutting low-ridership bus trips

We are proposing cutting low-ridership trips on 26 bus lines, and eliminating some weekend service on 3 lines. Cutting trips would result in reduced hours of operation and service frequency, and some riders may need to make additional transfers. The proposed changes would affect lines 15, 18, 19, 22, 23, 24, 25, 30, 34, 36, 37, 38, 39, 43, 45, 50, 51, 53, 55, 59, 73, 85, 89, 92, 96 and 155. On lines 22, 32 and 73, all Saturday and/or Sunday service would be eliminated.

» For details visit trimet.org/busreductions or call 503-238-RIDE (7433)

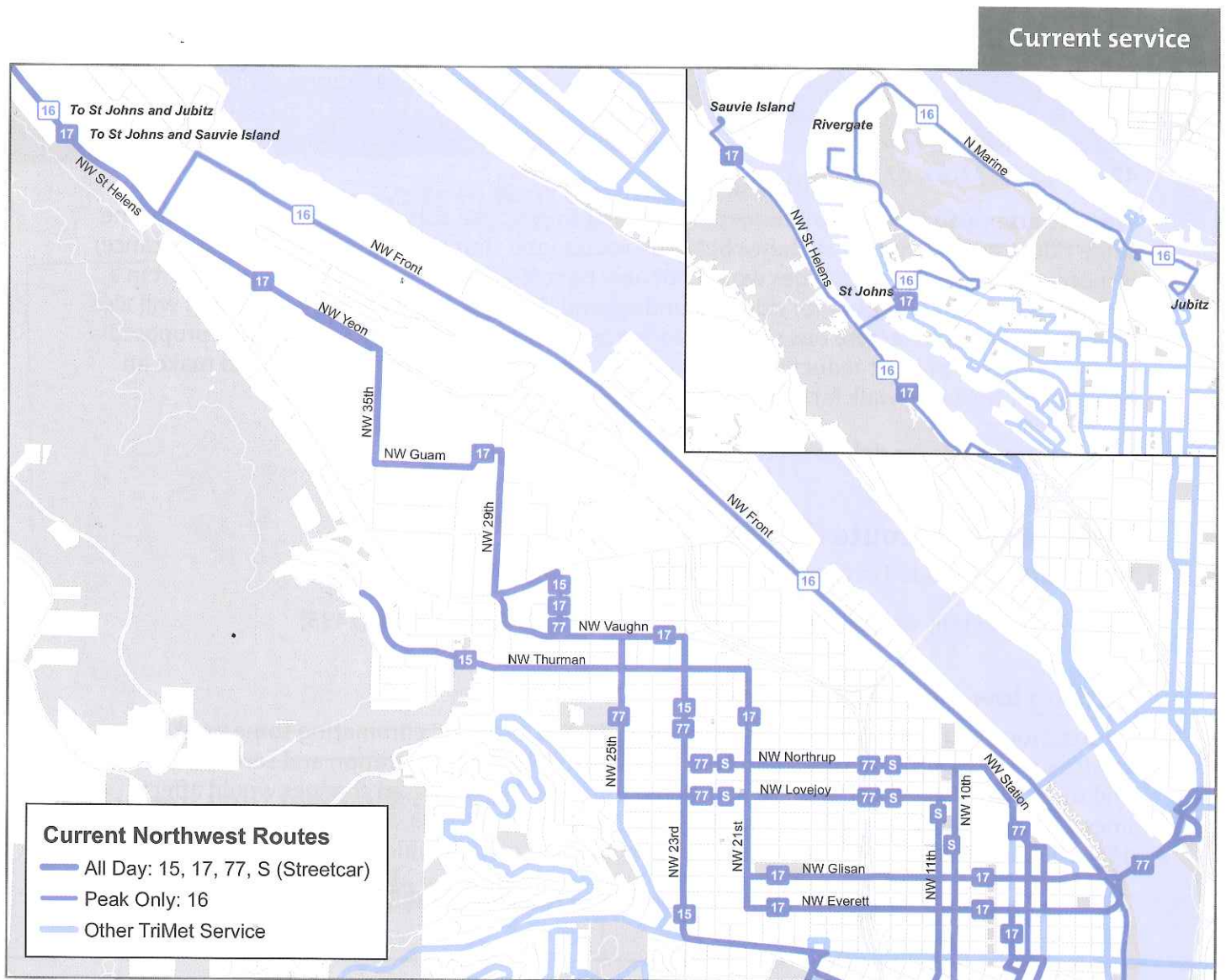
Northwest Portland

Lines 16-Front Ave/St Johns, 17-NW 21st Ave, 77-Broadway/Halsey

Portland Streetcar was added in 2001 without significant bus service changes. Bus ridership levels and patterns in Northwest have changed since then, due to both the addition of the Streetcar and land use/demographic changes.

Line 17 would end at Union Station instead of Montgomery Park or Sauvie Island. Line 77 would serve the current Line 17 route on NW Glisan/Everett streets and NW 21st Avenue to Montgomery Park.

