 **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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Agenda Item No. 3.1

Consideration of the Council Minutes for Jan. 9, 2014

Consent Agenda

Metro Council Meeting
Thursday, Jan. 16, 2013
Metro, Council Chamber

Agenda Item No. 3.2

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

Consent Agenda

Metro Council Meeting
Thursday, Jan. 16, 2013
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE USE) RESOLUTION NO. 14-4493
OF FEDERAL STREAMLINING PROVISIONS)
FOR REGIONAL AIR QUALITY CONFORMITY)
DETERMINATIONS)
) Introduced by Chief Operating Officer Martha
) Bennett in concurrence with Council
) President Tom Hughes

WHEREAS, clean air contributes to the health of Metro residents and their quality of life; and

WHEREAS, the federal Clean Air Act (CAA) and other federal laws, including Code of Regulations (CFR) 93.100 through CFR 93.128 contain air quality standards designed to ensure that federally supported activities meet air quality standards, and these federal standards apply to on-road transportation plans, programs and activities in the Metro area; and

WHEREAS, Chapter 340, Division 252, Transportation Conformity, of Oregon Administrative Rules was adopted to implement section 176(c) of the federal Clean Air Act, as amended, and these rules also apply to Metro area on-road transportation plans, programs and activities; and

WHEREAS, these federal and state regulations require an air quality conformity determination in order for metropolitan planning organizations (MPOs) to conduct its transportation planning and programming activities; and

WHEREAS, the federal transportation conformity rules 40 CFR 93.106(d)(3) allow that MPOs with an adequate or approved CAA section 175A(b) maintenance plan may elect to shorten the timeframe of the conformity determination to extend through the last year of such maintenance plan after consultation with state and local air quality agencies, solicitation of public comments, and consideration of such comments ; and

WHEREAS, Metro has consulted with the Oregon Department of Environmental Quality about utilizing the streamlining provision and gained approval; and

WHEREAS, the Transportation Policy Advisory Committee took action November 22, 2013 approving the proposed use of the streamlining provision for air quality analyses; and

WHEREAS, opportunities for public comment was made available and staff made refinements to the air quality analysis approach according to the comments; and

WHEREAS, Metro agrees to continue to assess the final year of the long-range transportation plan in subsequent air quality conformity analyses to gain a long-term look at the implications of regional transportation policy and its effects on air quality; and

WHEREAS, Metro reviewed federal and state requirements and have determined all criteria have been met to utilize the provision to streamline the air quality conformity analysis; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) approved this legislation at the January 9, 2014 meeting; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT and approves the use of the transportation conformity streamlining provision for regional air quality conformity determination.

ADOPTED by the Metro Council this ____ day of January 2014.

Tom Hughes, Council President

Approved as to Form:

Allison R. Kean, Metro Attorney

STAFF REPORT

FOR THE PURPOSE OF APPROVING THE USE OF FEDERAL STREAMLINING PROVISIONS FOR REGIONAL AIR QUALITY CONFORMITY DETERMINATIONS

Date: December 16, 2013

Prepared by: Grace Cho

REQUEST

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council are requested to approve the use of federal streamlining provisions for regional air quality conformity purposes. Action by JPACT and the Metro Council is requested to fulfill process requirements issued by EPA in order to utilize the provision.

INTRODUCTION

Because the Portland region failed to meet national air quality standards for carbon monoxide pollution in the past the region was designated a non-attainment area. As a result, the region is required to conduct an air quality conformity analysis for each update of the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) to demonstrate compliance with an adopted air quality maintenance plan in order for transportation projects to be eligible to receive federal funding.

BACKGROUND

The air quality conformity determination is a regional emissions analysis which compares future emissions from transportation activities to a state allocated emissions budgets. To conduct a regional air quality analysis Metro builds and maintains a series of transportation networks to feed into a regional emissions model. Known as analysis years, these networks must meet federal air quality requirements. The transportation networks are derived from the projects identified in the RTP and MTIP.

ISSUE

Typically, Metro models three transportation networks for air quality analysis purposes (base year, final year of maintenance plan, and horizon year), but in preparation for the 2014 RTP update and the 2015-2018 MTIP, federal requirements dictate five transportation networks will need to be constructed. This adds significant workload to the relatively minor update of the 2014 RTP.

PROPOSED SOLUTION – UTILIZE REGULATORY STREAMLINING PROVISION

The Transportation Conformity Regulations Section §93.106(d)(3) allows regions with approved maintenance plans to elect to shorten the timeframe of the conformity analysis to the end of the maintenance plan.¹ For the Portland metropolitan region, streamlining the conformity determination to the end of the maintenance plan means the air quality analysis would be conducted through the year 2017, which is the final year of the approved maintenance plan.

However, recognizing that a 2017 conformity determination would not allow for a long-term picture of air quality impacts, staff proposes conducting an air quality analysis for the base year (2010), end of the maintenance plan (2017) and long-range transportation plan horizon year (2040). This approach would utilize the shortening provision and reduce the number of transportation networks to develop, while also providing for the long-term air quality picture. Therefore, the use of the provision would not have an impact on the air quality outcomes, as the region would still aim to meet or be below the emissions budget allocated by the state for 2040. Additionally, staff determined modeling additional years will not yield additional beneficial information to assist policymakers, but would require significant resources.

¹ The Transportation Conformity rules provision §93.106(d)(3) states: “For areas that have an adequate or approved CAA section 175A(b) maintenance plan, the MPO may elect to shorten the timeframe of the conformity determination to extend through the last year of such maintenance plan after consultation with state and local air quality agencies, solicitation of public comments, and consideration of such comments.”

Utilizing the shortened conformity provision would be applicable for all air quality analysis moving forward.

AIR QUALITY CONFORMITY ANALYSIS STREAMLINING PROCESS

In accordance with federal rules, the metropolitan planning organization is the main party to initiate a TCM substitution.² Following internal consultation, Metro elected to initiate undergoing to the process to utilize the streamlining provision in November 2013. Metro consulted with the U.S. Environmental Protection Agency (EPA) to gather clarity on the process requirements which must be met in order to utilize the provision. Following, Metro consulted with DEQ on utilizing the provision. Based on the consultation with DEQ, Metro has agreed to continue to assess the horizon year of the long-range transportation plan as part of all subsequent air quality conformity analyses to ensure the region’s long-term transportation policies and investments do not harm air quality.

At the November 22, 2013 Transportation Policy Advisory Committee (TPAC) meeting, members were consulted on utilizing the provision to streamline the conformity analysis work and requested TPAC make a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT). Members were presented an analysis the proposal to utilize the EPA streamlining provision met the following criteria:

- Consultation with state and local air quality agencies;
- Solicitation of public comments and consideration of public comments; and
- MPO board and governing body approval.³

Table 2. Proposed Utilization of Streamlining Provision Criteria Being Met

Proposed Activity	Justification/Rationale	Applicable EPA Rule/Provision
Consultation with DEQ on proposed shortened conformity timeframe	EPA rules require MPOs consult with state and local air quality agencies regarding streamlining the conformity timeframe. Full interagency consultation is not required and formal approval from state and local air quality agencies is not required. DEQ would not need to take this through any of its processes, unlike the TCMs. Consultation was conducted on November 20, 2013 with DEQ staff.	Consultation with state and local air quality agencies
Consultation and request of approval from TPAC	Notification of an action is provided to the TPAC interested parties list a week in advance of the meeting. EPA also states MPOs should follow normal process for public participation regarding conformity actions. Since a formal public comment period is not conducted for conformity methodology approval, the approach to ask for approval from TPAC is sufficient. Opportunity for public comment is available at the TPAC meeting. TPAC consultation was conducted on November 22, 2013. Action to recommend to JPACT made. ⁴	Solicitation of public comments

³ US Environmental Protection Agency. Transportation Conformity Regulations. April 2012, page 15.

