



Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, Jan. 14, 2014
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|----------------|--|------------------------------|
| 2 PM | 1. ADMINISTRATIVE/ COUNCIL AGENDA FOR JAN. 16, 2014/ CHIEF OPERATING OFFICER COMMUNICATION | |
| 2:15 PM | 2. POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT APPROACH AND STEERING COMMITTEE APPOINTMENTS – <u>INFORMATION / DISCUSSION</u> | Brian Monberg, Metro |
| 2:35 PM | 3. REGIONAL INFRASTRUCTURE SUPPORTING OUR ECONOMY – <u>INFORMATION / DISCUSSION</u> | Noah Siegel, Metro |
| 3:35 PM | 4. BREAK | |
| 3:40 PM | 5. METRO ATTORNEY COMMUNICATION – <u>INFORMATION</u> | Alison R. Kean, Metro |
| 3:50 PM | 6. COUNCIL LIAISON UPDATES – <u>INFORMATION / DISCUSSION</u> | |
| 4:20 PM | 7. COUNCIL BRIEFINGS/COMMUNICATION | |

ADJOURN

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Agenda Item No. 2.0

**POWELL-DIVISION TRANSIT AND
DEVELOPMENT PROJECT APPROACH
AND STEERING COMMITTEE
APPOINTMENTS**

Metro Council Work Session
Tuesday, Jan. 14, 2014
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: 01/14/2014 **TIME:** 2:15 P.M. **LENGTH:** 20 minutes

PRESENTATION TITLE: Powell-Division Transit and Development Project Approach and Steering Committee Appointments

DEPARTMENT: Planning and Development

PRESENTER(S): Brian Monberg, x1621, brian.monberg@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: This briefing will provide an overview of the Powell-Division Transit and Development Project's work program, including schedule, milestones and Steering Committee formation process.
- Outcomes: Councilors will gain an understanding of the project's coordinated transportation and land use planning approach, and will provide input.

BACKGROUND FOR WORK SESSION DISCUSSION

Staff will provide an overview of the Powell-Division Transit and Development Project, including key milestones and decision making structure. The outcome of the project will be an action plan that includes: 1) a development strategy in key places in the corridor; and 2) a defined high capacity transit project (transit mode, route and station areas) in the corridor. A Steering Committee --comprised of elected officials and agency, community, business and environmental leaders -- will convene at milestones and recommend an action plan for consideration by the Metro Council.

The Metro Council had two previous actions related to the project: 1) endorsing the High Capacity Transit System Plan (Dec. 2009) and sequencing (Feb. 2010); and 2) confirming the Powell-Division Transit and Development Project within the Unified Planning Work Program (May 2012). On January 16, 2014, the Metro Council will consider Resolution 14-4496, which initiates the project by establishing a project Steering Committee. Steering Committee members were identified through a collaborative process with Councilors Craddick and Stacey, Council liaisons to the project, and the partnering jurisdictions. Feedback was also received from the Transportation Policy Alternatives Committee (Jan. 3, 2014) and the Joint Policy Advisory Committee on Transportation (Jan. 9, 2014).

Councilors Craddick and Stacey will co-chair and represent Metro on the Steering Committee. The Steering Committee will make a recommendation to the Metro Council. Public input opportunities will precede the decisions Steering Committee members will be asked to make so that decision-makers are aware of community needs and desires. Of particular importance will be the involvement of low income and minority populations and people who rely on transit to meet their daily needs. The Steering Committee is charged with developing an action plan that has community support and can be implemented.

This project emerges as a priority out of the Regional Transportation Plan and the High Capacity Transit System Plan. The project was also affirmed as a priority investment in the East Metro Connections Plan (August 2012). Metro is partnering with the cities of Portland and Gresham, which were awarded a Metro Community Planning and Development Grant (August 2013). Staff

identifies the potential to advance Metro's Equity Strategy Program through the implementation of investments identified by, and for the benefit of, the diverse populations within the corridor. This project also offers opportunities to implement outcomes identified in the Climate Smart Communities Scenarios Project, the Active Transportation Plan, the Regional Transportation Safety Plan, the Regional Transportation Plan and the Diversity Action Plan.

There is no known opposition to this project at this time.

QUESTIONS FOR COUNCIL CONSIDERATION

- Are there questions or comments about the work program or schedule?
- What opportunities does Council see to further coordinate with Metro programs and projects?

PACKET MATERIALS

- Would legislation be required for Council action **Yes** No
- If yes, is draft legislation attached? **Yes** No
- What other materials are you presenting today?

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CREATING AND) RESOLUTION NO. 14-4496
APPOINTING MEMBERS OF A STEERING)
COMMITTEE FOR THE POWELL-DIVISION) Introduced by Councilors Bob Stacey and
TRANSIT AND DEVELOPMENT PROJECT) Shirley Craddick

WHEREAS, the Metro Regional High Capacity Transit (HCT) System Plan defined a new HCT corridor in the vicinity of Powell-Division as the second highest of the three near-term regional priority corridors; and

WHEREAS, Resolution 12-4345, adopted May 2012, designated the Powell-Division High Capacity Transit Corridor as the next regional priority and amended the Unified Planning Work Program to reflect this priority; and

WHEREAS, the Powell-Division Transit and Development Project is a partnership among Metro, TriMet, ODOT, Portland, Gresham, and Multnomah County to identify the preferred HCT investment in the corridor, and implement a development strategy to support key places within the Powell-Division HCT Corridor for community and economic development; and

WHEREAS, planning efforts completed and underway have identified major safety, roadway, and related bicycle and pedestrian improvements needed in the Powell-Division HCT Corridor, which planning efforts include the Inner Powell Boulevard Streetscape Plan, the Division Green Street/Main Street Plan, the Outer Powell Boulevard Conceptual Design Plan, East Portland in Motion, Division-Midway Neighborhood Street Plan, Division Complete Streets between Wallula-Gresham Fairview Trail, and the East Metro Connections Plan; and

WHEREAS, the cities of Portland and Gresham were awarded a Metro Community Planning and Development Grant in August 2013 to assess land uses and create a development strategy for the Powell-Division HCT Corridor that is consistent with, and integrated with, the HCT analysis; and

WHEREAS, the work program for the Powell-Division Transit and Development project has commenced consistent with the Community Planning and Development Grant outcomes and the HCT analysis; and

WHEREAS, the establishment of a steering committee at this point in the planning efforts will contribute valuable guidance toward completion and adoption of the Powell-Division Transit and Development Project; and

WHEREAS, proposed steering committee members were identified in an open process as representative of major policy, program, geographic and demographic interests in the project area including community development, economic development and job creation in and near the plan area; and

WHEREAS, the Metro Councilors from District 1 and District 6 will serve as the steering committee co-chairs; and

WHEREAS, it is expected that the steering committee will be needed for approximately 15 months, subject to Metro Council reauthorization in accordance with Section 2.19.060 of the Metro code; now therefore

BE IT RESOLVED that the Metro Council:

1. Hereby establishes the Powell-Division Transit and Development Project Steering Committee to fulfill the charge set forth in Exhibit A.

2. Hereby confirms appointment of the persons listed in Exhibit B, attached and incorporated into this resolution, to be members of the Powell-Division Transit and Development Project Steering Committee.

3. Directs the Powell-Division Transit and Development Project Steering Committee to meet at project milestones, with administrative and technical support from Metro staff, and to submit recommendations to the Council.

4. Appoints Steering Committee members for a one-year term, which shall be automatically renewed for an additional term unless explicitly terminated, but not to exceed three years.

ADOPTED by the Metro Council this 16th day of January 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

EXHIBIT A TO RESOLUTION No. 14-4496

Powell-Division Transit and Development Project Steering Committee Charge

Steering Committee overview

Metro Council will establish a Steering Committee to ensure the Powell-Division Transit and Development Project develops an action plan that has community support and can be implemented. The Steering Committee will make decisions on project milestones and provide the final recommendation to the adopting bodies. The Steering Committee is anticipated to meet six times between 2014 and 2015. Members will be informed of public input and technical findings in advance of each meeting. The Steering Committee will include elected officials, neighborhood representatives and representatives of economic, community and transportation constituencies.

The project will be informed by a robust community engagement process. Meaningful public input opportunities will precede the decisions Steering Committee members will be asked to make. Decision-makers will be provided with this input in advance so that they are aware of community needs and desires. Of particular importance will be the involvement of low income and minority populations and people who rely on transit to meet their daily needs.

A project team comprised of jurisdictional staff will guide the planning process. The project team will lead the technical analysis and public engagement. The project team will meet regularly to direct, inform, manage, and assess the work. The project team will provide information and recommendations to the Steering Committee. Project partners include the cities of Portland and Gresham, Multnomah County, the Oregon Department of Transportation, TriMet and Metro.

Steering Committee charge

The Steering Committee is charged with working toward the successful creation of an action plan for future transit service and amenities and a development strategy for key places along the corridor. The charge of the committee is as follows.

- **Represent the community:** Provide information to and from constituents/community members, and represent their perspectives, concerns and priorities.
- **Advance the project through key decision points:** Follow decision-making protocols as established by the committee to make key decisions that include:
 - Establish goals for the project
 - Advance a range of transit alternatives and development strategies for analysis and community consideration
 - Narrow for further consideration the transit alternatives and development strategies that best meet the project's goals and community needs
 - Concur on a transit alternative to advance to project development and recommend actions that support desired development outcomes

- **Recommend an action plan:** Follow decision-making protocols as established by the committee to develop, refine and agree to an action plan (including phasing and funding for physical improvements and commitments and timeframe for implementing land use and related policy changes) for the plan area to the project participants, as appropriate.

Steering Committee member roles and responsibilities:

- Advocate for and participate in the public process.
- Follow decision-making agreements established by Steering Committee members.
- Prepare for and attend periodic meetings between winter 2014 and winter 2015, depending on project outcomes. Send an alternate if unable to attend. If a Steering Committee member cannot continue to serve, that member's agency will identify a replacement.
- Provide information to the community. Use channels of communication for your community to inform on the project, through meetings, events, newsletters. Be a conduit for the project team to be invited to meetings and events. Request and review information from the project team so that it communicates project information to your community.
- Create an atmosphere in which issues can be raised, discussed, and melded into group decisions, one where divergent views and opinions are expected and respected.
- Notify the project team of any media inquiries and refer requests for official statements or viewpoints to Metro. Steering Committee members will speak to the media about the project only on their own behalf, not on behalf of the group.

EXHIBIT B TO RESOLUTION NO. 14-4496

Powell-Division Transit and Development Project Steering Committee Roster

Councilor Shirley Craddick
Metro

Councilor Bob Stacey
Metro

Councilor Lori Stegmann
City of Gresham

Commissioner Steve Novick
City of Portland

Representative Shemia Fagan
Oregon State Legislature

Commissioner Diane McKeel
Multnomah County

Neil McFarlane
TriMet

Jason Tell
Oregon Department of Transportation

Matt Clark
Johnson Creek Watershed Council

Heidi Guenin
Upstream Public Health

John Bildsoe
Gresham Coalition of Neighborhood
Associations

Bill Crawford
Southeast Uplift Neighborhood Coalition

Kem Marks
East Portland Neighborhood Office
East Portland Action Plan

Diane Noriega
Board Chair,
Mount Hood Community College

Jessica Howard
President,
Portland Community College Southeast

Lori Boisen
Division-Midway Alliance

Trell Anderson
Catholic Charities

Matt Wand
East Metro Economic Alliance

Raahi Reddy
Asian Pacific American Network of Oregon

* Additional community and business
representation to be confirmed at Metro
Council January 16th.

EXHIBIT C TO RESOLUTION NO. 14-4496

Staff Report

IN CONSIDERATION OF RESOLUTION NO. 14-4496 FOR THE PURPOSE OF INITIATING THE WORK PROGRAM AND APPOINTING STEERING COMMITTEE MEMBERS FOR THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

Date: December 23, 2013

Prepared by: Brian Monberg
(503) 797-1621

BACKGROUND

The Powell-Division Transit and Development Project will build off the findings and local support generated through recent community planning efforts to coordinate land use and transportation planning in the diverse corridor connecting downtown Portland, southeast and east Portland and Gresham. The Powell-Division Transit and Development Project will create an action plan that defines a high capacity transit project, develops supportive land use actions and advances related projects that stimulate community and economic development. High capacity transit in this corridor would connect people to jobs in Portland and Gresham and major education and workforce training sites including Portland State University, Portland Community College and Mount Hood Community College. It would leverage existing investments in the new transit bridge across the Willamette River, and afford transit riders a time savings in accessing downtown Portland from points east on the eventual alignment.

This project will be coordinated with significant roadway, safety, active transportation and transit investments in the corridor that are currently underway and funded. These include the Inner Powell Boulevard Streetscape Plan, the Division Green Street/Main Street Plan, the Outer Powell Boulevard Conceptual Design Plan, East Portland in Motion, Division-Midway Neighborhood Street Plan, Division Complete Streets between Wallula-Gresham Fairview Trail and the East Metro Connections Plan. For example, Portland Bureau of Transportation and TriMet submitted grant applications for over \$10 million to fund active transportation improvements as a part of East Portland in Motion. If all grants are awarded, over \$47 million will have been allocated to East Portland in Motion implementation between 2012 and 2018. Portland Community College has begun a significant capital construction program to build a complete campus at SE 82nd and Division. Mount Hood Community College is updating their strategic plan. Economic development efforts include the business development occurring as part of the Portland Development Commission's Neighborhood Prosperity Initiative within the Jade District (82nd Avenue between Division Street and Powell Blvd) and the Division-Midway District (Division Street between SE 117th and SE 148th avenues).

The Powell-Division Transit and Development Project will include:

- Local land use planning to define a transit route, stop locations and connections and identify land use actions and investments to support livable communities. Metro's Community Planning and Development Grant program funded Portland and Gresham to jointly create a development plan for the area. Outcomes of these efforts will be implemented by local jurisdictions.
- Transit alternatives assessment that will further define the route, service type, transit and associated pedestrian, bicycle and roadway improvements needed to provide high quality and high capacity transit service in this corridor. The outcome will be directed towards a federal funding request through Federal Transit Administration programs.

- Identification of key community investments (regional, local, public and private) that will create synergy with proposed transit investments and support community economic development and livability.

