

# Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)  
Date: Wednesday, Feb. 22, 2012  
Time: 5 to 7 p.m.  
Place: Metro, Council Chamber

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|---------|-----|---|---|
| 5 PM    | 1.  | <b><u>CALL TO ORDER</u></b>   | Jerry Willey, Chair   |
| 5:02 PM | 2.  | <b><u>SELF INTRODUCTIONS &amp; COMMUNICATIONS</u></b>   | Jerry Willey, Chair   |
| 5:05 PM | 3.  | <b><u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u></b>  |   |
| 5:10 PM | 4.  | <b><u>COUNCIL UPDATE</u></b>  |   |
| 5:15 PM | 5.  | <b>CONSENT AGENDA</b>   |   |
|         | **  | • Consideration of the Feb. 8, 2011 Minutes   |   |
|         | *   | • 2012 MTAC Nominations   |   |
|         | 6.  | <b><u>INFORMATION/DISCUSSION ITEMS</u></b>  |   |
| 5:20 PM | 6.1 | # 2012 MPAC Work Program – Discussion   | Jerry Willey, Chair   |
|         |     | • <i>Outcome:</i> MPAC discussion on 2012 work program.   |   |
| 5:35 PM | 6.2 | * Greater Portland Pulse (GPP) Financial Plan, Partnership Agreements, Next Steps – <u>INFORMATION/ DISCUSSION</u>  | Mike Hogleund<br>Sheila Martin,<br>PSU Institute of<br>Metropolitan Studies |
|         |     | • <i>Outcome:</i> For MPAC members to better understand the purpose, usefulness, applications, and ongoing resource needs for the Greater Portland Pulse. |   |
| 6:05 PM | 6.3 | * Regional Active Transportation Plan Project Overview – <u>INFORMATION / DISCUSSION</u>  | Lake McTighe  |
|         |     | • <i>Outcome:</i> MPAC understands the project and provides feedback on engagement on the project.  |   |
| 6:40 PM | 6.4 | * Community Investment Strategy – Site Readiness – Brownfields and Parcelization <u>INFORMATION / DISCUSSION</u>  | John Williams   |
|         |     | • <i>Outcome:</i> Provide initial information for future MPAC for addressing barriers to development.   |   |
| 6:55 PM | 7.  | <b><u>MPAC MEMBER COMMUNICATION</u></b>   |   |
| 7 PM    | 8.  | <b><u>ADJOURN</u></b>   | Jerry Willey, Chair   |

- \* Material included in the packet.
- \*\* Material will be distributed in advance of the meeting.
- # Material available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: [kelsey.newell@oregonmetro.gov](mailto:kelsey.newell@oregonmetro.gov). To check on closure or cancellations during inclement weather please call 503-797-1700.



Date: February 13, 2012

To: Metro Policy Advisory Committee

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

Re: MTAC Nominees for MPAC Approval

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Please see the 2012 nominations for the Metro Technical Advisory Committee in the attached table (the 4 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.	<b>Clackamas County Citizen</b>	<b>Jerry Andersen</b>	<b>Susan Nielsen</b>
2.	<b>Multnomah County Citizen</b>	<b>Kay Durtschi</b>	<i>Vacant</i>
3.	<b>Washington County Citizen</b>	<b>Bruce Bartlett</b>	<i>Vacant</i>
4.	<b>Largest City in the Region: Portland</b>	<b>Susan Anderson</b>	<b>Joe Zehnder (1<sup>st</sup>), Tom Armstrong (2<sup>nd</sup>)</b>
5.	<b>Largest City in Clackamas County: Lake Oswego</b>	<b>Denny Egner</b>	<i>Vacant</i>
6.	<b>Largest City in Multnomah County: Gresham</b>	<b>Jonathan Harker</b>	<b>Stacy Humphrey</b>
7.	<b>Largest City in Washington County: Hillsboro</b>	<b>Pat Ribellia</b>	<b>Colin Cooper (1<sup>st</sup>), Alwin Turiel (2<sup>nd</sup>)</b>
8.	<b>2<sup>nd</sup> Largest City in Clackamas County: Oregon City</b>	<b>Tony Konkol</b>	<b>Pete Walter</b>
9.	<b>2<sup>nd</sup> Largest City in Washington County: Beaverton</b>	<b>Don Mazziotti</b>	<b>Tyler Ryerson</b>
10.	<b>Clackamas County: Other Cities</b>	<b>John Sonnen, West Linn</b>	<b>Katie Mangle, Milwaukie (1<sup>st</sup>), Michael Walter, Happy Valley (2<sup>nd</sup>)</b>
11.	<b>Multnomah County: Other Cities</b>	<b>Lindsey Nesbitt, Fairview</b>	<b>Rich Faith, Troutdale</b>
12.	<b>Washington County: Other Cities</b>	<b>Julia Hajduk, Sherwood</b>	<b>Jon Holan, Forest Grove (1<sup>st</sup>), Aquilla Hurd-Ravich, Tualatin (2<sup>nd</sup>), Richard Meyer, Cornelius (3<sup>rd</sup>)</b>
13.	<b>City of Vancouver</b>	<b>Laura Hudson</b>	<b>Matt Ransom</b>
14.	<b>Clackamas County</b>	<b>Dan Chandler</b>	<b>Jennifer Hughes</b>
15.	<b>Multnomah County</b>	<b>Chuck Beasley</b>	<b>Karen Schilling (1<sup>st</sup>), Jane McFarland (2<sup>nd</sup>)</b>

16.	Washington County	Brent Curtis	Andy Back (1 <sup>st</sup> ), Joanne Rice (2 <sup>nd</sup> )
17.	Clark County	Michael Mabrey	Oliver Orjiako
18.	ODOT	Lainie Smith	Kirsten Pennington (1 <sup>st</sup> ), Lidwien Rahman (2 <sup>nd</sup> )
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 <sup>st</sup> – Beaverton); Ron Stewart (2 <sup>nd</sup> – 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 <sup>st</sup> ); Alan Lehto (2 <sup>nd</sup> )
26.	Private Economic Development Associations	Peter Livingston	Darci Rudzinski
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 <sup>st</sup> ), Dave Nielsen (2 <sup>nd</sup> )
32.	Redevelopment / Urban Design	David Berniker	Joseph Readdy

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

# MPAC Worksheet

**Agenda Item Title:** Greater Portland Pulse (GPP) Financial Plan, Partnership Agreements, Next Steps

**Presenter(s):** Mike Hogle Director, Metro Research Center and Sheila Martin, Director, PSU Institute of Metropolitan Studies

**Contact for this worksheet/presentation:** Mike Hogle

**Date of MPAC Meeting:** February 22, 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 objective of having this item on the February 22 agenda is to update MPAC on the approach and progress for funding the Greater Portland Pulse over the next three-to five-years and to continue the dialogue with MPAC over the uses and benefits of the GPP for regional and local projects and programs.

The Greater Portland Pulse (GPP) effort was initiated in mid-2010 through a collaborative partnership between PSU's Institute of Metropolitan Studies, Metro, and a number of local, regional, and bi-state agencies, non-profits, local governments and businesses from throughout the four-county region (Clark, Clackamas, Multnomah, and Washington). The effort responds to requests on a number of fronts to investigate opportunities to develop a consistent, comprehensive set of regional performance indicators that could help monitor accomplishment and direct resources towards actions or strategies that meet regional objectives. It was also hoped that a consistent, independent database could be developed, maintained, and tied to uniform indicators and assist and refine decision-making.

The project included an Advisory Team comprised of public, private, and non-profit leaders, and Work Teams staffed by over 100 subject-area experts from throughout the four-county region. MPAC members Mayor Doyle, Mayor Hoffman, and Councilor Fuhrer were also members of the project Advisory Team. The first set of indicators, and a first report, [\*The Path to Economic Prosperity: Equity and the Education Imperative\*](#), and the website [portlandpulse.org](http://portlandpulse.org) were launched summer of 2011.

The GPP is progressing over two phases: 1) development; and 2) implementation and on-going operations. Metro and PSU lead the first-phase, which wrapped-up in January 2012, with the identification of PSU's Institute of Metropolitan Studies as the permanent home for the effort and a targeted fundraising and outreach effort was initiated. The GPP itself is divided into two components:

- 1) Data – which represents a shared home for indicator-level data at PSU. The data sources would vary, but PSU's Data Commons would be the storage center for GPP data; and
- 2) Dialogue – PSU's IMS will now be responsible for regular reporting, convening, and community dialogue around indicator results.

Metro will continue to be a strong project partner and is working to develop practices and procedures to ensure program and project activities have clear lines of sight to GPP outcomes and indicators, as appropriate.

**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?)

The outcome for the meeting is for MPAC members to better understand the purpose, usefulness, applications, and ongoing resource needs for the Greater Portland Pulse. In addition, MPAC will be asked to consider their level of interest and possible funding commitment to maintain the GPP over the next three to five years. GPP funding levels will be presented along with possible contribution shares from project partners.

**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.

# MPAC Worksheet

**Agenda Item Title** Active Transportation Plan - Overview:

**Presenter(s):** Lake McTighe, Senior Transportation Planner

**Contact for this worksheet/presentation:** x1660

**Date of MPAC Meeting:** March 22

## **Purpose/Objective**

Provide overview and information on Active Transportation purpose, timeline, stakeholder engagement and project objectives.

## **Action Requested/Outcome**

MPAC understands the project provides feedback on engagement on the project.

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

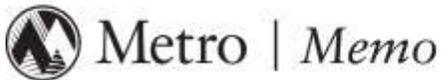
Local jurisdictions will implement the plan. Active transportation (bicycling, walking, accessing public transportation and other forms of human powered mobility) is inherently a local activity and bicycling and walking projects are primarily implemented by local jurisdictions.

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

This is the first time that this project has come before MPAC. However, the project is related to other efforts that MPAC has considered, including: the Regional Transportation Plan, Climate Smart Communities, SW Corridor Plan, the Intertwine and the East Metro Connections Plan.

## **What packet material do you plan to include?**

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



Date: February 15, 2012  
To: MPAC and interested parties  
From: Lake McTighe, Senior Transportation Planner  
Subject: Regional Active Transportation Plan – Project Overview

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## **PURPOSE**

Staff will provide an overview of the Regional Active Transportation Plan project. The purpose of this presentation and discussion will be to give information to MPAC on the purpose of the project, the timeline and the desired outcomes of the project and to receive feedback and comments from MPAC. Staff would specifically appreciate input on how the relationship of land-use and transportation will be addressed in the project.

## **BACKGROUND**

The need for a regional Active Transportation Plan (ATP) was identified as a follow up activity in the 2035 Regional Transportation Plan (RTP). The objective of the project is to identify priorities and strategies for completing the region's principal active transportation network. The project officially started on Jan. 4, 2012, will last 18 months and must be completed by June 30, 2013; it will be considered for adoption and amendment to the RTP during the regularly scheduled update of the RTP in 2014. Metro has received a \$280,000 Transportation Growth Management grant from the Oregon Department of Transportation (ODOT) that will help fund the project.

<http://www.oregonmetro.gov/activetransport>

Active transportation is transportation powered by human energy, such as riding a bike and walking. Public transportation is active travel because it usually involves walking and it provides an essential connection to regional bicycling and walking facilities thus allowing for longer trips without a car. A national emphasis on active transportation has emerged in recent years because of the benefits of non-motorized travel including: economic prosperity, vibrant neighborhoods and business districts, clean air and water, reduced household transportation costs and better physical health.

The region is nationally recognized for its investments in biking and walking. In local and regional plans and policies active transportation is recognized as an one of the elements needed to achieve the region's adopted Six Desired Outcomes.

Additionally, the region lacks an agreed upon implementation strategy and framework for prioritizing active transportation projects in the RTP and in local transportation system plans (TSPs). Historically, investment in bicycling and walking facilities has been piecemeal and opportunistic, and many local governments do not yet agree on the value and benefit of active transportation to the economy and community and environmental health. The piecemeal approach has resulted in the region missing out or passing up opportunities for additional federal and state funding, as well as building out a network that has enough gaps to make active transportation difficult in many areas. Developing priorities and strategies in the ATP will help achieve local aspirations and meet regional goals.

Project Objectives:

1. Develop Guiding Principles and Criteria for evaluating network alternatives and for prioritizing funding and projects in the RTP and local TSPs that include equity, health, safety, economic development and access and are consistent with the region's six desired outcomes.
2. Identify the Principal Regional Active Transportation Network, integrating walking, bicycling and public transportation and creating a seamless, green network of on and off-street Regional Bicycle and Pedestrian Parkways connecting the region.
3. Prioritize projects and develop a phased Implementation Plan and Funding Strategy that clearly articulates state, regional and local roles and responsibilities.
4. Develop Active Transportation Policies, Performance Targets, and Concepts that will update existing regional pedestrian, bicycle, trail and transit policies, performance targets and design concepts, and synthesize policies and priorities from other pedestrian, bicycle and transit plans.

The ATP will propose amendments to current RTP policies, the Regional Transportation Functional Plan (RTFP), and potentially the Urban Growth Management Functional Plan (UGMFP).

As a precursor to the ATP, Metro has supported an Active Transportation Program since 2009. The Program was initiated to begin implementing the [Mobility Strategy](#) recommended by the Blue Ribbon Committee for Trails. Through the Active Transportation Program, Metro has shaped a regional discussion on active transportation, worked with local jurisdictions to identify active transportation demonstration projects, developed a set of initial criteria to help prioritize regional projects, and established a leadership and business group, the Executive Council for Active Transportation (ECAT), to promote development of the region's active transportation network.

The current 2035 RTP includes several adopted modal plans: the Regional High Capacity Transit System Plan, Regional Transportation System Management and Operations Plan, and Regional Freight Plan. However, there is no regional modal plan for active transportation. Whereas the Regional Bicycle and Pedestrian Network Visions and Concepts were amended as part of the current RTP to incorporate regional parkways, trails, and bike-transit facilities, there has been no comprehensive review of the regional bicycle and pedestrian network maps, no framework for prioritizing project development, and no guiding principles for developing the active transportation network.

### **PROJECT COMMITTEES AND PROCESS**

The project will be guided by the Metro Council, Metro's Policy and Technical Advisory Committees, a Stakeholder Advisory Committee and the Executive Council for Active Transportation (see attached *Organizational and Decision Making Chart* and list of members). The project team will provide updates to MTAC, TPAC, MPAC and JPACT during the course of the project at key milestones. Metro Councilors Kathryn Harrington and Rex Burkholder are Council liaisons to the project. Project updates will be posted to the project webpage and emailed to interested parties monthly.

The Stakeholder Advisory Committee (SAC) will be the main working group for the project, providing technical expertise and stakeholder engagement. The SAC will review and comment on materials and develop recommendations. The SAC includes planning and engineering staff from transportation and parks departments of local governments and park providers, representatives from TriMet, ODOT and health, transportation equity and bicycling and walking advocacy groups.

The SAC includes members from across the region. Several SAC members also serve on MPAC and TPAC. The SAC will meet at least every three months and as needed at the discretion of the SAC. Sub-groups will be created from the SAC and additional stakeholders to address specific policy and technical issues, such as development of the Bicycle Parkway Concept, Pedestrian Policies, Health, and Finance.

The Executive Council for Active Transportation (ECAT) was established by members of Metro's Blue Ribbon Committee for Trails to support development of the regional active transportation network. ECAT is a Council of [The Intertwine](#). The Council will provide policy guidance and recommendations on the project and will develop business and health organization support. The Council will meet approximately four times over the course of the project.

The project will be developed in three main phases.

- Phase 1 – January –June 2012: The first phase of the project will develop a report on existing conditions phase that will lay the groundwork for framing choices, understanding current investments, and understanding the impacts of active transportation to the achieving the region's Six Desired Outcomes and the 2040 vision.
- Phase 2 – July –December 2012: The second phase of the project will develop various concepts for developing the region's Principal Active Transportation Network. Once a conceptual approach has been decided upon, several alternative approaches to implementing the concept will be developed. The alternatives will be modeled, rough cost estimates will be developed and benefits and tradeoffs weighed, and the preferred alternative will be selected. Policy, concept and map updates will be recommended for the RTP and the RTFP.
- Phase 3 – January – June 2013: The third and final phase of the project will focus on developing a tiered list of priority projects for development, a phased implementation plan and a proposed funding strategy for implementing the project.