⁴ TPAC. November 22, 2013 <http://www.oregonmetro.gov/index.cfm/go/by.web/id=31965>

Review comments received and refine shortened conformity timeframe (if appropriate)	Metro staff took the comments made at the TPAC meeting to refine the proposed approach for streamlining the conformity timeframe in the materials presented before JPACT and Metro Council. Public comments made on the conformity streamlining provision will also be taken will also be accepted.	Consideration of public comments.
Approval by MPO board and Metro Council on the streamlined air quality conformity determination method	EPA requires receiving approval from the MPO board and governing body to use the streamlining conformity provision in the air quality analysis methodology.	MPO board and governing body approval

ANALYSIS/INFORMATION

1. **Known Opposition:** DEQ is in agreement with the proposed approach Metro has put forward to continue to assess the horizon year of the plan as part of all air quality conformity analyses.

Legal Antecedents:

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended].
- US EPA transportation conformity rules (40 CFR, parts 51 and 93)

State regulations include:

- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
- 2006 State Implementation Plan (SIP).
- 2006 Portland Area Carbon Monoxide Maintenance Plan and 2007 Portland Area Ozone Maintenance Plan.

2. **Anticipated Effects:** Adoption of this resolution allows for air quality analysis to assess emissions for three transportation networks: base year (2010), last year of the maintenance plan (2017), and horizon year (2040) of the plan. This goes into effect immediately for demonstrating conformity of regional transportation plans and programming documents. The funding of proposed transportation projects in the 2015-2018 MTIP and the update of the 2014 Regional Transportation Plan update will be able to continue as scheduled.
3. **Budget Impacts:** None. Upon approval of this action, projects included in the 2015-2018 Metropolitan Transportation Improvement Program and the 2014 RTP update will be able to move forward with implementation.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 14-4493.

Agenda Item No. 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.

Resolutions

Metro Council Meeting
Thursday, Jan. 16, 2013
Metro, Council Chamber

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

Gladys Ruiz*
Audubon Society of Portland

Mel Rader*
Upstream Public Health

John Bildsoe
Gresham Coalition of Neighborhood
Associations

Representative*
Southeast Uplift Neighborhood Coalition

Representative*
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

**** Invited, not confirmed: An updated version
will be provided in the final packet.***

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 University

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

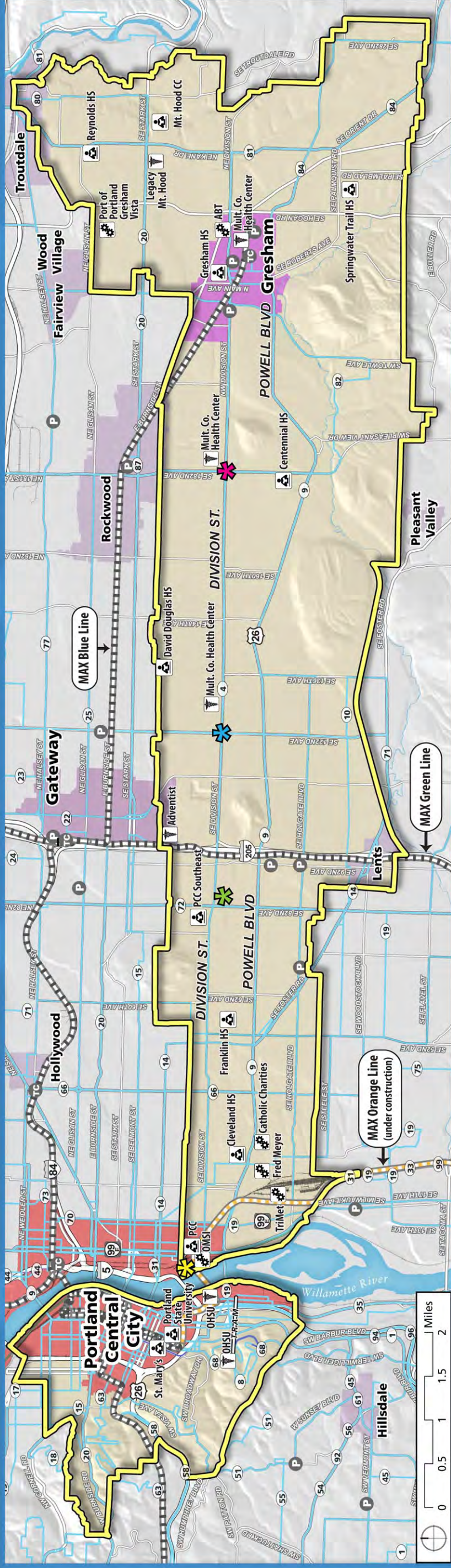


As the civic, cultural, and commercial hub of Oregon's 4th largest city, historic downtown Gresham is a gateway to Mt. Hood tourism.

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.

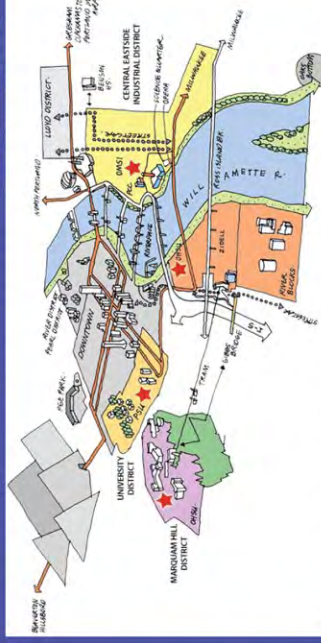


OHSU



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. 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).

Resolutions

Metro Council Meeting
Thursday, Jan. 16, 2013
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING THE POWELL) RESOLUTION NO. 14-4498
BOULEVARD: I-205 TO SE 176TH PROJECT TO)
THE 2012-15 METROPOLITAN) Introduced by Councilor Collette
TRANSPORTATION IMPROVEMENT)
PROGRAM (MTIP) AND THE UNIFIED)
PLANNING WORK PROGRAM (UPWP)

WHEREAS, the Unified Planning Work Program (UPWP) coordinates regional transportation planning activities; and

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) the Metro Council approved the 2013-15 UPWP in May 2013 and the 2012-15 MTIP on March 15, 2012; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects to the MTIP and new federally funded transportation planning activities to the UPWP; and

WHEREAS, new revenue was allocated by the State Legislature to fund project development of this project; and

WHEREAS, these activities are intended to result in project plans for safety features on Powell Boulevard, including pedestrian, bicycle and transit access facilities; and

WHEREAS, the Clean Air Act requires that federally funded transit and highway projects demonstrate conformity with the state’s air quality goals; and

WHEREAS, the project development planning activities will propose a project that is expected to result in facility improvements that will be exempt from air quality conformity the requirements to determine conformity or which are exempt from a regional analysis of conformity; and

WHEREAS, funding for the project is available within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution January 9th, 2014; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the Powell Boulevard: I-205 to 176th Avenue project to the 2013-15 UPWP and the 2012-15 MTIP, consistent with the programming illustrated in Exhibit A.

ADOPTED by the Metro Council this ____ day of January 2014.

Tom Hughes, Council President

Approved as to Form:

Alison Kean, Metro Attorney

Exhibit A to Resolution No. 14-4498

Existing programming: None.

Amended programming:

2013-15 UPWP

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
US 26 (Powell Boulevard): I-205 to 174th	Design and Engineer enhancements that address multi-modal accommodation and safety.	TBD	ODOT	\$2,000,000	Planning	STP	2014	\$1,794,600	\$205,400	\$0	\$2,000,000

2012-15 MTIP

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
US 26 (Powell Boulevard): I-205 to 174th	Design and Engineer enhancements that address multi-modal accommodation and safety.	TBD	ODOT	\$2,900,000	PE	STP	2014	\$2,602,170	\$297,830	\$0	\$2,900,000

STAFF REPORT

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)

Date: December 19, 2013

Prepared by: Ted Leybold, 503-797-1759

BACKGROUND

The 2013 State Legislature through House Bill 2322 directed that \$4.9 million of funding be used for project development of the Outer Powell Boulevard project.

