

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPOINTING METRO) RESOLUTION NO. 88-1016
COUNCILORS TO THE LOCAL GOVERNMENT)
ADVISORY COMMITTEE AND DESIGNATING) Introduced by Presiding
A CHAIRPERSON) Officer Ragsdale

WHEREAS, Ordinance No. 84-180 created a Local Government Advisory Committee to advise the Metro Council on the District's planning program and the level of service charges to be assessed local governments for planning activities of the District; and


WHEREAS, Ordinance No. 84-180 authorizes Metro to have three representatives on the local government advisory committee and requires the Council to appoint the chairperson of the Committee; now, therefore,

BE IT RESOLVED,

1. That the Metro Council designates Councilors Jim Gardner and Tom DeJardin and Councilor-elect Larry Bauer as Metro representatives on the Local Government Advisory Committee for 1988-89.

2. That Councilor Jim Gardner is appointed chairperson of the Local Government Advisory Committee for 1988-89.

ADOPTED by the Council of the Metropolitan Service District this 8th day of December, 1988.



Mike Ragsdale, Presiding Officer

DEC:gpwb

COMMITTEE REPORT

Agenda Item No. 5.2

Meeting Date December 8, 1988

CONSIDERATION OF RESOLUTION NO. 88-1016, APPOINTING COUNCILORS TO THE LOCAL GOVERNMENT ADVISORY COMMITTEE AND DESIGNATING A CHAIRPERSON

Date: November 23, 1988 Presented by: Councilor Jim Gardner,
Chair, Intergovernmental
Relations Committee

COMMITTEE RECOMMENDATION

Committee members present -- Councilors Collier, DeJardin, Knowles, Waker and myself -- voted unanimously to recommend Council adoption of Resolution No. 88-1016. All Committee members were present.

COMMITTEE DISCUSSION & ISSUES

Resolution No. 88-1016 appoints three Metro Council members -- Councilor DeJardin, Councilor-elect Larry Bauer and myself -- to the FY88-89 Local Government Advisory Committee. The Committee includes other local government officials and is charged with reviewing Metro's programs and services funded by the local government dues. Metro Ordinance No. 84-140, which provides the framework for the Committee's establishment and purpose, will be amended to remove reference to Metro's defunct Intergovernmental Resource Center. Councilor DeJardin noted potential time constraints but agreed to serve on the Committee.

jpm a:\lgacrpt

STAFF REPORT

CONSIDERATION OF RESOLUTION 88-1016, FOR THE PURPOSE OF
APPOINTING COUNCILORS TO THE LOCAL GOVERNMENT ADVISORY
COMMITTEE AND DESIGNATING A CHAIRPERSON

Date: November 17, 1988

Presented by: Don Carlson

FACTUAL BACKGROUND AND ANALYSIS

Resolution No. 88-1016 appoints the three Metro Council members to the Local Government Advisory Committee for FY 1988-89. In addition to the Metro Councilors, the Local Government Advisory Committee membership is comprised of local government officials as specified in Ordinance No. 84-180. The purpose of the Committee is to review Metro's programs and services funded by the local government dues and recommend the work program funded by such dues and the level of the dues assessment to the Metro Council.

The following local governments will designate a representative on the Advisory Committee: Clackamas County, Multnomah County, Washington County, City of Portland, Cities of Clackamas County, Cities of Multnomah County, Cities of Washington County, Port of Portland, Tri-Met and State of Oregon. The initial meeting of the Committee will be in mid-December with subsequent meetings in mid-January. The Committee recommendations will be presented to the Metro Council in early February.

While Ordinance No. 84-180 provides the framework policies for the establishment of this year's Advisory Committee this ordinance should be revised because since it also established the now defunct Intergovernmental Resource Center. Council staff is preparing a new ordinance which will replace Ordinance No. 84-180.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 88-1016.