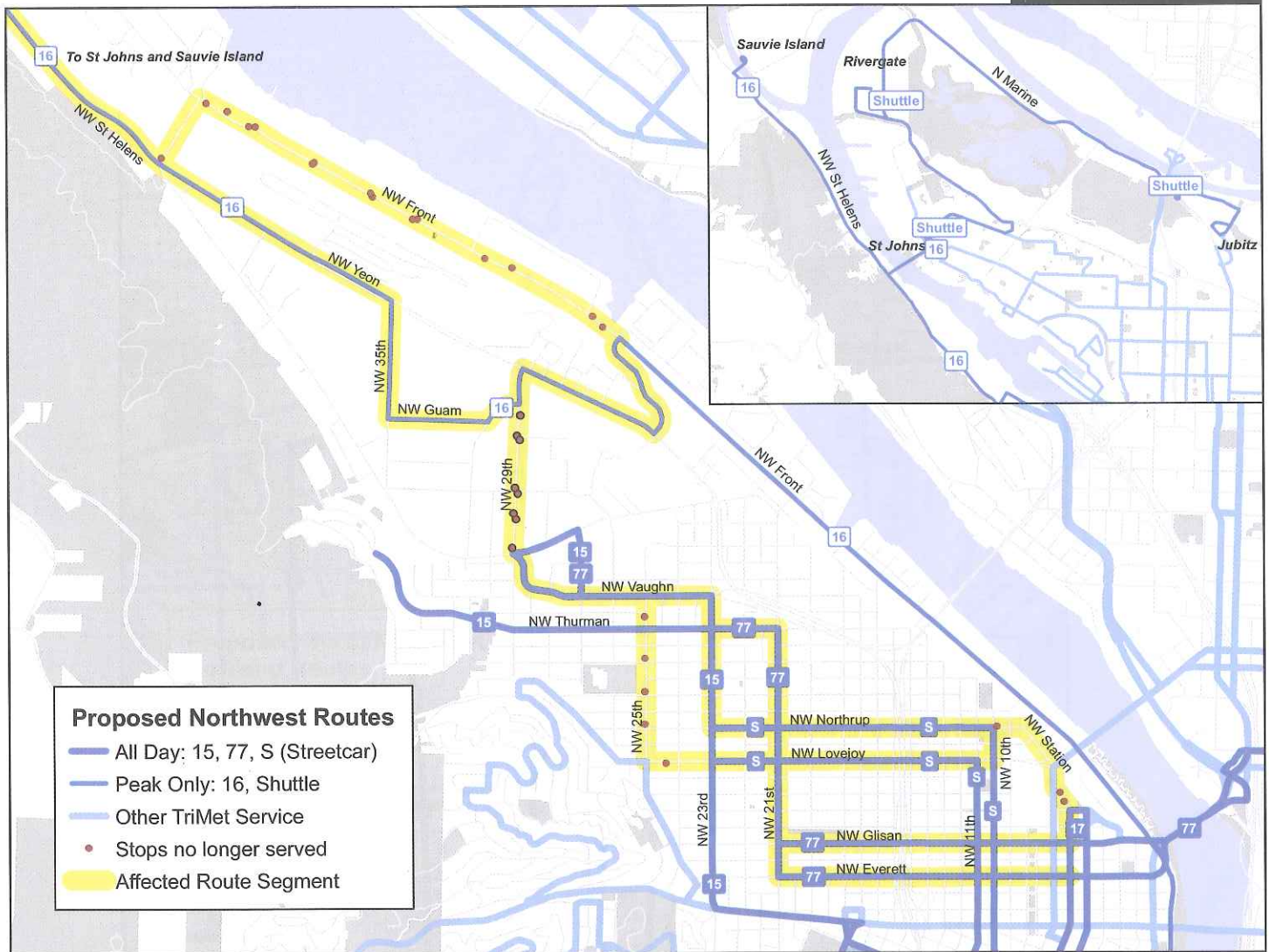
Line 77 would no longer run on NW Northrup/Lovejoy streets, but this stretch would still be served by Portland Streetcar. A few blocks along NW 25th Avenue between NW Lovejoy and Vaughn streets, along NW 29th Avenue between NW 31st Avenue and Nicolai Street, and along NW Station Way between Irving and Northrup streets would not have service.



Line 16 would serve Front Avenue, the current Line 17 route in portions of the NW industrial area, and along St. Helens Road to Sauvie Island via Linnton and St. Johns. Buses would only run during peak hours on weekdays instead of all day weekdays and Saturday. Line 16 would travel through the industrial area on NW Guam Street, 35th and Yeon avenues instead of NW Front Avenue between 26th and Kittridge Avenue. Additional hours of service could be added depending on passenger demand.

Line 16 Rivergate trips would be served by a shuttle bus from St. Johns. Buses would travel between St. Johns and Jubitz along Marine Drive during peak hours.