This project is furthering the work completed under the Transportation Growth Management (TGM) project for the Outer Powell Boulevard Conceptual Design Plan (February 2013). The study area being proposed for additional planning and NEPA work is Outer Powell Boulevard is from milepost 5.74 (Interstate 205) east to milepost 9.87 (approximately SE 176th Avenue, which is the City of Portland limits). Potential improvements on Powell Boulevard may include storm water treatment, pedestrian, bicycle and transit access facilities and roadway improvements.

The ODOT is proposing to budget \$2 million as a planning phase to develop the NEPA documentation of the project. This planning phase is proposed to amend the 2013-15 UPWP for inclusion. The preferred alternative that emerges from the project planning phase will be proposed to carry forward to preliminary design and engineering. The remaining funding, \$2.9 million, is being programmed for preliminary design consistent with the outcome of the planning work, and is proposed to be added to the 2012-15 MTIP.

Funding was included with the state legislation that was not anticipated in the region's financial plan and therefore meets requirements of fiscal constraint for adding projects to the MTIP.

Project development work is exempt from the need to conduct air quality conformity. The anticipated project design is anticipated to include only project elements that are exempt from air quality analysis. However, the project will also be included in any future air quality analysis for the upcoming RTP and MTIP conformity processes as project details are defined.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the UPWP and the MTIP. This amendment will add a new project planning activity to the 2013-15 UPWP and a new project development phase to the 2012-15 MTIP.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2013-15 Unified Planning Work Program adopted by Metro Council Resolution 14-4498 (For the Purpose of Approving the 2013-15 Unified Planning Work Program for the Portland Metropolitan Area). Amends the 2012-15 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 12-4332 on March 15, 2012 (For the Purpose of Approving the 2012-15 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Allows programming of the project in the MTIP & UPWP
- 4. Budget Impacts** None.

RECOMMENDED ACTION

JPACT recommends the approval of Resolution No. 14-4498.

Agenda Item No. 4.3

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

Resolutions

Metro Council Meeting
Thursday, Jan. 16, 2013
Metro, Council Chamber

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 R. Kean, Metro Attorney

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.
- **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.
- **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.
- **Damascus planning:** Support legislation clarifying responsibility of all communities to comply with state comprehensive planning requirements.
- **Infrastructure investment:** Support legislation creating Infrastructure Investment Oregon (I²O) and establishing criteria for evaluating large projects for innovative financing.
- **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.
- **Brownfields:** Support creation of policy and funding tools to facilitate brownfield redevelopment.

METRO COUNCIL 2014 LEGISLATIVE PRINCIPLES¹

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.
2. **Funding:** State mandates should be accompanied by funding.

LAND USE AND URBAN GROWTH MANAGEMENT:

3. **Local Authority:** The Legislature should take no actions that undermine Metro's land use and urban growth management authority.
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.²
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.
6. **Efficiency:** Land within the urban growth boundary should be used efficiently before the boundary is expanded.³
7. **Need:** The UGB should not be expanded in the absence of demonstrated need.⁴
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.⁵
9. **Annexation:** Cities are the preferred governing structure for providing public services to urban areas, and the inability to annex 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.
10. **Rules/Statutes:** Administrative rules should not be adopted into statute.
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.⁶
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.

SOLID WASTE:

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.

TRANSPORTATION:

- 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.
- 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.

PARKS AND NATURAL AREAS:

- 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.

SUSTAINABILITY:

- 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.
- 18. Conservation Education:** Metro supports efforts to provide stable and reliable funding to conservation education.

ECONOMIC PROSPERITY:

- 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.
- 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.

AGENCY OPERATIONS:

- 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.

¹ Footnotes refer to applicable policy statements in Metro's Regional Framework Plan (RFP).

² RFP Chapter 1 (Land Use).

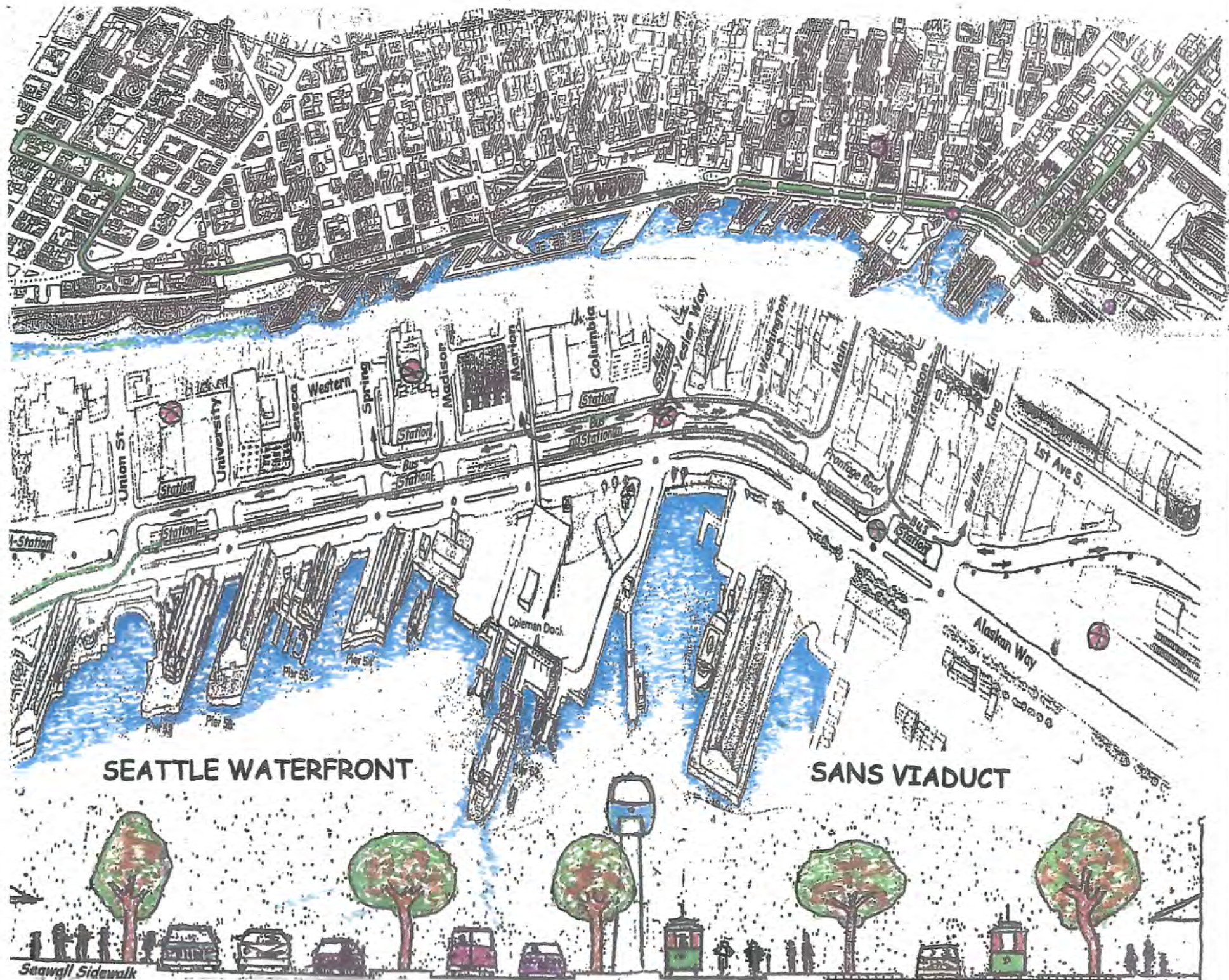
³ RFP Policy 1.1 (Compact Urban Form).

⁴ RFP Policy 1.9 (Urban Growth Boundary).

⁵ RFP Policy 1.3.13 (Housing Choices and Opportunities); Transportation Goal 1 (Foster Vibrant Communities and Efficient Urban Form).

⁶ Policy 1.1 (Compact Urban Form); Policy 1.2 (Centers, Corridors, Station Communities and Main Streets).

Materials following this page were distributed at the meeting.

