



METRO COUNCIL WORK SESSION
MEETING SUMMARY
September 25, 2012
Metro Council Chamber

Councilors Present: Council President Tom Hughes and Councilors Shirley Craddick, Carlotta Collette, Kathryn Harrington, Carl Hosticka, and Barbara Roberts

Councilors Excused: Councilor Rex Burkholder

Council President Tom Hughes convened the Metro Council work session at 9:36 a.m.

1. CHIEF OPERATING OFFICER COMMUNICATIONS

Chief Operating Officer Ms. Martha Bennett reported to the Council two items:

- Ms. Bennett will be giving a speech at the League of Oregon Cities Conference on September 29. The speech will be about how regional government interacts with the cities within their jurisdiction.
- The land use hearing on the Oregon Zoo's West parking lot will be take place on September 26.

2. IMPLEMENTING THE REGIONAL TRANSPORTATION SAFETY PLAN

Mr. Josh Naramore of Metro presented to the Council on the Regional Transportation Safety Plan Implementation Recommendations.

In 2012 Metro and its partners completed the first Regional Transportation Safety Plan (RTSP), which identified regional multimodal crash trends, and made recommendations for reducing fatalities and serious injuries. The findings and recommendations of the RTSP where presented at the May 29 Metro Council Work Session and June 14 JPACT meetings. Subsequently, Metro staff was directed to develop a strategy to implement the safety recommendations. The recommendations included:

- Developing an arterial safety program to identify high crash arterials and make these corridors safer.
- Developing targeted strategies to reduce the prevalence of driving under the influence of alcohol and drugs, speeding and aggressive driving.
- Improving pedestrian crossings.
- Providing and improving bicycle facilities along high-volume and/or high-speed roadways.

Mr. Naramore reported that implementation of the full RTSP recommendations would cost an estimated \$5.183 million, with a three-year allocation total of \$15.549 million. The majority of this funding would be used to implement multimodal safety improvements to 6 of the highest crash arterials in the region.

Currently staff is working with federal, state and local partners to identify potential resources to fund the safety pilot program. Consequently, staff was seeking input from the Council on funding opportunities to implement the RTSP recommendations.

Council Discussion:

- The Council felt that in each locality transportation engineers must work with safety professionals to ensure that safety is integral in every project. Working with safety professionals should be part of the check list for completing all transportation projects.
- The Council suggested reminding drivers of the rules of the road with better signage for vehicles. Better markings for crosswalks and other multimodal portions of roadways could help remind drivers when and where to stop and to be mindful of the other modes of transportation on the roadway.
- The Council asked staff about possible funding sources for the RTSP. Staff clarified that funding might come through the additional MTIP and STIP allocation should those funds be made available for safety projects by JPACT. Granting additional funding toward safety projects is one option available to JPACT.
- The Council inquired whether safety projects would compete for funding with current transportation projects or if there was overlap between current transportation projects that were in areas where safety must also be improved. Staff reported that safety could be integrated into ongoing projects and would not necessarily compete for those dollars.
- The Council was curious how the RTSP would affect job creation. Staff stated that most of the money would be going to local governments so they can upgrade their facilities, and consequently jobs would be created in time to complete those upgrades.

3. BREAK

Council recessed for a short break.

4. REGIONAL INDUSTRIAL SITE READINESS PROJECT

Mr. Ted Reid and Mr. Randy Tucker of Metro, and Mr. Bernie Bottomly of the Portland Business Alliance Presented to the Council on the Regional Industrial Site Readiness Project.

In an attempt to attract high-paying manufacturing and traded-sector firms to the region, Metro, NAIOP, the Portland Business Alliance, Business Oregon, and the Port of Portland studied the

viability of vacant industrial sites within the urban growth boundary and selected urban reserves. The study was conducted by Group Mackenzie in two phases: First, 56 vacant sites were inventoried that had the potential for industrial uses and second, 12 illustrative sites were selected to investigate in detail. The study analyzed the opportunities and challenges that each site provided for potential manufacturing and sector-traded development. Recommendations included:

- Maintaining and expanding existing state infrastructure funding and technical assistance.
- Streamlining state and local regulatory and permitting processes to reduce risk and increase private sector investment.
- Exploring opportunities for regional and state funding for developer entities, either public or private, that can invest in due diligence and site preparation without requiring a market-driven return on investment.

While none of these recommendations are explicitly directed toward Metro, the presenters wished to discuss how the Council might use the study's findings to inform future investments and policy decisions. Additionally, the presenters were seeking support from the Council of the legislative concepts currently under discussion.