SL/DEC:gpwb
SR1016



*Local Government
Advisory Committee
Program Overview*

Transportation Department

Planning and Development
Department

Metropolitan Service District
Portland, Oregon

December 1988

METRO

**Local Government Advisory Committee
Program Overview**

Transportation Department

and

Planning and Development Department

**Metropolitan Service District
Portland, Oregon**

December 1988

TABLE OF CONTENTS

FOREWORD i

FY 1989-90 LOCAL GOVERNMENT ADVISORY COMMITTEE ii

TRANSPORTATION

I. REGIONAL TRANSPORTATION PLANNING 1-1

II. TRANSPORTATION IMPROVEMENT PROGRAM 1-4

III. DATA SERVICES 1-5

IV. COORDINATION AND MANAGEMENT 1-7

PLANNING AND DEVELOPMENT

I. REGIONAL LAND DEVELOPMENT & PUBLIC FACILITIES PLANNING 2-1

II. LOCAL GOVERNMENT ASSISTANCE AND COORDINATION 2-3

III. ECONOMIC DEVELOPMENT 2-6

FOREWORD

A significant percentage of Metro's programs in the Transportation Department and Planning and Development Department is funded by the assessment of dues paid by local governments within the boundaries of the Metropolitan Service District pursuant to ORS 268.513.

Each year the Metro Council exercises the authority granted by ORS 268.170 and appoints a Local Government Advisory Committee consisting of city and county elected officials, representatives of regional agencies and the state. The Committee reviews Metro's activity and service in existing programs funded by dues. It also advises the Metro Council of additional programs and work priorities which the Committee believes might be most responsive to regional planning needs and those of local jurisdictions. Committee members for the fiscal year 1989-1990 are listed on the next page.

The following document summarizes the progress and status of transportation, data resources, regional land development, public facility planning, local government assistance and coordination, economic development and small business assistance programs at Metro between July 1988 and December 1988 that have been funded in whole or in part by local dues. It was prepared for review by the Local Government Advisory Committee as a starting point to discuss Metro's potential FY 1989-1990 dues-funded Transportation Department and Planning and Development Department work programs.

FY 1989-90 LOCAL GOVERNMENT ADVISORY COMMITTEE

The Honorable Dale Harlan
Clackamas County Board of
Commissioners

The Honorable John Meek
Washington County Board of
Commissioners

Mr. Robert Woodell, Executive Director
Port of Portland

The Honorable H. Wade Byers, Jr.
Mayor of Gladstone (cities of Clackamas County)

The Honorable Gretchen Kafoury
Multnomah County Board of
Commissioners

The Honorable Earl Blumenauer
City of Portland Commissioner

Mr. Bob Post, Assistant General Manager
Tri-Met

The Honorable Sam Cox
Mayor of Troutdale (cities of Multnomah County)

The Honorable Donald Stephens
Mayor of Durham (cities of Washington County)

The Honorable Tom DeJardin
Metro Councilor

The Honorable Jim Gardner
Metro Councilor

The Honorable Larry Bauer
Metro Councilor-Elect

Mr. Bob Schumacher, Administrator
State Intergovernmental Relations Division

TRANSPORTATION DEPARTMENT
FY 1989 WORK PROGRAM/PROGRESS THROUGH DECEMBER 1, 1988

TRANSPORTATION DEPARTMENT
FY 1989 WORK PROGRAM/PROGRESS THROUGH DECEMBER 1, 1988

I. REGIONAL TRANSPORTATION PLANNING

A. REGIONAL TRANSPORTATION PLAN: UPDATE AND REFINEMENT

The adopted Regional Transportation Plan (RTP) provides the region with a comprehensive policy and investment blueprint for an effective long-range transportation system. To ensure that the RTP is up to date and reflective of current economic, demographic and growth trends, periodic amendments are necessary. Major activities accomplished in FY 1989 are as follows:

1. Prepared an updated RTP document to be considered for adoption in February 1, 1989. The Transportation Policy Alternatives Committee (TPAC) has reviewed the document.
2. Provided assistance to the JPACT Finance Committee and the Business Task Force on Regional Transportation Priorities in defining 10-year priorities and evaluating alternative funding proposals. A comprehensive funding package will be considered for adoption and submitted to the legislature.
3. Comments were provided to the Portland City Council on the evaluation of alternatives to the I-5/East Marquam project (East Bank Freeway relocation).
4. Comments were provided to the Tri-Met Board on the proposals to remove Wilsonville, Mollala and Damascus from the Tri-Met district.
5. Plans and/or PFPs were reviewed for consistency with the RTP from Washington County, Multnomah County, Portland, Beaverton, North Clackamas County.