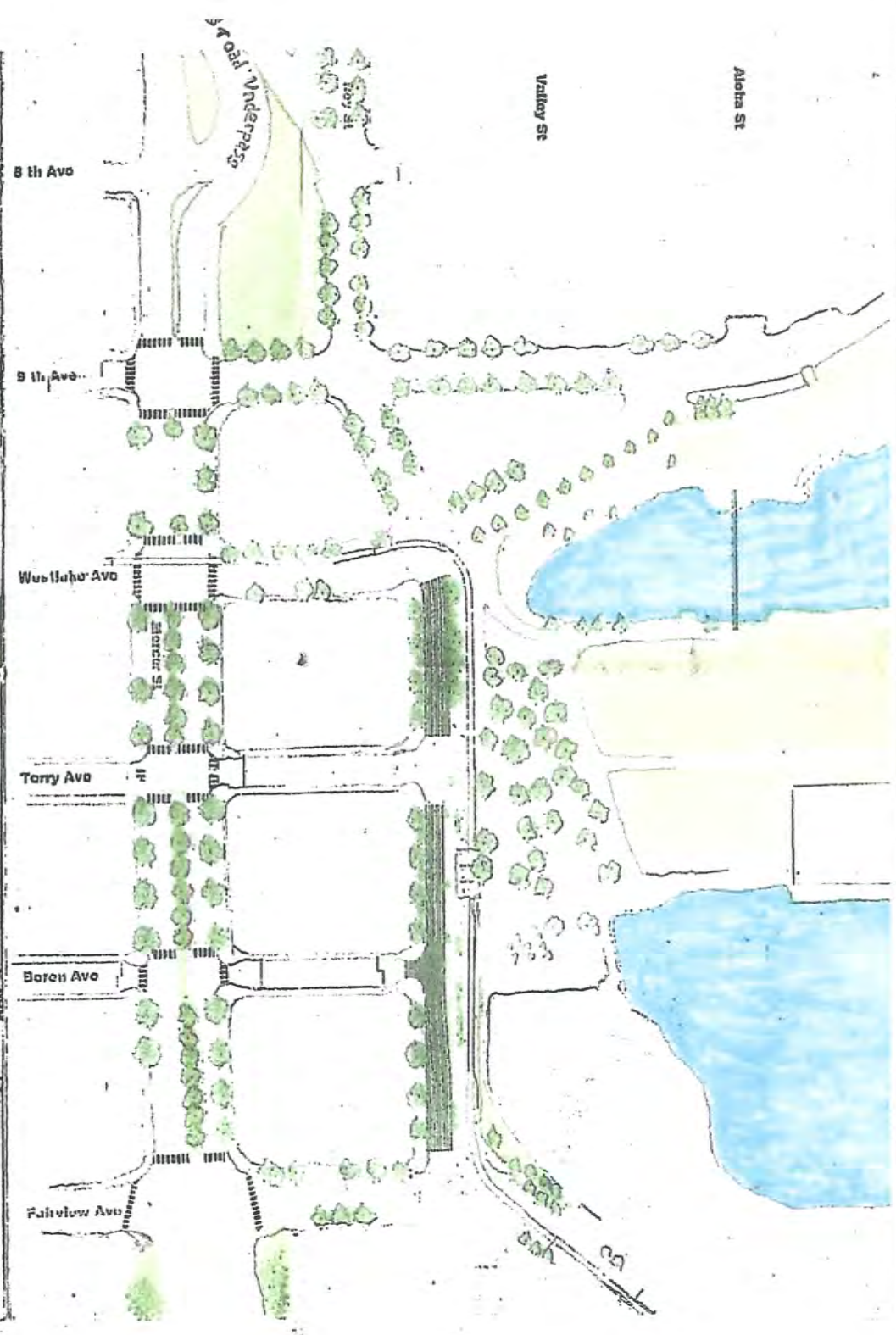
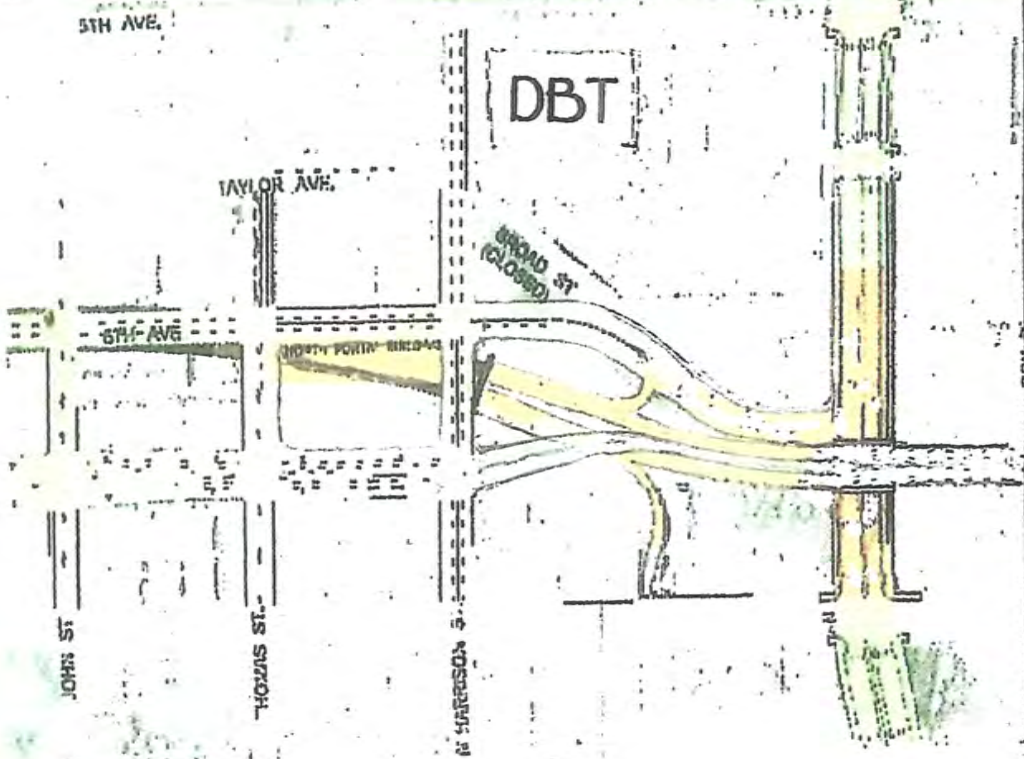
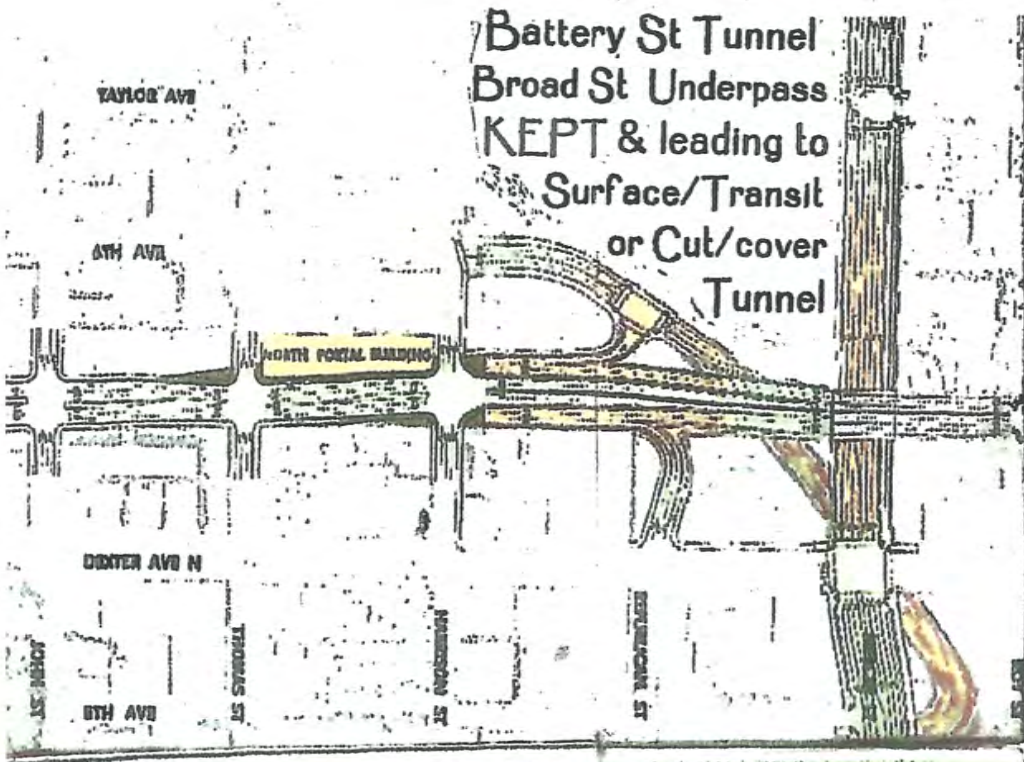