Proposed service



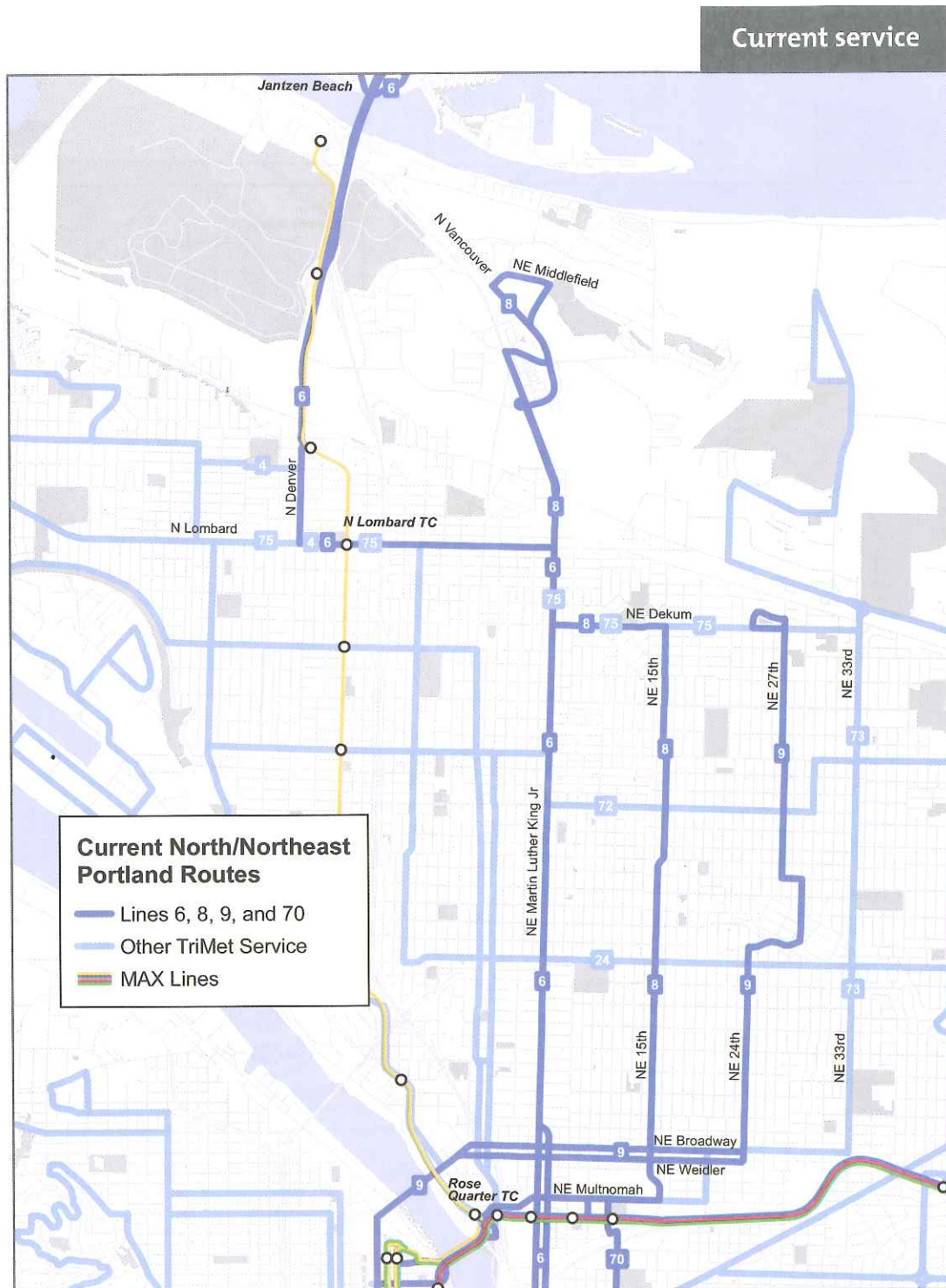
North/Northeast Portland

Lines 6-Martin Luther King Jr Blvd, 8-NE 15th Ave

In 2007 C-TRAN extended a frequent route to connect Jantzen Beach and Vancouver, Washington, with MAX Yellow Line. TriMet also connects MAX to Jantzen Beach with Line 6. This results in three relatively frequent bus lines along parts of N Lombard Street and Denver Avenue and two relatively frequent bus lines connecting MAX to Jantzen Beach.

Line 6 would run from North Portland to Jantzen Beach via Martin Luther King Jr Boulevard and Vancouver Drive instead of via N Lombard Street and Denver Avenue in Kenton, serving current Line 8 stops north of Dekum Street.

Line 8 would end around NE Dekum & 9th.

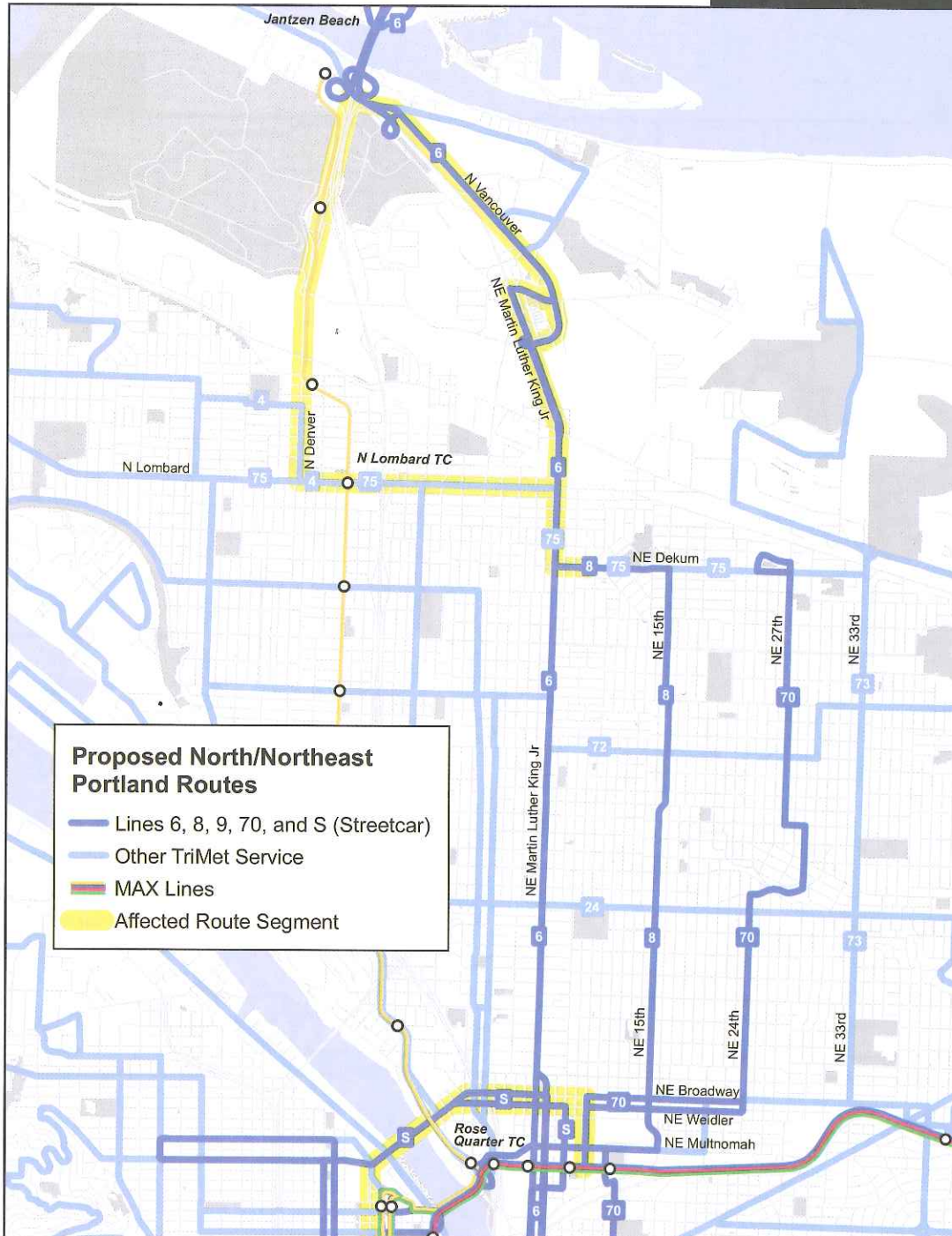


Lines 9-Broadway, 70-12th Ave

Several TriMet lines run along parts of NE Broadway west of NE 24th Avenue. This provides an opportunity to make new eastside connections for both the NE portion of the Line 9 and Line 70 riders.