### **UPCOMING MEETINGS**

A summary of upcoming scheduled discussions and project milestones is provided for reference:

Feb. 15	MTAC presentation
Feb. 9	Metro Council presentation
Feb. 17	TPAC presentation
Feb. 22	MPAC presentation
March 15	Stakeholder Advisory Committee project kick-off meeting
Mid March	Executive Council for Active Transportation project kick-off/economic development
Apr. 16-17	Oregon Active Transportation Summit in Salem
June	Phase 1 Milestone: Existing Conditions/Network Concepts- Project Update to Metro Committees
Nov.	Phase 2 Milestone: Alternative Networks – Project Update to Metro Committees
April	Phase 3 Milestone: Draft Recommendations – Project Update to Metro Committees

### **COORDINATION WITH OTHER PROJECTS**

This project will coordinate with other recent and concurrent planning efforts at Metro. These efforts include:

- Climate Smart Communities Scenarios
- Southwest Corridor Plan
- East Metro Connections Plan (EMCP)

- Regional Trails Signage Plan
- Community Investment Strategy
- Metro Parking Management Study
- Metro guidance on TSP updates
- Regional Travel Options Strategic Plan update and work plan
- Transit Oriented Development Strategic Plan and work plan
- Transportation System and Management Operations Plan implementation
- Regional Parks, Greenways and Trails funding opportunities
- Metropolitan Transportation Improvement Program and Regional Flexible Funds

Additionally, the project will track ongoing regional planning efforts that identify priorities and investments in active transportation. These efforts include, but are not limited to, the following:

- Local TSPs and TSP updates (2011-2013)
- Local Trail Master Plans
- Tualatin Valley Highway Corridor Refinement Plan (2012)
- Aloha-Reedville Study and Community Livability Plan/Bicycle and Pedestrian Plan (2013)
- Washington County Bicycle and Pedestrian System of Countywide Interest (part of TSP update) (2012)
- Hwy 43 bike lane study (Oct 2011)
- Gresham TSP Active Transportation committee
- Lake Oswego to Portland Trail Study Central Section (2012)
- Sellwood Bridge Project
- Oregon Transportation Research and Education Consortium study: Improving the Representation of the Pedestrian Environment in Travel Demand Models (2013)
- Bicycle Transportation Alliance (BTA) Blueprint for Bicycling update (early 2012)
- East Portland Action Plan
- TriMet Pedestrian Network Analysis
- TriMet Strategic Plan
- 2030 Portland Bicycle Plan
- Getting Around on Foot Action Plan, Willamette Pedestrian Coalition
- The Blueprint for Better Bicycling , Bicycle Transportation Alliance
- Others as they are identifies

#### **QUESTION(S) PRESENTED FOR MPAC CONSIDERATION**

1. Is this the right level of MPAC involvement in the project? (see Attachment 1)
2. Who needs to be added to the stakeholder list (see Attachment 6)
3. Is it clear why the plan is needed and how it could benefit local jurisdictions and communities?

#### **ATTACHMENTS TO MEMO**

1. Stakeholder Communication Plan matrix
2. Organizational and Decision Making Chart
3. Stakeholder Advisory Committee members
4. Executive Council for Active Transportation members
5. List of key stakeholders
6. ATP Transportation Planning Framework
7. Project Timeline
8. Project fact sheet

## Regional Active Transportation Plan Communication Plan Overview ~ *DRAFT*

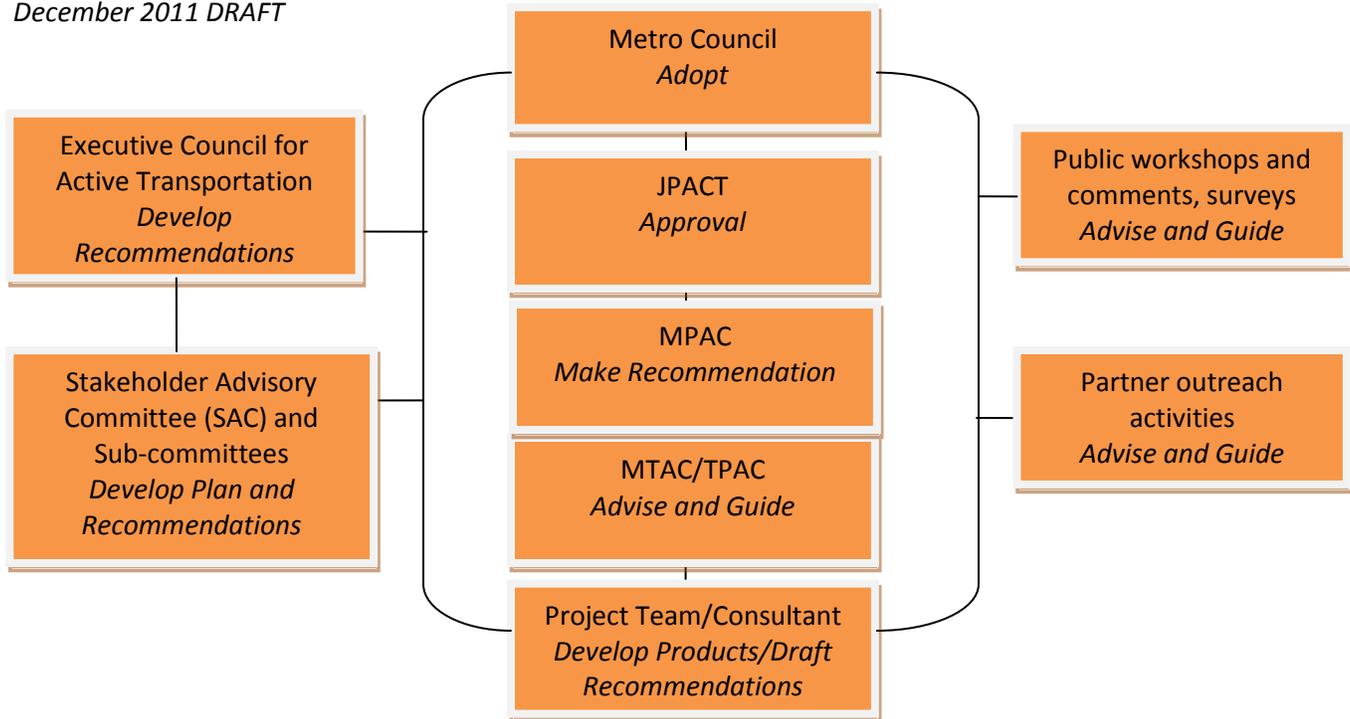
Internal Stakeholders and project Team			
What	Who	How	When
Updates at Metro Council Worksessions and Meetings	Metro Councilors	Council liaisons give update during Councilor communications	Second Tuesday of the month and as needed (before status report goes out)
Metro Council Worksessions	Metro Councilors	Presentation	Feb 2 June 12 <i>proposed</i> Sept 11 <i>proposed</i> Dec 4 <i>proposed</i> April 9 <i>proposed</i> May 7 <i>proposed</i>
Project Team meetings	Core Project Team members and key staff	Report on tasks	Weekly, Monday
Project Management Team status meetings	Project Management Team – ODOT and Metro	Monthly progress report on tasks and budget	Second Friday of the month, prior to status report going out
Bi-monthly department meeting	RTP/RTO staff	Verbal updates, handouts	Second and fourth Tuesday mornings
Planning Department staff meetings	Planning Department staff	Brief presentation, highlight connections to other Metro projects	Quarterly
Greatest Place Managers Group	Managers of Metro projects – CSC, ATP, Southwest Corridor, EMCP etc.	Discussions on topics specific to all projects (e.g. equity) and project coordination	Monthly
Monthly status reports	Stakeholder and interested parties email list	Email with attached summary and link to project webpage	Third Friday of every month

## Regional Active Transportation Plan Communication Plan Overview ~ *DRAFT*

External Stakeholders			
What	Who	How	When
Monthly status reports	Stakeholder and interested parties list (including all stakeholders on this table)	Email with attached summary and link to project webpage	Third Friday of every month
SAC members outreach activities - TBD	SAC members and SAC sub-committee members	Presentations and updates to city and county councils, local bike, ped, and trail, committees and groups, business organizations, etc.	TBD – a separate list of activities will be developed by the SAC
SAC sub-committee meetings	SAC members and additional identified participants	SAC members will lead, focus on specific topics in the plan	Monthly or as needed
Intertwine Executive Council for Active Transportation quarterly meetings	Members of ECAT, interested parties, Project Team members	Presentations from staff, discussion	March June October Feb
TPAC/MTAC	Members of TPAC and interested parties	Updates from Chair, materials in packet and presentations	Feb <i>June proposed</i> <i>Jan proposed</i> <i>April proposed</i>
MPAC meetings	Members of MPAC and interested parties	Updates from Chair, materials in packet and presentations	Feb <i>June proposed</i> <i>Jan proposed</i> <i>April proposed</i>
JPACT meetings	Members of JPACT and interested parties	Updates from Chair, materials in packet and presentations	Feb <i>June proposed</i> <i>Jan proposed</i> <i>April proposed</i>
County Coordinating Committee meetings (WCCC, EMCTC, CCCC)	Members of coordinating committees	SAC members and Metro staff will present	Once or twice during project – check in points TBD

# Regional Active Transportation Plan Organizational and Decision Making Chart

December 2011 DRAFT



**Metro Council** is the region's directly elected governing body, consisting of a Council President and six district representatives. The Metro Council will vote to adopt the ATP and amend it to the 2035 Regional Transportation Plan. Councilors Kathryn Harrington and Rex Burkholder will serve as liaisons to the project.

**Joint Policy Advisory Committee on Transportation (JPACT)** is a committee of elected officials and representatives of agencies involved in transportation related needs for the region. JPACT makes recommendations to the Metro Council related to transportation policy. JPACT is responsible for approving the ATP.

**Metro Policy Advisory Committee (MPAC)** is a charter mandated committee of local government representatives and citizens. A recommendation for approval of the ATP will be sought from MPAC.

**Transportation Policy Alternatives Committee (TPAC)** provides technical input to JPACT and transportation planning and funding priorities for the region. TPAC will advise and guide the development ATP.

**Metro Technical Advisory Committee (MTAC)** is composed of planners, citizens and business representatives and provides detailed technical support to MPAC. MTAC will advise and guide the development of the ATP.

**Project Team and Consultant** is composed of Metro staff and the selected consultant and will develop the work products and draft recommendations for the ATP.

**Project Stakeholder Advisory Committee (SAC) and Sub-committees** will provide technical and policy guidance for the project and develop recommendations. The SAC membership includes bicycle, pedestrian, trail and transit planners and advocates, and representatives of elders, youth, and health.

**Executive Council for Active Transportation (ECAT)** is prior existing group that was formed to support the development of a regional active transportation network. ECAT will serve as a leadership council for the project and provide policy guidance and recommendations for the ATP. ECAT will also lead development of business and health organization support of the project. ECAT shall approximately four times over the course of the project.

## **Regional Active Transportation Plan Stakeholder Advisory Committee - Members**

Hal Bergsma  
Director of Planning  
Tualatin Hills Parks and Recreation  
Department

Allan Berry  
Director of Public Works  
City of Fairview

Todd Borkowitz  
Citizen Representative

Aaron Brown  
Youth Representative

Brad Choi  
Transportation Planner  
City of Hillsboro

Carla Danley  
Representative  
OPAL and ABE - Accessibility and  
the Built Environment

Jessica Englemann  
Planner  
TriMet

Roger Geller  
Bicycle Coordinator  
City of Portland

Heidi Guenin  
Transportation Policy Coordinator  
Upstream Public Health

Suzanne Hansche  
Commissioner  
Elders in Action

Katherine Kelly  
Transportation Planning Manager  
City of Gresham

Lori Mastrantonio-Meuser  
Senior Planner  
Clackamas County

Kate McQuillan  
Transportation Planner  
Multnomah County

Jeff Owen  
Bicycle and Pedestrian Coordinator  
City of Wilsonville/SMART Transit

Shelley Oylear  
Bicycle and Pedestrian Coordinator  
Washington County

Lidwien Rahman  
Principal Planner  
Oregon Dept. of Transportation,  
Region 1

Derek J. Robbins  
Civic Engineer  
City of Forest Grove

Stephanie Routh  
Executive Director  
Willamette Pedestrian Coalition

Rob Sadowsky  
Executive Director  
Bicycle Transportation Alliance

Allan Schmidt  
Planner, Portland Parks and  
Recreation

## **Regional Active Transportation Plan Executive Council for Active Transportation - Members**

Jonathan Nicholas  
Chair  
Vice President of Branding &  
Corporate Communications  
ODS

Christopher Achterman, MD  
Legacy Joint & Bone Clinic  
Legacy Health System

Scott Bricker  
Bricker Consulting

Rex Burkholder  
Councilor  
Metro Council

Bart Eberwein  
Business Development & Public  
Affairs  
The Hoffman Corporation

Nick Fish  
Commissioner  
City of Portland

Stephen Gomez  
Chair of the Board  
Bicycle Transportation Alliance

Jay Graves  
CEO  
The Bike Gallery

Steve Gutmann  
Consultant

Alison Hill Graves  
Executive Director  
Community Cycling Center

Neil McFarlane  
General Manager  
Tri-Met

Randy Miller  
President  
Produce Row Property Management  
Co.

Lynn Peterson  
Sustainable Communities and  
Transportation Policy Advisor to  
Governor Kitzhaber

Rick Potestio  
Potestio Studio

Dick Schouten  
Commissioner  
Washington County Board of  
Commissioners

Philip Wu, MD  
Clinical Pediatric Lead, CMI Weight  
Department of Pediatrics  
Kaiser Permanente Northwest

Dave Yaden, Former Chair, Blue  
Ribbon Committee for Trails

## **Regional Active Transportation Plan (ATP) Key Stakeholders**

### ***ATP Stakeholder Committees***

- Executive Council for Active Transportation
- Stakeholder Advisory Committee for the ATP

### ***Business/Economic Development***

- East Metro Economic Alliance
- Westside Economic Alliance
- Columbia Corridor Association
- Portland Business Alliance
- Oregon Business Plan
- Greater Portland Inc.
- Portland Development Commission
- Portland Regional Partners for Business
- Intel – Environmental Health and Safety Group
- Kaiser Permanente leadership
- ODS leadership
- Providence leadership

### ***Government and agencies***

- Metro advisory and technical committees: JPACT, TPAC, MPAC, MTAC
- City Mayors and Councils
- TriMet leadership
- ODOT leadership
- Oregon Transportation Commission
- Oregon Bike and Pedestrian Committee
- Congressional Delegates and staff

#### **Washington County**

- Washington County Coordinating Committee and TAC
- Washington County Board of Commissioners
- Tualatin Parks and Recreation District and Board
- Washington County Planning Commission
- Washington County Public Affairs Forum
- Beaverton Bicycle Advisory Committee
- Washington County Health and Human Services
- TV Highway Steering Committee

#### **Multnomah County and Portland**

- East Multnomah County Transportation Committee
- Multnomah County Commissioners
- Multnomah County Planning Commission
- Multnomah County Health Department
- City of Portland Bicycle and Pedestrian Advisory Committees
- Portland Parks Advisory Board
- Multnomah County Bike & Ped Committee
- City of Gresham Transportation Sub-committee

#### **Clackamas County**

- Clackamas County Coordinating Committee and TAC
- Clackamas County Board of Commissioners
- North Clackamas County Parks and Recreation District and Board

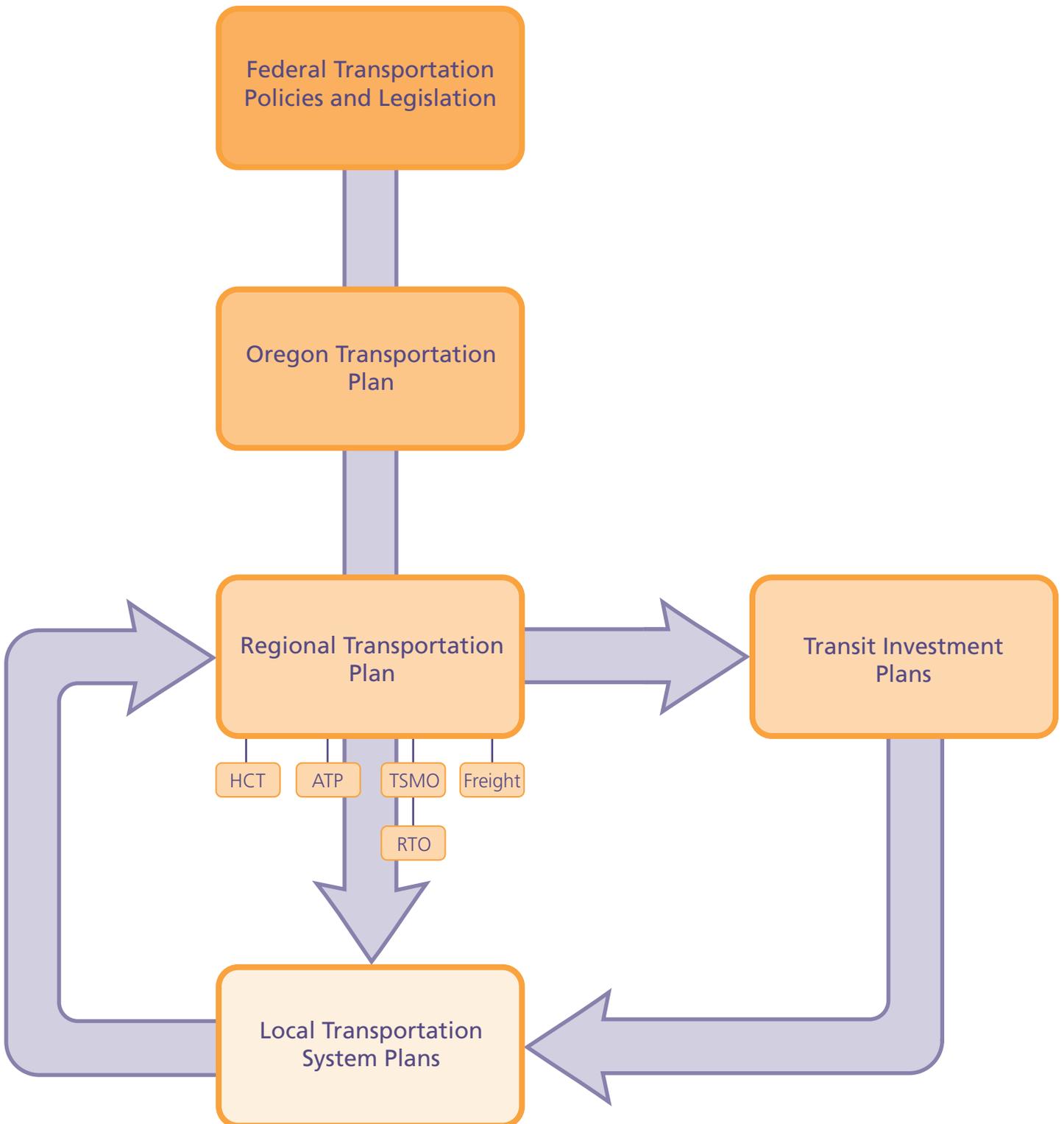
## **Regional Active Transportation Plan (ATP) Key Stakeholders**