Council Discussion:

- The presenters were asked how potential industrial sites would be prepared to attract investors when you don't know their exact needs since preparation varies depending on the industry. Staff clarified that the first steps in prepping sites are tasks such as site aggregation and wetlands remediation, and that major investments in off-site infrastructure are necessary to serve not just these specific sites, but the larger industrial district.
- The Council discussed the concern that localities might compete heavily for firms to come to their particular suitable industrial site. There have been past instances where localities throughout the state have competed for firms so ferociously that it was counterproductive and industries left. Staff responded that the legislative concept for forgivable loans has been written to only benefit sites where there is a net gain in employment for the state that would not have occurred but for the public investments that were made.
- The Council discussed the importance that communities are given a good idea of the returns that their investment will yield in the future. Preparing these sites will cost dollars that could be put towards schools among other things, so it is important that communities understand the benefits that spending this money to bring industry to their community will have down the road.
- The presenters were asked who else around the state they have approached about the industrial site readiness project as it is on the legislative level. The presenters responded that they have already been active in getting those at the state level involved. Additionally, the presenters stated they have reached out to the Community Investment Initiative as it is a logical entity for the project to collaborate with.
- The Council requested clarification on the logic behind making localities pay back development loans when development does not occur, but not when development does occur. The presenters responded that this was the only way to get localities the cash that

they desperately need to do this work, but that the Council was right that if development doesn't occur the locality bears the cost. The intent is that local jurisdictions and the state share more of the risk and make investments with those potential risks in mind.

- The Council discussed the reasoning behind Oregon's industrial permitting processes; they were created to ensure safety, environmental vitality, and protect transportation investments. The presenters stated that the project team is not proposing changes to permitting standards, just improvements to the predictability of the permitting process.

5. COMMUNITY DEVELOPMENT AND PLANNING (CET) GRANT CRITERIA

Mr. Gerry Uba and Mr. John Williams of Metro presented to the Council on the Community Development and Planning Grant Criteria.

Following the resolution of the lawsuit that delayed the implementation of the Construction Excise Tax funding for Metro's Community Development and Planning Grants, the Metro Council directed staff to proceed with the third cycle of grant awards at the August 7 and September 11 Council Work Sessions.

The first component of the third cycle is refining the criteria used in awarding grants. Regarding the criteria staff has proposed:

- Retaining existing criteria for grants awarded to areas already inside the urban growth boundary.
- Creating criteria for new urban areas and urban reserves based on the requirements for concept plans within title 11 of Metro's Urban Growth Management Functional Plan.

At this work session staff was seeking direction on these proposals from the Council. Moving forward the COO will work with the CET Advisory Committee to develop criteria for new urban areas and urban reserves, bring the proposed criteria to the Council for final direction and amend the administrative rules by executive order to include the new criteria. The grant solicitation process will begin this fall with Council approval of the third cycle of grants which is scheduled for the spring of 2013.

Council Discussion:

- The Council made a request to have the Centers and Corridors Expert Advisory Group recommendations brought back to them for review. The Council felt that report was a good example of an analysis that showed the challenges and opportunities of accomplishing projects.
- The Council liked the flexibility of the criteria in the staff proposal. However, there was concern that Metro will receive many grant applications and there are only so many that can be accepted. In the end the criteria must help determine which applications make the cut, so it might be necessary to make more specific criteria.

- The Council had concerns about the Market Readiness Market Pull. The Council wanted to ensure that the criteria expresses the need to help influence market pull, as there are places inside the current UGB with room for development and the most should be made out of that available land.
- The Council inquired about what happens when localities apply for grants that are in areas that are under contention. Furthermore, The Council deliberated who can apply, and what they can apply for in areas where governance is still under contention. Pre-concept planning was suggested as a solution, and staff agreed to throw the topic to the advisory committee for discussion.
- The Council asked whether there was a minimum or maximum size for potential projects in the grant criteria. The Council wanted to know how grant applications coming from smaller areas would be weighed against applications from larger areas.
- The Council did not want to create the expectation that doing concept planning automatically puts a jurisdiction in line for expansion. The Council acknowledged that it is necessary to do concept planning to move forward in the process, but it is not entirely sufficient. Doing concept planning will not guarantee getting in, but it must be done to be considered.

6. COUNCIL BRIEFINGS/COMMUNICATION

Councilor Kathryn Harrington reported that she attended the Hispanic Heritage and Activism in Oregon forum. Councilor Harrington stated that she learned a lot at the forum and saw that there is still room for improvement in outreach efforts to the Hispanic communities in the region. Additionally, Councilor Harrington attended the previous weeks' LCDC meeting as a member of the LOAC. At the meeting education and Metro projects were discussed.

Councilor Carlotta Collette reported that the work on the White Oak Savannah Trail in West Linn, which Metro helped the city purchase, has been completed. Additionally, Councilor Collette announced that she will be speaking to the Indianapolis Leadership Exchange on transit oriented development on September 30.

Council President Tom Hughes reported to the Council on the opening of the East Side Street Car on September 22. President Hughes recognized the significance of the Street Car's being built locally, and the economic impact it has and will continue to have on Clackamas County.

7. **ADJURN**

Seeing no further business, Council President Hughes adjourned the Council work session at 12:14 p.m.

Prepared by,



Adam Gardner
Council Office Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 25, 2012

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	PowerPoint	9/25/2012	Transportation Safety Plan Recommendations PowerPoint	92512cw-01
2.0	PowerPoint	9/25/2012	Regional Industrial Site Readiness Project PowerPoint	92512cw- 02
3.0	Handout	9/25/2012	Planning and Development Grants Brochure	92512cw- 03