Outcomes of the Powell-Division Transit and Development Project will include:

- A Powell-Division development strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development centered on high capacity transit service.
- A transit solution that efficiently serves high demand corridor in the near term while recognizing physical constraints in the corridor as well as the limited local capital and operational funding for near term implementation.

Supporting project partners include TriMet, cities of Portland and Gresham, Multnomah County and the Oregon Department of Transportation.

Metro Council Resolution no. 12-4345 (May 17, 2012) previously identified the Powell-Division corridor as the next priority for refinement in the region.

A steering committee will work closely with the project team and the community to review information and make decisions at key milestones, and will recommend an action plan to the Metro Council. The steering committee members and/or groups they represent were identified through a collaborative process with project partners, including the jurisdictions listed above. Consideration was given to all segments of the community and membership is meant to ensure a broad representation and diversity of views, particularly to address economic, equity and environmental interests. This unique mix of membership institutionalizes a collaborative approach between elected officials and agency, community, business and environmental leadership. This membership recognizes the mutual benefit of sharing information and aligning resources to produce an integrated implementation plan for transportation and land use investments.

The individuals identified in Exhibit B represent groups with an ongoing role in the integration and coordination of services, resources and policies in this particular geographic area. They plan for, or have a stake in, significant issues that are inter-connected in the sense that actions by one party affect the others.

ANALYSIS/INFORMATION

1. **Known Opposition** No known opposition exists.
2. **Legal Antecedents** The creation and appointment of members to the Steering Committee is consistent with Metro Code 2.19.030 (Membership of the Advisory Committees) and 2.19.040 (Advisory Committee Purpose and Authority Resolution).

Resolution No. 01-3089, *For the Purpose of Endorsing the Findings and recommendations of the Corridor Initiatives Project*, (July 26, 2001)

Resolution No. 05-3616A, *For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020* (October 27, 2005)

Resolution No. 09-4099, *For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With the Following Elements, For Final Review and Analysis For Air Quality Conformance: the Transportation Systems Management and Operations Action Plan; the*

Regional Freight Plan; the High Capacity Transit System Plan; and the Regional Transportation Functional Plan (December 17, 2009)

Resolution No. 10-4119, For the Purpose of Approving Corridor Refinement Plan Prioritization through the Next Regional Transportation Plan Cycle (2010-2013) and initiate corridor refinement plan work in Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US 26 and the Springwater area) and Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”) (February 25, 2010).

Resolution No. 12-4335, For the Purpose of Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements and Adopting the Fiscal Year 2012-13 Unified Planning Work Program. (April 19, 2012)

Resolution No. 12-4345 For the Purpose of Updating the Work Program for Corridor Refinement Planning and Designating the Powell-Division High Capacity Transit Corridor as the Next Regional Priority for Completion of Corridor Refinement and Commencement of Alternatives Analysis (May 17, 2012)

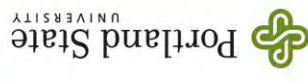
3. **Anticipated Effects** The Powell-Division Transit and Development Project will result in the completion of an action plan, identifying the preferred transit investment and development strategy for the corridor. The steering committee will meet throughout the project at key milestones and may offer recommendations to the Metro Council.
4. **Budget Impacts** Costs associated with convening and supporting the Powell-Division Transit and Development Project are accounting for in the project’s scope of work and budget.

RECOMMENDED ACTION

Metro staff recommends the adoption of Resolution No.14-4496.

Powell-Division Transit and Development Project

Portland State



Portland State is Oregon's largest and most diverse public university; the 50-acre campus has 30,000 students enrolled and is an anchor to downtown.

Neighborhood Nodes

- SE Transportation Hub:** Connects light rail, streetcar, bus lines, regional trails, OMSI, and PCC.
- SE 82nd:** With an expanding PCC southeast campus, this area is the site of the **Jade District** Neighborhood Prosperity Initiative (NPI) to foster economic opportunity and neighborhood vitality.
- SE 122nd:** A Major Transit Priority Street and a major city traffic street, 122nd is planned for pedestrian and other streetscape improvements to serve residential neighborhoods and commercial areas, in the heart of the **Division-Midway Alliance**.
- SE 182nd:** With its close proximity to Gresham's Downtown and the Rockwood Neighborhood, this is one of 10 key regional focus areas for TriMet's Pedestrian Network Analysis.

Portland CC Southeast



Portland Community College Southeast Center serves about 10,000 students annually and just began a \$34-million expansion. When completed, the campus will accommodate 18,000 students annually.

Downtown Gresham

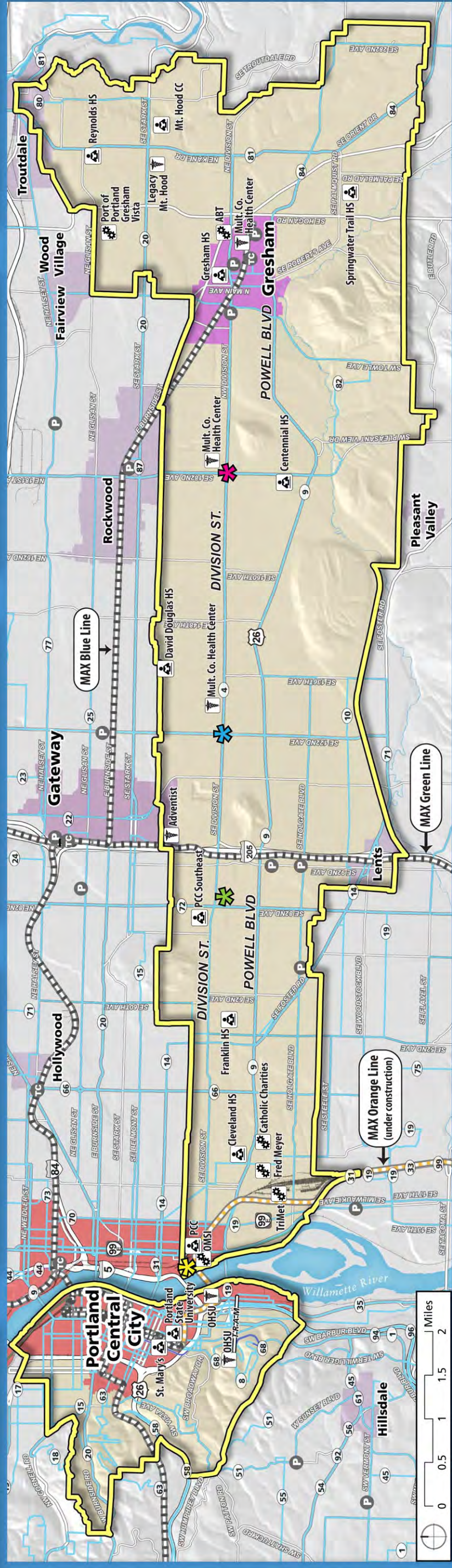


As the civic, cultural, and commercial hub of Oregon's 4th largest city, historic downtown Gresham is a gateway to Mt. Hood tourism.

Mt. Hood CC



With 33,000 students annually district-wide, Mount Hood Community College is planning for major capital improvements as it approaches its 50th anniversary.

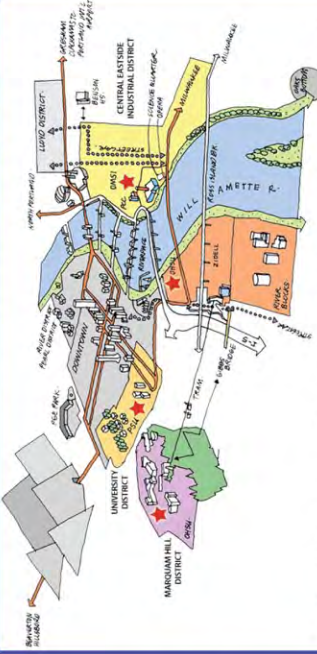


OHSU



As the state's only health and research university and Portland's largest employer, OHSU has 13,500 employees and an annual budget of \$1.4 billion.

Innovation Quadrant



Portland's Innovation Quadrant enhances the connections and collaboration between higher-education institutions, workforce development providers and private sector partners that are currently located in four districts in the Central City.

East Portland



With the recently completed East Portland in Motion Plan, Portland and other agency partners have over \$36 million of local and secured grant funds committed to implementing priority projects for walking, biking, and access to transit, including projects on Powell and Division.

Jobs

- Major employers include:**
- Oregon Health & Science University: 13,500 employees
 - TriMet: 2,600 employees
 - Fred Meyer HQ: 2,000 employees
 - Advanced Business Technologies: 500 employees
 - Mt. Hood Community College: 750 employees

What can you expect from the project?

- A new transit line connecting Portland and Gresham - providing improved service and new station areas along a new route.
- An economic development strategy for key places based on community input and existing plans. Where do we want to see change in our community and what do we want to preserve? What investments and policies will support businesses and our neighborhoods?



Agenda Item No. 3.0

**METRO COUNCIL'S 2014 STATE
LEGISLATIVE AGENDA**

Metro Council Work Session
Tuesday, Jan. 14, 2014
Metro, Council Chamber

This agenda item and materials were carried over from the Jan. 9 work session.

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: January 9, 2014 **TIME:** 2:30 PM **LENGTH:** 45 minutes

PRESENTATION TITLE: 2014 State Legislative Agenda

DEPARTMENT: Government Affairs and Policy Development

PRESENTER(S): Randy Tucker, (503) 797-1512, randy.tucker@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** This work session is for the purpose of discussing the 2014 legislative session and the Metro Council's objectives for the session. A proposed legislative agenda will be presented for discussion. Amendments to the Metro Council's legislative principles will also be proposed.
- **Outcome:** The Council may wish to discuss specific legislative concepts or principles, direct staff to develop additional concepts, and give preliminary approval to a 2014 legislative agenda.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

2014 marks the second time since the passage in 2010 of a constitutional amendment mandating annual legislative sessions that the Legislature will meet in a regular session in an even-numbered year. This year's session begins on February 3rd. The even-year session is constitutionally limited to 35 calendar days and legislative leadership has imposed strict limits on the number of bills that can be introduced by individual legislators and by legislative committees. Because of the time limits on the even-numbered year sessions, they are most appropriate for legislation that is either (a) extremely time-sensitive and can't wait for the longer session in the following year, or (b) limited in scope, complexity, and contentiousness. In 2012 Metro brought forward and passed three pieces of legislation in the latter category. However, we also had to respond to new, controversial legislation, and that may occur again in 2014.

Staff has not submitted any Metro-led legislation for drafting for the 2014 session. However, we have been monitoring legislation that is likely to come forward and recommend that the Council take positions on several specific concepts. These concepts are briefly described in the annotated draft version of Resolution 14-4500, Exhibit A, attached. Some of these items were part of the Council's agenda in 2013 but did not pass (or passed but were affected by subsequent events, as in the case of HB 2800 creating conditions for funding Oregon's share of the I-5 bridge replacement project) and are likely to come forward again in 2014. Others are new items being brought forward by other parties; staff is recommending that the Council adopt positions but in general is not suggesting that Metro play a lead role.

Legislation that arose in the 2013 session has led staff to discuss whether to recommend revisions to the Council's legislative principles. Some suggested revisions are found in an annotated draft version of Exhibit B, also attached.

Once the Council has the annotated versions of Exhibits A and B, the annotation will be removed and the "clean" exhibits will become part of the resolution.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does the Council wish to endorse all or part of the proposed agenda, or modify particular elements of that agenda?
- Are there other topics on which the Council would like to adopt legislative positions?
- Does the Council wish to make changes to the Legislative Principles that guide the actions of staff on issues that may arise during the 2014 session?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today?
 - Draft of Res. 14-4500
 - Draft of Res. 14-4500, Exhibit A (summary of agenda, annotated discussion version)
 - Draft of Res. 14-4500, Exhibit B (legislative principles, version noting changes from previously adopted principles)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROVIDING) RESOLUTION NO. 14-4500
DIRECTION TO METRO CONCERNING BILLS)
BEFORE THE 2014 OREGON LEGISLATURE) Introduced by Council President Tom Hughes
)
)

WHEREAS, Metro has an interest in bills before the 2014 Oregon Legislature; and

WHEREAS, the Metro Council and Metro staff will represent Metro’s interest during the upcoming legislative session; and

WHEREAS, the Metro Council wishes to establish a united position on important legislative proposals and provide direction to its staff in order to represent the will of the agency; and

WHEREAS, the attached Exhibit “A” of this resolution lists specific expected and potential 2014 issues that are of concern to Metro and the metropolitan region and gives guidance to staff on the Metro Council’s position on these issues; and

WHEREAS, the attached Exhibit “B” states the Metro Council’s principles regarding categories of potential legislation in order to provide guidance to staff in representing Metro; and now therefore

BE IT RESOLVED that the Metro Council hereby directs the Metro Chief Operating Officer, the Metro Attorney, and Metro staff to communicate the agency’s position on a variety of legislative proposals to the 2014 Oregon Legislature consistent with Exhibits “A” and “B” attached hereto.

ADOPTED by the Metro Council this _____ day of January, 2014.

Tom Hughes, Council President

Approved as to Form:

Alison Kean, Metro Attorney

This document is a staff-generated draft to guide discussion of the Metro Council's potential agenda for the 2014 Oregon legislative session. It has not been adopted or approved by the Metro Council.

METRO COUNCIL LEGISLATIVE PRIORITIES 2014 Legislative Session



I-5 Replacement bridge over the Columbia River: Support adoption of an equitable state finance package that reflects the importance of this project to the state while protecting the interests of the Portland region and addressing the project's impacts on the local community.

As you know, the Washington Legislature failed to fund that state's share of this project. Your inclusion of the term "equitable" in this agenda item leading up to the 2013 session was intended in part to ensure that Washington paid its "fair share" of the project. It can be argued that the Oregon-led alternative remains equitable in that (a) Oregon's contribution will only fund improvements in Oregon; (b) tolls (likely to come largely from Washington residents) will cover the Washington "landing" of the bridge and its connection with SR-14; and (c) the rest of the project elements in Washington will only be built when Washington provides funding for them.

Urban growth management: Ensure that the Legislature establishes the policy framework and process for local land use decisions but does not take actions that determine the outcome of local land use processes. Support legislative actions to ensure that LUBA and the Oregon appellate courts have sufficient guidance and resources to allow for timely processing of land use appeals.