- Clackamas County Planning Commission
- Clackamas County Pedestrian and Bikeway Committee

### ***Community and Advocate groups***

- Willamette Pedestrian Coalition and Board
- Bicycle Transportation Alliance and Board
- OPAL
- Youth Commissions
- Elder Groups
- Schools and school boards
- Coalition for a Livable Future
- East Portland Action Plan Committee
- The Intertwine Alliance and Board
- Upstream Public Health
- African American Health Coalition
- Verde
- Latino Network
- Urban League
- Westside Transportation Alliance
- NAYA
- Latino Network
- Northwest Health Foundation
- Black United Fund
- APANO
- Community Cycling Center
- Oregon Public Health Institute

# Transportation Planning Framework for Regional Active Transportation



# An active transportation plan for the region

## Draft Project Timeline ~ December 2011

The Active Transportation Plan (ATP) will identify the Principal Active Transportation Network for the region, integrating walking, bicycling and public transportation and creating a seamless, green network. The ATP will develop guiding principles and criteria that include equity, health, safety, economic development and access and are consistent with the region's six desired outcomes to provide a framework for evaluating policies and prioritizing funding and projects in the Regional Transportation Plan and local Transportation System Plans. It will develop active transportation policies that will update existing regional pedestrian, bicycle and transit policies, performance targets and design concepts, and synthesizes policies and priorities from other pedestrian, bicycling and transit plans. And, it will prioritize projects and develop a phased implementation plan and funding strategy that clearly articulates state, regional and local roles and responsibilities.

Regional Active Transportation Action Plan Timeline of Major Tasks																									
Task	2011					2012												2013							
	Jul	Aug	Sep	Oct	Nov	Month 1			Month 6			Month 12			Month 18										
						Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May	Jun	
0 Project Chartering and Scoping	█	█	█	█	█																				
1 Project Management, Stakeholder Involvement and Meeting Coord.						█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
2 Document Format and Outline						█	█																		
3 Existing Conditions, Data Collection and Analysis						█	█	█	█	█	█	█													
4 Guiding Principles, Criteria and Evaluation Framework									█	█	█														
5 Network Concepts												█	█	█	█	█									
6 Alternative Networks, Modeling and Evaluation																█	█	█	█	█					
7 Select Principal Active Transportation Network and Focus Areas																			█	█	█	█			
8 RTP Network Visions & Maps, Policy Framework and Design Guidelines																█	█	█	█	█	█	█	█		
9 Data Protocols											█	█	█	█	█	█	█	█	█	█	█	█	█	█	
10 Prioritize projects, Phased Implementation Plan and Funding Strategy																█	█	█	█	█	█	█	█	█	
11 Finalize Plan and Amendments																						█	█	█	█
12 Plan and Amendments Prepared for Adoption																							█	█	█

### **Project Chartering and Scoping**

Establish staff team and Stakeholder Advisory Committee, develop work scope and execute intergovernmental agreement with the Oregon Department of Transportation. The regional work group will include planning and engineering staff from transportation and parks departments of local governments and park providers, TriMet, ODOT, advocacy groups and representatives from health and environmental justice communities. The Executive Council for Active Transportation will serve as leadership group.

#### **1. Project Management, Stakeholder Involvement and Meeting Coordination**

Implement a stakeholder involvement process that is inclusive and generates input from a cross-section of stakeholders involved with and impacted by active transportation. Provide jurisdictional partners with frequent opportunities for coordination and input into the planning process. Create an organizational, meeting and decision making structure that has clearly defined roles and responsibilities and enables efficient, clear communication.

#### **2. Document Format and Outline**

#### **3. Existing Conditions, Data Collection and Analysis**

Provide a thorough and accurate set of baseline information, analysis and data for the development of alternatives.

#### **4. Guiding Principles, Criteria and Evaluation Framework**

Develop a set of regionally agreed upon guiding principles and criteria that will be used to: 1) develop a set of network concepts, 2) evaluate those concepts, 3) identify the desired concept, 4) identify alternative networks, 5) evaluate the networks, 6) identify the preferred network, and 7) provide a framework to prioritize regional AT projects and funding.

#### **5. Network Concepts**

Develop a set of network concepts that explore both a variety of network structures (e.g. hub and spoke, spiderweb, grid) and approaches (e.g. serve all centers equally, access to transit, filling gaps, etc.). Understand the benefits, challenges and trade-offs of the different concepts associated with each of the concepts.

#### **6. Alternative Networks, Modeling and Evaluation**

From Network Concepts, identify alternative networks for evaluation and modeling. Evaluate the alternative networks using the AT Guiding Principles and Criteria, the regional bicycle model and pedestrian network analysis. Identify the recommended Regional Principal Active Transportation Network.

#### **7. Select Principal Active Transportation Network and Focus Areas**

Based on the evaluation and modeling of the alternative networks and stakeholder input, select the preferred Regional Principal Active Transportation Network. Identify focus areas for project prioritization and implementation of the ATP.

#### **8. Regional Transportation Plan Network Visions and Maps Amendments, Policy Framework and Design Guidelines**

Articulate the distinction between the regional active transportation network, the regional pedestrian, bicycle and transit systems in the 2035 RTP and the local pedestrian and bicycle systems. Provide design guidelines for the Regional Bicycle Parkway and pedestrian equivalent to guide implementation of recommended principal active transportation network and implementation of this network in local transportation system plans. Provide guidelines for project development through regional programs and allocation of funds. Develop a revised RTP policy framework including performance measures and targets, revised RTP Regional Bicycle and Pedestrian Network maps, and clarification of the distinction between the regional Active Transportation Network, the regional pedestrian and bicycle systems in the 2035 RTP, and local pedestrian and bicycle systems.

#### **9. Data Protocols**

Develop plans and recommendations for creating and managing robust regional datasets for bicycling and walking use and facilities, in response to Metro's recently completed Multi-Modal Inventory.

#### **10. Prioritize Projects, Phased Implementation Plan and Funding Strategy**

Prioritize projects, develop and implementable plan, develop a funding strategy for completing the regional network and describe regional and local roles and responsibilities for implementation.

#### **11. Finalize Plan and Amendments**

Develop the final plan document and prepare final proposed policy recommendations and amendments to RTP, RFTP, and UGMFP.

#### **12. Plan and Amendments Prepared for Adoption**

The Active Transportation Plan for the Region (ATP), with financing and implementation strategies, and policy recommendations and amendments to the RTP, RFTP, and UGMFP are finalized for adoption.

# An active transportation plan for the region

[www.oregonmetro.gov/activetransport](http://www.oregonmetro.gov/activetransport)



**Metro Council President**  
Tom Hughes

**Metro Councilors**  
Shirley Craddick, District 1  
Carlotta Collette, District 2  
Carl Hosticka, District 3  
Kathryn Harrington, District 4  
Rex Burkholder, District 5  
Barbara Roberts, District 6

**Auditor**  
Suzanne Flynn



## A plan for the region

Communities across the country are recognizing that active transportation creates vibrant communities, contributes to economic prosperity, provides low-cost transportation options, keeps the air and water clean, and is fun and healthy!

Metro has started working with partners on the region's first Active Transportation Plan to identify strategies for completing a regional active transportation network. The project will be completed by June, 2013.

The workplan for the project has been finalized and a Stakeholder Advisory Committee has been formed. The Executive Council for Active Transportation will serve as a policy advisory committee.

## What will the plan do?

Identify the strategies, priorities and projects to complete a regional seamless, green network of on and off-street pathways connecting the region and integrating walking, biking and public transit.

Develop the guiding principles and criteria including equity, health, safety, economic development and access, to guide priorities and investments.

Update and refine active transportation policies in the Regional Transportation Plan and Regional Transportation Functional Plan.

Prioritize projects and develop a phased implementation plan and funding strategy to complete the network.



## What is active transportation?

Active transportation is travel powered by human energy, such as walking and riding a bike. Using public transportation is active travel because most trips involve walking or riding a bike.

## Why is this important?

Active transportation supports economic development, reduces household costs and is part of safe and healthy communities, by making it easier to walk, ride a bike and take public transportation for daily trips. Active transportation:

- Promotes vibrant business districts
- Reduces transportation costs
- Supports tourism
- Attracts skilled workers
- Reduces healthcare costs and obesity
- Reduces green house gas emissions
- Reduces crashes
- Increases neighborhood safety
- Supports local businesses
- Provides connections to nature

## How can I get involved?

To learn more or get on the project mailing list visit the project webpage or contact Lake McTighe at: [lake.mctighe@oregonmetro.gov](mailto:lake.mctighe@oregonmetro.gov) 503-797-1660

February 8, 2012

## Regional Brownfield Scoping Project

*Miranda Bateschell, Land Use Planning*

**PROJECT GOAL:** Demonstrate the need for brownfield restoration and redevelopment in our region, and outline a range of solutions and best practices that could be applied in the metro area.

### **METRO ROLE:**

Provide critical information and potential solutions to our local partners to guide local communities and enable policy decisions.

### **PRODUCTS:**

A report:

- Illustrating and estimating the extent of brownfields in the region's 2040 design types
- Outlining potential solutions and next steps for Metro Council consideration and regional discussion

Components of this report will also be available as individual products:

- Brownfield site redevelopment typologies that can be applied to specific properties to estimate potential conditions and opportunities, and to help guide strategic investments.
- District-level brownfield inventories that can be used to inform the scope of brownfields in different design types and redevelopment actions in those study areas, and establishes a model for a future comprehensive regional inventory.

### **DESIRED OUTCOMES:**

- Clarify for policy makers what is known about brownfields in the region and what can be done to improve information about the region's brownfield needs and opportunities.
- Clarify the merits of investing in brownfields and the type of resources and actions needed to effect brownfield redevelopment.
- Enable the Metro Council and the Community Investment Initiative Leadership Council to craft a strategic focus for prioritizing brownfield cleanup - whether an increased regional effort is appropriate, what strategies might be most successful, and how the work would be funded.
- Position local elected leadership with information for use in productive engagement with other stakeholders regarding the opportunity costs for not addressing brownfield needs and making decisions to address those needs.

### **COUNCIL ROLE**

- Outreach to partners
  - If needed, help staff secure participation from integral partner agencies.
  - Lead discussions with other policy makers (including MPAC) on the range of solutions and best practices to help identify the region's preferred alternatives and priorities.
  - Lay the foundation for productive engagement with local elected leadership and the general public in case decisions are made to build a more robust brownfield program.



- Decisions whether or not to pursue legislative changes, additional stakeholder engagement, funding options, or other actions that would support a regional brownfields program.
- Solidify support and encourage a pooling of resources from partner agencies and local jurisdictions to accomplish any confirmed next steps.

**GUIDING PRINCIPLES**

- Use information that is currently available to inventory brownfield sites (i.e. from DEQ and other local partners).
- This is not a data collection effort to inventory all brownfields, but is targeted to priority redevelopment opportunities.
- Focus on documenting the extent of the problem in terms that illustrate the reasons for action and the opportunity costs of no action.
- Focus on data that can be used to support future engagement efforts and investment decisions.
- Prioritize solutions with greatest impact and that are applicable in this state / region.
- Utilize public and private sector partners to reflect the interest and concerns of different stakeholder groups in our findings and recommendations.

**KEY MILESTONES AND DECISIONS TIMELINE**

<b>Phase 1:</b> Research	Finalize work scope	Summer 2011
	Setup technical review team and data collection team	Fall 2011
	Select pilot study areas	Fall 2011
	Hire consultant	Fall 2011
	Gather feedback on initial inventory tool and applying estimates in design type areas across the region.	Early 2012
<b>Phase 2:</b> Policy discussion	Discuss brownfield site redevelopment typologies, challenges and needs for brownfields redevelopment: MTAC	Spring 2012
	Present findings related to the estimated extent of brownfields and the regional need for brownfield restoration and redevelopment. Collect comments and priorities from the Metro Council and MPAC on the range of solutions and best practices that could be applied in the metro area.	Late spring 2012
	Final report and recommendations: Metro Council, MPAC, MTAC, CII Leadership Council	July 2012
<b>Potential Phase 3:</b> Future decision-making	A discussion by the Metro Council and regional stakeholders on whether increased regional effort on brownfields is appropriate, what strategies might be most successful, and how the work would be funded.	Summer - Fall 2012
	Pursue funding / prepare and apply for EPA grants , if applicable	
	Legislative agenda, if needed	Winter 2012 - 13

**EXTERNAL PARTNERS:**

- Technical review team:
  - Lender, developer, business member, State brownfield representative from Business Oregon, DRC staff, land use staff, and staff to the Community Investment Initiative Leadership Council
  - Data collection team: DEQ and brownfield program staff in other government agencies
  - Local Land Use/ Economic Development Staff: in study areas and through MTAC
- Local elected officials and policy-makers: engaged through MPAC and by the Metro Council.
- Engagement with government affairs staff and/or legislators may be needed as part of the evaluation of potential legislative changes to support brownfield redevelopment.
- Partner with the City of Portland's brownfield redevelopment study, which is focused on incremental implementation actions that increase the rate of brownfield redevelopment.

**RELATED PROJECTS/PROGRAMS:**

- Community Investment Initiative
- Climate Smart Communities scenarios
- Centers & Corridors work program
- Employment & Industrial areas work program
- Southwest Corridor and East Metro Corridor refinement programs
- Opportunity mapping
- Metro equity workgroup

**RESOURCES:**

- Planning and Development Department:
  - .3 FTE project manager
  - .1 FTE project assistant responsible for DRC coordination
  - .25 FTE limited duration project assistant
  - Materials and Services \$65,000: contract with consultant
- Research Center:
  - Data Resource Center: .5FTE (includes .2 from CIS DRC budget)



**Date:** February 15, 2012  
**To:** MPAC  
**From:** Ted Reid, Metro Land Use Planning  
**Re:** Parcelization work program

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### **Background and purpose**

Parcelization is often mentioned as one of several potential barriers to efficient development in centers, corridors, main streets, station communities, and industrial and employment areas. Small parcel sizes are seen as a limitation on potential uses and a cause of higher development costs (for instance, structured parking may be necessary to make full use of smaller parcels). Metro is undertaking a new project to better understand parcelization and its potential effects. The intent of this project is to:

- Provide evidence about the extent of parcelization (which means defining and measuring it)
- Describe the degree to which such parcelization is an obstacle to desired types of development
- Make suggestions about techniques that could reduce the problems to which parcelization contributes

This work is being completed for Metro by ECONorthwest and will involve a mix of quantitative analyses and case studies. The final product of this work will be a report, which is intended to inform a variety of other local and regional efforts. Metro staff would like to make MPAC members aware of this project and also solicit suggestions for case study areas where parcelization may be posing a challenge or where parcelization challenges have been addressed through actions such as land assembly or reduced parking requirements. Metro staff has also sought suggestions from MTAC members.

### **Phase I, Identification of development and parcelization challenges (February – April)**

- Use quantitative and qualitative (case studies) analysis to determine where there have been challenges in meeting local and regional goals for the type, density, or rate of development.
- Illustrate the degree to which parcelization may be contributing to the problem.
- Determine what other conditions contribute to underperformance, how parcelization interacts with those conditions, and what combinations of conditions are likely to make parcelization more or less important.

### **Phase II, Evaluation of potential solutions (April – June)**

Work with local jurisdictions, PDC, and the Port of Portland to document:

- Examples of land assembly efforts in a variety of urban contexts including mixed use areas and industrial areas
- Challenges that were encountered
- Conditions that led to success and other lessons learned

Describe best practices for addressing parcelization challenges:

- Land assembly strategies used elsewhere and their applicability in the Portland metro region
- Practices that may reduce parcel size requirements such as lower parking standards, reduced building setbacks, and mechanical parking systems
- Other conditions that may contribute to success

Materials following this page were distributed at the meeting.