The portion of the Line 9 from Gresham TC into downtown Portland would not change. The NE end of the Line 9 and Line 70 would be combined at Lloyd Center. This combined line would stay on the Eastside instead of running downtown and would extend through Northeast Portland instead of ending at Rose Quarter. Buses would run along NE Broadway, 9th Avenue, Multnomah/Holladay streets and 12th Avenue. Alternative service for the Line 9 would be available on Line 8. If lines 9 and 70 do not have their routes combined, an alternative may be to combine the Line 73 with Line 70.

Proposed service



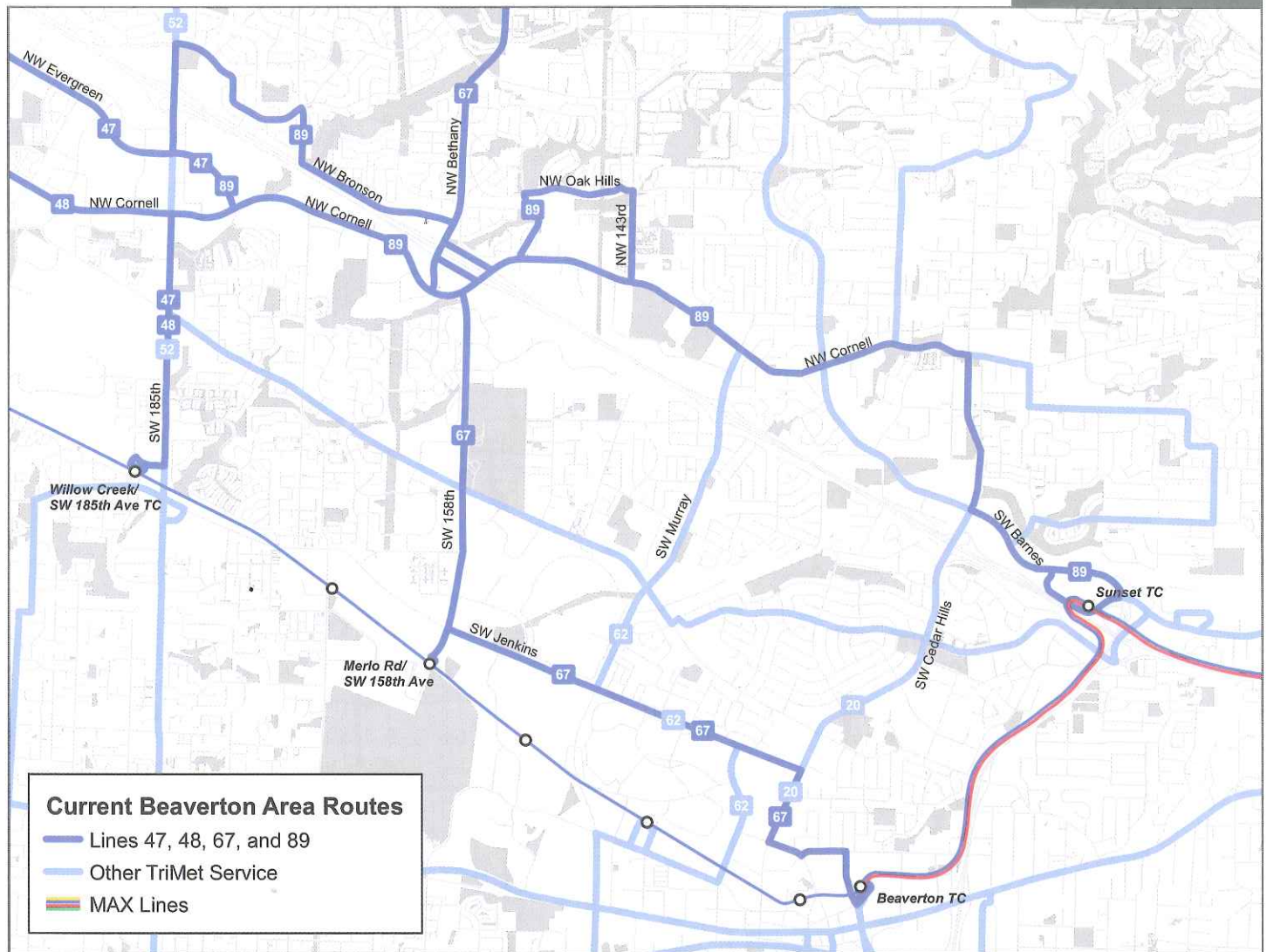
Beaverton Area

Lines 47-Baseline/Evergreen, 48-Cornell, 89-Tanasbourne

These lines would be combined to reduce overlap along NW 185th Avenue, which is served by relatively frequent service on Line 52-Farmington/185th. Lines 47 and 48 would no longer run to Willow Creek/SW 185th Avenue Transit Center. Buses would instead run from Hillsboro to Sunset Transit Center across SW 185th. A short stretch of NW Evergreen Parkway between NW 185th and Cornell would not have service. Line 47 would run for the same number of trips as it does currently. Line 48 would have Sunday service added.

Line 89 would be replaced by lines 47 and 48, but the hours of service along the section that is now served by the line 89 would be shorter than current. Weekdays, the 9:09 p.m. and 10:03 p.m. trips to Sunset Transit Center and the 9:48 p.m. and 10:33 p.m. trips from Sunset Transit Center would be discontinued.