B. PUBLIC-PRIVATE TASK FORCE OF FUTURE TRANSIT FINANCE

This study was begun in FY 1988 for the purpose of identifying innovative financial strategies to fund transportation projects, particularly transit. Recognizing the need to include the private sector in planning for the region's future transit needs, the Task Force was charged with developing private funding mechanisms for implementation of priority transit projects and review of public sector funding. Emphasis was to be placed on the 10-year priority program developed by the Joint Policy Advisory Committee on Transportation (JPACT). Major activities in FY 1989 are as follows:

The Task Force has completed their recommendations and submitted the final report to JPACT calling for:

1. implementation of special assessment districts around LRT stations;
2. use of urban renewal funding where LRT helps implement the urban renewal plan;
3. negotiation with developers for station cost sharing where the station is physically integrated with development; and
4. acquisition of land adjacent to LRT stations to be leased for private development.

C. SOUTHEAST CORRIDOR STUDY

The adopted RTP recognized several outstanding transportation issues in the Southeast Corridor extending from the I-5/I-405 loop to U.S. 26 east of Boring. Begun in 1987, this study will identify, evaluate and define the effects of different transportation investments and policies in the Corridor to address specific issues, and, upon adoption by the Policy Committees after public hearings, recommend improvement strategies for inclusion in affected state, regional (RTP) and local plans. Major activities in FY 1989 are as follows:

1. The overall study was divided into three parts:
 - a. improvement of Highway 224/212 from McLoughlin Boulevard through Damascus and Boring to Highway 26;
 - b. evaluation of new and/or improved Willamette River crossings; and
 - c. evaluation of east-west traffic problems on Johnson Creek Boulevard and parallel streets.
2. The priority emphasis has been on the Johnson Creek Boulevard component of the study wherein citizen and technical advisory committees have been meeting bi-weekly. The analysis of four types of transportation alternatives is now complete and the committee is developing its recommendations:
 - Major transit expansion to reduce traffic through the neighborhood.
 - Focus traffic on an improved arterial in the vicinity of Johnson Creek Boulevard.
 - Share traffic equally across Holgate, Bybee, Johnson Creek Boulevard and King/Harrison.

- Reduce traffic through the area through diverters and other methods to discourage traffic.
- 3. A preliminary analysis was conducted for the other two components, indicating they could be separated from the Johnson Creek issue for consideration later.

D. BI-STATE TRANSPORTATION STUDY

Concern has been raised regarding future capacity deficiencies across the Columbia River between Portland and Clark County, Washington. In addition, several proposals have been suggested to address this deficiency, including a possible extension of the Westside Bypass north to I-5 in Clark County a possible new bridge in the vicinity of Troutdale and Camas and LRT in the I-5 Corridor to Vancouver.

Major accomplishments in FY 1989 are as follows:

The Clark County Intergovernmental Resource Center, under contract to the Washington Legislative Transportation Committee, has developed a scope of work for a major Bi-State Study of the following alternatives:

1. a new bridge between Camas and Troutdale;
2. an extension of the Western Bypass from U.S. 26 north to I-5;
3. construction of LRT between Portland and Vancouver; and
4. upgrading of I-5.

JPACT has reviewed the scope and has serious reservations about the potential impacts on Forest Park, Sauvie Island and Rivergate and the implication to regional transportation priorities in other corridors. However, they recognize that some initial planning activities will likely be necessary.

E. REGIONAL LRT SYSTEM PLAN

1. Complete the assessment of the remaining transitway corridors identified in the RTP for which a Phase I analysis has not yet been completed. These include:
 - a) Sunset LRT extensions;
 - b) Milwaukie LRT extensions;
 - and c) I-205 LRT extensions.On the Eastside, the feasibility of the following may be evaluated:
 - a) Milwaukie to Oregon City via McLoughlin;
 - b) Milwaukie to Lake Oswego; and
 - c) Clackamas Town Center to Oregon City via I-205.On the Westside, the following may be evaluated:
 - a) Beaverton to Tigard or Tualatin;
 - b) Beyond 185th to central Hillsboro; and
 - 3) Sunset Highway/Cornell Road to Hillsboro.