METRO POLICY ADVISORY COMMITTEE  
**February 8, 2012**  
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Sam Adams  
Matt Berkow  
Jody Carson, 2<sup>nd</sup> Vice Chair  
Steve Clark  
Dennis Doyle  
Amanda Fritz  
Carl Hosticka  
Charlotte Lehan  
Annette Mattson  
Keith Mays  
Marilyn McWilliams  
Doug Neeley  
Barbara Roberts  
Loretta Smith, Vice Chair  
Bill Turlay  
Jerry Willey, Chair

AFFILIATION

City of Portland Council  
Multnomah County Citizen  
City of West Linn, representing Clackamas Co. Other Cities  
TriMet Board of Directors  
City of Beaverton, representing Washington Co. 2<sup>nd</sup> Largest City  
City of Portland Council  
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. 2<sup>nd</sup> Largest City  
Metro Council  
Multnomah County Commission  
City of Vancouver  
City of Hillsboro, representing Washington County Largest City

MEMBERS EXCUSED

Shane Bemis  
Nathalie Darcy  
Michael Demagalski  
Andy Duyck  
Kathryn Harrington  
Jack Hoffman  
Wilda Parks  
Jim Rue  
Steve Stuart  
Norm Thomas  
William Wild

AFFILIATION

City of Gresham, representing Multnomah Co. 2<sup>nd</sup> Largest City  
Washington County Citizen  
City of North Plains, representing Washington Co. outside UGB  
Washington County Commission  
Metro Council  
City of Lake Oswego, representing Clackamas Co. Largest City  
Clackamas County Citizen  
Oregon Dept. of Land Conservation & Development  
Clark County, Washington Commission  
City of Troutdale, representing other cities in Multnomah Co.  
Clackamas County Special Districts

ALTERNATES PRESENT

Jennifer Donnelly  
Josh Fuhrer  
Ed Gronke  
John Hartsock

AFFILIATION

Oregon Dept. of Land Conservation & Development  
City of Gresham, representing Multnomah Co. 2<sup>nd</sup> Largest City  
Clackamas County Citizen  
Clackamas County Special Districts

STAFF:

Jessica Atwater, Richard Benner, Nick Christensen, Andy Cotugno, Councilor Shirley Craddick, Andy Cotugno, Chris Deffebach, Kim Ellis, Mike Hoglund, Alison Kean-Campbell, Kelsey Newell, Ken Ray, Sherry Oeser, Gerry Uba.

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair Jerry Willey declared a quorum and called the meeting to order at 5:05 p.m.

**2. SELF INTRODUCTIONS AND COMMUNICATIONS**

All attendees introduced themselves.

**3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**

There were none.

**4. COUNCIL UPDATE**

Councilor Hosticka updated the group on the following points:

- Individual Councilors have been visiting their districts to brief elected officials on the Climate Smart Communities Scenarios (CSCS) Projects Phase 1 Findings Report.
  - The Council will bring the CSCS Project back to MPAC to discuss how to move forward with the next choices the Project will face.
- The Intertwine Alliance Summit on Friday, February 3, 2012 was highly successful.
  - Metro has received a grant to work with The Intertwine to provide trail signs.
  - The Intertwine launched their new, interactive website.

**5. CONSIDERATION OF THE CONSENT AGENDA**

- **The January 25, 2012 MPAC Minutes**
- **2012 MTAC Membership Nominations**

MOTION: Mayor Doug Neeley moved, Amanda Fritz seconded to adopt the consent agenda.

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

**6.0 INFORMATION/DISCUSSION ITEMS**

**6.1 POPULATION AND EMPLOYMENT FORECAST AND GROWTH DISTRIBUTION**

Mayor Willey highlighted the interconnectivity of all Metro projects with the population and employment forecast and growth distribution projects. Mr. Mike Hoglund introduced the project, emphasizing its importance as the foundation for all planning in the Metro region. Mr. Hoglund and Mr. Gerry Uba of Metro then gave a PowerPoint presentation on the project.

The Forecast is updated every 5 to 7 years. The goals for this update were to be more accurate, be more time efficient, enhance collaboration, utilize updated data and tools, increase usefulness of the

distribution information, and identify areas for future research. There are two steps to complete the project process: 1) produce a population and employment forecast along with a capacity analysis and 2) to distribute the forecast to address local capacity needs in coordination with cities and counties. A population and employment range forecast was developed in 2009 and included the 7-county Metro area. This allocation focuses on the three Oregon Metro counties and the Metro region.

The first step in the growth distribution process was completed in October 2011 with the development of the “supply” side of the distribution. Despite the recession and low employment growth, the region is still growing overall. However, the region’s rate of growth has slowed since 2007. This is why the Council chose to adopt the lowest of the lower third of the range forecast for the capacity ordinance in October 2011’s Growth Management Decision.

Step two is currently underway and will allocate forecasted growth to available supply. This presentation focused more on dwelling unit capacities rather than employment lands, as capacity in employment lands has essentially been met, and industrial lands are reviewed as part of separate analysis. These capacities constitute what is available to meet future growth, and will not necessarily be built out.

A main difference between the Urban Growth Report and the Growth Distribution is that the latter uses Transportation Analysis Zones (TAZ) as units of measurement. There are about 300 households per TAZ, and there are 2,162 Transportation Analysis Zones (TAZ) in the region. The TAZ boundaries are particularly important for projects like Climate Smart Communities Scenarios because it allows for more precision in analysis and implementation.

The estimated land supply and dwelling unity capacity estimates include vacant land, re-developable land, new urban areas, urban reserves, and urban renewal areas. Estimates of capacity were based on the available supply factored by zoning. (Metro staff developed a “regional equivalency” zoning map by consolidating over 700 local zones into 48 regional zones). 52% of the dwelling unit capacities will be met with redevelopment of multi-family housing. Adopted community plans have been taken into consideration in this forecast. Mr. Hoglund clarified that a single-family ‘re-development’ property would be defined by purchasing a piece of property with a dwelling or building already on it, tearing down that dwelling or building, and building a new dwelling. He also clarified that expiration dates on urban renewal areas had been taken into account, as well as jurisdictional opinions as to whether or not end-dates will be extended. That was done through conversations with the local planning staff in each Metro area jurisdiction.

National trends indicate that there is a growing demand for multi-family housing. The challenge with this trend is figuring out how much multi-family housing will be demanded in our region; there is contradicting research throughout the country, which makes it difficult to accurately estimate the future mix of single vs. multi-family development. Redevelopment supply assumptions in our current forecast may be somewhat ambitious, there will be opportunities for future discussion.

Mr. Hoglund noted that funding for additional research would be necessary to look at some of the key redevelopment assumptions in more detail.

Currently, jurisdictional review of the current version of the MetroScope Forecast (“Gamma”) is being performed through the year 2025. Metro staff will take review comments on this subset, then submit forecasts from 2030 through 2045 in 5 year increments for review. Metro staff will be collaborating with regional planning directors, local governments inside and outside of the UGB to complete the TAZ Forecast. Metro will also review methodology and procedures with county coordination meetings, hold one-on-one meetings with local governments inside the UGB, and one-on-one meetings with neighboring cities and Clark County. The Metro Council will vote on the official TAZ forecast in the summer of 2012, after the final review of the MetroScope Gamma TAZ Forecast in late spring and summer. This report will return to MPAC as review is completed and the TAZ Forecast is prepared to go to vote at Council.

*Group Discussion Included*

Some members expressed that they have serious concern with the assumptions of the supply of dwelling units estimated by this forecast.

Staff clarified that the margin of error on the Forecast is probably 10%, plus or minus, through 2025, and increases as the years go farther out. These numbers will be re-visited each time we perform a periodic review.

Chair Willey highlighted that this forecast will be critical in the upcoming Urban Growth Boundary decision, jurisdictions will need to know what the forecast is in considering whether or not to lobby for expansion.

Some members raised concerns with the housing assumptions for Damascus, saying that they seem more aspirational than realistic, although they are for 2045.

Some members inquired if the population analysis and capacity analysis match up well Staff clarified that it must be broken down by geography and job accessibility as well, but that it appears the region will experience problems with population and capacity in 2045.

Mr. Steve Clark of TriMet expressed that TriMet would hope to encourage this housing and population increase to occur along major corridors.

Some members felt that more scenario work needs to occur with this project.

Some members expressed concern that demands may be greater than this capacity analysis has indicated.

Staff noted that there are some assumptions in this capacity about the future. The Forecast does include some projected zoning in new urban areas and urban reserves. Upon further discussion, Mr. Uba clarified that the basis for the forecast is existing City/County zoning and comprehensive plan designations and that no assumptions were made about future rezoning.

Some members expressed concern that the multi-family housing capacity for multi-family housing is higher than the region will need; while Portland may support the amenities needed to prefer multi-family housing, other areas in the region may not. Some inquired as to whether or not the model included the probability of re-development. Staff clarified that those lands that are re-

developable but are not re-developed due to personal choice is a percentage at the margin. With generational shift, this will most likely change.

Some members encouraged Mr. Hoglund and his team to consider the difference between “housing preference” and “living preference” and to consider more quality-of-life factors when considering what influences a person’s preference for single- or multi-family housing.

Some members shared that they had recently learned that Generation Ys expectations for living situations are currently, radically different from older generations. 12% desire to live in single family homes, a much lower percentage than the previous generation. This could change over time, but seems to be a dramatic shift from past trends. Staff agreed to make an effort to track and potentially incorporate this trend into future Forecasts.

Some members were concerned that trends of people leaving the City of Portland for other parts of the region due to costs concerns may not be incorporated into the Forecast. Staff clarified that each household that is forecasted for the future is broken down by age, income, and other demographics; and housing demand is market driven based on these demographics. MetroScope does include housing cost considerations.

Mayor Adams clarified that upon completion of the Portland Plan, it was confirmed that the City of Portland does not have to up-zone any areas to maintain a 20 year housing supply. He is concerned though about the affordability of the housing supply, and that there are certain areas of Portland that are underperforming in housing supply, for example the Gateway neighborhood.

Some members expressed concern as to the margin of error of single-family housing capacity in Clackamas and Washington Counties. It is expected that 56% of single-family housing capacity will be met in these counties. If this is incorrect, it would be negative for the region.

Staff clarified that the MetroScope model is dynamic. It takes into account the land use forecast data, which is financially constrained, to allocate jobs and household type based on these factors. The maps show jobs and household type and how they will change in each area.

Some members discussed that not all communities should follow the ‘central city’ model that Portland follows. The ‘village’ and ‘crossings’ models are already occurring around the region. Staff clarified that MetroScope does allow for these types of variations.

Staff did look at existing light rail lines and whether or not to expect development along these areas. They did not make any assumptions about re-zoning in the future as it is not in Metro’s jurisdiction.

## **6.2 2012 MPAC WORK PROGRAM**

Members discussed their preferences for the 2012 MPAC work program.

*Group Discussion Included*

*Priorities and Funding*

Members recalled some of the projects in the first tier of the results for the 2012 MPAC work program survey: the Climate Smart Communities Scenarios Project, housing affordability and equity. Members noted that the equity portion of this topic needs regional discussion.

It was highlighted that some of these topics have no funding through Metro, housing affordability and equity are two of those topics. If the committee would only like a forum for discussion, MPAC can certainly pursue this topic, but taking action will be complicated due to a lack of finances.

Some members made the point that the topics MPAC works on will only be successful in the region's ability to invest in these areas. Mr. Steve Clark, who also serves on the Community Investment Initiative's Leadership Council, recalled that former Metro Chief Operating Officer, Michael Jordan, estimated that the region can only invest in about one third of the necessary infrastructure, which represents a \$27 billion gap. Mr. Clark suggested inviting a presentation from the Community Investment Initiative. He highlighted that all projects are deeply interconnected through infrastructure, and that it is important that the region can generate the resources to invest in our infrastructure.

#### *Tours*

In regards to MPAC tours, staff suggested this format: first, submit a tour topic for the particular tour area; second take the tour; third, utilize the next scheduled MPAC meeting to discuss the tour.

Members agreed that a 5 to 7 p.m. time period is much easier to negotiate for schedules, and that traffic may be worse during rush-hour times or on Fridays. Some members liked the idea of meeting at the site, though others said it may depend on the tour site. A few members would like tours to be a separate item from MPAC meetings, a supplemental item. The group agreed that not all members may be able to attend the meeting. Staff will try to relate all tours to pertinent MPAC topics.

Mr. Ed Gronke emphasized that members Ms. Wilda Parks and Mr. William Wild's organizations are interested in working together to host MPAC for a tour of the unincorporated area of Clackamas County.

Some members agreed that discussing the unincorporated areas of the region from a historical perspective would be beneficial.

#### *Economic Development*

Some members agreed that, with the current economy, every government organization should be talking about economic development. They expressed interest in having a vertical discussion with Metro, the Port of Portland, cities, and other agencies as to and how respective economic development policies can work together to achieve greater effect. Chair Willey would like to include this item with the Greater Portland Inc. discussion. Some members clarified that they would like for this discussion to go beyond how to attract large industrial employers but also how to grow small business as well on the small industrial lots already available.

Members discussed inviting the new TriMet board director, Mr. Bruce Warner, to MPAC. Members also expressed a desire to have a joint MPAC, JPACT, TriMet discussion. Some members hoped specifically to be able to discuss rail at this meeting.

Members were receptive to Metro staff's suggestion to exchange one regular MPAC meeting in April for an opportunity to hear a presentation from and have a question and answer session with Mr. Michael Freidman, a prominent designer from the bay area. He will be in Portland on April 19<sup>th</sup> for an international conference, and Metro is helping to fund him. He is an expert in the area of redeveloping business ports and corridors, which is pertinent to MPAC. The presentation will be on a Thursday night instead of a Wednesday night, and could be opened to a broader audience.

Chair Willey and Ms. Robin McArthur of Metro agreed to connect with some members to further define topics for the 2012 work program and gather feedback as to whether that item should be a discussion/information item or action item.

## **7.0 MPAC MEMBER COMMUNICATIONS**

Mr. Steve Clark of TriMet shared information and circulated handouts regarding TriMet and the \$17 million budget short fall it faces for the 2012-2013 fiscal year. These current budget problems exist in part because of poor board decisions, employee healthcare and retirement plans, and reliance on payroll taxes. TriMet director, Mr. Neil McFarland, and a citizen advisory committee have recommended some changes, focusing on reduced services:

1. Eliminate the free rail zone
2. Changing the fare structure (one flat fare)
3. Ad space online
4. Streetcar clarify
5. Bus re-routes
6. Internal efficiencies
7. Increasing MAX headways during non-peak hours

Ultimately, TriMet's goal is to cut service as a last resort. The total of these adjustments is \$17.7 million, closing the budget gap for next year. TriMet anticipates making these decisions in May or June of 2012, to take effect in September 2012, and will be asking the community to give their input at public hearings. What is done beyond the above decisions is a community decision. TriMet needs input from everyone. MPAC members were encouraged to give input. Mr. Clark encouraged members to contact him personally.

### *Group Discussion Included*

TriMet board members will be taking testimony in person at the public hearings.

Realignment of LIFT service will occur to be more efficient, changing rates to be more in line with MAX and bus fares in order to encourage only those most in need of the service to utilize it. This would help to decrease the cost of LIFT while still serving those most in need. A passenger's decision, whether they feel comfortable on fixed route service, is very emotional, very difficult.

Members expressed concern that while ridership is rising, TriMet will be decreasing service. Mr. Clark reiterated that TriMet is trying to preserve service at all cost, service reduction tolerance is very low with the public; tolerance for fare increases is slightly higher. If TriMet weren't facing the issue of providing benefits and retirement as the current contract provides, this budget issue would not be so difficult. TriMet values its union, its operators, but the current model is not sustainable. If members have serious interest in this issue, communication with the American Transportation Union, and the Governor is appropriate.

TriMet is not considering new, local transit service models at this time. TriMet has looked at variable forms of community transit in the past, but also has a very strong American Transportation Union. TriMet has not evaluated taking apart TriMet in areas, or changing contractual obligations.

**8. ADJOURN**

Vice Chair Willey adjourned the meeting at 7:00 p.m.