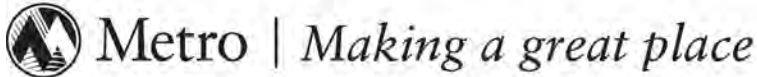
SEATTLE WATERFRONT

SANS VIADUCT

Seawall Sidewalk

Battery St Tunnel
Broad St Underpass
KEPT & leading to
Surface/Transit
or Cut/cover
Tunnel





METRO COUNCIL MEETING

Meeting Summary

Jan. 9, 2014

Metro, Council Chamber

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

Councilors Excused: None

Council President Tom Hughes called the regular council meeting to order at 2:03 p.m.

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

Nadine Zimmer, Portland: Ms. Zimmer addressed the Metro Council on the elephants at the Oregon Zoo. She encouraged the Council to override the Oregon Zoo Director's decision and grant Packy, the elephant, his freedom in 2014. She cited mental and physical health issues as reasoning.

Sandy Miller, Portland: Ms. Miller stated that while most animals live longer in captivity, elephants do not. She stated that the average life span of an Asian Elephant is 60 years in the wild and half that in captivity. She discussed the Zoo's inability to provide for the elephants' needs; highlighted examples addressed the zoo's insufficient space for the elephants to roam. She stated that if the Zoo really cared about elephant conservation, it would discontinue the costly and cruel confinement of Packy and the full herd. Instead, Ms. Miller recommended that the zoo donate money to habitat restoration in the elephants' native areas. She encouraged the Council to release Packy to a sanctuary.

Courtney Scott, Portland: Ms. Scott requested time on an upcoming Council agenda for experts to discuss elephant welfare, and to provide time for the public to weigh-in on Packy's and full herd's future. She encouraged the Council to override the Zoo director's direction and release the herd to an elephant sanctuary, starting with Packy in 2014. She cited health issues, such as foot disease and tuberculosis, and limited space as reasoning. (Written testimony included as part of the meeting record.)

Ninette Jones, Portland: Ms. Jones echoed Ms. Scott's request for item on an upcoming Council agenda. Ms. Jones posed a series of questions for Council consideration including if an emergency evacuation plan had been developed. She recommended that the elephants be released to a sanctuary and that the money saved be used to develop a world-class, dynamic computer exhibit that would help to teach about elephants. Additional comments addressed the impact the cold weather can have on the elephants' foot and arthritis problems.

Nancy Shaw, Vancouver: Ms. Shaw read testimony on behalf of Ms. Clara McAllister. Ms. McAllister encouraged the Council to release Packy and the full herd. She stated that the elephants' living conditions are unacceptable, highlighting lack of space as reasoning. Additionally, Ms. Shaw encouraged the Council to release the elephants to Paz sanctuary in California. She stated that the sanctuary could address the tuberculosis and foot problems facing Packy. Funds saved could be donated to wild conservation programs. Additional comments addressed the female herd and communication challenges. (Ms. McAllister's written testimony included as part of the meeting record.)

Art Lewellan, Portland: Mr. Lewellan distributed renderings of high speed rail from Eugene to Portland, Oregon, the Seattle Circulator and trolley service in Washington, and downtown Portland light rail service. He believed that the Portland metro area's MAX system should be expanded; highlighting a potential for increased ridership if the Blue Line was to be extended from Gresham to Mt. Hood Community College. In addition, Mr. Lewellan addressed the Columbia River Crossing project. He stated that the project should build a single-deck bridge and stated that the double-deck bridge was structurally unsound. Additional comments addressed Seattle's transit system and how difficult it is to participate in discussions. (Written handouts included as part of the meeting record.)

3. CONSENT AGENDA

Motion:	Councilor Shirley Craddick moved to approve Jan. 9 consent agenda, which consisted of: <ul style="list-style-type: none">• Consideration of the Council Minutes for Dec. 19, 2013; and• Resolution No. 14-4497, For the Purpose of Confirming the Appointment of Members to the Oregon Zoo Bond Citizens' Oversight Committee.
Second:	Councilor Kathryn Harrington seconded the motion.

Vote: Council President Hughes, and Councilors Craddick, Harrington, Chase, Dirksen, Collette and Stacey voted in support of the motion. The vote was 7 ayes, the motion passed.

4. RESOLUTIONS

4.1 **Resolution No. 14-4494**, For the Purpose of Organizing the Metro Council and the Deputy Council President and Confirming Committee Members.

Motion:	Council President Tom Hughes moved to approve Resolution No. 14-4494.
Second:	Councilor Bob Stacey seconded the motion.

Council President Hughes introduced Resolution No. 14-4494, which if approved would elect the Metro Council's Deputy Council President and confirm committee appointments for 2014. Each year the Council President nominates the Deputy Council President and appointments to serve on the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Policy Advisory Committee (MPAC).

Council President Hughes' appointments for 2014 were as follows:

<u>Deputy Council President</u>	Councilor Sam Chase
<u>IPACT</u>	Councilor Craig Dirksen, Chair
	Councilor Carlotta Collette
	Councilor Shirley Craddick
	Councilor Kathryn Harrington (alternate)
<u>MPAC</u>	Councilor Sam Chase
	Councilor Kathryn Harrington
	Councilor Bob Stacey

Vote: Council President Hughes, and Councilors Craddick, Harrington, Chase, Dirksen, Collette and Stacey voted in support of the motion. The vote was 7 ayes, the motion passed.

4.2 **Resolution No. 14-4495**, For the Purpose of Appointing the Following Members to the Metro Policy Advisory Committee (MPAC): Wilda Parks as Clackamas County Citizen Member and Maxine Fitzpatrick as Multnomah County Citizen Member.

Motion:	Council President Hughes moved to approve Resolution No. 14-4495.
Second:	Councilor Stacey seconded the motion.

Council President Hughes introduced Resolution No. 14-4495. After deliberating with local elected officials in Multnomah and Clackamas counties, Council President Hughes' nominated the following individuals to serve as citizen representatives on MPAC:

Clackamas County	Wilda Parks (reappointment)
Multnomah County	Maxine Fitzpatrick (reappointment)

Council President Hughes stated that Washington County is in the process of submitting a recommendation to the President's Office. The Metro Council will consider and vote on the additional appointment when available.

Vote: Council President Hughes, and Councilors Craddick, Harrington, Chase, Dirksen, Collette and Stacey voted in support of the motion. The vote was 7 ayes, the motion passed.

5. METRO CONTRACT REVIEW BOARD

5.1 **Resolution No. 14-4499**, For the Purpose of Authorizing an Exemption From Competitive Bidding and Authorizing Procurement by Request for Proposals for the Construction of the New Education Center at the Oregon Zoo and Associated Infrastructure.

Council President Hughes gaveled and declared that the Metro Council was now acting as the Metro Contract Review Board.

Motion:	Councilor Dirksen moved to approve Resolution No. 14-4499.
Second:	Councilor Collette seconded the motion.

Mr. Tim Collier of Metro provided staff's report on Resolution No. 14-4499. The Oregon Zoo plans to construct a regional conservation education center with 2008 zoo bond funds. Recognizing the complexity of the education center and associated infrastructure, the Zoo conducted a rigorous process to determine a recommended procurement and construction delivery method for the project. At the conclusion of the process, it was determined that the Construction Management by General Contractor (CM/CG) would provide the best process. Mr. Collier stated that in order to allow the exemption and approve the alternative procurement process, the Metro Contract Review Board must adopt findings that show:

- The exemption from complete bidding is unlikely to encourage favoritism;
- The exemption is unlikely to substantially diminish competition; and
- There will be a substantial cost savings to Metro.