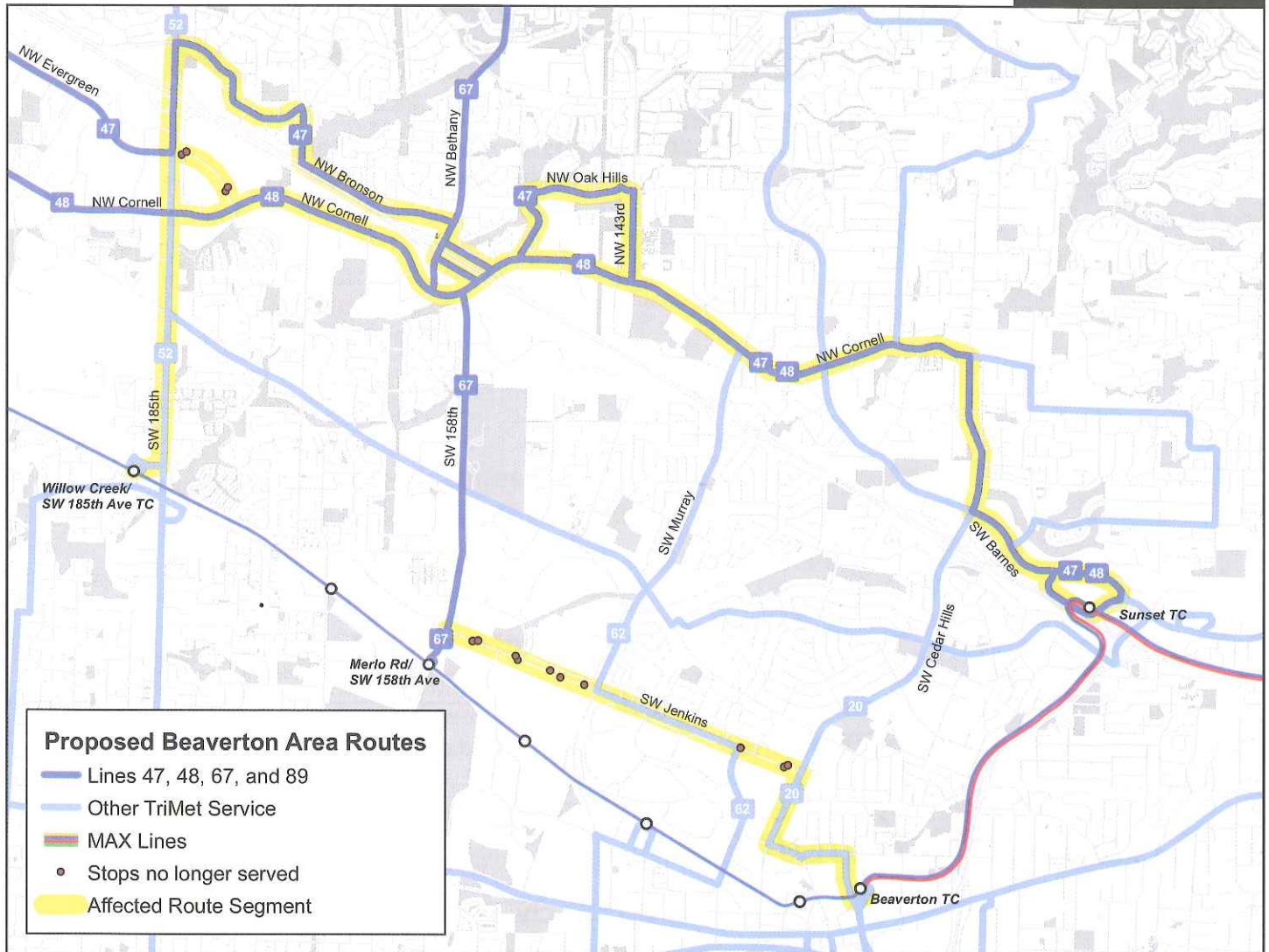
Current service



Line 67-Jenkins/158th

Since other lines serve parts of the same streets as this line in central Beaverton, Line 67 would end at Merlo Road/SW 158th MAX Station instead of running to Beaverton Transit Center along SW Jenkins Road, Cedar Hills Boulevard and Center Street.

Proposed service



Other Potential Changes

Line 12-Barbur/Sandy Blvd

To help buses run closer to schedule and to improve efficiency, Line 12 is being considered for a change so that it would run between Tigard Transit Center and Parkrose/Sumner Transit Center. In Southwest, a new local line from Sherwood would connect at Tigard. In East Portland, a new local line from Gresham would connect at Parkrose.

Lines 82-Eastman/182nd, 87-Airport Way/181st

In East Multnomah County, lines 82-Eastman/182nd and 87-Airport Way/181st are being considered for a change that would combine Line 82 with Line 87. Buses would run north-south along NE 181st Avenue instead of ending at Rockwood. Line 82 would run rush hours only and Line 87 would end at Gateway Transit Center instead of Parkrose/Sumner Transit Center.



Do you have feedback about this proposal? We want to know how the proposed changes would affect you and people you know. **We will be accepting feedback through 5 p.m. on Friday, March 2, 2012.**

Write in your comments below:

Mail this page to *Budget Feedback, TriMet MK2, 4012 SE 17th Ave., Portland, OR 97202*

OR

Submit your feedback online:

trimet.org/choices

Contact us:

Email	<i>comments@trimet.org</i>
Phone	503-238-RIDE (7433), option #5
Fax	503-962-6451
TTY	503-962-5811

Available in other formats.
503-238-7433 · trimet.org





Challenges & Choices

Initial Budget Proposal · *Fares & Service*

I want to thank everyone who provided feedback in our Budget Challenges & Choices survey in December and January. Thousands of people weighed in on the cost-cutting and revenue-generating ideas we proposed to address the agency's expected budget shortfall. Many of you told us you could live with a fare increase if it prevented more service cuts. We also heard a strong preference for keeping bus lines running—even those with low ridership. Your feedback, along with recommendations from our Board of Directors and our Budget Task Force, helped us narrow down our initial ideas into a draft proposal, which is outlined inside. You'll notice we are preparing for a \$17 million shortfall (the high end of our initial estimate), due to the ongoing delays related to our labor contract. I invite you to review the proposed changes, then share your thoughts with us. Your comments will help inform our refined proposal, which we expect to release in early March.

A handwritten signature in black ink that reads "Neil McFarlane".

Neil McFarlane
TriMet General Manager

Options and ideas

October 26, 2011 –
January 18, 2012

Initial proposal

February 8 – March 2, 2012

Refined proposal

March 2 – April 20, 2012

Recommended plan

April 20 – May 23, 2012

Approved changes take effect

September 1 & 2, 2012

INSIDE:

Why is there a budget shortfall? ▶

What are the options? ▶

What are other agencies doing? ▶

Our initial proposal ▶

Share your feedback ▶

WHY IS THERE A BUDGET SHORTFALL?