2. Identify alignments to be protected for corridors not included in "Priority LRT System" but desired to be retained for further consideration.
3. Update 2005 and 2010 forecasts for each LRT corridor following results of travel model refinement to determine whether or not LRT has different transit ridership characteristics than the bus system. Using revised average daily ridership forecasts by trip purpose, estimate average weekly and annual ridership for each line to reflect weekend volumes.

Major accomplishments in FY 1989 are as follows:

- a. Provided assistance to Tri-Met in conjunction with the Westside preliminary engineering in evaluating LRT from 185th Avenue to Hillsboro.
- b. Met with the Urban Mass Transportation Administration (UMTA) to determine their requirements for advancing I-205 LRT into the draft EIS step and procedures for withdrawing the I-205 bus lanes.

II. TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a federally required document setting forth funding for transportation improvements identified in the RTP, including project length, termini, estimated total costs, federal funds to be obligated by program year, identification of recipient and state and local agencies responsible for carrying out the project.

Major accomplishments in FY 1989 are as follows:

- A. The transfer of the Transportation Improvement Program (TIP) accounting system from the DEC to the MASSCOMP computer has been completed. The DEC can now be placed out of operation.
- B. \$3.48 million of FY 1987 and 88 Federal-Aid Urban funds (FAU) were allocated to projects in the three counties outside the City of Portland. The process has been initiated to allocate \$5.77 million of FY 1989, 90 and 91 FAU funding which will be accomplished by January.
- C. The TIP Subcommittee is considering alternative approaches for allocating the remainder of the Interstate Transfer Regional Reserve (\$5 million).
- D. The region received a lower Interstate Transfer appropriation for FY 1989 than anticipated although carry-over highway funding is available to meet our highway needs. A supplemental transit appropriation will, however, be needed in order to initiate the I-205 and Milwaukie "Alternatives Analysis" and proceed with a \$1.3 million bus purchase.

- E. The FY 1989-94 annual TIP update was adopted.
- F. Final comments from JPACT to the Oregon Department of Transportation (ODOT) were approved on the proposed Six-Year Highway Improvement Program Update. The final program was adopted by the Oregon Transportation Commission.

III. DATA SERVICES

A. SOCIO-ECONOMIC DATA, GROWTH MONITORING AND FORECASTS

A comprehensive regional database is maintained for use in transportation planning as well as other Metro and local government planning activities. Major components of the database are as follows:

- maintenance of census data;
- update of current year population and employment estimates to the census tract level;
- collection of building permit data; and
- update of 5-, 10- and 20-year forecasts of population and employment for the region and to census tract level.

Major accomplishments in FY 1989 are as follows:

1. the 1986 Regional Factbook was published.
2. Population and employment estimates were updated to 1987 to census tract level; this is available in a computer file and will be published in the 1987 Regional Factbook.
3. A major update to 5-, 10- and 20-year population and employment forecasts was completed and is available on computer file; the final product is scheduled for adoption in December and will be published for general distribution.
4. 1988 aerial photography at 1" = 400' scale is now available for the entire Portland metro area. A notice was sent to all jurisdictions and potential private interests.
5. A file of major employer names and locations was compiled for use by the U.S. Census Bureau in the 1990 census.
6. Acquisition of hardware and software was initiated for a regional geographic information system. Close coordination of system design is being handled through a local jurisdiction advisory committee. Metro's purchase contract includes significant price discounts to member jurisdictions wanting to acquire a similar system that are willing to share data. The software is

ARC/INFO though ESRI, Inc. operating in a Hewlett-Packard computer. The software is available on a number of other computers including IBM PCs. Metro staff is now going through training and will begin building the "Regional Land Information System" upon delivery after the first of the year.

B. TRAVEL MODEL REFINEMENT

Objectives:

1. Maintain an up-to-date travel-forecasting model based on project changes, land use changes, and projected transit and highway investments.
2. Continue to improve and refine the travel-forecasting models, as appropriate, to enhance the decision-making process served by the model outputs.

Major accomplishments in FY 1989 are as follows:

The 1985 and 1988 travel behavior surveys have been compiled in the computer and an initial analysis has been completed for use in revising the regional travel-forecasting models. In early 1985, the model development activity will be completed to incorporate the effect MAX has had on travel behavior in the model. This will, in turn, be used for the RTP update and completion of all LRT stations.

