



**METRO COUNCIL WORK SESSION
MEETING SUMMARY
February 19, 2013
Metro Council Chamber**

Councilors Present: Councilor President Tom Hughes, Councilors Shirley Craddick, Kathryn Harrington, Craig Dirksen, Carlotta Collette, Bob Stacey, and Sam Chase

Councilors Excused: none

Council President Tom Hughes convened the Metro Council work session at 1:02 p.m.

1. CHIEF OPERATING OFFICER COMMUNICATIONS

Chief Operating Officer Ms. Martha Bennett reported one item to the Council:

- The agenda for the February 26th retreat will be available Thursday, February 21st.

Ms. Bennett asked Mr. Jim Desmond to report on the adoption of the Ice Age Tonquin Trail:

Mr. Jim Desmond noted that concerns were raised to the Council by industrial land owners located on one of the trail's sections. Mr. Desmond explained that the exact trail location was not determined and will be developed in consultation with the public and interested stakeholders, including the industrial landowners. This consultation would take place before any annexation. The land use decisions will be made by the cities, not Metro, at the time of annexation and approval. The Council is scheduled to review the adoption process on February 28, 2013.

2. SECOND QUARTER FINANCIAL REPORT (UNAUDITED)

Mr. Tim Collier, of Metro, provided a presentation of the FY 2012-2013 Second Quarter Financial Report. Mr. Collier said that the report was important for creating estimates for the upcoming year.

Mr. Collier noted conservative revenue budgeting was on track but has areas of concern. He highlighted Metro's venues, which had strong second quarters. Several of the venues, including the Zoo and Oregon Convention Center, had record breaking months during the quarter. Conversely, park and cemetery revenues have gone down. Solid waste excise taxes and program revenues have also declined. Mr. Collier said that going forward these areas will be closely monitored. The impact of taking the zoo train out of service for a season and constructing the elephant lands will also be monitored.

Mr. Collier noted the capital projects completed during the quarter, including the Zoo Conditional Use Master Plan and land use review. Several projects were completed at the Expo center, including new carpeting and roof work.

He stated that overall the second quarter was on track, but there were areas that would be monitored in the future.

Council Discussion:

- The Council inquired how long the zoo train will be closed. The presenter explained that the train will be closed one season, either a winter (Zoo Lights) season or a summer season. Councilors also discussed the potential for taking advantage of zoo construction. Ms. Martha Bennett COO noted that there was a zoo committee dedicated to this purpose.
- The Council inquired about what was included in the parks' revenues. The presenter clarified that parks' revenues included cemetery revenue and revenue from parks in the Metro region. Subsequently, Councilors discussed declining parks' revenues. The presenter explained that revenues from parks dropped with the recession and recovery was slower than anticipated. He noted that the cemetery pricing strategy may be adjusted during the 3rd Quarter.
- The Council discussed solid waste taxes' declining revenues due to the decline in tonnage shipped to Metro transfer stations. The presenter explained that excise tax and regional system fee are collected regardless of where tonnage goes, but declining overall volume has caused waste collectors to shift more volume to their private facilities. This shift takes revenue from Metro stations.

3. REGIONAL ACTIVE TRANSPORTATION PLAN UPDATE

Ms. Lake McTighe, of Metro, presented the background information on the Regional Active Transportation Plan (ATP). An update was also given on preliminary outcomes from current models of improvements to the Principal Regional Pedestrian and Bicycling Networks. This update was in preparation for the June 2013 meeting at which the Council will consider a "resolution of intent" regarding the possible ATP addition to the updated Regional Transportation Plan (RTP).

There are three phases of the ATP project. Phase one provided a comprehensive analysis of existing pedestrian and bicycle networks. Phase two identifies the project needs and assesses the improvements— this phase is underway. Phase three will prioritize investment strategies and projects resulting in a completed plan.

Ms. McTighe explained the vision of the ATP: to make active transportation more equitable, utilizable, and safe. She detailed the Regional Pedestrian Network which would create on and off-road networks for pedestrians. Ms. McTighe also explained three scenarios for the Regional Bicycle Parkway plan:

- Concept 1- Grid: Parkways planned with regional bikeway facilities every 2 miles. The grid connected most cities to the center and surrounding cities.
- Concept 2- Spiderweb: All parkways radiate from the central city to cities outside the center.
- Concept 3- Mobility Corridors: Parkways planned along major transportation corridors to connect urban centers.

Ms. McTighe detailed the nine network principles for the pedestrian and bike concepts including: integrated and connected, safe and comfortable for all people, attractive and enjoyable, and implements goals, plans and targets.

Feedback was sought regarding the transportation concepts and the criteria for evaluation and prioritization of options.