(Full findings included as Exhibit A and Exhibit B to the resolution.)

Mr. Collier stated that procurement management and the bond program recommend approval of the resolution, which would exempt the project from the competitive bid process and approve the alternative contracting process.

Council President Hughes opened the meeting to citizen comment on the resolution:

- Tony Jones, Metropolitan Contractor Improvement Partnership: Mr. Jones, Executive Director of MCIP, expressed his support for the resolution, and specifically the use of the CM/GC contracting process on the education center and other future projects. Mr. Jones stated that the alternative process provides an opportunity to help Metro select a contract partner based on the project goals and management priorities outlined in the request for proposals process. He stated that projects that use the CM/CG process are typically completed on time and on budget. In addition, Mr. Jones noted that the process allows for greater participation by minority, women-owned, and emerging small businesses.

Councilors emphasized the importance of creating opportunities for MWESB businesses. Recognizing that the bond rules were drafted over 5 years prior, Councilors asked Mr. Jones for his thoughts on possible improvements to the program's MWESB goals. Mr. Jones stated that it is always good to evaluate processes. He encouraged Metro to look more closely at the actual utilization (by certificates) of MWESBs. He emphasized that the CM/GC process

can help to review processes to ensure there is a balance of business types. Lastly, he stated that transparency is important.

Additional comments addressed the importance of mentorship, and the role MCIP can play in helping to mentor MWESBs.

Vote:

Council President Hughes, and Councilors Craddick, Harrington, Chase, Dirksen, Collette and Stacey voted in support of the motion. The vote was 7 ayes, the motion <u>passed</u> .
--

Council President Hughes gavelled, closed the contract review board meeting, and reconvened the Metro Council meeting.

6. CHIEF OPERATING OFFICER COMMUNICATION

Ms. Martha Bennett provided updates on the following items:

- The City of Portland is scheduled to begin enforcing metered parking in Washington Park on January 10. Inquiries and complaints should be directed to staff.
- In honor of Rev. Dr. Martin Luther King Jr., Metro has sponsored a table at the Scanner breakfast on Jan. 20. In addition, with assistance from United Way, Metro has organized opportunities for employees to participate in a day of service on January 20.

7. COUNCILOR COMMUNICATION

Councilors provided updates on the following meetings or events: MPAC, JPACT, Metropolitan Exposition and Recreation Commission, East Washington County Democrats forum on the Southwest Corridor transit project, and the North Portland Enhancement and Metro Central Enhancement committees. Highlighted upcoming events included the Jan. 9 Powell-Division community forum, and Feb. 6 Regional Community Celebration event for the Willamette Legacy Falls project.

8. ADJOURN

There being no further business, Council President Hughes adjourned the regular meeting at 2:52 p.m. The Metro Council will convene the next regular council meeting on Thursday, Jan. 16 at 2 p.m. at Metro's Council Chamber. The Metro Council recessed to the Council annex for a work session.

Respectfully submitted,




Kelsey Newell, Regional Engagement & Legislative Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JAN. 9, 2014

Item	Topic	Doc. Date	Document Description	Doc. Number
	Agenda	1/9/14	Revised Council agenda for Jan. 9	10914c-01
2.0	Testimony	1/9/14	Testimony from citizen Courtney Scott	10914c-02
2.0	Testimony	1/7/14	Testimony from citizen Clara McAllister	10914c-03
2.0	Handouts	N/A	Handouts distributed by citizen Art Lewellan	10914c-04
3.1	Minutes	12/19/13	Council minutes for Dec. 19, 2013	10914c-05
4.2	Legislation	N/A	Revised Resolution No. 14-4495 (redline)	10914c-06

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 Rosewood 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

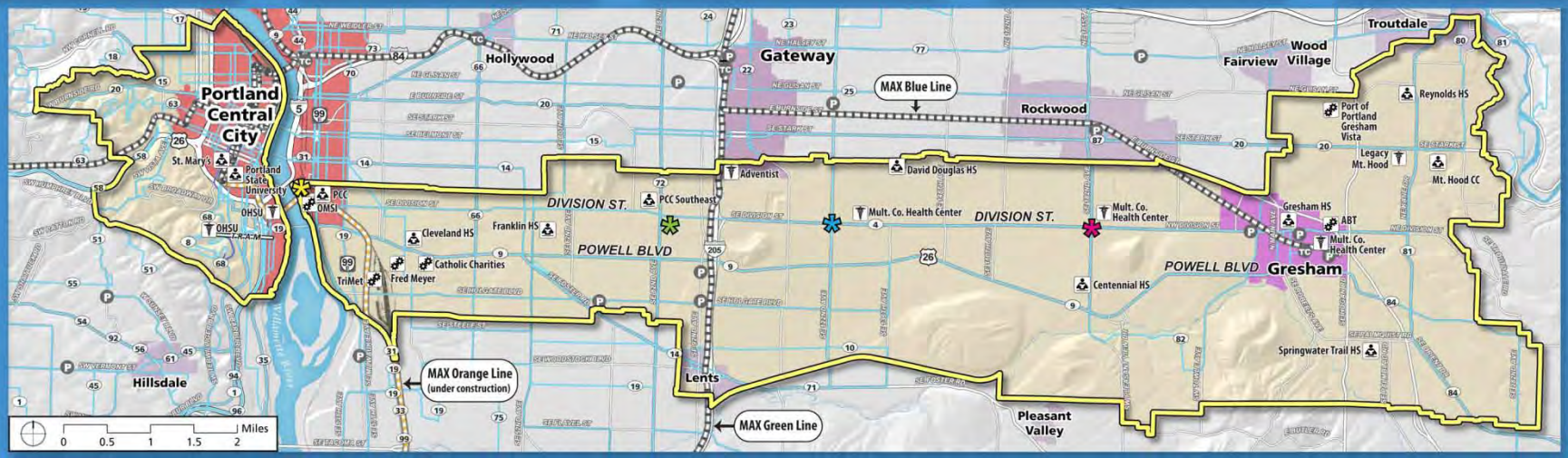


As the civic, cultural, and commercial hub of Oregon's 4th largest city, historic downtown Gresham is a gateway to Mt. Hood tourism.

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?



Metro December 2013

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)