C. TECHNICAL ASSISTANCE

Included in the Metro budget is funding to pay for Metro staff and computer costs associated with providing assistance to member jurisdictions. Upon request, Metro provides assistance with population, employment and traffic forecasts as needed to meet local planning needs. The available budget for FY 1989 is as follows:

	<u>Travel Forecasts</u>	<u>Socio-Economic Data/Forecasts</u>
Portland	\$23,800	\$12,996
Multnomah County	46,279	4,309
Clackamas County	48,554	5,575
Washington County	52,629	7,787
Port of Portland	7,000	3,833
Tri-Met	15,000	2,500
ODOT	17,500	2,500
Clark County	40,000	

Major travel-forecasting requests to date have been provided to:

- | | |
|----------------------|---------------------|
| 1. Gresham | 6. City of Portland |
| 2. Port of Portland | 7. Clark County |
| 3. Washington County | 8. Tigard |
| 4. Tri-Met | 9. Oregon City |
| 5. ODOT | 10. Beaverton |

Major socio-economic data requests have been provided to:

1. Tigard
2. Tri-Met
3. Lake Oswego
4. Port of Portland
5. Clackamas County
6. Multnomah County
7. Portland

IV. COORDINATION AND MANAGEMENT

- A. Internal management of the Transportation Department toward implementation of the Unified Work Program (UWP).
- B. Provide support to various Metro committees; coordinate with ODOT, Tri-Met and local jurisdictions.
- C. Provide documentation to Federal Highway Administration (FHWA) and UMTA of departmental activities, including Intergovernmental Project Review, monthly and quarterly progress reports.
- D. Provide for staff development through performance evaluations and training.
- E. Listing of TPAC/JPACT members attached.

PLANNING AND DEVELOPMENT DEPARTMENT
FY 1989 WORK PROGRAM/PROGRESS THROUGH DECEMBER 1, 1988

**PLANNING AND DEVELOPMENT DEPARTMENT
FY 1989 WORK PROGRAM/PROGRESS THROUGH DECEMBER 1, 1988**

I. REGIONAL LAND DEVELOPMENT AND PUBLIC FACILITIES PLANNING

A. URBAN GROWTH BOUNDARY (UGB) PERIODIC REVIEW

The Intergovernmental Relations (IGR) Committee of the Metro Council will consider the draft "Urban Growth Boundary - Periodic Review Workplan" prepared by the Planning and Development Department at the December 13, 1988 hearing. The full Council is expected to consider the workplan on December 22, 1988.

B. URBAN GROWTH MANAGEMENT PLAN

Planning and Development is proposing formulation of an Urban Growth Management Plan for the region. An outline of the objectives and process of such a plan are presented in the "Urban Growth Boundary Periodic Review Workplan" to be considered by the IGR Committee on December 13, 1988 and by the full Council December 22, 1988.

C. URBAN GROWTH BOUNDARY MAINTENANCE)

1. The following contested cases have been active during the first half of the fiscal year. A brief statement of the UGB amendment requests and their status is presented:

87-3, Blazer Homes - This case was processed as a locational adjustment. It encompasses 44 acres south of Lake Oswego and was approved by the Metro Council.

87-4, Brennt - This case includes 5 acres south of Lake Oswego. It was approved by the Metro Council through the locational adjustment process.

87-5, BenjFran - This case is a major amendment requesting addition of 470 acres to the UGB in Washington County. It was denied by the Metro Council. It was appealed to the Land Use Board of Appeals (LUBA). LUBA affirmed the Council's decision. LUBA's action has been appealed to the Court of Appeals.

88-1, Zurcher - This case is a major amendment requesting addition of 46 acres to the UGB south of Forest Grove. The Council adopted a resolution of intent to approve the petition subject to annexation to Forest Grove and Metro. The annexation request is now before the Boundary Commission.

88-2, Mount Tahoma Trucking - This case seeks to add 10 acres to the UGB in the Wilsonville area through the locational adjustment process. This case has been heard by a hearing officer. The hearing officer's report and findings are anticipated to be published shortly.