Legislation is expected in 2014 that would declare final the Metro Council's 2011 urban growth boundary expansion and moot all appeals of that decision. Staff believes that this and other legislation that seeks to determine the outcome of ongoing land use processes can create a problematic precedent.

The expected legislation is spurred, in part, by the time it is taking to get from designation of urban and rural reserves to land actually being available for development after a subsequent UGB expansion. The second sentence of the proposed agenda item is intended to address this concern should the opportunity arise.

Local Improvement Districts: Ensure that legislation occasioned by a single atypical circumstance does not create undue barriers to the use of this important local funding tool.

An unusual chain of events in Keizer has led to the inability of particular landowners to pay an LID assessment greater than the value of their property and could lead to foreclosure. This atypical case has created pressure for statutory changes that could unduly undermine even the responsible use of LIDs to fund needed improvements.

Damascus planning: Support legislation clarifying responsibility of all communities to comply with state comprehensive planning requirements.

Exhibit A to Resolution 14-4500 – ANNOTATED DISCUSSION DRAFT

ORS 197.757 requires all new cities to have acknowledged comprehensive plans within four years of incorporation. In May of 2011, Damascus voters voted to reject a comprehensive plan that had been passed by the City Council but placed on the ballot via referendum. Then, in March of 2012, they approved a charter amendment requiring voters to approve any ordinance or plan before it could be submitted to the state. There is no accommodation for this voter approval requirement in state law, and Damascus has failed to meet its responsibility under the law despite extensions of the statutory deadline. Staff recommends seeking an opportunity to attach language to a bill clarifying that compliance with the requirements of state law that apply to all cities is not subject to the approval of local voters.

Infrastructure investment: Support legislation creating Infrastructure Investment Oregon (I²O) and establishing criteria for evaluating large projects for innovative financing.

The 2013 Legislature established a task force to examine creation of a structure analogous to BC Partnerships to facilitate innovations in the delivery of major infrastructure projects. Proposed 2014 legislation would establish I²O; require projects of \$50 million or more, with \$20 million or more in state funds, to undergo a nonbinding evaluation about whether innovative procurement approaches are appropriate; and authorize Oregon's participation in the West Coast Infrastructure Exchange.

Gain Share: Support legislation extending sunset of program and clarifying appropriate allocation of increased revenues associated with Strategic Investment Program projects.

"Gain share" refers to the sharing between the state and local governments of incremental income tax revenues generated by manufacturing jobs attracted or retained through property tax caps provided by the local governments as part of the Strategic Investment Program. Higher than expected tax revenues associated with SIP projects have led to questions from certain legislators about how generous the program should be in distributing tax revenues to local governments. Legislation is expected that would implement a compromise with respect to the distribution formula for these revenues; extend the sunset on the program by five years, to 2024; and make other technical changes.

Allocation of RV fees: Support change in the formula for allocation of recreational vehicle fees to increase percentage allocated to county parks, including Multnomah County parks owned and operated by Metro.

Part of your 2013 legislative agenda. Failed in 2013 but subsequent negotiations have produced an agreement that should be ratified in 2014 legislation.

Toxics: Support legislation requiring disclosure and removal of toxic chemicals in children's products.

Part of your 2013 legislative agenda. Passed the House but failed in the Senate in 2013 and is likely to appear again in 2014.

Clean Fuels Program: Support legislation lifting the sunset on Oregon's Clean Fuels Program.

Part of your 2013 legislative agenda. Passed the House but failed in the Senate in 2013 and is likely to appear again in 2014.

Exhibit A to Resolution 14-4500 – ANNOTATED DISCUSSION DRAFT

Brownfields: Support creation of policy and funding tools to facilitate brownfield redevelopment.

*Part of your 2013 legislative agenda (I have modified the language here to be more general).
A loose coalition continues to pursue a politically viable path forward.*

DRAFT

METRO COUNCIL 2014 LEGISLATIVE PRINCIPLES

(indicating proposed changes from 2013 Legislative Principles, available for comparison at www.tinyurl.com/kpwg7mq)

LOCAL AUTHORITY	
1. Pre-emption: The Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions. With respect to issues related to solid waste management, land use, and other matters of regional concern, Metro’s authority should not be pre-empted or eroded.	Amended
2. Funding: State mandates should be accompanied by funding.	
LAND USE AND URBAN GROWTH MANAGEMENT:	“And Urban Growth Management” added
3. Local Authority: The Legislature should take no actions that undermine Metro’s land use and urban growth management authority.	New, reiterates Principle 1
4. Successful Communities: Metro supports legislation that facilitates the achievement of the region’s six desired outcomes for successful communities: vibrant, walkable communities; economic competitiveness and prosperity; safe and reliable transportation choices; leadership in minimizing contributions to global warming; clean air, clean water and healthy ecosystems; and equitable distribution of the burdens and benefits of growth and change.	Moved higher but otherwise unchanged
5. Local Land Use Decisions: Management of the urban growth boundary is a complex undertaking that involves extensive analysis, public input, and a balancing of many factors. Urban growth management decisions have profound impacts not just on land at the boundary, but on communities within the boundary and on farms and other rural lands outside the boundary. For these reasons, the Legislature should establish the process and policy framework for local land use decisions but should not take actions that determine the outcome of specific local land use processes.	New
6. Efficiency: Land within the urban growth boundary should be used efficiently before the boundary is expanded.	Amended (non-substantive)
7. Need: The UGB should not be expanded in the absence of demonstrated need.	
8. Transportation: Land use and transportation planning should be coordinated so land uses do not undermine the efficiency and reliability of the transportation system and transportation investments do not lead to unintended or inefficient land uses.	Amended (minor: added “or inefficient”)
9. Annexation: Cities are the preferred governing structure for providing public services to urban areas, and the inability to annex	Amended

<p>land brought into the urban growth boundary to accommodate urbanization prevents efficient development of livable communities. For these reasons, Metro supports reforms that will facilitate, or reduce barriers to, orderly annexation and incorporation.</p> <p>10. Rules/Statutes: Administrative rules should not be adopted into statute.</p>	
<p>11. Non-Regulatory Tools:</p>	
<p>12. Fiscal Responsibility: Funding to support urban development should be generated at least in part by fees on those who directly benefit from that development.</p>	
<p>SOLID WASTE:</p>	
<p>13. Product stewardship: Metro supports efforts to minimize the health, safety, environmental, economic and social risks throughout all lifecycle stages of a product and its packaging, and believes that the producer of the product has the greatest ability, and therefore the greatest responsibility, to minimize those adverse impacts.</p>	
<p>TRANSPORTATION:</p>	
<p>14. Transportation Governance: The Legislature should take no actions that undermine Metro’s or JPACT’s authority in the areas of transportation policy and funding.</p>	New, reiterates Principle 1.
<p>15. Transportation Funding: Metro supports an increase in overall transportation funding, investments in a balanced multimodal transportation system, and flexibility in the system to provide for local solutions to transportation problems.</p>	
<p>PARKS AND NATURAL AREAS:</p>	
<p>16. Parks and Natural Areas: Metro supports measures to increase local and regional authority to raise revenues to support parks and natural areas and to increase the level of state funding distributed to local governments for acquisition, capital improvements, and park operations.</p>	
<p>SUSTAINABILITY:</p>	
<p>17. Climate Change: Metro supports efforts to combat and adapt to climate change and to meet the state’s goals for reducing greenhouse gas emissions.</p>	
<p>18. Conservation Education: Metro supports efforts to provide stable and reliable funding to conservation education.</p>	
<p>ECONOMIC PROSPERITY:</p>	
<p>19. Infrastructure Finance: Metro supports measures, including funding or revenue measures, that facilitate state, regional or local</p>	

<p>investments in the public structures needed to accommodate population and economic growth in a way that helps the region achieve its six desired outcomes for successful communities.</p>	
<p>20. Metro Venues: Because the Oregon Convention Center, Expo Center, Portland Center for the Performing Arts and Oregon Zoo are assets that contribute millions of dollars to the state and regional economies, Metro supports legislative measures that facilitate the success of these venues in attracting visitors and enhancing the quality of their experiences.</p>	
<p>AGENCY OPERATIONS:</p>	
<p>21. Firearms and public facilities: Metro supports legislation that increases Metro’s authority to regulate the carrying of firearms on Metro properties, and opposes legislation that limits or reduces that authority.</p>	

DRAFT

Possible amendment to Res. 14-4500, Exhibit A

- **I-5 Replacement bridge over the Columbia River:** Support adoption of an equitable state finance package that reflects the importance of this project to the state while protecting the interests of the Portland region and addressing the project's impacts on the local community.

In the context of a possible Oregon-led approach to the project, continue to focus on the project's impact, broadly defined, on the region's transportation, development, livability, economic prosperity and environmental quality, while acknowledging that questions related to the financial risk to the state of such an approach are outside Metro's purview.

Materials following this page were distributed at the meeting.



Metro | Agenda

Revised, 1/14

Meeting: Metro Council Work Session
Date: Tuesday, Jan. 14, 2014
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL


- | | | |
|----------------|--|-----------------------------|
| 2 PM | 1. ADMINISTRATIVE/ COUNCIL AGENDA FOR JAN. 16, 2014/ CHIEF OPERATING OFFICER COMMUNICATION | |
| 2:15 PM | 2. POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT APPROACH AND STEERING COMMITTEE APPOINTMENTS – <u>INFORMATION / DISCUSSION</u> | Brian Monberg, Metro |
| 2:35 PM | 3. METRO COUNCIL'S 2014 STATE LEGISLATIVE AGENDA – <u>DISCUSSION CONTINUED</u> | Randy Tucker, Metro |
| 3:20 PM | 4. BREAK | |
| 3:30 PM | 5. COUNCIL LIAISON UPDATES – <u>INFORMATION / DISCUSSION</u> | |
| 4 PM | 6. COUNCIL BRIEFINGS/COMMUNICATION | |

ADJOURN

Metro's nondiscrimination notice

Metro respects civil rights. Metro fully complies with Title VI of the Civil Rights Act of 1964 that bans discrimination on the basis of race, color or national origin. For more information on Metro's civil rights program, or to obtain a Title VI complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. All Metro meetings are wheelchair accessible. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1536 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 7 business days in advance of the meeting to accommodate your request. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

 **Metro** | *Agenda*

Meeting: Metro Council
Date: Thursday, Jan. 16, 2014
Time: 2 p.m.
Place: Metro, Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATION

3. CONSENT AGENDA

3.1 Consideration of the Council Minutes for
Jan. 9, 2014.

3.2 **Resolution No. 14-4493**, For the Purpose of
Approving the Use of Federal Streamlining
Provisions for Regional Air Quality Conformity
Determinations.

4. RESOLUTIONS

4.1 **Resolution No. 14-4496**, For the Purpose of
Creating and Appointing Members of a Steering
Committee for the Powell-Division Transit and
Development Project.

Bob Stacey, Metro Council
Shirley Craddick, Metro Council

4.2 **Resolution No. 14-4498**, For the Purpose of
Adding the Powell Boulevard: I-205 to SE 176th
Project to the 2012-15 Metropolitan
Transportation Improvement Program (MTIP)
and the Unified Planning Work Program
(UPWP).

Ted Leybold, Metro

4.3 **Resolution No. 14-4500**, For the Purpose of
Providing Direction to Metro Concerning Bills
Before the 2014 Oregon Legislature.

Tom Hughes, Metro Council

5. CHIEF OPERATING OFFICER COMMUNICATION

6. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for Jan. 14, 2014 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Thursday, Jan. 14</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> Sunday, Jan. 19, 7:30 p.m. <i>Date:</i> Monday, Jan. 20. 28, 9 a.m.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> Monday, Jan. 20, 2 p.m.</p>	<p>Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Saturday, Jan. 18, 11 p.m. <i>Date:</i> Sunday, Jan. 19, 11 p.m. <i>Date:</i> Tuesday, Jan. 21, 6 a.m. <i>Date:</i> Wednesday, Jan. 22, 4 p.m.</p>
<p>Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	


PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

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Powell-Division Transit and Development Project

Portland State



Portland State is Oregon's largest and most diverse public university; the 50-acre campus has 30,000 students enrolled and is an anchor to downtown.

Neighborhood Nodes

- SE Transportation Hub:** Connects light rail, streetcar, bus lines, regional trails, OMSI, and PCC.
- SE 82nd:** With an expanding PCC southeast campus, this area is the site of the **Jade District** Neighborhood Prosperity Initiative (NPI) to foster economic opportunity and neighborhood vitality.
- SE 122nd:** A Major Transit Priority Street and a major city traffic street, 122nd is planned for pedestrian and other streetscape improvements to serve residential neighborhoods and commercial areas, in the heart of the **Division-Midway Alliance**.
- SE 182nd:** With its close proximity to Gresham's Downtown and the Rockwood Neighborhood, this is one of 10 key regional focus areas for TriMet's Pedestrian Network Analysis.

Portland CC Southeast



Portland Community College Southeast Center serves about 10,000 students annually and just began a \$34-million expansion. When completed, the campus will accommodate 18,000 students annually.

Downtown Gresham

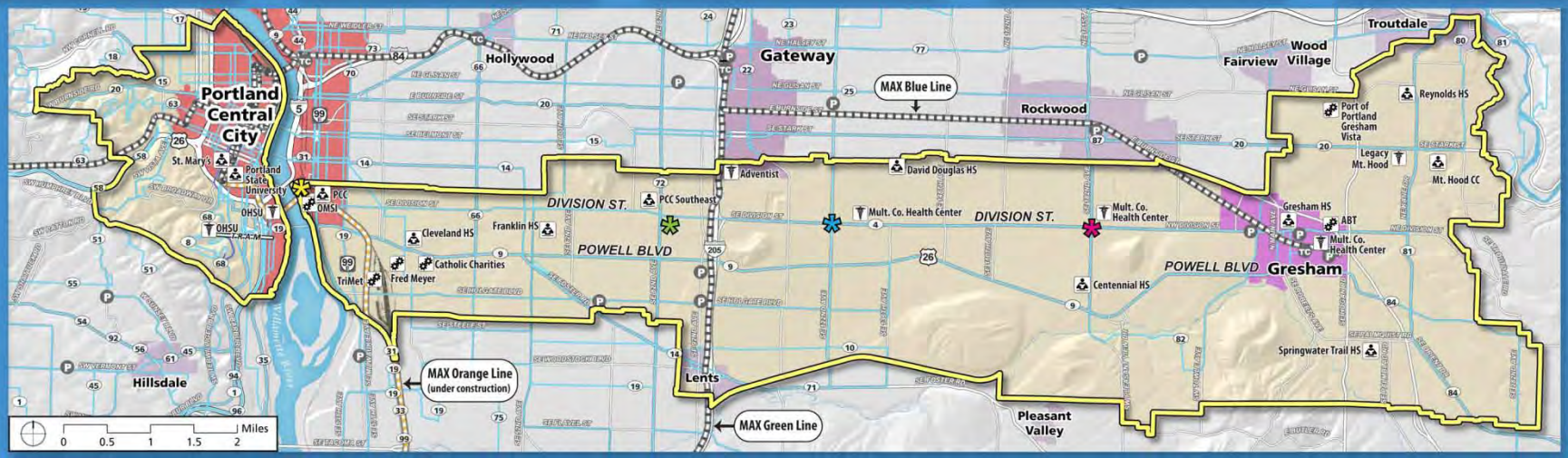


As the civic, cultural, and commercial hub of Oregon's 4th largest city, historic downtown Gresham is a gateway to Mt. Hood tourism.