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 -->

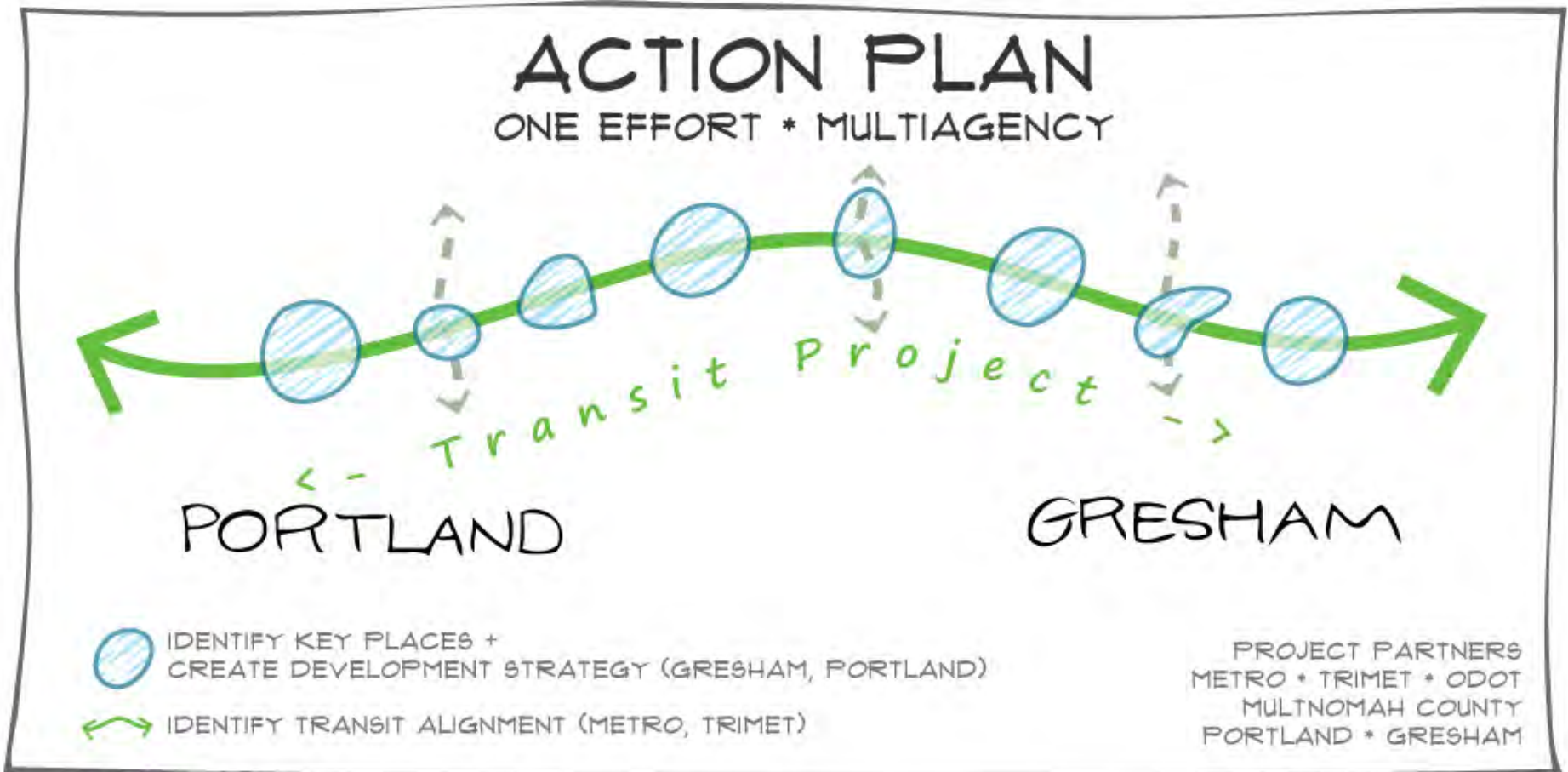
DEVELOP

BUILD

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

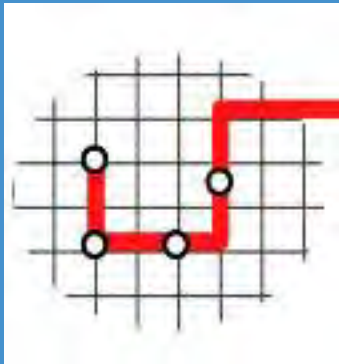
- Secure Funding
- Begin Construction

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:

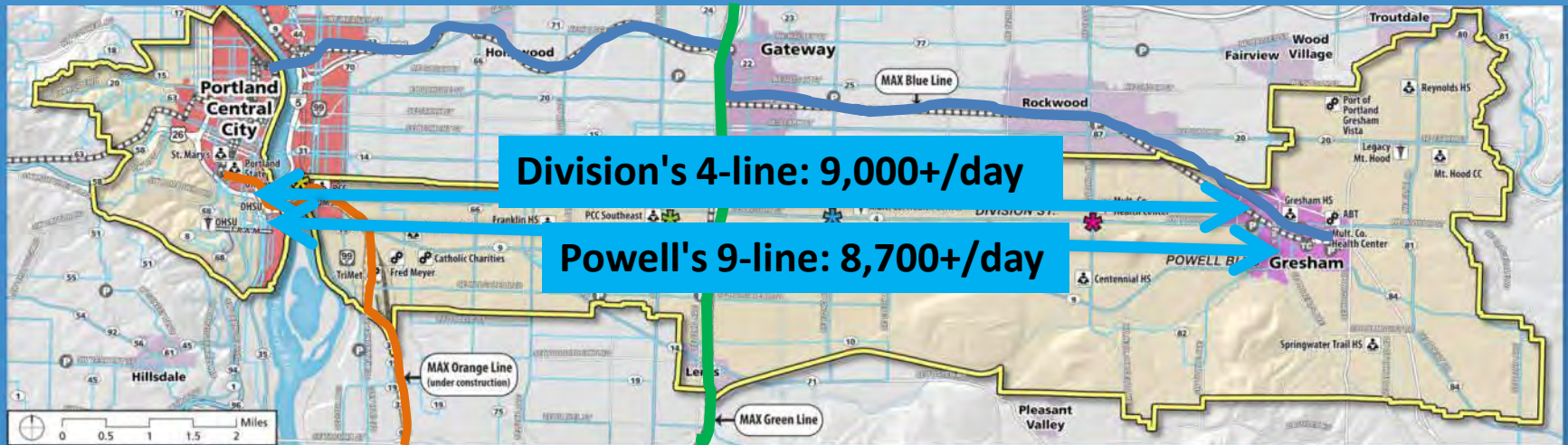
- What areas change and what remains stable.
- Policies and Projects to support stations, adjacent uses, buildings, public spaces.
- Economic development to focus future desired development