TriMet is facing a shortfall of up to \$17 million in the next budget year because of lower-than-expected revenue from payroll taxes, anticipated cuts in federal funding, and unsustainable health care costs for union employees. This funding instability comes at a time when there is increasing demand for transit service.

1 Projected revenue from payroll taxes is lower than expected.

IMPACT: \$3 MILLION

About half of our funding for operating buses and trains comes from a payroll tax paid by area businesses. During extended periods of high unemployment, there are fewer workers, leaner payrolls and, as a result, less money for transit. As we slowly emerge from the deepest recession since 1929, employment is at 1999 levels in the Portland area and

job growth is unusually slow. We were expecting to see tax receipts grow 5% next year, but the lagging economic recovery has forced us to reduce our projected revenue by \$3 million.

2 Funding from the federal government is likely to be cut.

IMPACT: \$4 MILLION

There is a great deal of uncertainty over the federal grant program that distributes money (“formula funds”) to state, regional and local governments. These funds provide us with approximately \$40 million in revenue each year.

We are projecting a \$4 million reduction in federal formula funding in Fiscal Year 2013.

3 We cannot afford the rising cost of health care benefits for employees.

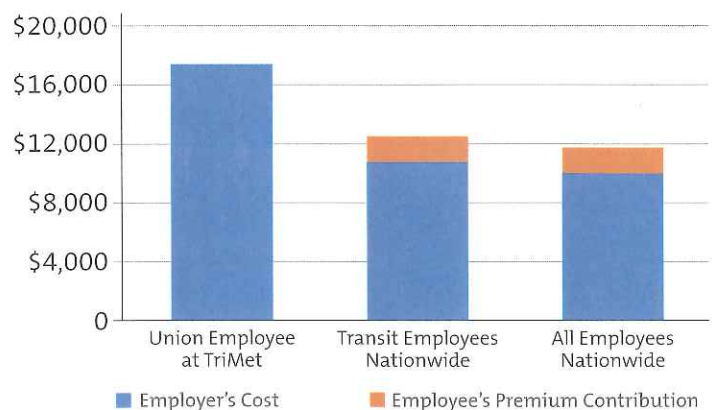
IMPACT: \$5–10 MILLION

The current trend in the cost of benefits for union employees is unsustainable, and we are at an impasse in negotiations with Amalgamated Transit Union Local 757. A recent Employment Relations Board decision removed certain cost-saving proposals from our final offer, so some measures we were hoping to implement—such as bringing wage and health care costs under control—likely will have to wait for a future negotiation (after interest arbitration, which is now delayed).

Because of a 2007 change in the law, we cannot unilaterally implement our final offer to the union. Instead, we must engage in all-or-nothing interest arbitration, a forum in which it is extremely difficult to make significant changes no matter how out-of-line union wages and benefits are.

Cost of Health Care Benefits

Average Annual Cost per Employee, 2011



TriMet's Fiscal Year 2013 begins July 1, 2012.

WHAT ARE THE OPTIONS?

We are looking in three areas to help close our budget gap: internal efficiencies, fares and service. Over the last three years, we have already made a number of administrative cuts, eliminated staff positions, and cut bus service by 13% and MAX service by 10%. As we refine our proposal, we will strive to maintain a rider experience that is safe, dependable, responsive, inviting and easy.

Internal Efficiencies

To balance our budget during the recession, we have cut costs, cut administrative staff, delayed investments, used stimulus money and depleted our reserves. We made cuts to non-union employee and retiree benefits, eliminated 200 positions, and implemented executive furloughs and a non-union salary freeze (now in its fourth year). We have delayed replacing older buses, reduced the growth in LIFT paratransit service costs, improved the fuel efficiency of our bus fleet, and reduced employee overtime costs. We continue looking for ways to do more with less, including additional cuts to programs and staff.



Fares

In 2008, we raised fares by 20 cents to cover increasing diesel prices, in addition to the regular 5-cent annual increase for inflation. In 2010, TriMet's fare-free zone was limited to MAX Light Rail and Portland Streetcar. And we recently added more fare enforcement staff to help reduce fare evasion. A fare increase would generate revenue and thereby help avoid more service cuts. But it would also create a hardship for many people—especially lower-income riders.



Service

In 2009 and 2010, we reduced bus and rail service to help address budget shortfalls caused by the ongoing recession. Planned service on MAX Green Line, which opened in 2009, was cut by 33%. These cuts affected nearly every part of the system, with reductions totalling 13% of bus service and 10% of MAX service. Service is our core business, and it's the last place we look to cut. Any additional cuts would focus on our lower-ridership lines and the potential to reduce frequency and hours of operation. We are also considering eliminating parts of certain bus routes that overlap with other routes.

WHAT ARE OTHER TRANSIT AGENCIES DOING?

Like TriMet, transit providers around the country are facing similar budget challenges, and are taking action to preserve as much service as possible for riders. In the past year, many saw decreases in state and local funding and were forced to cut service, raise fares, lay off employees and implement hiring freezes.

U.S. Transit Agencies

According to a recent American Public Transportation Association survey

71%

saw flat or decreased local funding

83%

saw flat or decreased state funding

80%

were forced to cut service and/or increase fares

OUR INITIAL PROPOSAL

We designed this proposal to minimize cuts to service and the overall impact on riders. Still, some of these changes are significant and we want to know how you would be affected. You can provide your feedback using the form on the back.

Revenue-Generating Measures		Cost-Saving Measures			
A	Increase fares and eliminate zones	\$6.0 million/yr	E	Reconfigure bus routes and cut segments with overlapping service; cut low-ridership bus trips	\$2.0 million/yr
B	Make single-ride tickets <i>one-way</i> , create new <i>round-trip</i> day pass	\$3.0 million/yr	F	Reduce MAX frequency (except rush hours)	\$1.5 million/yr
C	Eliminate the Free Rail Zone	\$2.7 million/yr	G	Run MAX Red Line between Airport and SW 11th Ave only (except rush hours)	\$0.9 million/yr
D	Sell ads on TriMet websites and TransitTracker by Phone	\$0.3 million/yr	H	Cut programs and staff as part of ongoing internal efficiencies	\$0.5 million/yr
			I	Adjust LIFT paratransit service boundary to match regular bus/MAX service	\$0.4 million/yr
			J	Reduce annual contribution to Portland Streetcar	\$0.4 million/yr
Total: \$12 million		Total: \$5.7 million			

Total of proposed revenue-generating and cost-saving measures:
\$17.7 million

Why does this add up to more than \$17 million? We expect to make changes to this proposal in the months ahead as we receive more feedback from riders and the community, and this gives us some flexibility to do so.