Mt. Hood CC



With 33,000 students annually district-wide, Mount Hood Community College is planning for major capital improvements as it approaches its 50th anniversary.



OHSU



As the state's only health and research university and Portland's largest employer, OHSU has 13,500 employees and an annual budget of \$1.4 billion.

Innovation Quadrant



Portland's Innovation Quadrant enhances the connections and collaboration between higher-education institutions, workforce development providers and private sector partners that are currently located in four districts in the Central City.

East Portland



With the recently completed East Portland in Motion Plan, Portland and other agency partners have over \$36 million of local and secured grant funds committed to implementing priority projects for walking, biking, and access to transit, including projects on Powell and Division.

Jobs

Major employers include:

- Oregon Health & Science University: 13,500 employees
- TriMet: 2,600 employees
- Fred Meyer HQ: 2,000 employees
- Advanced Business Technologies: 500 employees
- Mt. Hood Community College: 750 employees

What can you expect from the project?

A new transit line connecting Portland and Gresham - providing improved service and new station areas along a new route.

An economic development strategy for key places based on community input and existing plans. Where do we want to see change in our community and what do we want to preserve? What investments and policies will support businesses and our neighborhoods?



Portland Metro Region
Study Area Map

Where we are

2012/2013 Partnership

2013/2014 Planning

2015 Implement – move into environmental/project design

PARTNER 2012-13

Identify
Partners

Define
Opportunities

- Stakeholders
- Decision process
- Public engagement process

- Increase trust & awareness
- Project partnerships
- Public/private/philanthropic development opportunities

PLAN 2013-15

Project
Foundation
(fall 2013)

Develop a common understanding of the project purpose through and understanding of existing conditions, needs, opportunities.
Agreement on project purpose and goals.

Identify
Alternatives
(spring 2014)

Identify land use considerations and locations of focus areas. Develop a wide range of transit alternatives.
Agreement on alternatives to be studied in detail.

Refine
Alternatives
(fall 2014)

Assess land use opportunities and supporting elements for transit. Assess transportation network.
Agreement on alternative(s) to be carried forward.

Project
Agreement
(winter 2014)

Refine preferred alternative based on public engagement, technical analysis, and steering committee.
Agreement on transit alternative to advance into project development.

IMPLEMENT 2015 -->

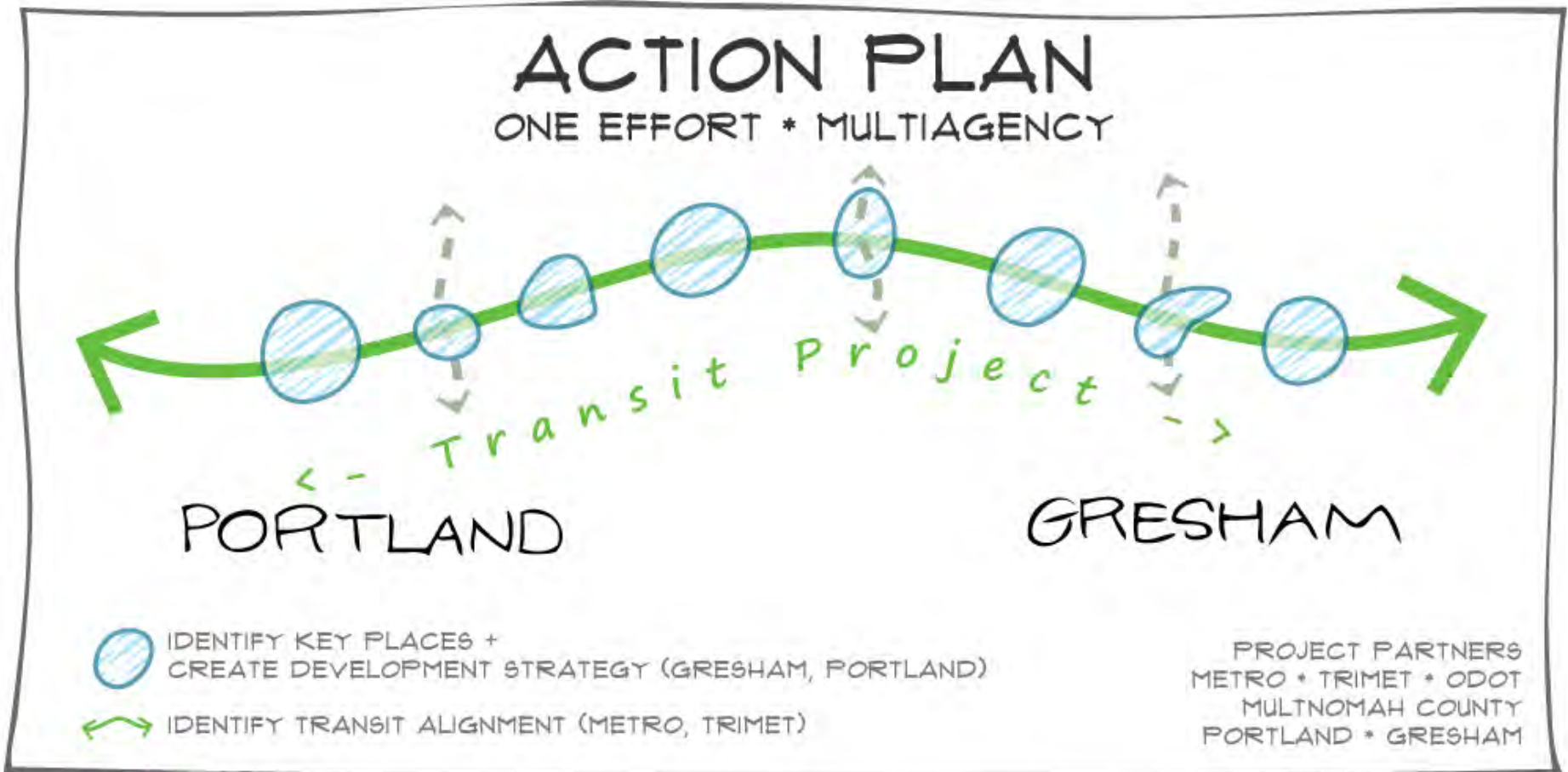
DEVELOP

- Design plans
- Environmental study and permits
- Federal funding decisions
- Identify transit supportive development opportunities

BUILD

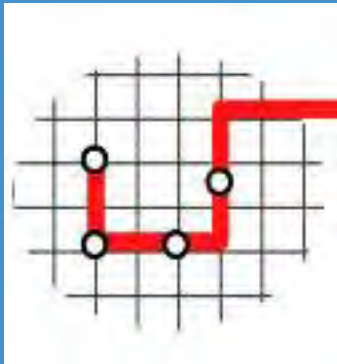
- Secure Funding
- Begin Construction

Outcomes



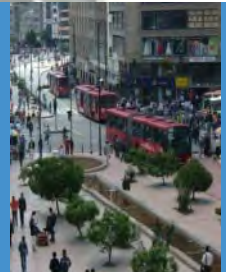
Portland and Gresham will work together to **identify key places** that promote economic development and serve the community by leveraging **future transit**.

Definition of a new transit line connecting Portland and Gresham, including vehicle mode, route, and station areas.



A development strategy for key places in the corridor:

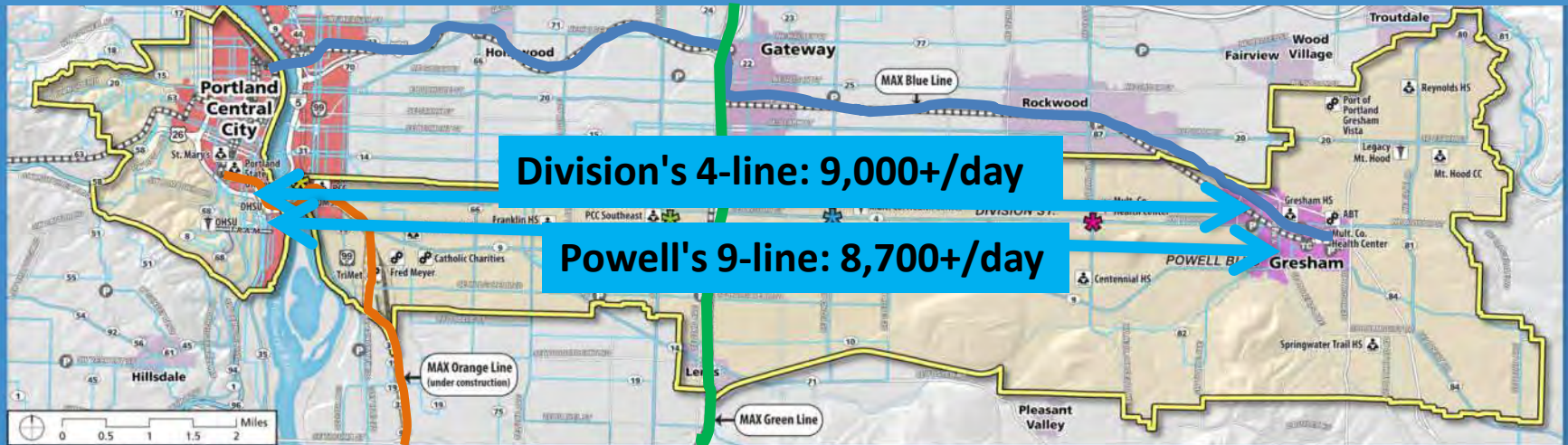
- What areas change and what remains stable.
- Policies and Projects to support stations, adjacent uses, buildings, public spaces.
- Economic development to focus future desired development



**Why are we moving forward
the
Powell Division Transit and
Development Project?**

TRANSIT connections

- Connects downtowns of 2 largest cities in region
- Connects to MAX light rail - Blue line, Green line, Portland-Milwaukie light rail
- Strong Transit Demand Today - Powell #9 and Division #4 high ridership



- Designated a priority in Regional High Capacity Transit Plan
- Recommended for development from East Metro Connections Plan

TRANSIT connections

- Good arterial network exists – many north south bus routes on grid
- Major capital investments in walking and biking connections in corridor
- TriMet Eastside Service Enhancement Plan conducted concurrently