88-3, Saint Francis Church - This locational adjustment petition proposes to add 4 acres to the UGB south of Wilsonville. It has been heard by a hearing officer. The hearing officer's report and findings are anticipated to be published shortly.

88-4, Bean - The hearing officer's report and findings have been published and recommend that the Council approve this locational adjustment which would add 15 acres to the UGB in the Oregon City area. The Council is expected to consider the case in January.

2. The Council amended the Metro Code to clarify standards and procedures for identifying protected agricultural land in contested cases.

D. METROPOLITAN AREA PARKS STUDY

A computerized inventory of recreational facilities and natural areas of regional significance has been compiled. A recreational and natural areas directory including maps of the sites and lists of facilities developed within identified parks is being published. The inventory and an accompanying study will be presented to the Council in January. A recreational and natural areas advisory group comprised of local parks officials, planners, and citizen advocates has identified several areas for a continuing parks and natural areas program at Metro including:

1. Maintenance and expansion of the data base
2. Continuation of regularly scheduled parks forums
3. Coordinating natural areas planning in the region
4. Coordinating and assisting in the planning, acquisition, and development of regional trails, greenways, bicycle routes, and waterway systems.
5. Working cooperatively with local jurisdictions and the State Parks Division to identify potential regional park and recreational opportunities, potential park and natural area boundaries, and to identify potential action plans to reserve, acquire and protect key resources.

E. LOCAL PLAN REVIEW

As local jurisdictions carry out periodic review of their comprehensive plans, Planning and Development reviews them for consistency with regional goals and objectives, planning programs, and the Statewide Planning Goals.

F. WATER QUALITY PLANNING

The U. S. Environmental Protection Agency recertified the "208" plan for the Metro area in August. The 1988 update of the regional sewerage plan will be before the Council IGR Committee December 13, 1988 and before the full Council December 22, 1988. Planning and Development reviewed the state Department of Environmental Quality (DEQ) draft "Nonpoint Source Statewide Management Strategy" and has expressed an interest in assisting DEQ as a designated management agency to help formulate and implement the plan.

G. WATER RESOURCES

Planning and Development is participating in the Department of Water Resources (DWR) Sandy and Willamette River Basins studies and is monitoring DWR's critical groundwater study of the Cooper Mountain area.

H. REGIONAL DRAINAGE PLAN

Planning and Development updates the regional drainage plan as necessary. There has been no activity to date this fiscal year.

I. LAND USE COORDINATION

Planning and Development has been participating in the Land Conservation and Development Commission's (LCDC) discussions of primary and secondary lands, urban and rural lands and is monitoring the Washington County rural lands enforcement order proceedings. We also are coordinating with the Metro Transportation Department on the land use implications of major transportation studies that are underway or being contemplated including:

1. An additional bridge or bridges across the Columbia River
2. The westside bypass
3. The Hillsboro - Forest Grove connector
4. The Mount Hood expressway
5. Aurora State Airport Master Plan

II. LOCAL GOVERNMENT ASSISTANCE AND COORDINATION

A. RESIDENTIAL CONTRACTORS BUSINESS LICENSE PROGRAM

Approximately 250 business licenses have been issued this fiscal year. Contractors who have obtained business licenses have generally provided positive feedback on this service. There has been some discussion of expanding the program in the future to include landscape architects, planning/engineering consultants, taxi-cabs and others.

B. INTERN ASSISTANCE PROGRAM

The following internships have been funded this fiscal year:

1. City of Gresham -- update of comprehensive plan maps
2. Clackamas County -- market data development project
3. City of Portland -- index and reference file of collective bargaining agreements
4. City of Tualatin -- update of greenway and bikeway plans

Some FY 88-89 intern funds are also anticipated to be used to develop Metro's Regional Land Information System (RLIS).

C. INTERGOVERNMENTAL PROJECT REVIEW (A-95)

Approximately twenty-five applications have been reviewed this fiscal year for conformance with local and regional plans.

D. REGIONAL DIRECTORY

The update of the annual directory is in process. Publication is anticipated in February, 1989 and will include information on public officials and local government agencies.