A Increase fares and eliminate zones

\$6.0
million/yr

WHY WE ARE PROPOSING THIS:

Many riders told us they would prefer a fare increase if it meant fewer cuts to service. In addition, many said they want a simpler system without zones. We are proposing a fare increase, but implemented as part of a shift to a simpler “flat fare” system, where all rides cost the same no matter where you are traveling. Many transit agencies have adopted a flat fare because it is easier to use and more consistent for riders and operators, and because it reflects how riders use the system. Changing to a flat fare would also help prepare us for electronic fare collection in the future.

WHAT THIS MEANS FOR RIDERS:

Fares would increase for most riders (except Honored Citizens) and you would pay the same fare regardless of your destination. There would no longer be fare zones, so the system would be much simpler and easier to use. In this proposal, an Adult single fare costs \$2.50, Youth \$1.65 and Honored Citizen \$1. In each case, a round-trip day pass would cost twice the single fare amount. (See proposal “B” and the fare chart below for details.) *These changes would take effect September 1, 2012.*

B Make single tickets *one-way* (good for two hours) and create a new *round-trip* day pass (good for unlimited rides all day long)

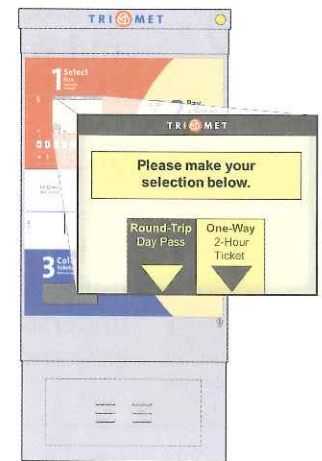
\$3.0
million/yr

WHY WE ARE PROPOSING THIS:

A number of transit agencies have already made the switch to one-way tickets and round-trip day passes. This change would provide the convenience of an all-day pass for riders who currently buy single fares, and it would make the system simpler to understand and easier to use for everyone.

WHAT THIS MEANS FOR RIDERS:

All fares would increase in September 2012, except for Honored Citizen fares. Instead of purchasing two separate tickets to get to your destination and back, you would buy just one round-trip day pass (at twice the cost of a one-way ticket), good for unlimited rides all day long. With a one-way ticket, you would be able to transfer between buses and trains for up to two hours, but making a return trip is not allowed (you would need to buy a round-trip day pass). Most riders make return trips, so the round-trip day pass would provide the convenience and value of unlimited trips all day long, at no additional cost. These changes would also reduce the uncertainty around making your connection or completing your trip on a single fare. *These changes would take effect September 1, 2012.*



	One-Way* 2-Hour Ticket	Round-Trip Day Pass	1-Month Pass
Adult	\$2.50	\$5	\$100
Youth	\$1.65	\$3.30	\$30
Honored Citizen	\$1	\$2	\$26

This table shows how the new one-way/round-trip fares would be priced, under the proposed fare increase and a “flat fare” system. Note that the price of an Adult all-day pass would not change. The price of an Honored Citizen ticket would not change, and the price of Honored Citizen and Youth all-day passes would actually decrease.

* Transfers would be valid for two hours in one direction (no round trips).

C**Eliminate the Free Rail Zone****\$2.7**
million/yr**WHY WE ARE PROPOSING THIS:**

Our region has changed dramatically since “Fareless Square” (free service on buses) was first introduced in Downtown Portland back in 1975. We no longer have the air quality issues that prompted the creation of the free-fare zone, and our transit system has expanded significantly. Service has improved in the suburbs, where communities of color and low-income populations have become more concentrated. While free transit has become a hallmark of Portland’s tourist-friendly city center, TriMet aims to provide equitable service throughout the region and the Free Rail Zone is a benefit exclusive to Downtown Portland and the Lloyd District.

WHAT THIS MEANS FOR RIDERS:

You would have to pay your regular fare to ride MAX Light Rail in Downtown Portland, the Rose Quarter and the Lloyd District. *This change would take effect September 1, 2012.*

D**Sell ads on TriMet websites and TransitTracker by Phone****\$0.3**
million/yr**WHY WE ARE PROPOSING THIS:**

There is potential to generate revenue by placing advertising messages on certain high-traffic *trimet.org* and *m.trimet.org* pages, such as schedules, Trip Planner itineraries and TransitTracker arrival results pages, and on 503-238-RIDE. We understand there is a delicate balance between making the online experience easy and inviting for riders, and using it as an effective advertising platform.

WHAT THIS MEANS FOR RIDERS:

In addition to seeing ads on TriMet websites, riders would hear brief advertising messages prior to arrival times on TransitTracker by Phone at 503-238-RIDE. *These changes would begin in fall 2012.*

E**Reconfigure bus routes and cut segments with overlapping service; cut low-ridership bus trips and some weekend service****\$2.0**
million/yr**WHY WE ARE PROPOSING THIS:**

We can save money by reconfiguring certain bus routes to eliminate overlapping service, and by cutting some low-ridership bus trips. The route changes would occur in areas where routes run relatively close together, such as Northwest Portland, North/Northeast Portland and Beaverton. We would reconfigure the routes so that they do not compete with each other for the same riders, and so that spacing between routes (and thus the maximum walking distance) is more consistent. The other cuts would involve running buses less often (eliminating low-ridership trips) on certain lines.

Service is our core business, and, of course, it's the last place we look to cut. With a goal of minimizing the impact on riders, this proposal takes into account ridership, the availability of alternative service, the use of service for work and school trips, and the operating efficiency of the proposed changes. We also look at transit equity issues to make sure that the changes would not disproportionately affect low-income populations and communities of color.