Respectfully submitted,



Jessica Atwater  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR 02/08/12:**

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

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
<b>6.1</b>	PowerPoint	2/8/2012	Population and Employment Forecast Growth and Distribution Updated Presentation	020812m-01
<b>6.2</b>	Document	1/11/2012	MPAC 2012 Work Program Potential Topics	020812m-02
<b>7.0</b>	Letter	2/8/2012	MPAC Member Ms. Nathalie Darcy letter to MPAC	020812m-03
<b>7.0</b>	Document	February 2012	TriMet: Challenges & Choices Initial Proposal	020812m-04
<b>7.0</b>	Document	February 2012	TriMet: Challenges & Choices Proposal	020812m-05

**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.	<b>Washington County Citizen</b>	<b>Bruce Bartlett</b>	<i>Vacant</i>
4.	Largest City in the Region: Portland	Susan Anderson	Joe Zehnder (1 <sup>st</sup> ), Tom Armstrong (2 <sup>nd</sup> )
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 (1 <sup>st</sup> ), Alwin Turiel (2 <sup>nd</sup> )
8.	2 <sup>nd</sup> Largest City in Clackamas County: Oregon City	Tony Konkol	Pete Walter
9.	2 <sup>nd</sup> Largest City in Washington County: Beaverton	Don Mazziotti	Tyler Ryerson
10.	Clackamas County: Other Cities	John Sonnen, West Linn	Katie Mangle, Milwaukie (1 <sup>st</sup> ), Michael Walter, Happy Valley (2 <sup>nd</sup> )
11.	Multnomah County: Other Cities	Lindsey Nesbitt, Fairview	Rich Faith, Troutdale
12.	Washington County: Other Cities	Julia Hajduk, Sherwood	Jon Holan, Forest Grove (1 <sup>st</sup> ), Aquilla Hurd-Ravich, Tualatin (2 <sup>nd</sup> ), Richard Meyer, Cornelius (3 <sup>rd</sup> )
13.	City of Vancouver	Laura Hudson	Matt Ransom
14.	Clackamas County	Dan Chandler	Jennifer Hughes
15.	Multnomah County	Chuck Beasley	Karen Schilling (1 <sup>st</sup> ), Jane McFarland (2 <sup>nd</sup> )

16.	Washington County	Brent Curtis	Andy Back (1 <sup>st</sup> ), Joanne Rice (2 <sup>nd</sup> )
17.	Clark County	Michael Mabrey	Oliver Orjiako
18.	ODOT	Lainie Smith	Kirsten Pennington (1 <sup>st</sup> ), Lidwien Rahman (2 <sup>nd</sup> )
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 <sup>st</sup> – Beaverton); Ron Stewart (2 <sup>nd</sup> – N. Clackamas)
23.	Service Providers: Private Utilities	Shanna Brownstein	Annette Mattson
24.	Service Providers: Port of Portland	Susie Lahsene	Tom Bouillion
25.	Service Providers: TriMet	Jessica Engelmann	Eric Hesse (1 <sup>st</sup> ); Alan Lehto (2 <sup>nd</sup> )
26.	Private Economic Development Associations	Peter Livingston	Darci Rudzinski
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 <sup>st</sup> ), Dave Nielsen (2 <sup>nd</sup> )
32.	Redevelopment / Urban Design	David Berniker	Joseph Readdy

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

# DRAFT



## 2012 MPAC Tentative Agendas

Tentative as of 2/17/12 -- Subject to Change

<p><b><u>MPAC Meeting</u></b> January 11</p> <ul style="list-style-type: none"> <li>• Climate Smart Communities (endorse Briefing Book and transmittal letter)</li> <li>• Industrial Site Readiness</li> </ul>	<p><b><u>MPAC Meeting</u></b> January 25</p> <ul style="list-style-type: none"> <li>• MPAC 2012 Work Program</li> <li>• Greater Portland Metro Export Initiative</li> <li>• “Families Move” – City of Portland presentation on Human Migration</li> </ul>
<p><b><u>MPAC Meeting</u></b> February 8</p> <ul style="list-style-type: none"> <li>• Population and Employment Forecast and Growth Distribution (Discussion) (Recommendation to council in fall 2012)</li> </ul>	<p><b><u>MPAC Meeting</u></b> February 22</p> <ul style="list-style-type: none"> <li>• Greater Portland Pulse</li> <li>• Regional Active Transportation Plan project (overview)</li> <li>• Community Investment Strategy: Brownfields and Parcelization research</li> </ul>
<p><b><u>MPAC Meeting</u></b> March 14</p> <ul style="list-style-type: none"> <li>• Economic Development in the Portland region (? Sean Robbins, CEO, Greater Portland Inc;)</li> </ul>	<p><b><u>MPAC Meeting</u></b> March 28 (Cancelled – spring break)</p>
<p><b><u>MPAC Meeting</u></b> April 11</p> <ul style="list-style-type: none"> <li>• Proposed amendments to the Regional Transportation Functional Plan (Intro/Discussion)</li> <li>• Climate Smart Communities</li> <li>• Community Investment Initiative (CII) – Possible Meeting with CII Leadership Council</li> </ul>	<p><b><u>Special MPAC Event</u></b> <b><u>Thursday, April 19, 5-7 pm (prep for SW Corridor tour)</u></b></p> <ul style="list-style-type: none"> <li>• Michael Freedman, urban designer Community Design and Urban Innovation for a Knowledge Economy: Remaking strip commercial corridors and transforming business parks</li> </ul>
	<p><b><u>MPAC Meeting</u></b> April 25 (cancel)</p>
<p><b><u>MPAC Meeting</u></b> May 9</p> <ul style="list-style-type: none"> <li>• Comments on Michael Freedman presentation</li> <li>• Proposed amendments to the Regional Transportation Functional Plan (Recommendation to Council)</li> <li>• Brownfields research update</li> </ul>	<p><b><u>MPAC Meeting</u></b> May 23</p> <ul style="list-style-type: none"> <li>• Industrial Lands (prep for tour)</li> </ul>
<p><b><u>MPAC Meeting</u></b> June 13</p> <ul style="list-style-type: none"> <li>• Tour of industrial lands (Port of Portland)</li> </ul>	<p><b><u>MPAC Meeting</u></b> June 27</p> <ul style="list-style-type: none"> <li>• Industrial lands (comments on tour)</li> <li>• Downtown/Main Street Redevelopment (Prep for downtown/main street tour)</li> </ul>

<p><b><u>MPAC Meeting</u></b> July 11</p> <ul style="list-style-type: none"> <li>• Tour of Oregon City downtown (Oregon City elected officials and staff)</li> </ul>	<p><b><u>MPAC Meeting</u></b> July 25</p> <ul style="list-style-type: none"> <li>• Downtown/main street redevelopment (comments on tour)</li> <li>• Brownfields Research Report Findings (national consultant, Evans Paul)</li> <li>• Possible 2013 Legislation</li> </ul>
<p><b><u>MPAC Meeting</u></b> August 8</p> <ul style="list-style-type: none"> <li>• Climate Smart Communities</li> </ul>	<p><b><u>MPAC Meeting</u></b> August 22 (Cancelled – council recess)</p>
<p><b><u>MPAC Meeting</u></b> September 12</p> <ul style="list-style-type: none"> <li>• SW Corridor Plan Update (Prep for corridor tour)</li> <li>• East Metro Connections Plan update</li> </ul>	<p><b><u>MPAC Meeting</u></b> September 26</p> <ul style="list-style-type: none"> <li>• SW Corridor Tour (local governments in corridor)</li> </ul>
<p><b><u>MPAC Meeting</u></b> October 10</p> <ul style="list-style-type: none"> <li>• SW Corridor (comments on tour)</li> <li>• Population and Employment Forecast and Growth Distribution (Discussion)</li> <li>• TriMet Briefing</li> <li>• Concept Planning (local governments/Metro)</li> </ul>	<p><b><u>MPAC Meeting</u></b> October 24</p> <ul style="list-style-type: none"> <li>• Population and Employment Forecast and Growth Distribution (Recommendation to Council)</li> <li>• Affordable Housing</li> <li>• Investment Opportunity Mapping</li> <li>• Urban Unincorporated Areas – history of Multnomah County urban services policy</li> </ul>
<p><b><u>MPAC Meeting</u></b> November 14</p>	<p><b><u>MPAC Meeting</u></b> November 28</p> <ul style="list-style-type: none"> <li>• Climate Smart Communities (Discussion)</li> </ul>
<p><b><u>MPAC Meeting</u></b> December 12</p> <ul style="list-style-type: none"> <li>• Climate Smart Communities (Recommendation to Council)</li> </ul>	<p><b><u>MPAC Meeting</u></b> December 26 (Cancelled)</p>

## Start-up Advisory Team

### CO-CHAIRS

**Wim Wiewel**, President, Portland State University

**Gale Castillo**, President, Hispanic Metropolitan Chamber

### MEMBERS

**Gail Achterman**, Chair, Oregon Transportation Commission

**Sam Adams**, Mayor, City of Portland

**Thomas Aschenbrener**, President, Northwest Health Foundation

**Jay Bloom**, Interim President and CEO, United Way of the Columbia-Willamette

**Rex Burkholder**, Councilor, Metro

**Jeff Cogen**, Chair, Multnomah County Commission

**Denny Doyle**, Mayor, City of Beaverton

**Josh Fuhrer**, Councilor, City of Gresham

**Jack Hoffman**, Mayor, City of Lake Oswego

**Mike Houck**, Executive Director, Urban Greenspaces Institute

**Nichole Maher**, Executive Director, Native American Youth and Family Center

**Pamela Morgan**, President, Graceful Systems

**Marcus Mundy**, President and CEO, Urban League of Portland

**Joseph Santos-Lyons**, Board Member, Asian Pacific American Network of Oregon

**Bill Scott**, General Manager, Zipcar Portland

**Steve Stuart**, Chair, Clark County Commission

**Lynn Valenter**, Acting Chancellor, Washington State University-Vancouver

**Bill Wyatt**, Executive Director, Port of Portland

**David Wynde**, Vice President and Manager of Community Relations, U.S. Bank



**Portland State**  
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Institute of Portland Metropolitan Studies



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**CLACKAMAS**  
COUNTY



**United Way**  
United Way of the  
Columbia-Willamette



**MULTNOMAH**  
COUNTY



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**Beaverton**  
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**ENVIRONMENTAL SERVICES**  
CITY OF PORTLAND  
working for clean rivers



**Bureau of Planning and Sustainability**  
Innovation. Collaboration. Practical Solutions.  
City of Portland, Oregon  
Sam Adams, Mayor • Susan Anderson, Director



# GREATER PORTLAND PULSE

MEASURING RESULTS,  
INSPIRING ACTION

## WHAT IS GREATER PORTLAND PULSE?

Greater Portland Pulse is a growing partnership between Portland State University, Metro and more than 100 organizations to measure and focus on what is important for everyone in the region. For the first time, anyone can "check the pulse" of the greater Portland region. At [portlandpulse.org](http://portlandpulse.org), 72 inter-connected indicators in nine topics reveal how the region is doing economically, socially and environmentally.

## AWARENESS, ALIGNMENT, ACTION

Greater Portland Pulse indicators increase our awareness of where we are successful and where we are falling behind. The data focus people, organizations and communities on aligning their actions for a more equitable, prosperous and sustainable future.



economic opportunity



education



healthy people



safe people



arts and culture



civic engagement



healthy natural environment



housing and communities

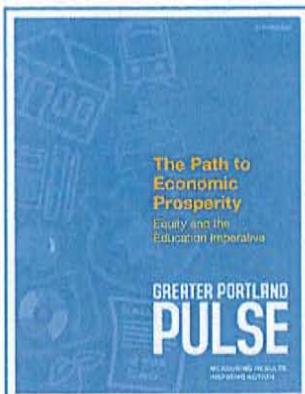


access and mobility

[portlandpulse.org](http://portlandpulse.org)

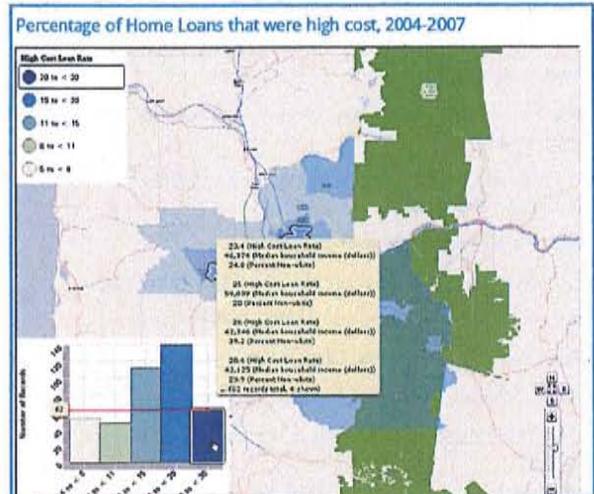
## The Path to Economic Prosperity: Equity and the Education Imperative

Based on data and stakeholder dialogues, Greater Portland Pulse's first report highlights equity as an issue that cuts across all topic areas, and education as a critical upstream lever to do something about it. Download the report at [portlandpulse.org](http://portlandpulse.org).



## Data and maps

At [portlandpulse.org](http://portlandpulse.org), you can view and play with the data. For example, you can see the prevalence of high-cost loans, income and race/ethnicity data for each mapped area at a single view.



## People involved

At [portlandpulse.org](http://portlandpulse.org), see the nearly 200 volunteer experts who helped choose and measure these indicators during the start-up phase of the project.

## Contact

### Rita Conrad

Project Manager, Greater Portland Pulse, Metro  
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[rita.conrad@oregonmetro.gov](mailto:rita.conrad@oregonmetro.gov)

### Sheila Martin

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### Mike Høglund

Director, Metro Research Center  
503-797-1743  
[mike.hoglund@oregonmetro.gov](mailto:mike.hoglund@oregonmetro.gov)

## Endorse Greater Portland Pulse!

The next phases of the project will involve keeping the indicators and data current, inspiring coordinated action for better results, tracking progress and educating the public about how their region is doing.

Indicate that you think this work is important! At [portlandpulse.org](http://portlandpulse.org), click "Endorse Us."

**ADVISORY TEAM**

**Co-chairs**  
Wim Wiewel  
Gale Castillo

**Current Members**  
Sam Adams  
Thomas  
Aschenbrener  
Rex Burkholder  
Jeff Cogen  
Denny Doyle  
John Fuhrer  
Jack Hoffman  
Mike Houck  
Nichole Maher  
Pamela Morgan  
Marcus Mundy  
Joseph Santos-Lyons  
Bill Scott  
Steve Stuart  
Lynn Valenter  
Bill Wyatt  
David Wynde

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PULSE**

***Recommendations and Next Steps for  
Implementation, Operation, & Funding***

**MPAC**  
**February 22, 2012**

 Metro | *Making a great place*

## Presentation Overview

1. Background/overview of Greater Portland Pulse (GPP)
2. Provide status report –
  - a) Indicators
  - b) Business/Finance Plan
3. Describe relevancy to programs/projects
4. List next steps

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PULSE**

## Metro Performance Management Framework

Three types of Measures:

1. **Regional Indicators – Progress toward *regional vision/visions* (Greater Portland Pulse)**
2. Program Measures – Effectiveness and efficiency to ***specific programs***
3. Business/operation measures – Efficiency of ***specific actions***

Spring  
2010 to  
Fall 2011

## GPP Startup, a brief review

Purpose

Process

Products

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Spring  
2010 to  
Fall 2011

## Startup, a brief review

**Purpose**

Process

Products

- To measure results (e.g., Metro Future Vision, 2040, city or county plans)
- To measure effectiveness
- To identify system linkages
- To sharpen dialogue
- To inspire action



Spring  
2010 to  
Fall 2011

## Startup, a brief review

**Purpose**

**Process**

Products

- 1 Project Primary  
ProjectPartner (PSU IMS)
- 1 Advisory Team
- 1 Equity Panel
- 9 Results Teams (9 topics)
- 100 organizations
- 200 people

 economic opportunities	 education	 healthy people
 safe people	 arts and culture	 civic engagement
 healthy natural environment	 housing and communities	 jobs and mobility

Spring  
2010 to  
Fall 2011

## Startup, a brief review

Purpose

Process • Indicators

**Products** • Online data

- First report
- Support Documents
  - Equity Panel
  - Business Plan
  - Funding Plan
  - Transition Components

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Classifying  
Regional  
Indicators

## Developing Regional Indicators

GPP Stops at “secondary level” indicators

1. Outcomes
2. Drivers
3. Indicators
  - a) Primary
  - b) Secondary
  - c) Tertiary

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72 total  
58 with data  
(at present)

## The indicators

### PROSPERITY

**Economy:** wage per job, wage distribution, income, unemployment, self-sufficiency, child poverty, land for business, job growth, business loans, government efficiency

### HUMAN CAPITAL

**Educated people:** Head Start access, student achievement, high school graduation, public schooling, sufficient opportunity, adult education levels

**Healthy people:** obesity and overweight rates, healthy eating, tobacco use, teen birth rates, prenatal care, tooth decay in children, immunization, mental health, health insurance, ER visits, preventive clinical care

**Safe people:** crime rates, recidivism, arrests, charges, perceived safety, parity, perceived trust

### SOCIAL CAPITAL

**Arts and culture:** school arts specialists, youth participants, funding for arts providers, earned income of arts providers, culturally specific arts events, funding for diverse arts providers, diverse arts providers

**Civic engagement:** Internet access, library use, volunteering, group participation, charitable giving, voting, activism

### NATURAL CAPITAL

**Healthy, natural environment:** land cover, ecologically healthy waterways, unhealthy air days, protected lands, proximity to nature and parks, proximity to compromised environments, functional ecological corridors, native vertebrate terrestrial species

### PHYSICAL CAPITAL

**Quality housing and communities:** ownership gap, racial segregation, transportation + housing costs, high interest rate loans, homelessness rates, housing cost burden, housing-wage gap

**Access and mobility:** access (to travel options and nutritious food), travel delay and congestion, vehicle miles traveled, emissions, environmentally friendly travel modes, transportation costs

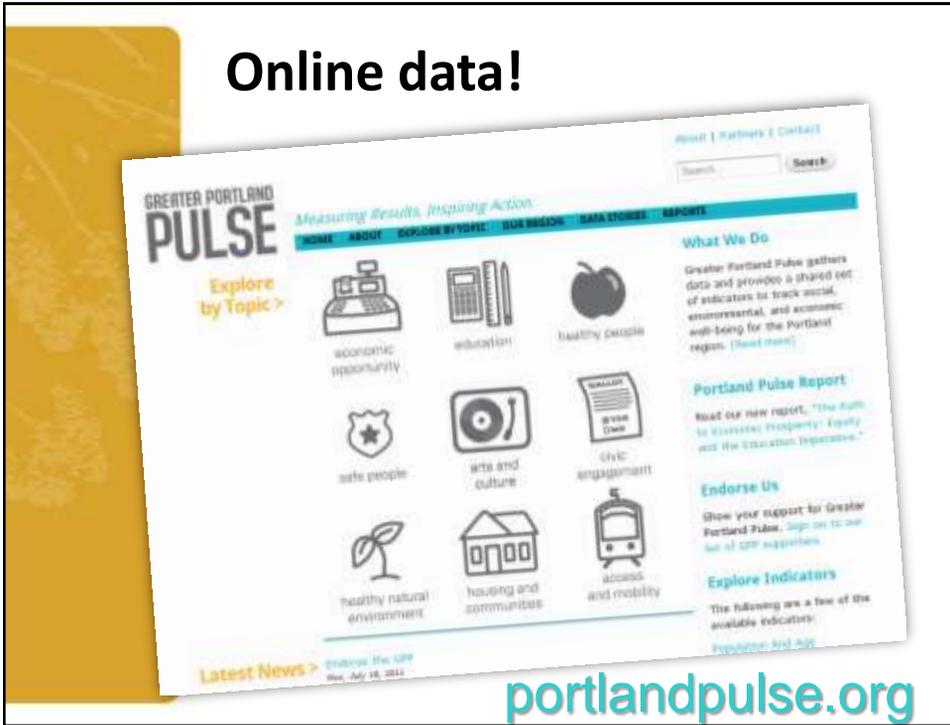
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Portlandpulse.org

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# Online data!