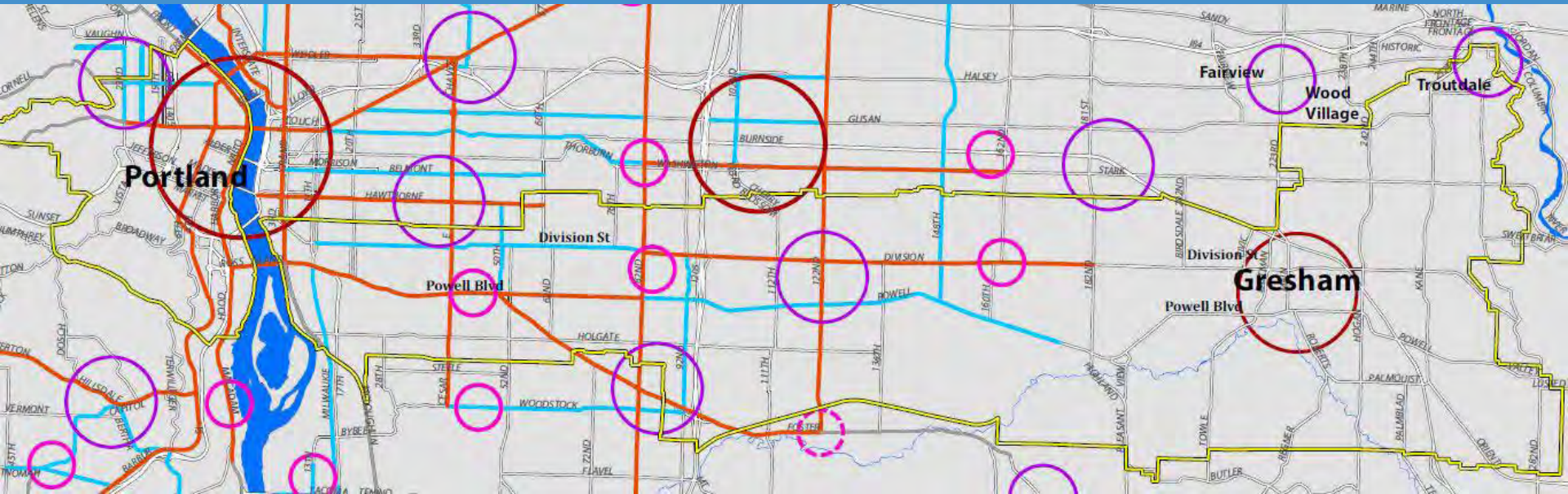


**82nd & Division
18,000 ons/off a week**

**Capacity of Jeld-Wen
Timbers Soccer
20,438**



Community Development

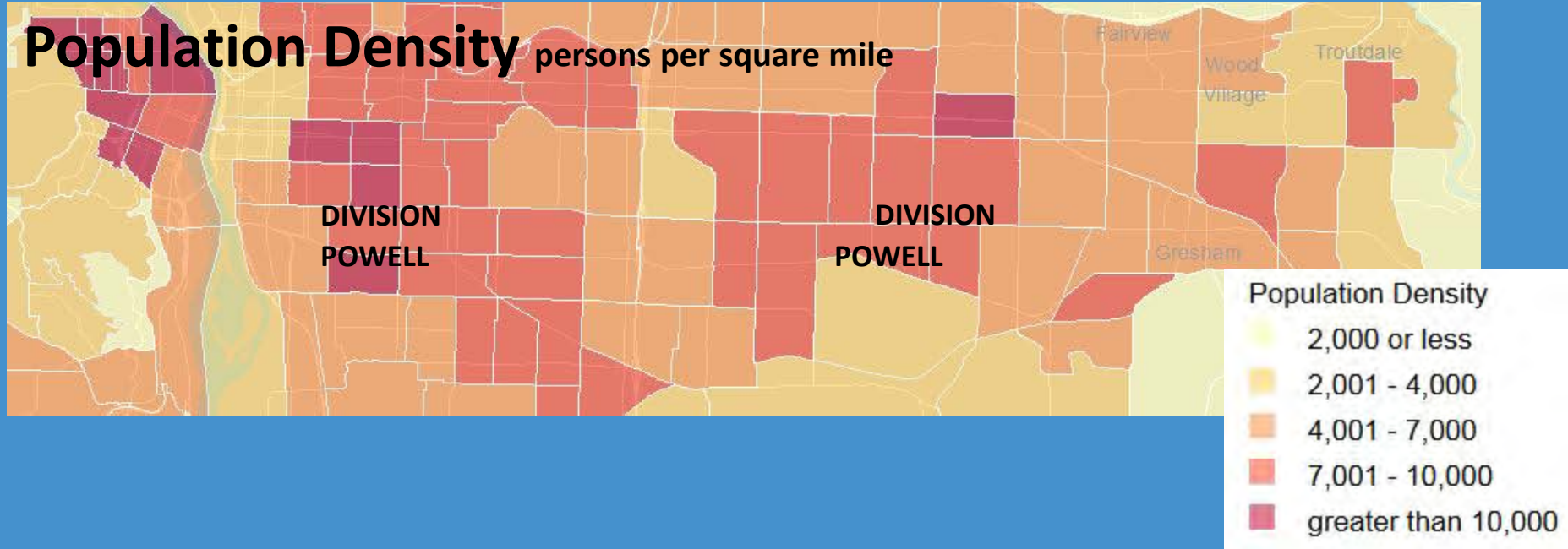


Centers

-  Regional Centers
-  Adopted Town Centers
-  Potential Town Center
-  Proposed Neighborhood Center
-  Potential Neighborhood Center
-  Civic Corridor
-  Key Connection
-  Neighborhood Corridor
-  Key Connection

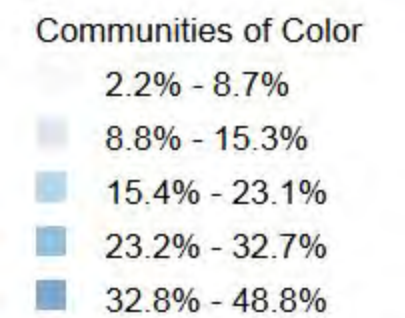
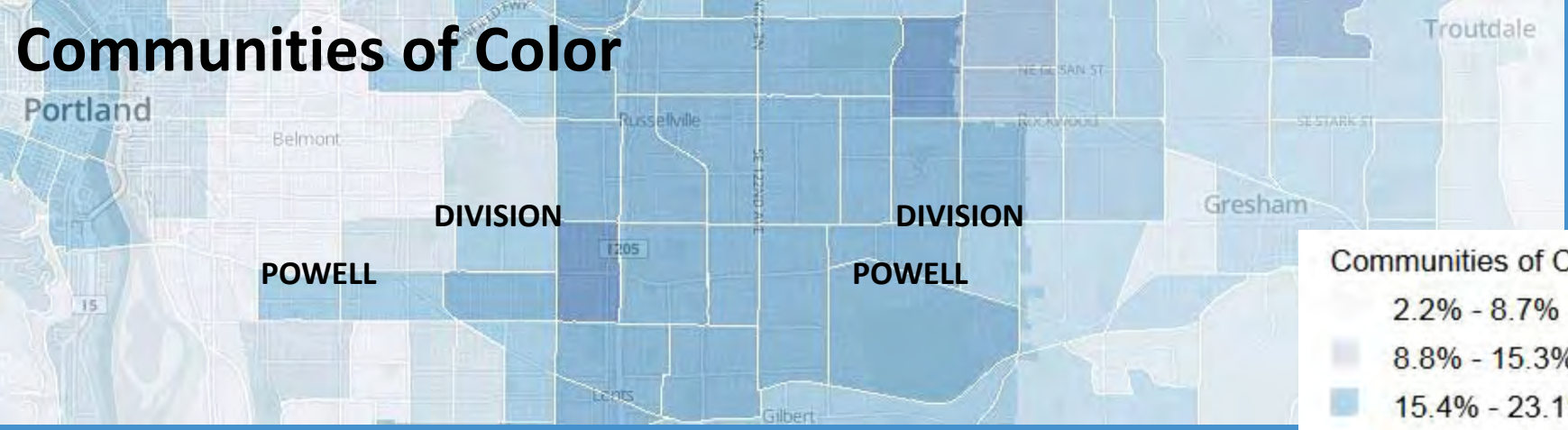
Opportunity to provide investments to support community, economic development with better access to work, school, neighborhood services.

Many people live in the corridor

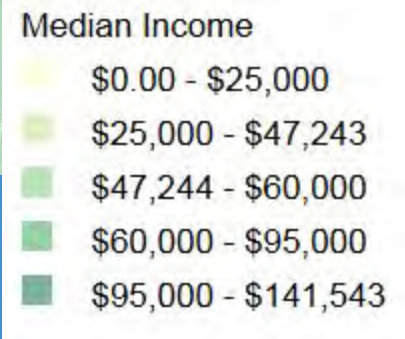
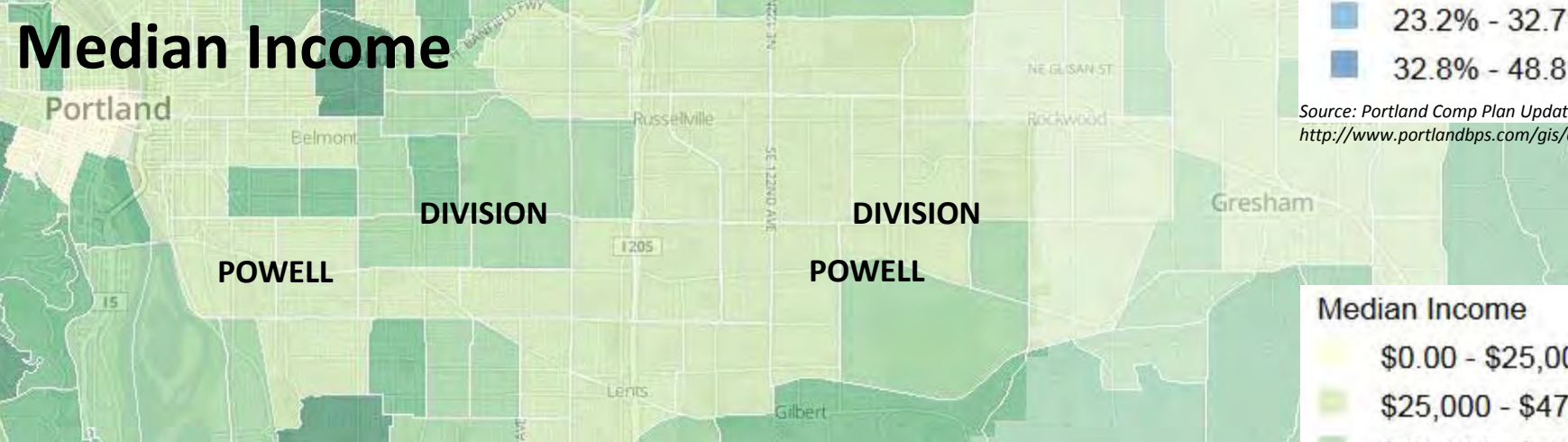


Source: Portland Comp Plan Update "map app"
<http://www.portlandbps.com/gis/cpmapp/>

Diversity and Equity



Source: Portland Comp Plan Update "map app"
<http://www.portlandbps.com/gis/cpmapp/>

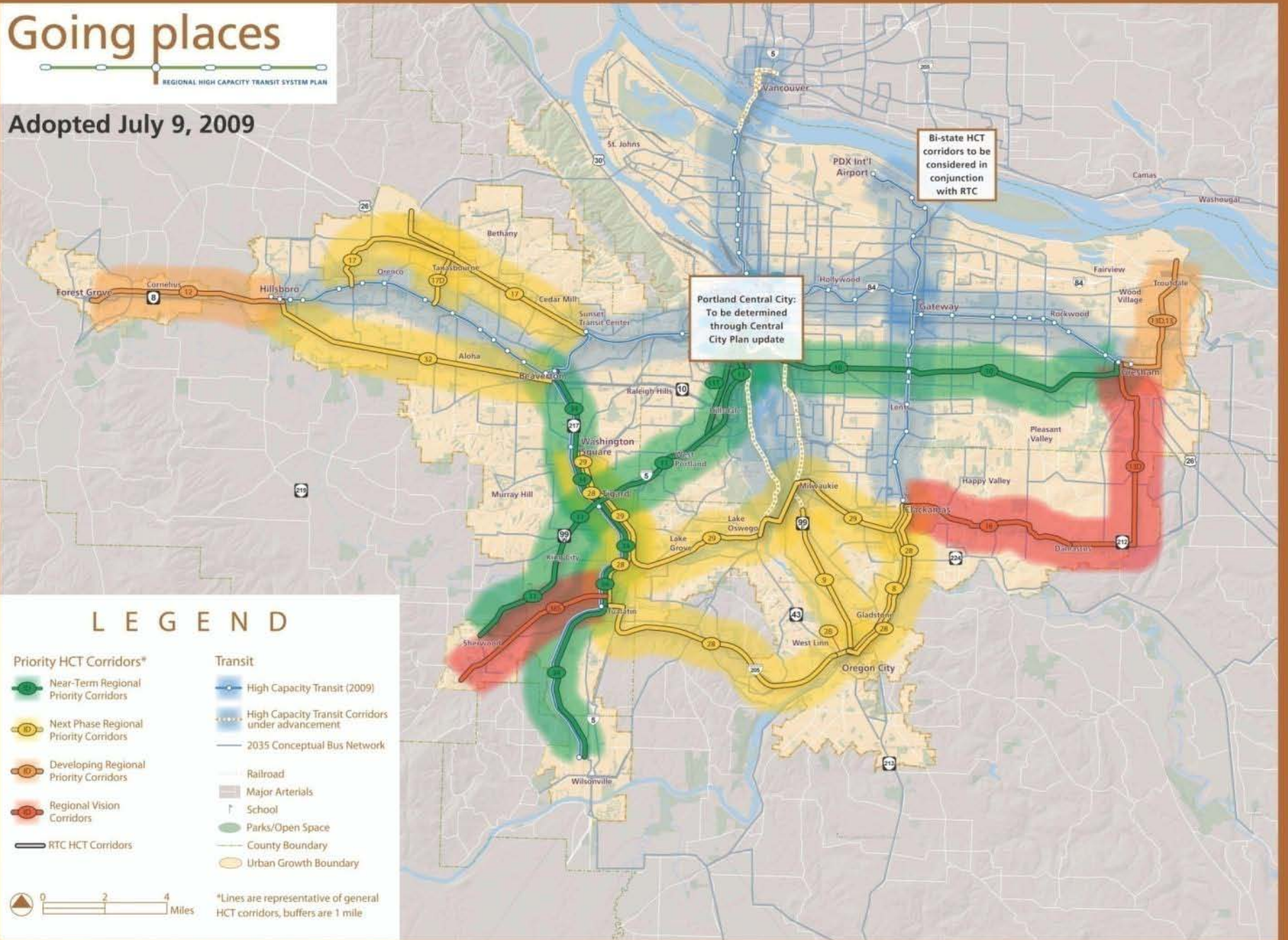


- Higher percentage of communities of color east of 82nd Avenue
- Higher percentage of low-income along Powell, east of 82nd Avenue
- Higher percentage of youth
- Working to partner with community based organizations, East Portland Action Plan

Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Adopted July 9, 2009



Bi-state HCT corridors to be considered in conjunction with RTC

Portland Central City: To be determined through Central City Plan update

LEGEND

Priority HCT Corridors*

-  Near-Term Regional Priority Corridors
-  Next Phase Regional Priority Corridors
-  Developing Regional Priority Corridors
-  Regional Vision Corridors
-  RTC HCT Corridors