WHAT THIS MEANS FOR RIDERS:

We are proposing changing the routes on 17 bus lines and eliminating low-ridership trips on 26 bus lines. While reconfiguring routes would save TriMet money and simplify the system somewhat, these are still in fact cuts that affect some riders. Cutting trips would result in reduced hours of operation and service frequency, and some riders may need to make additional transfers. On three lines, Saturday and/or Sunday service would be eliminated. For details, see the enclosed "Bus Service Reductions" brochure or visit trimet.org/busreductions, or call 503-238-RIDE (7433). *These changes would take effect September 2, 2012.*

F**Reduce MAX frequency (except during rush hours)****\$1.5**
million/yr**WHY WE ARE PROPOSING THIS:**

We can save money by reducing MAX frequency at times of the day when ridership is lower.

WHAT THIS MEANS FOR RIDERS:

MAX Blue, Green, Red and Yellow lines would run every 20 minutes in the middle of the day, in the evening and on weekends. Frequency during weekday morning and afternoon rush hours would not change. *This change would take effect September 2, 2012.*

G**Run MAX Red Line between Airport and SW 11th Ave only (except during rush hours)****\$0.9**
million/yr**WHY WE ARE PROPOSING THIS:**

MAX Red Line currently provides direct service to Portland International Airport from anywhere between Beaverton Transit Center and PDX (no transfers are required). Although it is very convenient service, relatively few riders catch the Red Line to the airport between Beaverton and Downtown Portland. The Red Line serves this area mostly because rush-hour ridership is so high that extra trains are needed to avoid overcrowding. By trimming the Red Line back to SW 11th Avenue downtown outside of rush hours, trains are still there when needed for capacity, but not at times of the day when they often run with lower ridership.

WHAT THIS MEANS FOR RIDERS:

You would not be able to catch a Red Line train in the area between Beaverton and Downtown Portland except during weekday morning and afternoon rush hours. Outside of rush hours, airport-bound riders coming from the west side would need to take a Blue Line train and transfer to the Red Line anywhere between Downtown and the Gateway Transit Center. With four fewer trains per hour, this change would also reduce east-west MAX frequency between Beaverton and Downtown outside of rush hours. *This change would take effect September 2, 2012.*

H**Cut programs and staff as part of ongoing internal efficiencies****\$0.5**
million/yr

In addition to reducing costs by \$80 million between 2001 and 2011 through various internal efficiencies, we have cut 200 positions, used stimulus money, and delayed new bus purchases and other investments, in order to weather budget shortfalls caused by the last two recessions. Our non-union employees (which include management) are in their fourth year of a salary freeze and are now paying more out-of-pocket for health care. Non-union retirement benefits have also been trimmed. We propose that our management and employees identify greater savings through efficiencies in departments, programs and functions, while minimizing the direct impact on riders. This includes further reducing staff and program hours, reducing printing and material costs, and finding ways to maximize existing resources.

I Adjust LIFT paratransit service boundary to match regular bus/MAX service

\$0.4
million/yr

WHY WE ARE PROPOSING THIS:

We can save money by reducing the LIFT paratransit service boundary, in accordance with Americans with Disabilities Act (ADA) regulations. This change would align LIFT hours of operation to complement nearby bus and MAX service. TriMet's current LIFT service exceeds ADA requirements.

WHAT THIS MEANS FOR RIDERS:

There would be six LIFT paratransit service boundaries: weekdays, weekday evenings, Saturdays, Saturday evenings, Sundays, and Sunday evenings. As allowed under the ADA, LIFT trips would only be provided if there is complementary bus or rail service in operation during that time. *This change would take effect September 2, 2012.*

J Reduce annual contribution to Portland Streetcar

\$0.4
million/yr

We are proposing to reduce our annual financial contribution toward the operation of the Portland Streetcar by 10%.

JOIN US AT AN OPEN HOUSE

Want to learn more and share your feedback in person? Join us at an open house in February.

Saturday, February 11

Beaverton Library
Conference Room
12375 SW 5th St.
1–3 p.m.

Monday, February 13

Multnomah County East
County Health Center,
Sharron Kelly A&B
600 NE 8th St., Gresham
4:30–6:30 p.m.

Wednesday, February 15

Portland Building
Room C
1120 SW 5th Ave.
4:30–6:30 p.m.

Thursday, February 16

Clackamas Town Center
Community Room
Lower Level
12000 SE 82nd Ave.
4:30–6:30 p.m.

PUBLIC HEARINGS

In early March, we'll release a refined proposal based on the feedback we receive from riders and the community. Later that month, we will be taking official public comments at hearings around the metro area.

Monday, March 19

Clackamas Town Center
Community Room
Lower Level
12000 SE 82nd Ave.
4:30–6:30 p.m.

Tuesday, March 20

Beaverton Library
Conference Room
12375 SW 5th St.
1–3 p.m. & 4:30–6:30 p.m.

Wednesday, March 21

Portland Building
Auditorium
1120 SW 5th Ave.
4:30–6:30 p.m.

Thursday, March 22

Multnomah County East
County Health Center,
Sharron Kelly A&B
600 NE 8th St., Gresham
4:30–6:30 p.m.

Tuesday, March 27

Multnomah County Library
North Portland Branch
2nd Floor Meeting Room
512 N. Killingsworth St.
5:30–7:30 p.m.



Get updates by email

Sign up to receive updates about TriMet's
Fiscal Year 2013 budget process

trimet.org/budgetupdates



SHARE YOUR FEEDBACK:

Do you have feedback about this proposal? We want to know how the proposed changes would affect you and people you know. **We will be accepting feedback through 5 p.m. on Friday, March 2, 2012.**

Write in your comments below:

Mail this page to *Budget Feedback, TriMet MK2, 4012 SE 17th Ave., Portland, OR 97202*

OR

Submit your feedback online:

trimet.org/choices

Contact us:

Email	comments@trimet.org
Phone	503-238-RIDE (7433), option #5
Fax	503-962-6451
TTY	503-962-5811

Available in other formats.
503-238-7433 · trimet.org