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## Access and Mobility

Real and virtual connections that help us succeed.

Outcomes & Drivers

**Access**  
Access to travel options and nutritious food: Percentage of households within one-quarter mile of high frequency transit... [\[view\]](#)

**Environmentally Friendly Transportation Modes**  
Percentage of commuters who carpool, walk, bike, or take transit within the greater Portland region. [\[view\]](#)

**Traffic Fatalities and Injuries**  
Number of pedestrian, bicyclist, and vehicle occupant fatalities and serious injuries within the greater Portland region. [\[view\]](#)

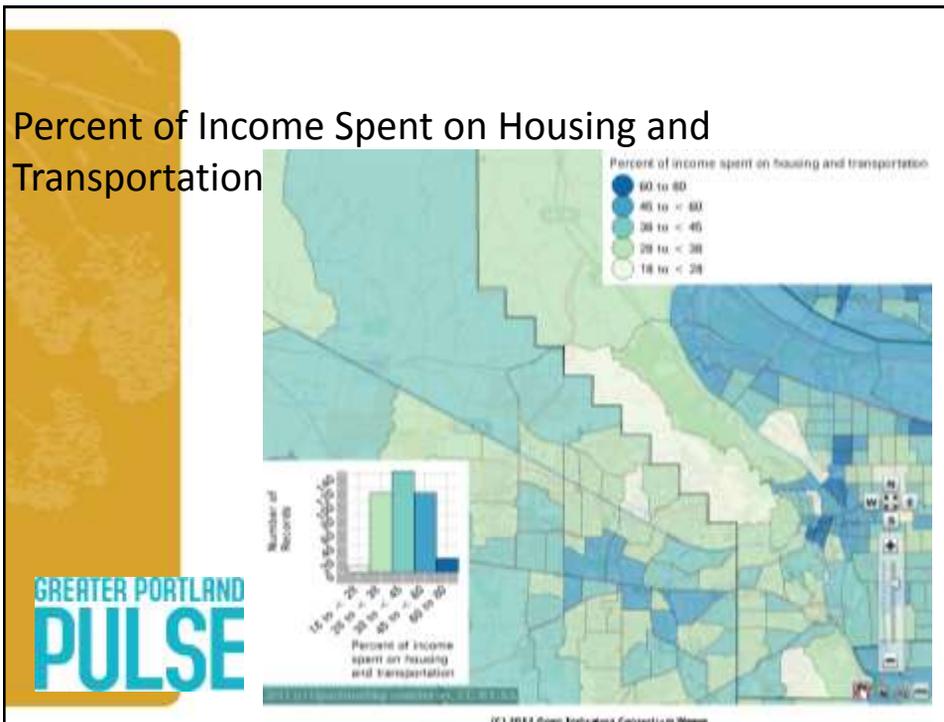
**Transportation Costs**  
Average cost of transportation as a percentage of income within the greater Portland region. [\[view\]](#)

**Transportation Emissions**  
Tons of transportation-source greenhouse gas (GHG) emissions, carbon monoxide (CO), nitrogen oxide (NOx), volatile organic... [\[view\]](#)

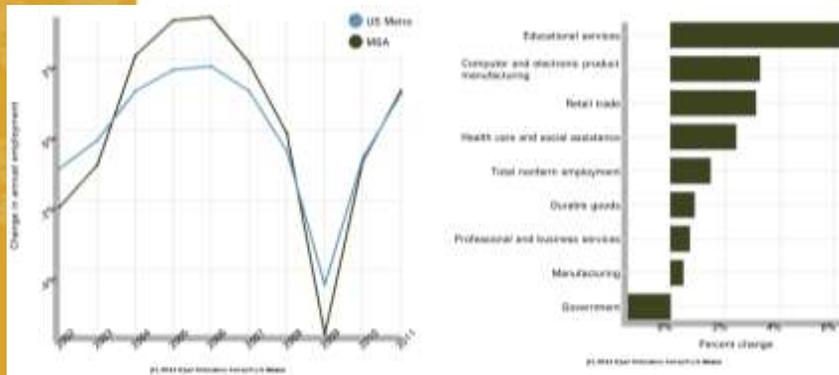
**Travel Delay and Congestion**  
Annual hours of delay per traveler, total hours of delay, and total cost of delay within the greater Portland region. [\[view\]](#)

**Vehicle Miles Traveled**  
Annual vehicle miles traveled (VMT) per person and total daily vehicle miles traveled within the greater Portland region. [\[view\]](#)

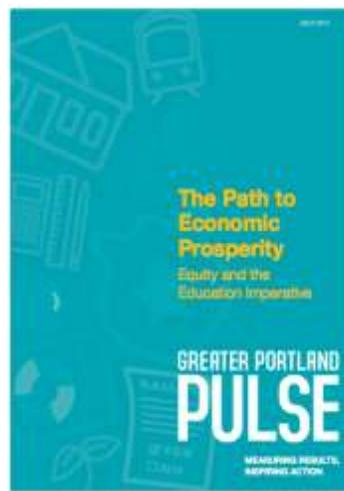




## Change in Employment Total and by Industry



## First GPP State of the Region Report



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Fall  
2011 to  
Spring 2012

## GPP Status and Transition

- New Home: PSU's Institute of Metropolitan Studies (2/1/12)
  - Training
    - ✓ Data access & display
    - ✓ Program & indicator alignment
  - Funding
  - Partnership agreements
  - New board; staffing
  - Applications

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## Funding Requirements

Funding targets by Sector

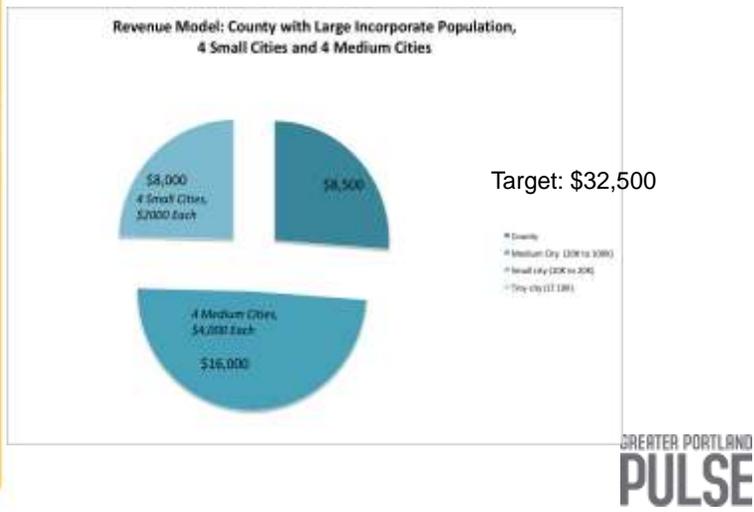


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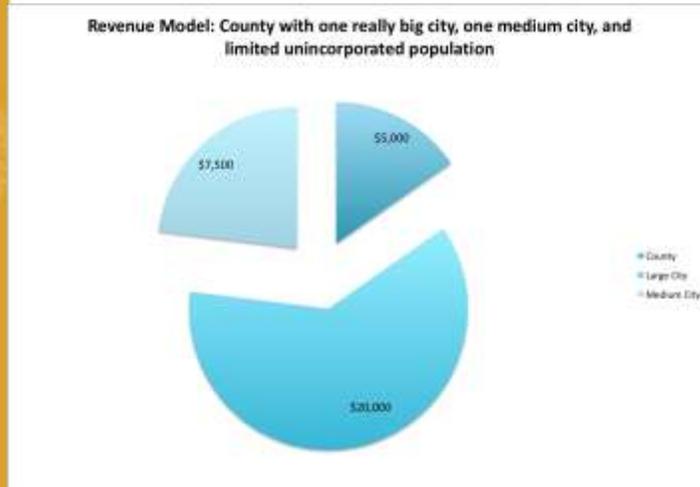
## Public Sector Funding Model



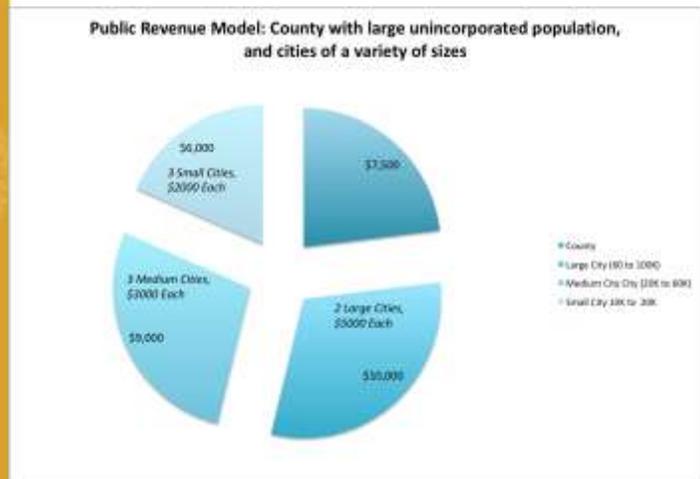
## City/County Funding – Illustration #1



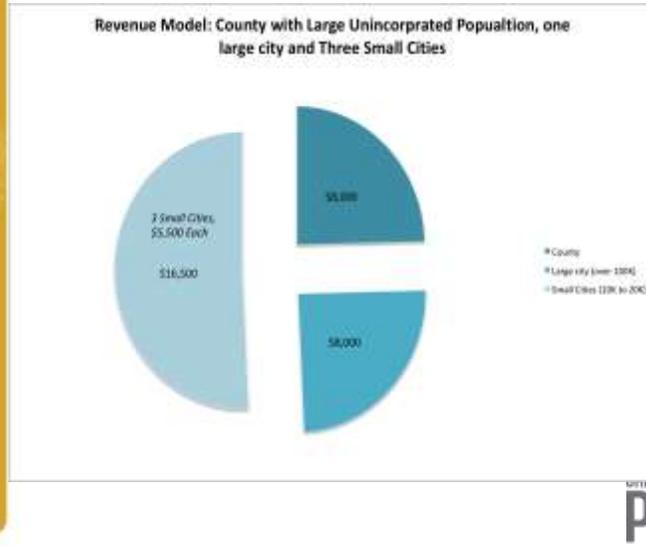
## City/County Funding – Illustration #2



## City/County Funding – Illustration #3



## City/County Funding – Illustration #4



## Greater Portland Pulse – Funder's Benefits

- Access to Workshops and Training on data and visualization tools
- Annual Briefing for Board
- Admission to GPP Annual "State of the Region" Event
- Recognition on web and printed materials
- 8 hours of free custom data and graphic analysis

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# GREATER PORTLAND PULSE

*Aligning Programs  
and Actions to  
Outcomes*



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## 2040: Six desired outcomes

 <p><b>Vibrant communities</b></p>	 <p><b>Equity</b></p>	 <p><b>Economic prosperity</b></p>
 <p><b>Transportation choices</b></p>	 <p><b>Climate leadership</b></p>	 <p><b>Clean air &amp; water</b></p>

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## GPP Indicator/Six Outcomes: Coverage?

- Equity Applies to All
- Climate/GHG is Indicator

*Deliverables*

- **Outcomes**
- Drivers
- Indicators
- Data

**GREATER PORTLAND PULSE**

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## Metro's six outcomes align with GPP

Metro's 6 Outcomes	GPVI's 9 Sectors
<b>Economic Prosperity</b>	Economy, Education, Transportation
<b>Vibrant Communities</b>	Economy, Arts, Housing, Health, Transportation, Environment, Safety, Civic Engagement
<b>Safe, Reliable Transportation</b>	Housing, Transportation
<b>Climate Change Leadership</b>	Transportation, Housing, Environment, Economy, Civic Engagement
<b>Clean Air and Water</b>	Environment, Transportation, Health
<b>Fairness and Equity</b>	GPVI Equity Panel proposes equity criteria for all indicator categories.

Feb-12 **GREATER PORTLAND PULSE**

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## Aligning Programs with GPP & the Six Regional Outcomes

- Does the GPP support programs?:
  1. Which GPP Indicators **directly** support your programs, projects, activities?
  2. Which GPP Indicators **indirectly** support your programs, projects, activities?
  3. Are there indicators that should be considered to be added to the GPP?
- **How do regional/local programs support GPP outcomes?**
- How can program or project-level evaluation criteria align with the GPP?

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## Recommendations

1. Implement proactive approach to measure progress toward each of six regional outcomes and the GPP.
2. Consider linkages between issues/indicators that affect key outcomes, but are beyond scope (e.g., for Metro safety, education).
3. Develop consistent language and glossary
4. Develop checklist and training:
  - a) Project management tools
  - b) Examples & training
  - c) Support for project staff

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## Next Steps:

- GPP
  - Transition to PSU; program implementation; fundraising
  - New Advisory Board
  - Training
  - Assess and Revisit, as necessary
- Metro
  - Council review
  - MPAC
  - Program integration

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## *MPAC Questions:*

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- Comments/questions on presentation?
- Move forward with Fundraising?
- How to best integrate principles and practice of measurement into programs?
- Local follow-up on GPP?

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# Community Data Visualization Workshop



Greater Portland Pulse ([portlandpulse.org](http://portlandpulse.org)) is a growing partnership that uses both data and dialogue to encourage coordinated action for better results across the region! Now, we welcome you to this FREE workshop to share our experience in analyzing our region's data using innovative visualization tools.

You will leave the workshop with your own WEAVE account, access to all our data and tools that will allow you to create and share interactive data visualizations.