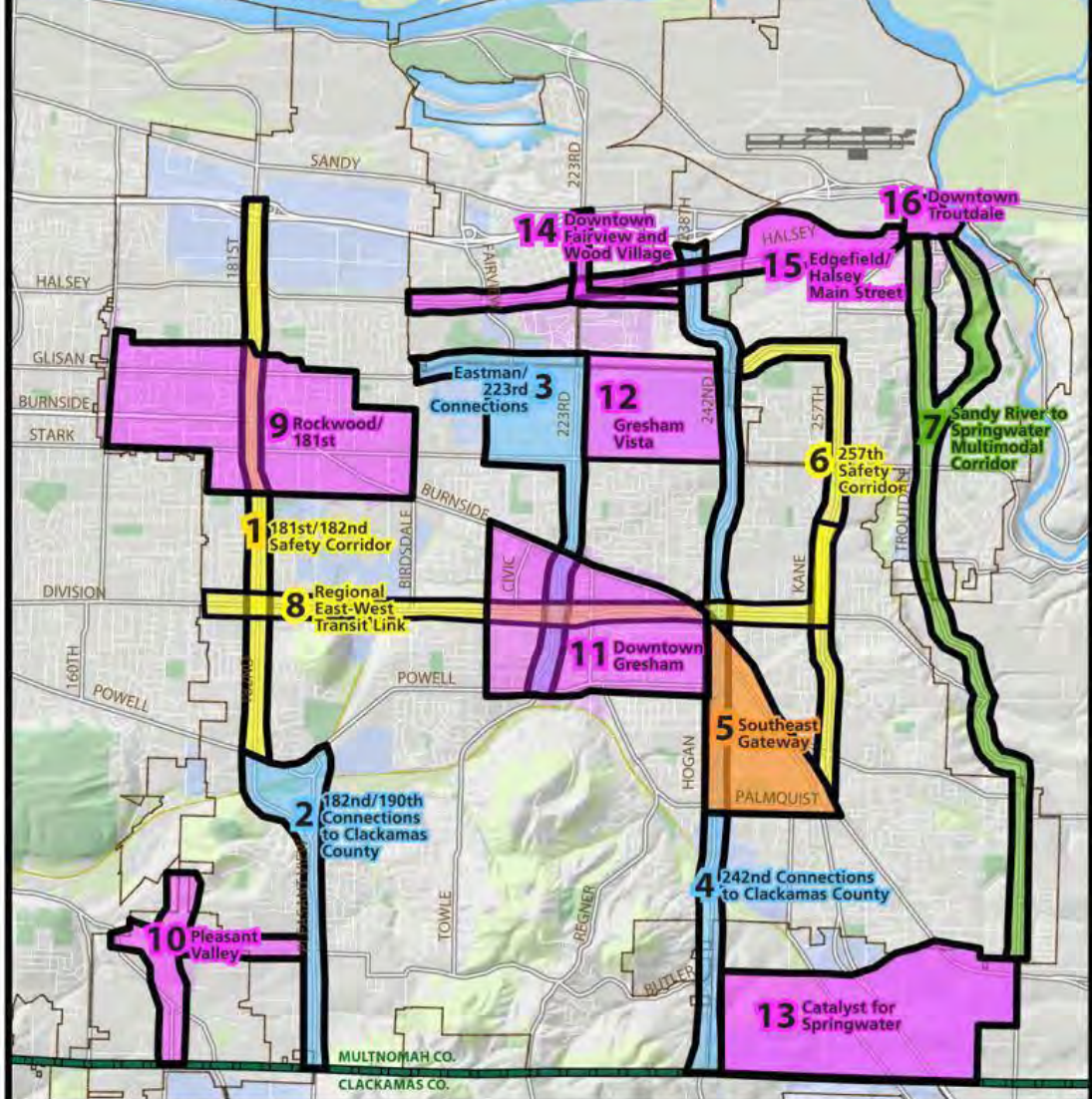
Transit

-  High Capacity Transit (2009)
-  High Capacity Transit Corridors under advancement
- 2035 Conceptual Bus Network
- Railroad
- Major Arterials
- School
- Parks/Open Space
- County Boundary
- Urban Growth Boundary








*Lines are representative of general HCT corridors, buffers are 1 mile

East Metro Connections Plan



Recommended Investment Packages

June 6, 2012

 Access & mobility	1) 181st/182nd Safety Corridor	9) Rockwood/181st
 Safety	2) 182nd/190th Connections to Clackamas County	10) Pleasant Valley
 Economic development	3) Eastman/223rd Connections	11) Downtown Gresham
 Multimodal	4) 242nd Connections to Clackamas County	12) Gresham Vista
 Regional gateway	5) Southeast Gateway	13) Catalyst for Springwater District
	6) 257th Safety Corridor	14) Downtown Fairview and Wood Village
	7) Sandy River to Springwater multimodal Corridor	15) Halsey Main Street
	8) Regional East-West Transit Link	16) Downtown Troutdale
	Managing the System (*not mapped)	

Partnerships

Partnerships

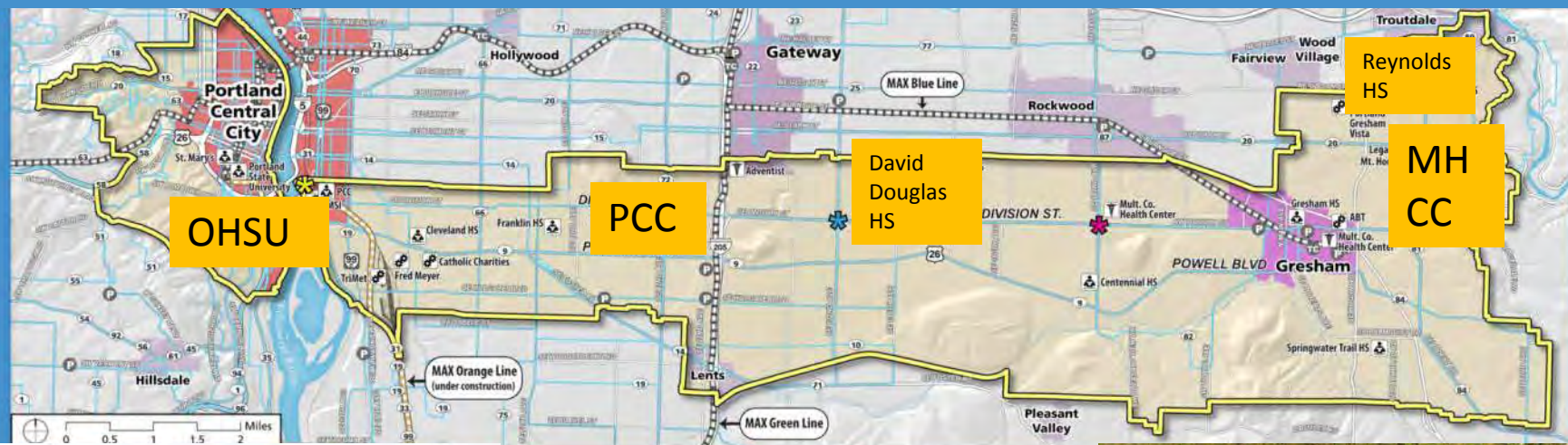
We have had early conversations with community and business groups.

- Mount Hood Community College
- Portland Community College
- Multnomah County Health Department
- SE Uplift
- EPNO
- East Portland Action Plan
- Coalition Gresham Neighborhoods
- Home Forward
- Human Solutions
- Catholic Charities
- Division Midway Business
- Jade District
- East Metro Economic Alliance



EDUCATION CORRIDOR connections

- PSU, OHSU, Portland Community College and Mount Hood Community College
- David Douglas and Reynolds High Schools are the two largest in Oregon



OHSU/OUS Collaborative Life Sciences Building

PSU and OHSU
Connect to
PCC SE and
MHCC



The OHSU/OUS Collaborative Life Sciences Building will place portions of **Oregon Health & Science University, Oregon State University and Portland State University under one roof**. In doing so, the facility will extend partnerships among the universities, create new employment opportunities, and expand the schools' teaching facilities, class sizes and research activities.

The **498,642-square-foot building** will include lecture halls, classrooms, labs, specialty research centers, offices and a state-of-the-art facility for the **OHSU School of Dentistry**. The Collaborative Life Sciences Building will foster collaboration in undergraduate and graduate education among students and instructors from multiple institutions.



The Portland-Milwaukie Light Rail Bridge will carry light rail, buses, cyclists, pedestrians and eventually streetcars, but no private vehicles.



The Portland-Milwaukie Light Rail Bridge will have 14-foot bike-pedestrian paths on each side of the bridge, as well as extra width at the towers.



Portland Community College Southeast

- Transforming into a comprehensive, full service campus
- PCC is investing \$34 million in direct construction

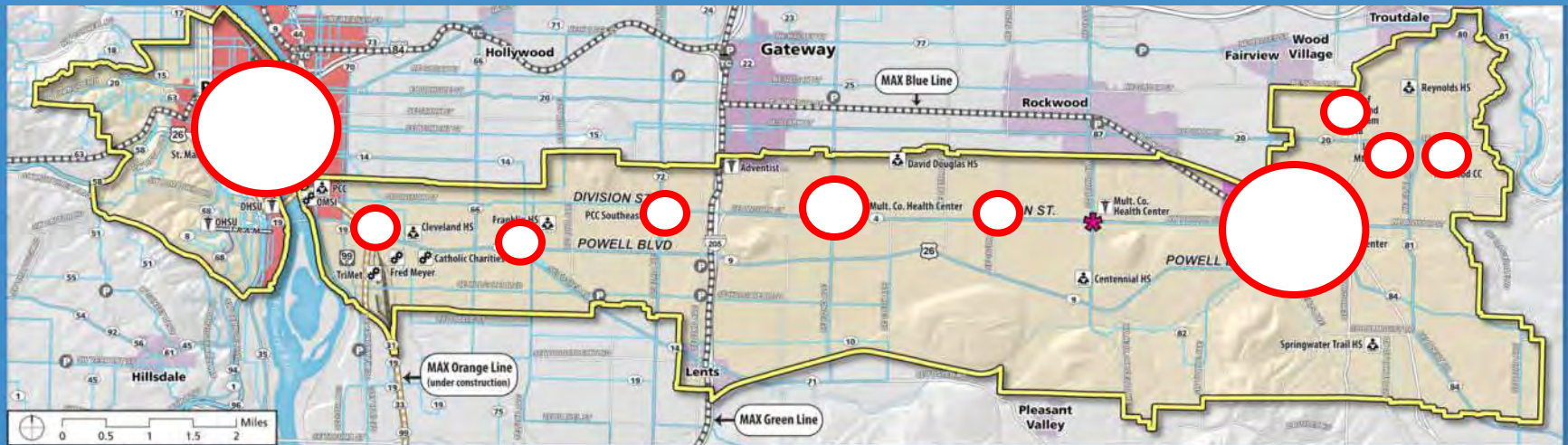
Mount Hood Community College

- 212 acre campus
- 33,000 students district wide
- Regional recreation and aquatic center



Economic Development connections

- Areas of the corridor have recently completed rezoning studies – 122nd
- Areas that are being planning for redevelopment, including PDC business districts, comprehensive plan neighborhood centers



**S.E. Division St./
82nd Ave.
District**

Jade District

**S.E. Division St.
124th-148th
District**

Division-Midway

S.E. Powell Blvd.

S.E. Division St.

S.E. 112th Ave.

S.E. 122nd Ave.

S.E. 148th Ave.



New Jade District another gem in Portland's crown

Created on Thursday, 21 February 2013 09:00 | Written by [Steve Law](#) |

[0 Comments](#)

82nd Avenue emerges as the Pearl's Asian counterpart



by: TRIBUNE PHOTO: CHRISTOPHER ONSTOTT - The O'Sushi restaurant, in the Fubonn Shopping Center on Southeast 82nd Avenue, is bustling with business as customers watch plates of fresh sushi roll by on a conveyor belt.

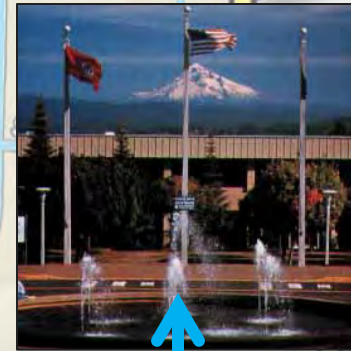
DAN AGUAYO/THE OREGONIAN



Portland of Portland
Gresham Vista future
2000 jobs on 200 acres



Largest hospital in East
County



Mount Hood
Community College



Gresham
downtown

Mult. Co.
Health Center



Gresham Civic

Gresham Institutions

Centennial HS








Angwater Trail HS

Reynolds HS

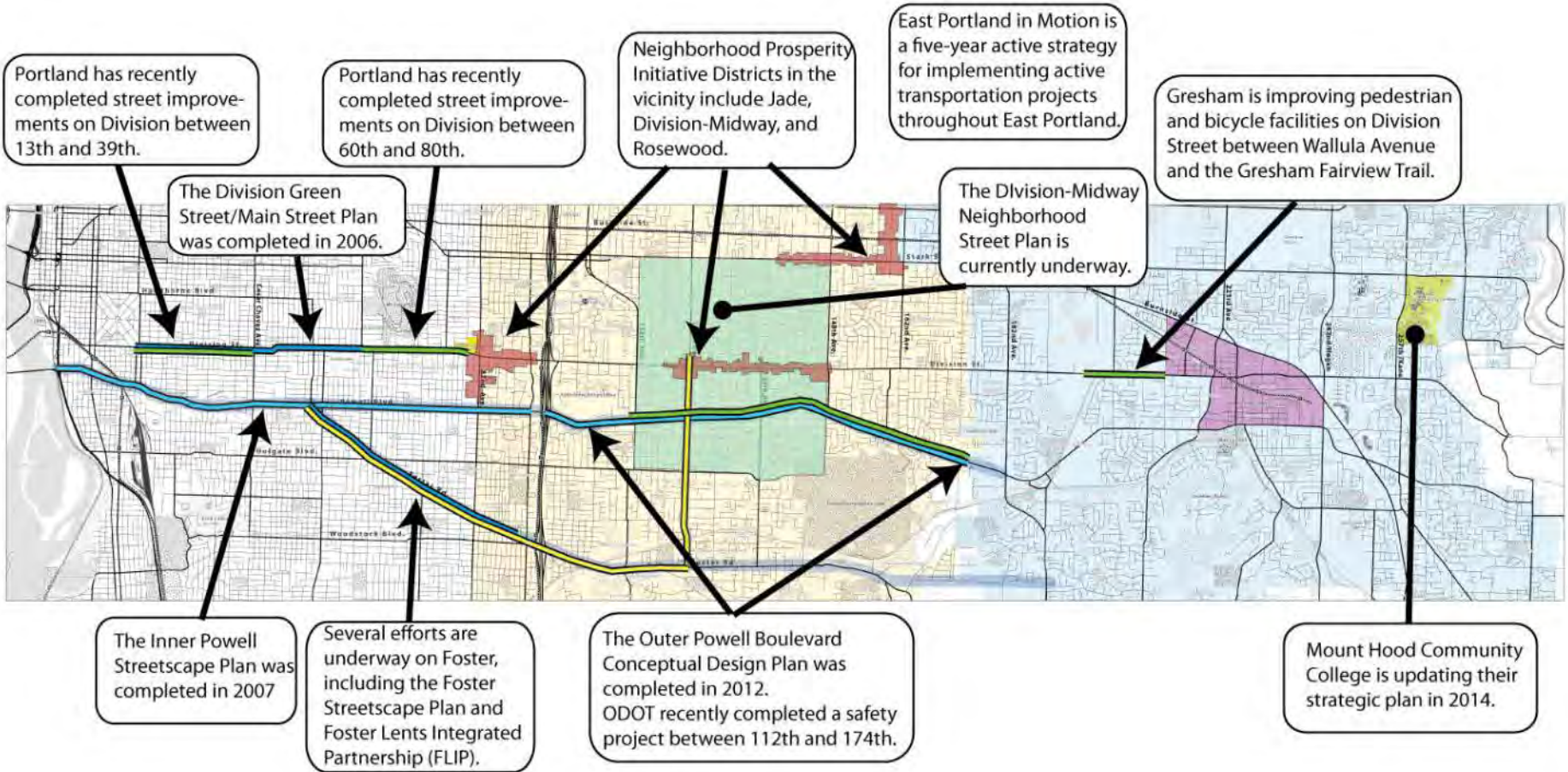
Co. h Center

Implementation

Coordinated projects

Policy, including RTP, STIP, TSP, and CIPs	Planning	Project Development	Final Design/ Construction
	Powell-Division Transit and Development Project		
	TriMet Service Enhancement Planning		
		Powell Boulevard: I-205 to SE 174th Project	
		East Metro Connections Plan	
			East Portland in Motion
			High Crash Corridors Program
			Division Street Improvements

Implementation



Capital Investments

Project Name	Source	Amount
East Portland Active Transportation	Regional Funds 2014-15	\$4,200,000
East Portland in Motion - Access to Employment and Education	Regional Funds 2016-18	\$9,116,021
Powell Division Corridor Safety & Access to Transit	STIP 2016-18	\$2,512,440

Recent Investments
East Portland Sidewalk Infill on Arterials
TriMet Pedestrian Network Analysis
Gresham Division Complete Street Corridor Project
Portland High Crash Corridor Safety Program

Portland recently submitted more grant applications for over \$10 Million in additional funding. **If all grants are awarded, the City will have over \$38 Million allocated to East Portland Active Transportation** implementation between 2012 and 2018.