Council Discussion:

- The Council asked if any of the bikeway concepts had more infrastructure built than any other. The presenter noted that the ATP staff was examining current infrastructure to determine future building and renovating costs.
- The Council inquired about the mix of components in the bicycle concepts including: off street, bike boulevards, and cycle tracks. The presenter explained that all three could be included, provided each is safe and comfortable for bicyclists.
- The Council expressed concern about presenting Concept 3. Councilors discussed the limited access in this concept, and the likelihood of heavy utilization of the long “freeway”-like parkways in Concept 3.
- The Council inquired about how density would determine the final staff recommendation. The presenter explained that evaluation of the different parkways came from studies of overall network volume. The staff used 2010 volume data to create models to display the increases in bike utilization by 2035.
- The Council suggested that economic benefit to the region and economic efficiency be added to the Network Principles. Councilors discussed the economic benefits of creating bicycle hubs in city centers.

4. COMMUNITY INVESTMENT INITIATIVE: DEVELOPMENT-READY COMMUNITIES

Mr. Gene Grant of the Urban Land Institute (ULI), Ms. Robin McArthur and Mr. Joel Schoening of Metro, and Ms. Deanna Palm of the Community Investment Initiative Leadership Council presented an update on the Community Investment Initiative: Development-Ready Communities and an introduction to the ULI’s Thriving Cities Alliance Initiative.

Ms. Deanna Palm explained that the Development-Ready Communities initiative has completed the first phase of the project. This included: outreach to the private sector and economic development staffs throughout the region, incorporating the initial Council and committee feedback, and vetting the Framework of Development Challenges and Opportunities throughout the community.

Ms. Palm noted that the Development-Ready Communities implementation group also initiated the pilot program and drafted an assessment tool. Oregon City volunteered as the pilot for the program and assisted in developing the assessment tool. The implementation group found that ULI’s Thriving Cities Alliance initiative complemented the Development-Ready Communities initiative and worked with them to cultivate a potential partnership.

Mr. Gene Grant explained that the ULI is primarily a research and educational institution with broad membership. In 2008 the ULI formed the Quality Growth Alliance in Seattle. In spite of the

Great Recession, the Quality Growth Alliance worked as an advisor to local jurisdictions and reviewed and supported major projects in the area. The Alliance in Seattle has support from institutions with interests in real estate. The goal of the Thriving Cities Alliance would be to foster economic development without losing quality of life by bringing together parties interested in environmental conservation and economic development.

Mr. Grant further explained that the ULI Thriving Cities Alliance will provide advice and services review to local jurisdictions. Several organizations and institutions with relevant expertise would be involved. The ULI has acquired funding to start the project, and has begun advertising for a Portland-based staff. Members of the Thriving Cities Alliance would not contribute funds; the Alliance would be fully funded by ULI.

Mr. Grant noted that ULI plans for a Fall launch of the Thriving Cities Alliance. A list of organizations that plan to participate in the Alliance was circulated. A secondary list of approximately 250 real estate related organizations, including cities, trade associations, and environmental organizations has been compiled to reflect the parties the ULI anticipates being involved in the Fall event.

Council Discussion:

- The Council inquired about the geographical scope of the Thriving Cities Alliance. The presenters explained that the Thriving Cities Alliance will only work in the Portland metro region.
- The Council discussed Metro's role in the Thriving Cities Certification Program. The presenters noted that Metro would be part of the Alliance, so Metro experts would be included in the Certification process.
- The Council discussed the absence of an equity provision in the Seattle Quality Growth Alliance and its addition to the Thriving Cities Alliance provisions.
- The Council inquired about the City of Portland's interest in the Alliance. The presenters explained that Portland had expressed interest, but that it was an ongoing conversation. Regarding future conversations with cities, the presenters noted the importance of the outcomes of the Oregon City pilot.
- The Council discussed the benefits of the development tool and the certification process including: a city's improved understanding of markets and development needs, regional support for community development, and recognition from the Leadership Council for passing the certification process.
- The Council inquired about the number of jurisdictions approached in project outreach. The presenters explained that the jurisdictions approached had been thoughtfully selected.
- The Council discussed the funding of the Thriving Cities Alliance and Development-Ready Cities. Councilors expressed both concern that Metro's funding model for CII initiatives is unclear, and appreciation for ULI's plan to fund the Thriving Cities Alliance completely.

5. COUNCIL BRIEFINGS/COMMUNICATION

Council President Tom Hughes gave a legislative update reporting on:

- The bill regarding the Columbia River Crossing project.
- The bill regarding Area 93.
- The bill regarding industrial site readiness.
- The bill regarding the disposal of abandoned vessels (House Bill 2233).
- The bill regarding the Road User Fee.
- The two bills regarding prevailing wage (House Bills 2775 and 2777).

Council President Tom Hughes reported on the Clackamas County Rural Act.

Councilor Shirley Craddick reported on the Oregon Zoo Citizens' Oversight Committee.

6. ADJURN

Seeing no further business, Council President Tom Hughes adjourned the Council work session at 3:16 p.m.

Prepared by,



Camille Tisler

| Council Office Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF February 19, 2013

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	Handout		Regional Active Transportation Plan	21913cw-01
2.0	Handout		Quality Growth Alliance	21913cw-02
3.0	Handout	2/11/2013	Thriving Cities Alliance Executive Summary	21913cw-03