**April 13, 2012**

Metro Regional Center  
600 NE Grand Ave., Portland, OR 97232-2736

**9:00–11:00 am**

**To register:**

Contact Liza Morehead at [more@pdx.edu](mailto:more@pdx.edu)

Who should take this workshop:

- Anyone interested in accessing and understanding data to track social, environmental, and economic well-being for the Portland region
- Anyone interested in learning how to use WEAVE, an open-source visualization tool that we are on Greater Portland Pulse ([portlandpulse.org](http://portlandpulse.org))
- You should have basic spreadsheet skills and be able to use a computer and mouse. No special database training is required
- The class is limited to 18 participants; you must register in advance
- Additional workshops are being scheduled around the region. To learn more email [more@pdx.edu](mailto:more@pdx.edu)





# The Regional Active Transportation Plan ~ Project Overview

Presentation to MPAC

Feb. 22, 2012

Lake McTighe  
Senior Transportation Planner  
Regional Transportation Planning

 Metro | *Making a great place*





## Some indicators of success

- Over **1,000 miles of trails and on-street bikeways** completed
- **Over 11 million trips** made on regional trails in 2010
- Intertwine users kept off an estimated **17-million pounds of fat** and saved the region **\$155 million in averted health care costs** in 2010
- Portland residents are **7 times more likely to commute by bicycle**
- 68% of businesses involved in Portland's SmartTrips Business program said that **promoting biking and walking helped them market their business**





## **Theme 2: An HCT plan for bicycling and walking**

**Local implementation and aspirations, regional impacts**

**When you think about the ATP, think about....**

## **Vibrant Communities**



Creates 20 minute neighborhoods and vibrant street life, fosters community interaction, keeps eyes on the street, supports local businesses, connects people, creates local identity, uniqueness of place

## Equity



Provides transportation options and safe access to essential destinations, lowers household costs, reduces health care costs

## Clean air and water



Reduces pollution and green house gas emissions, keeps water and air clean for future generations

## Regional climate change leadership



Reduces drive alone trips, increases the number of people walking and biking, connects destinations to bicycle and walking paths

## Transportation choices



Connects people to where they need to go, provides low cost transportation

## Economic prosperity



Attracts workforce, supports tourism, supports local businesses, creates jobs, fosters new businesses, part of brand identity and marketing

## Built on the Principles for Active Transportation

- ✓ Seamless
- ✓ Direct and accessible
- ✓ Safe
- ✓ Intuitive
- ✓ Easy to use
- ✓ Attractive
- ✓ Designed with nature
- ✓ Relieves road system



## What does a regional plan provide? Agreement on priorities & strategy



## Active Transportation Plan: Objectives

January 2012 – June 2013

1. Develop guiding principles and criteria to prioritize projects and funding
2. Identify tiered priority projects for the Principal Regional Network
3. Recommended policies, performance targets & performance measures
4. Agreed upon implementation & funding strategies

## **Major milestones**

**PHASE I January - June 2012**

**Existing Conditions and Framing Choices**

**PHASE II August 2012-January 2013**

**Network Concepts and Select Alternative**

**PHASE III February - June 2013**

**Identify Priorities/Implementation Plan**

## **Coordinating with other projects**

- Local TSP updates
- Climate Smart Communities
- SW Corridor Plan
- East Metro Connections Plan
- Community Investment Strategy
- Other local planning efforts



## MPAC's role

- Guiding the project at key milestones
- Engaging stakeholders and partners
- Highlighting connections to other projects and efforts
- Making a recommendation to JPACT and the Metro Council
- And...

**This plan will be a success  
if...**

**This will not be successful  
if.....**

[www.oregonmetro.gov/activetransport](http://www.oregonmetro.gov/activetransport)



**PLAN A  
DIFFERENT ROUTE**

# 4-DAY (104-Hr) CLOSURE HIGHWAY 213 NEAR I-205

**8:00 p.m. Thursday, March 22 until 4:00 a.m. Tuesday, March 27**



**Heavy traffic congestion and long delays  
are likely in and around Oregon City.**

***Steer clear of this area  
to prevent GRIDLOCK!***

[www.jughandleproject.com](http://www.jughandleproject.com)



# ALTERNATE ROUTE BETWEEN HWY 213 AND I-205 USING EXIT 12 (NO SEMI-TRAILER TRUCKS)

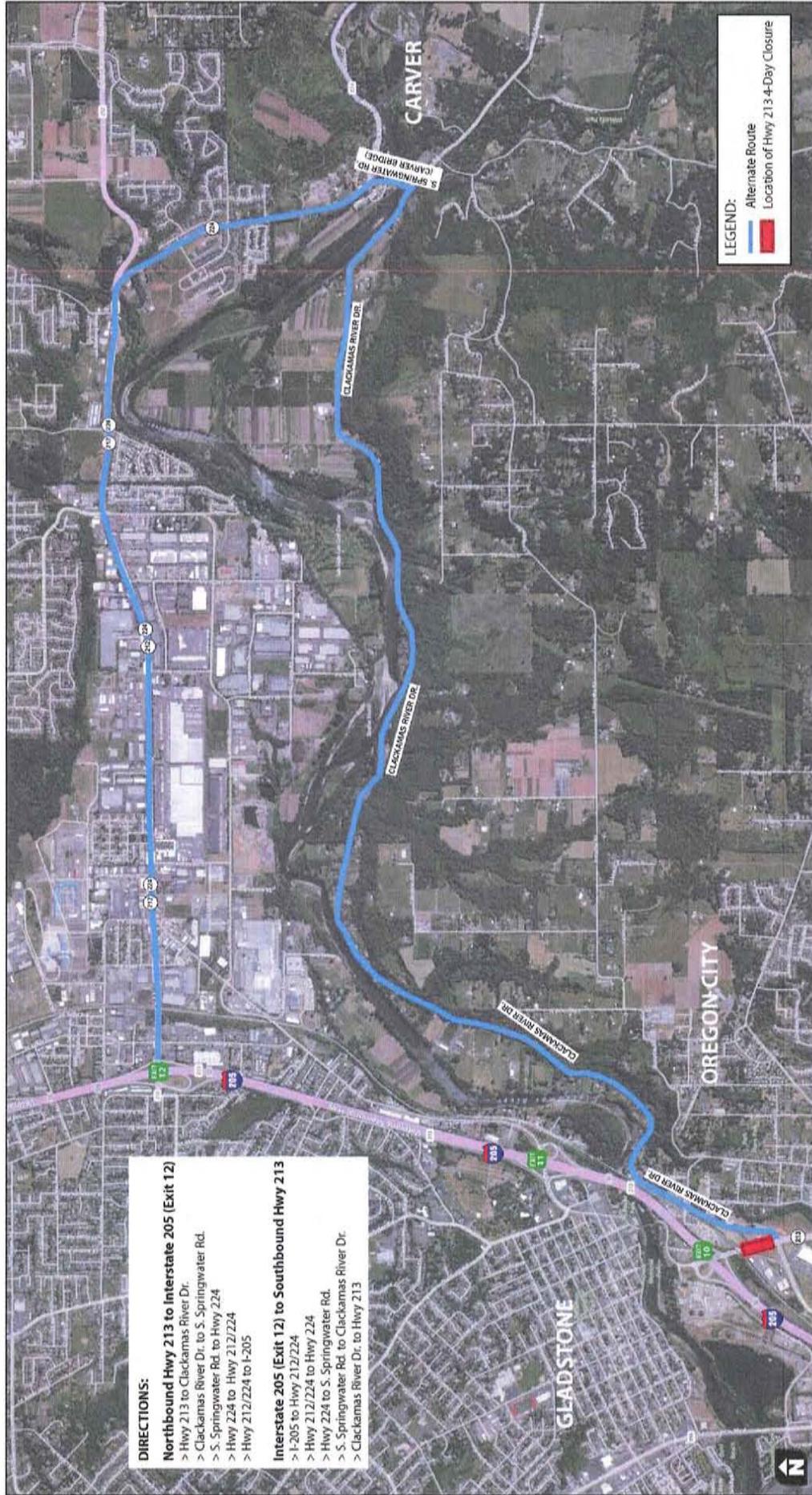
**DIRECTIONS:**

**Northbound Hwy 213 to Interstate 205 (Exit 12)**

- > Hwy 213 to Clackamas River Dr.
- > Clackamas River Dr. to S. Springwater Rd.
- > S. Springwater Rd. to Hwy 224
- > Hwy 224 to Hwy 212/224
- > Hwy 212/224 to I-205

**Interstate 205 (Exit 12) to Southbound Hwy 213**

- > I-205 to Hwy 212/224
- > Hwy 212/224 to Hwy 224
- > Hwy 224 to S. Springwater Rd.
- > S. Springwater Rd. to Clackamas River Dr.
- > Clackamas River Dr. to Hwy 213

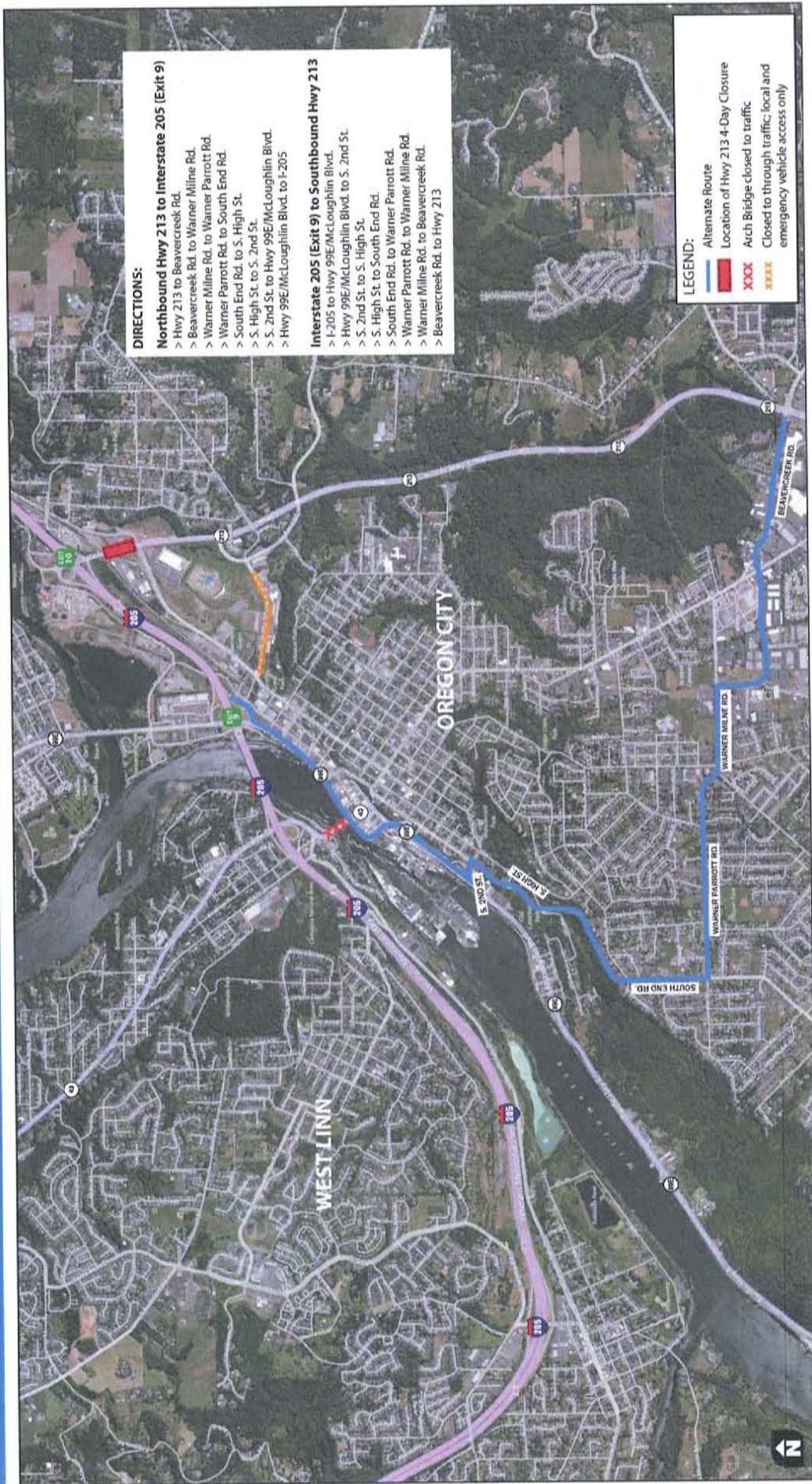


**LEGEND:**

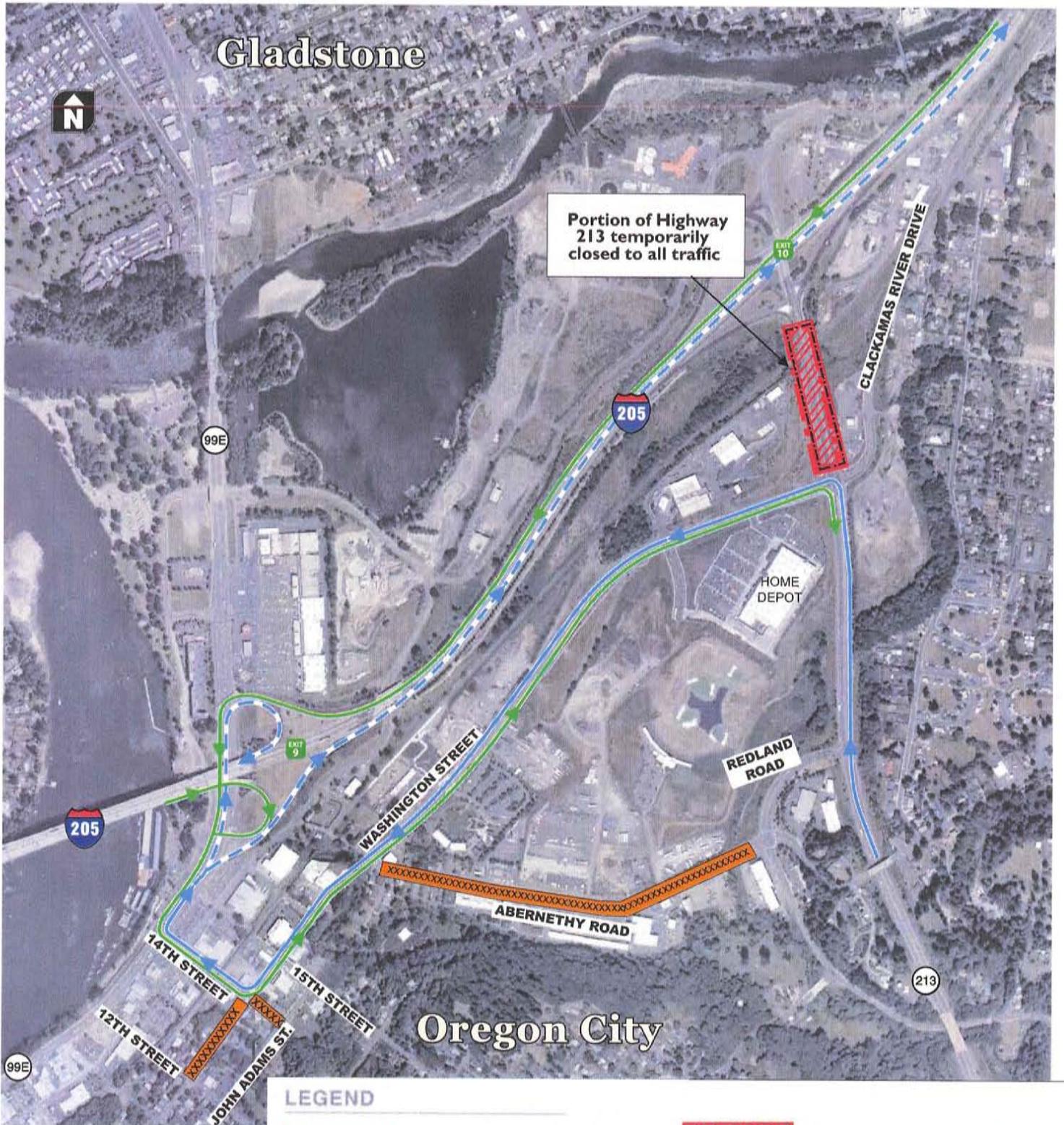
Alternate Route

Location of Hwy 213 4-Day Closure

# ALTERNATE ROUTE BETWEEN HWY 213 AND I-205 USING EXIT 9 (NO SEMI-TRAILER TRUCKS)



# DETOUR ROUTE FOR HIGHWAY 213 TEMPORARY CLOSURE



LEGEND			
	Hwy 213 Northbound Detour (Signed)		Location of Hwy 213 4-Day Closure
	Hwy 213 Northbound Detour (Unsigned)		Closed to through traffic; local access only
	Hwy 213 Southbound Detour (Signed)		

## Rapid Bridge Construction

### Innovative technique reduces traffic delays

The contractor began building the new Highway 213 bridge superstructure next to the highway last fall where its construction has had little to no impact on traffic. By late March, the bridge will be ready to move into its permanent position, and the contractor will work around the clock to complete its installation.

The four-day/five-night process will begin by removing an approximately 130-foot long section of roadway on Highway 213. This includes excavating approximately 433 cubic yards of asphalt and between 8,000 and 10,000 cubic yards of material underneath the existing roadway.

Next, a system of rollers, roller guides, and winches will be used to slide the bridge superstructure into position over the new permanent foundations. The contractor will then use hydraulic jacks to uniformly lift and lower the bridge into place. The connection between the bridge and its supports will be secured and the roadway paved, allowing vehicles to cross the new bridge by 4:00 a.m. on Tuesday, March 27th.

Once the bridge is in place and the highway is reopened, the contractor will work on completing the realignment of Washington Street under the new bridge.



A realigned Washington Street, shown at right and in the artist rendition above, will pass under the bridge.



The new bridge, currently under construction on the west side of the highway, will slide into its permanent position.

#### Watch the rapid bridge construction online!

Live pictures from the construction site are uploaded every 15 minutes and you can watch time-lapse videos of the progress. [www.jughandleproject.com/constructioncam](http://www.jughandleproject.com/constructioncam)



## Q&A

### Why use rapid bridge construction?

The rapid bridge construction process enables the contractor to keep every Highway 213 travel lane open in the daytime during all but four days of the nearly two-year construction project. It also shortens the total duration of project construction by approximately six months.

Traditional bridge construction methods would have required unacceptable traffic impacts—closing at least two travel lanes on Highway 213 all day and night for 12 to 16 months. This would have resulted in severe traffic backups every day for more than a year!

### Why is this work happening while the Arch Bridge is closed?

Construction of the Jughandle Project began after the state provided funding through the Jobs and Transportation Act (JTA). JTA funding was provided for immediate use on projects that would put Oregonians back to work.