Division Street Corridor Project



Planning

Schedule

Partners looking forward to a near term project that will enhance capital investments and community development already underway

PARTNER 2012-13

Identify
Partners

Define
Opportunities

- Stakeholders
- Decision process
- Public engagement process

- Increase trust & awareness
- Project partnerships
- Public/private/philanthropic development opportunities

PLAN 2013-15

Project
Foundation
(fall 2013)

Identify
Alternatives
(spring 2014)

Refine
Alternatives
(fall 2014)

Project
Agreement
(winter 2014)

Develop a common understanding of the project purpose through and understanding of existing conditions, needs, opportunities.
Agreement on project purpose and goals.

Identify land use considerations and locations of focus areas. Develop a wide range of transit alternatives.
Agreement on alternatives to be studied in detail.

Assess land use opportunities and supporting elements for transit. Assess transportation network.
Agreement on alternative(s) to be carried forward.

Refine preferred alternative based on public engagement, technical analysis, and steering committee.
Agreement on transit alternative to advance into project development.

IMPLEMENT 2015 -->

DEVELOP

BUILD

- Design plans
- Environmental study and permits
- Federal funding decisions
- Identify transit supportive development opportunities

- Secure Funding
- Begin Construction

2014

2015

2016

2017

2018

2019

2020

PLANNING

Winter 2014 Establish a common understanding of the needs and opportunities for transit and development in the corridor



Spring and summer 2014 Look at the kinds of transit that are feasible and desirable in the corridor, hear ideas about where it should go and identify places that would make safe and active station areas



Fall 2014 Take the elements that are most supported and feasible, and craft a recommendation on the type of transit, route and strategies for development at station areas



Winter 2015 Refine the recommendation and present it to local and regional elected councils for consideration and endorsement



DESIGN

2015 to 2017 Create detailed design of the new transit line and station areas, and complete environmental review and permitting



CONSTRUCTION

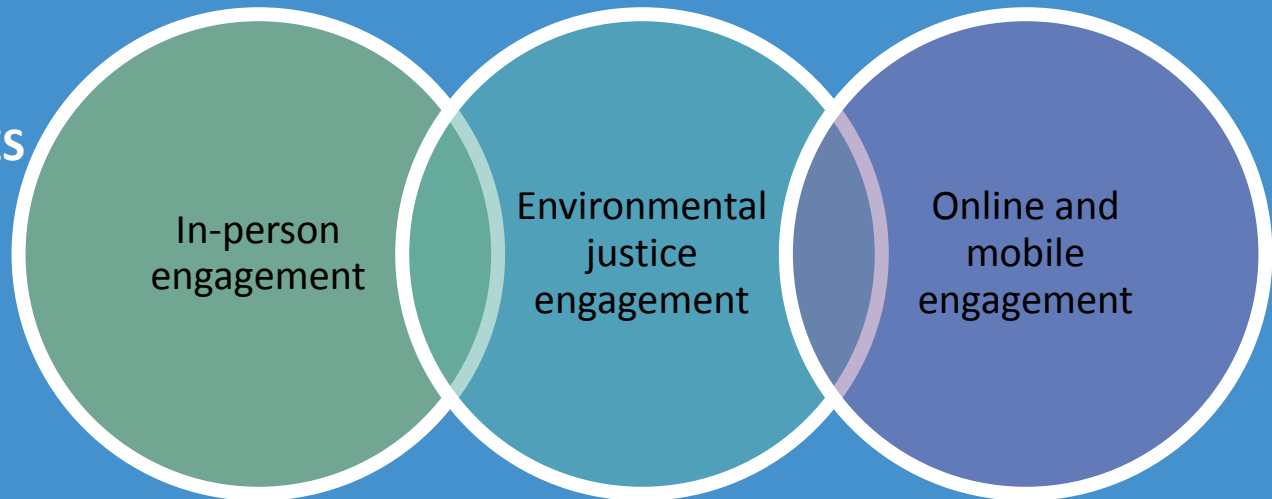
2018 to 2020 Build the transit line and station areas and start new service



**Public
engagement
PRINCIPLES**

- **Customer-first lens**
Relate to people the way they relate to the world, not through a project lens
- **Make it easy for people to participate**
Meet people where they are and capitalize on opportunities for coordinated engagement
- **Be clear**
Clarity about decisions, how input is a part of decision-making, who is making the decisions and when/what to expect as a result

**Public
engagement
OPPORTUNITIES**



Public Engagement and Decisions

Panel of Experts

Transit surveys

Neighborhood presentations

Business district presentations

Campus outreach

Environmental Justice Engagement

Community meetings

Activities during major phases of the project

Fall 2013 and winter 2014

Develop common understanding of the project

Major activities

- Fact sheet
- Stakeholder interviews
- Community meetings
- Agency committees
- Limited English proficiency analysis
- Survey
- Environmental justice engagement
- Station area engagement
- Agreement by decision making body – Steering Committee meeting #1

Spring and summer 2014

Identify focus areas to inform transit alternatives

Major activities

- Tours of corridor
- Community meetings
- Agency committees Surveys
- Environmental justice engagement
- Station area engagement
- Workshop #1 – explore range of development and transit alternatives
- Panels of experts
- Agreement by decision making body – Steering Committee meeting #2 -

Fall 2014

Refine focus areas and corridor vision

Major activities

- Fact sheet
- Stakeholder interviews
- Community meetings
- Environmental justice engagement
- Station area engagement
- Surveys
- Workshop #2 - Engagement - refinement of preferred alternatives and performance
- Agreement by decision making body – Steering Committee meeting #3

Winter 2015

Agree on corridor vision and investment strategy

Major activities

- Surveys
- Meetings - With community and other organizations
- Environmental justice engagement
- Station area engagement
- Open house(s)
- Agency committees
- Panels of experts
- Agreement by decision making body – Steering Committee meeting #4

Steering Committee formation

Elected Officials

neighborhood communities

Southeast Portland
East Portland
Gresham



At large



Steering Committee

Councilor Shirley Craddick
Metro

John Bildsoe
Gresham Coalition of Neighborhood
Associations

Diane Noriega
Board Chair,
Mount Hood Community College

Councilor Bob Stacey
Metro

Bill Crawford
Southeast Uplift Neighborhood
Coalition

Jessica Howard
President,
Portland Community College Southeast

Councilor Lori Stegmann
City of Gresham

Kem Marks
East Portland Neighborhood Office
East Portland Action Plan

Lori Boisen
Division-Midway Alliance

Commissioner Steve Novick
City of Portland

Neil McFarlane
TriMet

Trell Anderson
Catholic Charities

Representative Shemia Fagan
Oregon State Legislature

Jason Tell
Oregon Department of Transportation

Matt Wand
East Metro Economic Alliance

Commissioner Diane McKeel
Multnomah County

Matt Clark
Johnson Creek Watershed Council

Raahi Reddy
Asian Pacific American Network of
Oregon

Heidi Guenin
Upstream Public Health

Steering Committee initiation

Metro Council endorsement schedule	
TPAC	January 3rd 9:30am – 12
JPACT	January 9th 7:30 – 9am
Metro Council Work session	January 14th 2pm – 4pm
Metro Council Action	January 16th 2pm – 4pm
We are also briefing the MTAC and MPAC land use committees	
MTAC	January 15th 10 am – 12
MPAC	January 22nd 5-7pm

2014

2015

2016

2017

2018

2019

2020

PLANNING

Winter 2014 Establish a common understanding of the needs and opportunities for transit and development in the corridor



Spring and summer 2014 Look at the kinds of transit that are feasible and desirable in the corridor, hear ideas about where it should go and identify places that would make safe and active station areas



Fall 2014 Take the elements that are most supported and feasible, and craft a recommendation on the type of transit, route and strategies for development at station areas



Winter 2015 Refine the recommendation and present it to local and regional elected councils for consideration and endorsement



DESIGN

2015 to 2017 Create detailed design of the new transit line and station areas, and complete environmental review and permitting



CONSTRUCTION

2018 to 2020 Build the transit line and station areas and start new service



**METRO COUNCIL LEGISLATIVE PRIORITIES
2014 Legislative Session**



- **I-5 Replacement bridge over the Columbia River:** Support adoption of an equitable state finance package that reflects the importance of this project to the state while protecting the interests of the Portland region and addressing the project’s impacts on the local community.

In the context of a possible Oregon-led approach to the project, continue to focus on the project’s impact, broadly defined, on the region’s transportation, development, livability, economic prosperity and environmental quality, while acknowledging that questions related to the financial risk to the state of such an approach are outside Metro’s purview.

- **Urban growth management:** Ensure that the Legislature establishes the policy framework and process for local land use decisions but does not take actions that determine the outcome of local land use processes. Support legislative actions to ensure that LUBA and the Oregon appellate courts have sufficient guidance and resources to allow for timely processing of land use appeals.

Legislation is expected in 2014 that would declare final the Metro Council’s 2011 urban growth boundary expansion and moot all appeals of that decision. Staff believes that this and other legislation that seeks to determine the outcome of ongoing land use processes can create a problematic precedent.

The expected legislation is spurred, in part, by the time it is taking to get from designation of urban and rural reserves to land actually being available for development after a subsequent UGB expansion. The second sentence of the proposed agenda item is intended to address this concern should the opportunity arise.

- **Damascus planning:** Support legislation clarifying responsibility of all communities to comply with state comprehensive planning requirements.

ORS 197.757 requires all new cities to have acknowledged comprehensive plans within four years of incorporation. In May of 2011, Damascus voters voted to reject a comprehensive plan that had been passed by the City Council but placed on the ballot via referendum. Then, in March of 2012, they approved a charter amendment requiring voters to approve any ordinance or plan before it could be submitted to the state. There is no accommodation for this voter approval requirement in state law, and Damascus has failed to meet its responsibility under the law despite extensions of the statutory deadline. Staff recommends seeking an opportunity to attach language to a bill clarifying that compliance with the requirements of state law that apply to all cities is not subject to the approval of local voters.

- **Infrastructure investment:** Support legislation creating Infrastructure **Innovation** Oregon (I²O) and establishing criteria for evaluating large projects for innovative financing.

The 2013 Legislature established a task force to examine creation of a structure analogous to BC Partnerships to facilitate innovations in the delivery of major infrastructure projects. Proposed 2014 legislation would establish I²O; require projects of \$50 million or more, with

Exhibit A to Resolution 14-4500

\$20 million or more in state funds, to undergo a nonbinding evaluation about whether innovative procurement approaches are appropriate; and authorize Oregon's participation in the West Coast Infrastructure Exchange.

- **Local Improvement Districts:** Ensure that legislation occasioned by a single atypical circumstance does not create undue barriers to the use of this important local funding tool.
- **Gain Share:** Support legislation extending sunset of program and clarifying appropriate allocation of increased revenues associated with Strategic Investment Program projects.
- **Allocation of RV fees:** Support change in the formula for allocation of recreational vehicle fees to increase percentage allocated to county parks, including Multnomah County parks owned and operated by Metro.
- **Toxics:** Support legislation requiring disclosure and removal of toxic chemicals in children's products.
- **Clean Fuels Program:** Support legislation lifting the sunset on Oregon's Clean Fuels Program.
- **Industrial site readiness:** Support continued development of state financial tools to help make land inside the urban growth boundary available for industrial development and job creation through infrastructure investment, brownfield cleanup, land aggregation, and other means.
- **Brownfields:** Support creation of policy and funding tools to facilitate brownfield redevelopment.