E. PROFESSIONAL TRAINING WORKSHOPS

The emphasis of this fiscal year's workshops have thus far been on recreational issues. Four "parks forums" have been held. Bimonthly parks forums are anticipated to continue the remainder of the fiscal year. A "State Legislative Preview" has been planned for January, 1989 and planning continues on additional workshops. Tentative topics include:

1. Federal budget/legislative preview
2. Urban growth management forum
3. Dealing with crime in small and medium-sized cities
4. Land use training for planning commissioners

Metro will co-sponsor the Country in the City Symposium scheduled for February, 1989 in Portland and will conduct the Metro annual conference in the spring.

F. CRIMINAL JUSTICE ASSISTANCE

Planning and Development has researched the 1989 funding cycle for federal anti-drug abuse grants. Funds are used to apprehend and prosecute major drug pushers and offenders throughout the tri-county area. A prosecuting attorney has been hired with authority in all three counties. During 1988, a \$295,428. grant was awarded to the region. Multnomah County serves as the grantee agency and provides program oversight. A regional grant application will be prepared and submitted in early 1989 rather than each jurisdiction applying separately. Metro provides technical assistance and coordinates the writing of the application.

G. LOCAL GOVERNMENT COORDINATION

The Planning and Development Department coordinates with or provides staff support to many committees which seek to coordinate local governmental and community responses to issues common to the region, including the following:

1. The Metropolitan Area Mayors Association
2. The Metropolitan Area City Managers Association
3. The Metropolitan Area Planning Directors Association
4. The Bi-State Committee
5. The Oregon Regional Councils Association

Members of staff also serve as members of many governmental and community based committees focussed around specific issues, resources and planning programs. Examples include:

6. Clackamas County Public Facilities Plan Task Force
7. Washington County Economic Development Task Force
8. Columbia Slough Project Coordinating Committee
9. The Regional Drug Initiative of Multnomah County
10. The Mayor's "Marketing Portland" Task Force

H. METRO PLANNING NEWS (formerly the REGIONAL INFORMATION SERVICE)

Planning and Development proposes a quarterly newsletter disseminating information on environmental and urban service legislation, grants, land development trends, and other information of importance to local jurisdictions. The newsletter also provides a forum for informing local jurisdictions and community interests of the status and progress of Metro's own planning programs in land use, solid waste and transportation.

I. ONE-STOP PERMITS INFORMATION CENTER

This has been discussed with the Oregon Economic Development Department (OEDD). The program would seek to answer inquiries regarding state and local permits requirements regarding business start-ups, property development, or occupational licenses. The OEDD is developing a software program and information system addressing permits required from state agencies. Metro would expand the state data base to include permits required of local jurisdictions in the Metro region.

III. ECONOMIC DEVELOPMENT

A. PORTLAND METROPOLITAN AREA DEVELOPMENT REPORT

This quarterly newsletter is printed and coordinated by Metro with all of the region's corridor associations and economic development groups. The newsletter covers recent announced investments, plant grand openings, and ground breakings. Circulation is over 1,000 and includes local and national business and media organizations.

B. REGIONAL ECONOMIC DEVELOPMENT INVENTORY

Goal 9 requirement

Planning and Development maintains vacant industrial and commercial lands inventories for the region. A major update is anticipated in FY 1989-90 with completion of most of the comprehensive plan periodic reviews by local jurisdictions and acquisition of the RLIS by Metro.

C. GOAL 9 COORDINATION

Planning and Development coordinates the LCDC goal 9 (economic development planning) requirements of the local jurisdictions within the region. We serve as liaison with EDD and DLCD on goal 9 planning issues.

Implicit in Planning and Development's efforts to formulate an urban growth management plan is the formulation of a regional economic policy in coordination with local jurisdictions public and private economic development interests. In the near term, we are focusing on activities intended to assist local jurisdictions in complying with the economic planning requirements of periodic review through development of a regional Economic Opportunities Analysis.

In the long term, Metro's program may emphasize research, analysis, data services, and development of regional-local and public-private ventures to promote greater coordination between future economic growth and the ability of the region's urban land supply to sustain and support that growth.

D. TECHNICAL ASSISTANCE

Planning and Development provides staff assistance to the corridor associations in coordinating quarterly meetings, writing and editing economic development reports and other activities. We also assist local jurisdictions and associations in conducting economic opportunity analyses in fulfillment of goal 9 requirements.