The new bridge on Highway 213 must be in place before other Jughandle Project improvements can be constructed, including the realignment of Washington Street under the new bridge. This construction sequence means that installation of the new bridge, and the accompanying four-day closure, must occur while the Arch Bridge is still closed.

### Could the dates of the temporary closure change?

There is a possibility that extreme winter weather could prevent the rapid bridge construction from occurring in late March. If the work and temporary closure need to be rescheduled, the media will be alerted and updates will be posted on [www.jughandleproject.com](http://www.jughandleproject.com).

struction from occurring in late March. If the work and temporary closure need to be rescheduled, the media will be alerted and updates will be posted on [www.jughandleproject.com](http://www.jughandleproject.com).

If the work must be rescheduled, the temporary closure will still occur over a Friday-Saturday-Sunday-Monday time period to minimize traffic impacts.

### Can trucks use the detour route?

Standard sized trucks (WB-67s that are 65 feet long from the front to the rear axle) will be able to follow the designated detour route. Flaggers stationed at the Washington Street/14<sup>th</sup> Street intersection will stop other traffic to allow trucks to use all travel lanes at the intersection to safely complete turns. Businesses are strongly encouraged to plan ahead so that travel through the area is not necessary during the temporary closure.

### For More Information

[www.jughandleproject.com](http://www.jughandleproject.com)



The City's project website features maps, a live construction camera, and regular construction updates.

You can also send questions to the project team and sign up to receive project updates by email.

[www.tripcheck.com](http://www.tripcheck.com)



ODOT's TripCheck provides incident and alert information for state highways, including Highway 213.

[www.twitter.com/TripCheckPDX](http://www.twitter.com/TripCheckPDX)



To receive closure updates and other incident information from ODOT on your mobile device, sign up for the TripCheck Twitter feed that covers Highway 213: TripCheckPDX.

### Is there a place to watch the rapid bridge construction?

There is no safe place on site for the public to view the rapid bridge construction. The best way to see the bridge slide is to use the time-lapse video option for the online construction camera at [www.jughandleproject.com/constructioncam](http://www.jughandleproject.com/constructioncam).

### About the Contractor



The contractor for this project is Mowat Construction Company. Mowat's Jughandle Project team, based in Clackamas County, includes 34 employees and more than 10 specialty subcontractor firms. The City awarded the construction contract to Mowat based on the company's expertise with complex bridge projects, past success completing extensive night-work projects on time, and competitive bid price.

Learn more about Mowat and other members of the project team at [www.jughandleproject.com/meettheteam](http://www.jughandleproject.com/meettheteam).

More than 100 jobs are estimated to result or directly benefit from this project's construction, thanks to funding from the 2009 Oregon Jobs and Transportation Act



# Highway 213 Jughandle Project NEWS

February 2012

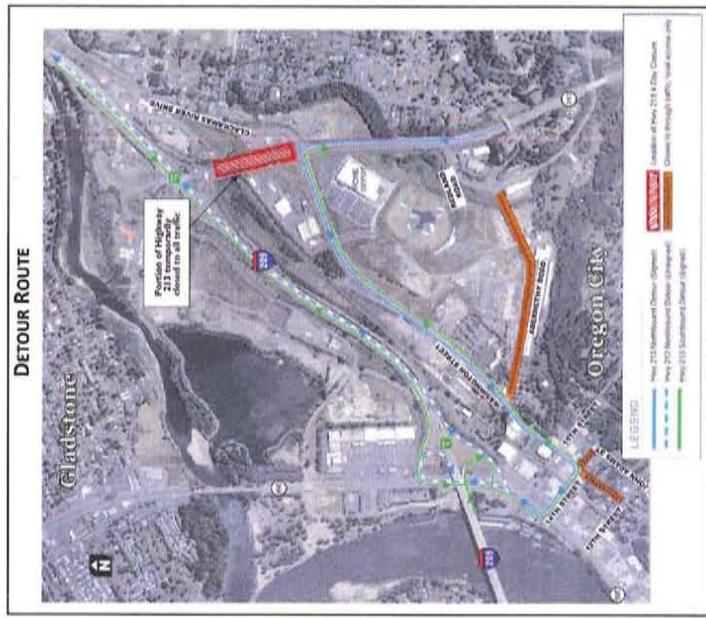
www.jughandleproject.com



## FOUR-DAY (104-HOUR) CLOSURE SCHEDULED

Closure of Highway 213 between Washington Street and northbound I-205 on/off-ramps expected to begin at 8:00 p.m. on Thursday, March 22, 2012 and end by 4:00 a.m. on Tuesday, March 27, 2012

The City of Oregon City's Jughandle Project will reach a major construction milestone in late March when the contractor will install a new bridge on Highway 213. The contractor will slide the bridge into place over a four day, five night period using a rapid bridge construction technique. To complete the bridge installation safely, the Oregon Department of Transportation (ODOT) will temporarily close Highway 213 between the Washington Street/Clackamas River Drive intersection and the northbound I-205 on/off ramps. This portion of the highway is scheduled to be closed to all traffic, including bicyclists and pedestrians, from 8:00 p.m. on Thursday, March 22, 2012 through 4:00 a.m. on Tuesday, March 27, 2012. A signed detour route (shown at left) will be in place during the temporary closure.



To learn more, visit the project website: [www.jughandleproject.com](http://www.jughandleproject.com)

**FOUR-DAY (104-HOUR) CLOSURE OF HIGHWAY 213 BETWEEN WASHINGTON STREET & NORTHBOUND I-205 ON/OFF RAMP**  
 8 p.m. Thursday, March 22 until 4 a.m. Tuesday, March 27



**City of Oregon City**  
 625 Center Street  
 PO Box 3040  
 Oregon City, OR 97045

PRSRPT STD  
 US POSTAGE PD  
 OREGON CITY OR  
 PERMIT #23

Postal Customer  
 97045

### What is the Jughandle Project?

The City of Oregon City, in partnership with ODOT, is constructing improvements to Highway 213, Washington Street, Clackamas River Drive, and Redland Road. The improvements are designed to reduce congestion, enhance safety, and increase capacity to accommodate current traffic demands and future growth.

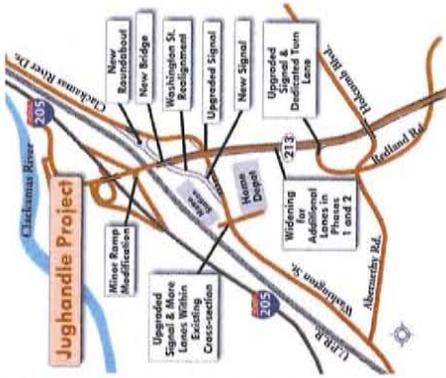
The signature component of the project is construction of a "jug handle" shaped roadway configuration. The Clackamas River Drive will be reconstructed and Washington Street realigned to pass under Highway 213 immediately south of the existing railroad bridge.

This new looping roadway configuration will enable motorists to travel to and from Highway 213, Washington Street, and Clackamas River Drive without making left turns across the highway that stop the flow of traffic. The new underpass will also provide a significantly safer east-west crossing for bicyclists and pedestrians.

Other features of the Jughandle Project include the addition of a third northbound travel lane on Highway 213 from just north of Redland Road to the northbound I-205 ramps, a dedicated right turn lane from Redland Road to Highway 213, and sidewalks on Washington Street.

The Jughandle Project will provide 20-30% excess traffic capacity on Highway 213 south of the I-205 interchange for immediate congestion relief and at least 20 years of expected growth.

82% of the funding for the \$26.8 million project is from the Oregon Jobs and Transportation Act. The remaining budget comes from Federal and City funds. Construction is scheduled to be complete by spring 2013.



## TALKING POINTS AND BACKGROUND INFORMATION REGARDING 4-DAY (104-HOUR) CLOSURE OF HIGHWAY 213 FOR JUGHANDLE PROJECT CONSTRUCTION



Go to [www.jughandleproject.com](http://www.jughandleproject.com) for more information and regular project updates

### Closure overview

- ODOT will temporarily close Highway 213 south of the I-205 interchange from 8:00pm on Thursday, March 22<sup>nd</sup> until 4:00am on Tuesday, March 27<sup>th</sup>.
- The City of Oregon City's Jughandle Project contractor will work around the clock during the closure to install a new bridge on Highway 213 using an innovative rapid bridge construction process.
- The new bridge is a key part of the Jughandle Project design to improve safety and the flow of traffic on the congested stretch of highway near the I-205 interchange.

### Why the City and ODOT decided closing the highway was the best way to get the job done

- **By using this innovative bridge construction method, major traffic interruptions associated with the nearly two-year construction project are contained to a period of four days.**
  - Rapid bridge construction enables the contractor to keep all Highway 213 travel lanes open in the daytime for all but four days of the nearly two-year construction process.
  - **The alternative traditional construction method would have involved daily, around the clock closures of at least two travel lanes on Highway 213. This would have resulted in lengthy traffic backups every day for more than a year.**
- **The rapid bridge construction method shortens the total duration of construction by approximately 6 months.**

### Timing of closure

- Based on input provided at public meetings during the project design phase, the City required the contractor to schedule the closure over a Friday, Saturday, and Sunday (and one consecutive weekday) to minimize impacts to weekday commuters.
- The closure will occur during a four-day period when traffic volumes should be lower than normal.
  - The first day of the closure (Friday, March 23) is a state furlough day, when state office workers will not be commuting to their jobs.
  - Clackamas County Circuit Court in downtown Oregon City will be closed on the first day of the closure.
  - The majority of Clackamas County employees are on an alternative schedule and do not work on Fridays.
  - Clackamas Community College has no classes or finals scheduled for the first day of the closure.
  - Spring break for the community college and local school districts starts on the last day of the closure (Monday, March 26).

### Expected traffic situation and efforts to prevent “gridlock”

- **If typical numbers of motorists attempt to travel through the area during the temporary full closure of the highway, then heavy traffic congestion on the detour route will spill onto Hwy 213, Hwy 99E/McLoughlin Boulevard, I-205, and local roadways in and around Oregon City. This would mean very long delays for motorists.**
- The City has developed an outreach strategy, similar to successful campaigns in Los Angeles and Seattle, warning drivers to expect severe traffic congestion and long delays if they choose to travel through the area during the temporary highway closure.
  - A key part of the messaging is to “steer clear of this area to prevent gridlock” during the full highway closure.
  - Another key part of the messaging is to inform the public that this is a 4-day or 104-hour closure so they can plan ahead for this time frame.
  - **If enough motorists heed the warning and stay away from area roadways, a severe traffic situation can be avoided.**
  - The City and ODOT are working to alert motorists throughout the region about the closure through an extensive public outreach campaign using a variety of media.
- The City of Oregon City is seeking your help:
  - If you normally drive through Oregon City on your way to another destination, please **plan a different route.**
  - If you can arrange to telecommute, please work from home.
  - If you can reschedule your weekend trips for another weekend, please do so.
  - If you have a business, please consider how appointments and deliveries can be kept to a minimum.
  - If you’re leaving town for spring break, please plan accordingly.
- A detour route through downtown Oregon City will provide access to I-205 from 99E/McLoughlin Blvd. This route is expected to be congested during the closure even if many travelers choose to steer clear of the area.
- There will also be two signed alternate routes to I-205 in an effort to disperse traffic and reduce delays.
  - One alternate route will direct drivers along Clackamas River Drive to Highway 212/224 in Carver to reach I-205 at exit 12.
  - The other alternate route will direct motorists to take Beaver Creek Road and other local streets to reach I-205 via 99E/McLoughlin Blvd.
- Motorists traveling to and from points from both the north and south of Oregon City are encouraged to reroute to I-5.
- Signage noting the closure and alternate routes that can be followed to avoid the area will be posted on I-205, on Highway 99E in Canby, and on Highway 213 in Oregon City, Mulino, and Molalla.

## **Jughandle Project Overview**

- The City of Oregon City, in partnership with ODOT, is constructing improvements to Highway 213, Washington Street, Clackamas River Drive, and Redland Road. The improvements are designed to reduce congestion, enhance safety, and increase capacity to accommodate current traffic demands and future growth.
- The signature component of the project is construction of a “jug handle”-shaped roadway configuration.
  - The intersection of Highway 213, Washington Street, and Clackamas River Drive is being reconstructed and Washington Street realigned to pass under a new Highway 213 bridge.
  - This new looping roadway configuration improves access to I-205 by enabling motorists to travel to and from Highway 213, Washington Street, and Clackamas River Drive without making left turns across the highway that stop the flow of traffic.
- **The completed Jughandle Project will provide 20-30% excess traffic capacity on Highway 213 south of the I-205 interchange for immediate congestion relief and at least 20 years of expected growth.**
- The 2009 legislature provided \$22 million to construct the Jughandle Project through the Oregon Jobs and Transportation Act.
- **More than 100 jobs are estimated to result or directly benefit from this project’s construction.**
- The contractor for the project is Mowat Construction Company, of Clackamas, OR.

## **FAQs**

### ***Why is this work happening while the West Linn-Oregon City Arch Bridge is closed?***

Construction of the Jughandle Project began after the state provided funding through the Jobs and Transportation Act (JTA). JTA funding was provided for immediate use on projects that would put Oregonians back to work.

The new bridge on Highway 213 must be in place before other Jughandle Project improvements can be constructed, including the realignment of Washington Street under the new bridge. This construction sequence means that installation of the new bridge, and the accompanying four-day closure, must occur while the Arch Bridge is still closed.

### ***Are there penalties for the contractor if they finish late or incentives if they finish early?***

The contractor has 104 hours to complete the work during the highway closure. The contractor will face financial penalties if the highway is not ready to reopen at the end of the 104-hour period (4:00 a.m. Tuesday, March 27<sup>th</sup>). Though no bonuses will be awarded for completing the work early, it is in the contractor’s interest to finish ahead of schedule.

### ***Could the dates of the temporary closure change?***

There is a possibility that extreme winter weather could prevent the rapid bridge construction from occurring in late March. If the work and temporary closure need to be rescheduled, the media will be alerted and updates will be posted on [www.jughandleproject.com](http://www.jughandleproject.com). If the work must be rescheduled, the temporary closure will still occur over a Friday-Saturday-Sunday-Monday time period to minimize traffic impacts.

### ***Is there a place to watch the rapid bridge construction?***

There is no safe place on site for the public to view the rapid bridge construction. The best way to view the bridge installation is to use the time-lapse video option for the online construction camera at [www.jughandleproject.com/constructioncam](http://www.jughandleproject.com/constructioncam).

# Can we build a better future by dredging up the past?

Featuring



Krista Koehl, Port of Portland  
Keith Leavitt, Port of Portland  
David Harvey, Gunderson LLC

For more than 175 years, Portland has been home to one of the busiest ports on the west coast—with more than 13 million tons of imports and exports streaming across marine facilities along the lower Willamette and Columbia Rivers.

But environmental regulations aimed at cleaning up 10 miles of the Lower Willamette River in Portland could cost billions of dollars and eliminate family wage jobs from our fragile regional and state economy, limiting several key industries from operating here. Clean up efforts could also limit the infill and reclamation of "brownfield" sites in north Portland, which are essential to meeting the region's need for developable industrial land in the next 50 years.

What is the process for such a project - and at the end of the day, will it achieve the ambitious goals for a healthy community? To learn more and understand how the clean up will impact businesses and communities on the Westside of the Portland metropolitan region, please join us on Thursday morning, February 23 as WEA's monthly Breakfast Forum examines the past and future of the Portland harbor.

You can register for this Forum by pre-paying with a check, payable to Westside Economic Alliance, or by phone with a Visa or MasterCard number. Seating is limited, so register today.

Sponsored  
by



When: Thursday, February 23, 7:30 a.m. to 9:00 a.m.

Where: Embassy Suites  
9000 S.W. Washington Square Rd., Tigard, Oregon 97223

Cost: \$25.00 for members of the Alliance  
\$35.00 for non-members

Note: Please add a \$10.00 late fee to all registrations received after Monday, February 20.

To Register: E-mail: [tdunham@westside-alliance.org](mailto:tdunham@westside-alliance.org)  
Phone: 503-968-3100

No refunds are available for cancellations made within 48 hours of this event.

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

February 22, 2012

Re: Clarification of my February 8 Letter

Dear MPAC and Metro Colleagues,

I understand that some have interpreted my February 8 letter to be announcing my resignation from MPAC. That is not the case at all. If it were, as I serve at the pleasure of the Council President, I would have notified him personally and directly and prior to any communication with anyone else.

As you know, he will be naming his citizen representatives later this month. I have chosen not to apply. Therefore, tonight would have been my last MPAC meeting but as I already knew I had a conflict and could not attend, I wanted to express some sentiments February 8 upon my departure. Unfortunately, I became ill and could not do so in person, hence my letter to you.

As I stated in my letter it has been an honor and a privilege to represent the Citizens of Washington County. My personal values mesh well with the goals of our region and I continue to support the objectives of the notion of a regional government and the institution known as Metro. I will continue to persevere in helping to make our region the Greatest Place, but simply in a different way and in other arenas or venues.

Warm regards and I wish you all well,



Nathalie L. Darcy