METRO COUNCIL 2014 LEGISLATIVE PRINCIPLES

(indicating proposed changes from 2013 Legislative Principles, available for comparison at www.tinyurl.com/kpwg7mq)

LOCAL AUTHORITY	
1. Pre-emption: The Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions. With respect to issues related to solid waste management, land use, and other matters of regional concern, Metro’s authority should not be pre-empted or eroded.	Amended
2. Funding: State mandates should be accompanied by funding.	
LAND USE AND URBAN GROWTH MANAGEMENT:	“And Urban Growth Management” added
3. Local Authority: The Legislature should take no actions that undermine <u>reduce or compromise</u> Metro’s land use and urban growth management authority.	New, reiterates Principle 1
4. Successful Communities: Metro supports legislation that facilitates the achievement of the region’s six desired outcomes for successful communities: vibrant, walkable communities; economic competitiveness and prosperity; safe and reliable transportation choices; leadership in minimizing contributions to global warming; clean air, clean water and healthy ecosystems; and equitable distribution of the burdens and benefits of growth and change.	Moved higher but otherwise unchanged
5. Local Land Use Decisions: Management of the urban growth boundary is a complex undertaking that involves extensive analysis, public input, and a balancing of many factors. Urban growth management decisions have profound impacts not just on land at the boundary, but on communities within the boundary and on farms and other rural lands outside the boundary. For these reasons, the Legislature should establish the process and policy framework for local land use decisions but should not take actions that determine the outcome of specific local land use processes.	New
6. Efficiency: Land within the urban growth boundary should be used efficiently before the boundary is expanded.	Amended (non-substantive)
7. Need: The UGB should not be expanded in the absence of demonstrated need.	
8. Transportation: Land use and transportation planning should be coordinated so land uses do not undermine the efficiency and reliability of the transportation system and transportation investments do not lead to unintended or inefficient land uses.	Amended (minor: added “or inefficient”)
9. Annexation: Cities are the preferred governing structure for providing public services to urban areas, and the inability to annex	Amended

<p>land brought into the urban growth boundary to accommodate urbanization prevents efficient development of livable communities. For these reasons, Metro supports reforms that will facilitate, or reduce barriers to, orderly annexation and incorporation.</p> <p>10. Rules/Statutes: Administrative rules should not be adopted into statute.</p>	
<p>11. Non-Regulatory Tools: State efforts at regulatory streamlining should include funding to support development of non-regulatory tools for achieving desired land use outcomes.</p>	
<p>12. Fiscal Responsibility: Funding to support urban development should be generated at least in part by fees on those who directly benefit from that development.</p>	
<p>SOLID WASTE:</p>	
<p>13. Product stewardship: Metro supports efforts to minimize the health, safety, environmental, economic and social risks throughout all lifecycle stages of a product and its packaging, and believes that the producer of the product has the greatest ability, and therefore the greatest responsibility, to minimize those adverse impacts.</p>	
<p>TRANSPORTATION:</p>	
<p>14. Transportation Governance: The Legislature should take no actions that undermine-reduce or compromise Metro’s or JPACT’s authority in the areas of transportation policy and funding.</p>	New, reiterates Principle 1.
<p>15. Transportation Funding: Metro supports an increase in overall transportation funding, investments in a balanced multimodal transportation system, and flexibility in the system to provide for local solutions to transportation problems.</p>	
<p>PARKS AND NATURAL AREAS:</p>	
<p>16. Parks and Natural Areas: Metro supports measures to increase local and regional authority to raise revenues to support parks and natural areas and to increase the level of state funding distributed to local governments for acquisition, capital improvements, and park operations.</p>	
<p>SUSTAINABILITY:</p>	
<p>17. Climate Change: Metro supports efforts to combat and adapt to climate change and to meet the state’s goals for reducing greenhouse gas emissions.</p>	
<p>18. Conservation Education: Metro supports efforts to provide stable and reliable funding to conservation education.</p>	
<p>ECONOMIC PROSPERITY:</p>	

<p>19. Infrastructure Finance: Metro supports measures, including funding or revenue measures, which facilitate state, regional or local investments in the public structures needed to accommodate population and economic growth in a way that helps the region achieve its six desired outcomes for successful communities.</p>	
<p>20. Metro Venues: Because the Oregon Convention Center, Expo Center, Portland's <u>5 Centers</u> for the Performing Arts and Oregon Zoo are assets that contribute millions of dollars to the state and regional economies, Metro supports legislative measures that facilitate the success of these venues in attracting visitors and enhancing the quality of their experiences.</p>	
<p>AGENCY OPERATIONS:</p>	
<p>21. Firearms and public facilities: Metro supports legislation that increases Metro's authority to regulate the carrying of firearms on Metro properties <u>and public venues</u>, and opposes legislation that limits or reduces that authority.</p>	

Date: 13 January 2014
To: Metro Council
From: Randy Tucker, legislative affairs manager
Re: Proposed UGB legislation

Pursuant to last week's work session, here is some further food for thought about the anticipated legislation that would legislatively establish Metro's urban growth boundary consistent with your 2011 UGB amendment, which was affirmed by LCDC in 2012.

I. Bill draft

I have attached the draft bill. While the bill's proponents reserve the right to propose amendments, legislative deadlines dictate that it will be introduced in this form.

As previously described, the bill begins with findings about the adequacy of Metro's process in making its UGB decision as well as LCDC's acknowledgment of that decision. It then includes the following operative language:

The Legislative Assembly establishes as the acknowledged urban growth boundary of Metro the urban growth boundary as reflected in Metro Ordinance No. 11-1264B, adopted October 20, 2011, notwithstanding specific requirements concerning the establishment or acknowledgment of urban growth boundaries in ORS 197.295 to 197.314 and 197.625 and in statewide land use planning goals adopted under ORS 197.225.

Please note that the proposed legislation, if passed, may itself be challenged on various legal grounds. So passage does not ensure sooner implementation of Metro's UGB decision.

II. Options available

As you know, last week staff recommended a position implying opposition to the proposed legislation, and requested clarity on both the Council's position and the underlying rationale for that position. However, the Council was not ready to make a decision in the absence of legislative language, and some councilors suggested that they preferred to remain neutral on the bill at this time.

Staff continues to believe that remaining neutral on a matter that goes to the heart of one of Metro's most important responsibilities does not enhance Metro's credibility and effectiveness in the legislative process overall. Accordingly, staff believes the Council should either support the bill with minor amendments or oppose the bill.

However, another point of view is that the prospects for this bill are unclear and that more information is needed. One approach might be to refrain from taking a hard and fast position at this time but to communicate concerns through a letter to the Legislature.

Another option is to amend the bill to delete the provision establishing Metro's UGB and replace it with language providing that if an appeal of Metro's UGB is not resolved within 18 months after LCDC's final written order is issued, the decision is declared final.

See attached for some options you can consider about how to handle the existing draft legislation.

D R A F T

SUMMARY

Establishes acknowledged urban growth boundary for Portland metropolitan area by direct legislative action.

Declares emergency, effective on passage.

A BILL FOR AN ACT

1
2 Relating to post-acknowledgement comprehensive plan changes in Metro; and
3 declaring an emergency.

4 **Be It Enacted by the People of the State of Oregon:**

5 **SECTION 1. The Legislative Assembly finds and declares that:**

6 **(1) Oregon law requires a metropolitan service district to establish**
7 **an urban growth boundary and to maintain development capacity**
8 **sufficient for a 20-year period within the boundary based on periodic**
9 **assessments of the development capacity within the boundary.**

10 **(2) Metro, the metropolitan service district for the Portland metro-**
11 **politan area, has not implemented an approved amendment to the ur-**
12 **ban growth boundary since 2002.**

13 **(3) In 2010, Metro assessed the development capacity within the ur-**
14 **ban growth boundary and determined that the boundary did not con-**
15 **tain sufficient capacity for a 20-year period.**

16 **(4) The Metro Council, the governing body of Metro, established**
17 **policies, including an investment strategy, for using land within the**
18 **urban growth boundary more efficiently by adopting Ordinance No.**
19 **10-1244B on December 16, 2010.**

20 **(5) Ordinance No. 10-1244B significantly increased the development**

1 **capacity of the land within the urban growth boundary, but left unmet**
2 **needs for housing and employment.**

3 **(6) On July 28, 2011, the Metro Council held a public hearing in**
4 **Hillsboro to allow public review of and to take comments on proposed**
5 **expansion of the urban growth boundary to fill the unmet needs for**
6 **housing and employment in the region.**

7 **(7) On September 14 and 28, 2011, the Metro Council sought advice**
8 **on expansion of the urban growth boundary from the Metro Policy**
9 **Advisory Committee, which is composed primarily of elected and other**
10 **local government officials in the region. On September 28, 2011, the**
11 **Metro Council received a recommendation from the committee.**

12 **(8) The Metro Council, with the advice and support of the commit-**
13 **tee, established six desired outcomes as the basis for comparing policy**
14 **and strategy options to increase the development capacity of the re-**
15 **gion.**

16 **(9) On September 30, 2011, the Metro Council reported likely effects**
17 **of the proposed expansion of the urban growth boundary to:**

18 **(a) The cities and counties in the region; and**

19 **(b) Nearly 34,000 households within one mile of land proposed to be**
20 **included within the urban growth boundary.**

21 **(10) The Metro Council developed, in cooperation with the cities and**
22 **counties responsible for land use planning in areas potentially to be**
23 **included within the urban growth boundary, policies and strategies**
24 **addressing the affordability of housing, the compatibility of residential**
25 **use with nearby agricultural practices and the protection of industrial**
26 **lands from conflicting uses.**

27 **(11) On October 6 and 20, 2011, the Metro Council held public**
28 **hearings on the proposed expansion of the urban growth boundary.**

29 **(12) On October 20, 2011, the Metro Council unanimously adopted**
30 **Ordinance No. 11-12648 expansion of the urban growth boundary to fill**
31 **the unmet needs for increased development capacity for housing and**

1 for industries that require large areas of developable land.

2 (13) The adopted policies and strategies reflect the intention of the
3 Metro Council to develop vibrant, prosperous and sustainable com-
4 munities with reliable transportation choices that minimize carbon
5 emissions and to distribute the benefits and burdens of development
6 equitably in the Portland metropolitan area.

7 (14) The Director of the Department of Land Conservation and De-
8 velopment referred the expansion of the urban growth boundary by
9 Ordinance No. 11-1264B to the Land Conservation and Development
10 Commission for review.

11 (15) On May 10, 2012, the commission held a public hearing, ac-
12 cording to rule-based procedures adopted by the commission, to con-
13 sider the proposed amendment to the urban growth boundary made
14 by Ordinance No. 11-1264B.

15 (16) The commission continued the public hearing to June 14, 2012,
16 and requested that the Metro Council submit additional information
17 describing how the record demonstrates compliance with the appro-
18 priate statewide land use planning goals, administrative rules and in-
19 structions.

20 (17) On June 14, 2012, the commission unanimously accepted the
21 expansion of the urban growth boundary by Ordinance No. 11-1264B.

22 (18) Metro and other local governments have made significant in-
23 vestments in infrastructure to ensure that housing, education and
24 employment needs in the region are met.

25 (19) Ordinance No. 11-1264B and its findings satisfy Metro's obli-
26 gations under ORS 197.295 to 197.314 and under statewide land use
27 planning goals relating to citizen involvement, establishment of a co-
28 ordinated planning process and policy framework and transition from
29 rural to urban land uses.

30 SECTION 2. (1) For the purpose of land use planning in Oregon, the
31 Legislative Assembly establishes as the acknowledged urban growth

1 boundary of Metro the urban growth boundary as reflected in Metro
2 Ordinance No. 11-1264B, adopted October 20, 2011, notwithstanding
3 specific requirements concerning the establishment or acknowledg-
4 ment of urban growth boundaries in ORS 197.295 to 197.314 and 197.625
5 (1) and in statewide land use planning goals adopted under ORS
6 197.225.

7 (2) This section does not prevent Metro from adopting, in the
8 manner authorized by law, changes to the acknowledged urban growth
9 boundary on or after the effective date of this 2014 Act.

10 SECTION 3. Section 2 of this 2014 Act applies to land use decisions
11 and limited land use decisions made on or after January 18, 2012.

12 SECTION 4. This 2014 Act being necessary for the immediate pres-
13 ervation of the public peace, health and safety, an emergency is de-
14 clared to exist, and this 2014 Act takes effect on its passage.

15

	Option 1a	Option 1b	Option 2	Option 3
Principle (identical except for indicated portion)	Local Land Use Decisions: Management of the urban growth boundary is a complex undertaking that involves extensive analysis, public input, and a balancing of many factors. Urban growth management decisions have profound impacts not just on land at the boundary, but on communities within the boundary and on farms and other rural lands outside the boundary. For these reasons, the Legislature should establish the process and policy framework for local and regional land use decisions but should not take actions that determine the outcome of specific local and regional land use processes.	(Same as Option 1a)	(Same as Option 1a)	Local Land Use Decisions: Management of the urban growth boundary is a complex undertaking that involves extensive analysis, public input, and a balancing of many factors. Urban growth management decisions have profound impacts not just on land at the boundary, but on communities within the boundary and on farms and other rural lands outside the boundary. For these reasons, the Legislature should establish the process and policy framework for local and regional land use decisions and should preserve the authority of local governments, including Metro, to make specific decisions on local land use matters.
Priority (showing changes from draft of 14-4450, Exhibit A, discussed at 1/9 work session)	Urban growth management: Ensure that the Legislature establishes the policy framework and process for local land use decisions but does not take actions that determine the outcome of local land use processes. Support legislative actions to ensure that <u>provide</u> LUBA and the Oregon appellate courts have with <u>sufficient</u> guidance and resources to allow for <u>ensure</u> timely processing of land use appeals.	(Same as Option 1a)	(Same as Option 1a)	Urban growth management: Ensure that the Legislature establishes the policy framework and process for local land use decisions but does not take actions that determine the outcome of and <u>preserves the authority of local governments to make specific decisions on</u> local land use matters. Support legislative actions to ensure that <u>provide</u> LUBA and the Oregon appellate courts have with <u>sufficient</u> guidance and resources to allow for <u>ensure</u> timely processing of land use appeals.
Action	Oppose. Legislatively establishing Metro's urban growth boundary and curtailing all appeals will "determine the outcome" of a local land use process. [Note: this language does not suggest that the Legislature should be prohibited from considering the proposed legislation; it simply expresses Metro's position on that legislation.]	Letter of concern. <ul style="list-style-type: none"> Express appreciation for acknowledgment in bill of Metro's thorough and well-considered process Express frustration with length of process and desire to make process more efficient and predictable But explain Metro's longstanding opposition to legislative actions that would intervene in local land use decisions Raise concerns that proposed legislation could itself lead to further litigation and delay Urge Legislature to refrain from taking action Volunteer to participate in efforts to examine and reform the length of the land use decision-making and appeal process 	Support with amendment. Keep recitals in Section 1 but delete current language of Section 2 that legislatively establishes Metro's UGB. Replace Section 2 with the following: <u>Judicial review of urban growth boundary decisions made by Metro and approved by the Land Conservation and Development Commission must be completed within eighteen (18) months of LCDC's final written order. If a final written judicial order has not been issued within that time period, the appeals period expires and the Commission's order becomes final on that date.</u>	Support with amendment. Assuming the Legislature affirms the Metro Council's UGB decision entirely, and does not change it in any way, the authority of Metro to make that decision will be preserved. However, the bill should be amended: rather than the Legislature establishing the UGB, the bill should declare final Metro's decision establishing the UGB and LCDC's affirmation of Metro's decision. Note: this combination of principle, agenda and position assumes that the appeals process is not considered to be part of the local land use process.