**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

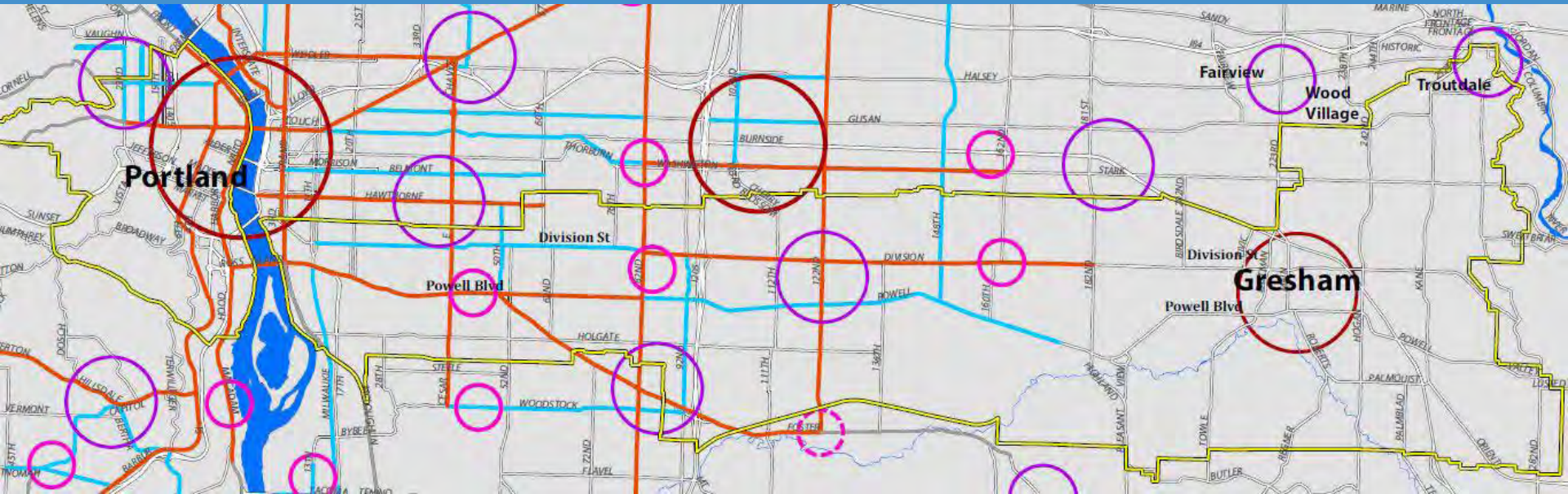


**82nd & Division
18,000 ons/off a week**

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



Community Development

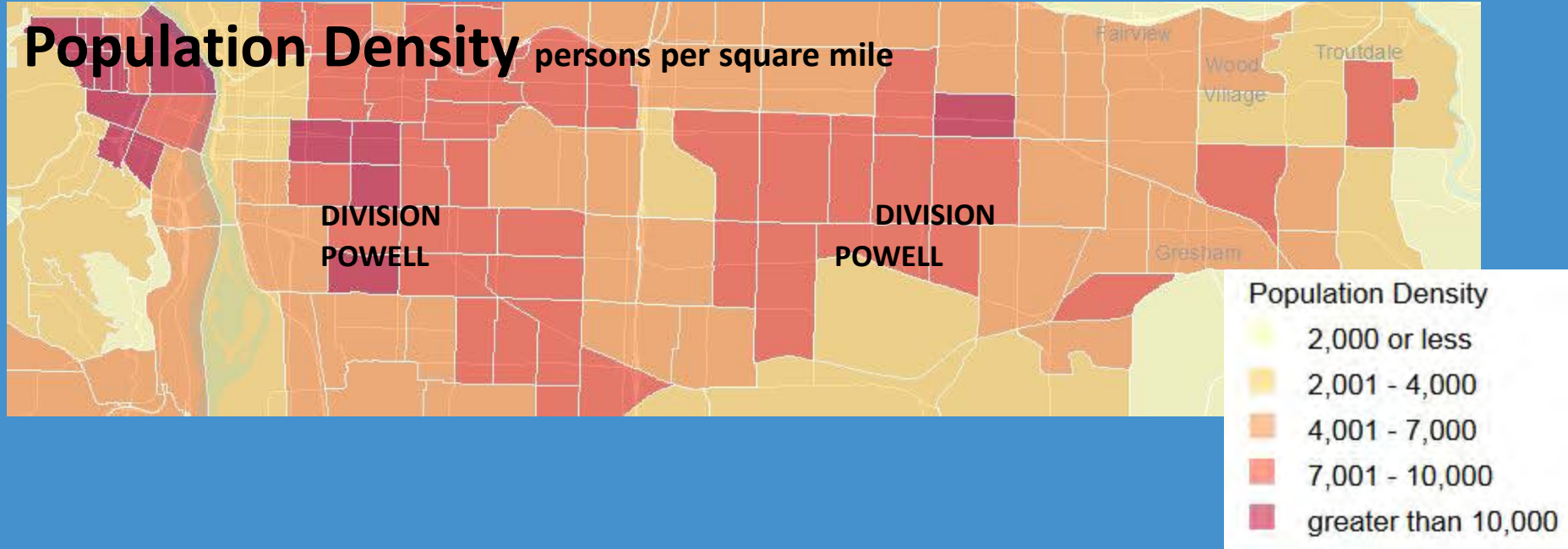


Centers

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

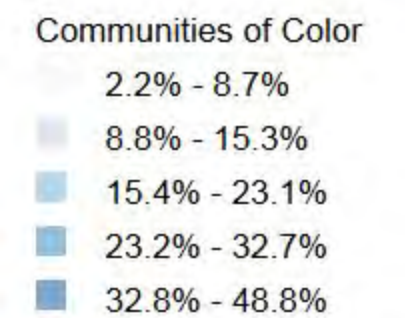
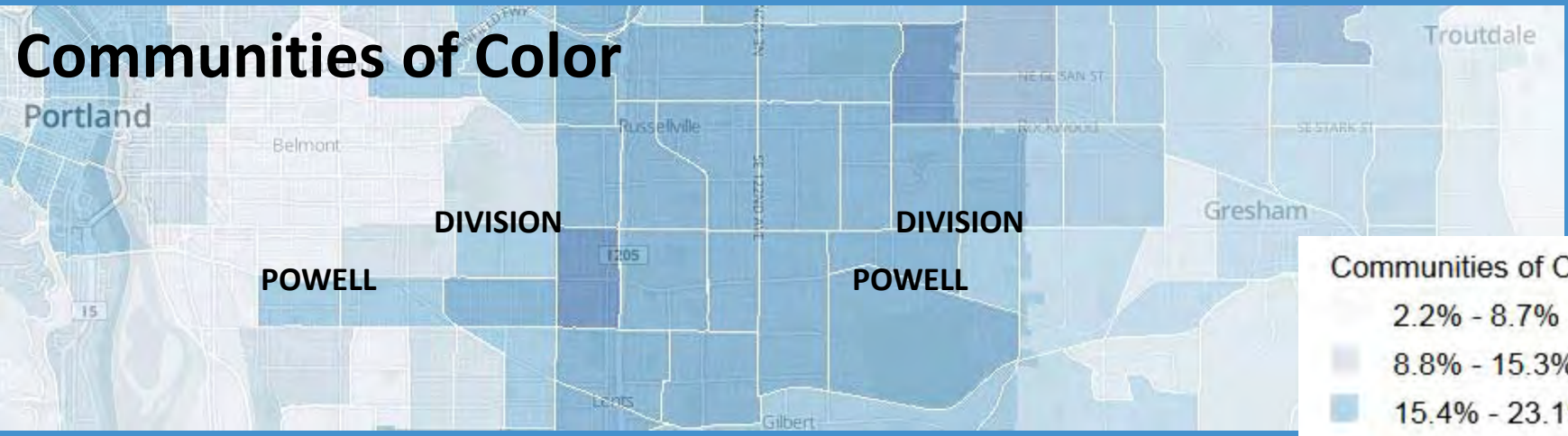
Opportunity to provide investments to support community, economic development with better access to work, school, neighborhood services.

Many people live in the corridor

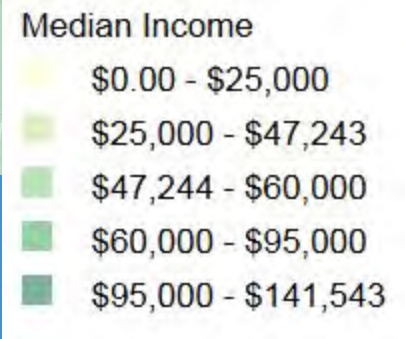
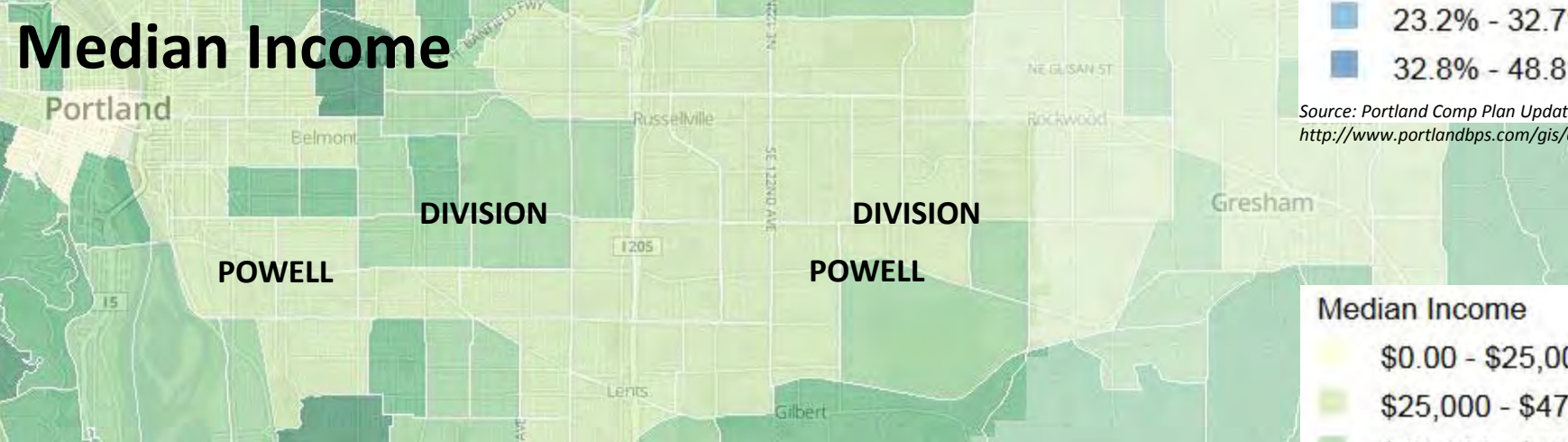


Source: Portland Comp Plan Update "map app"
<http://www.portlandbps.com/gis/cpmapp/>

Diversity and Equity



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

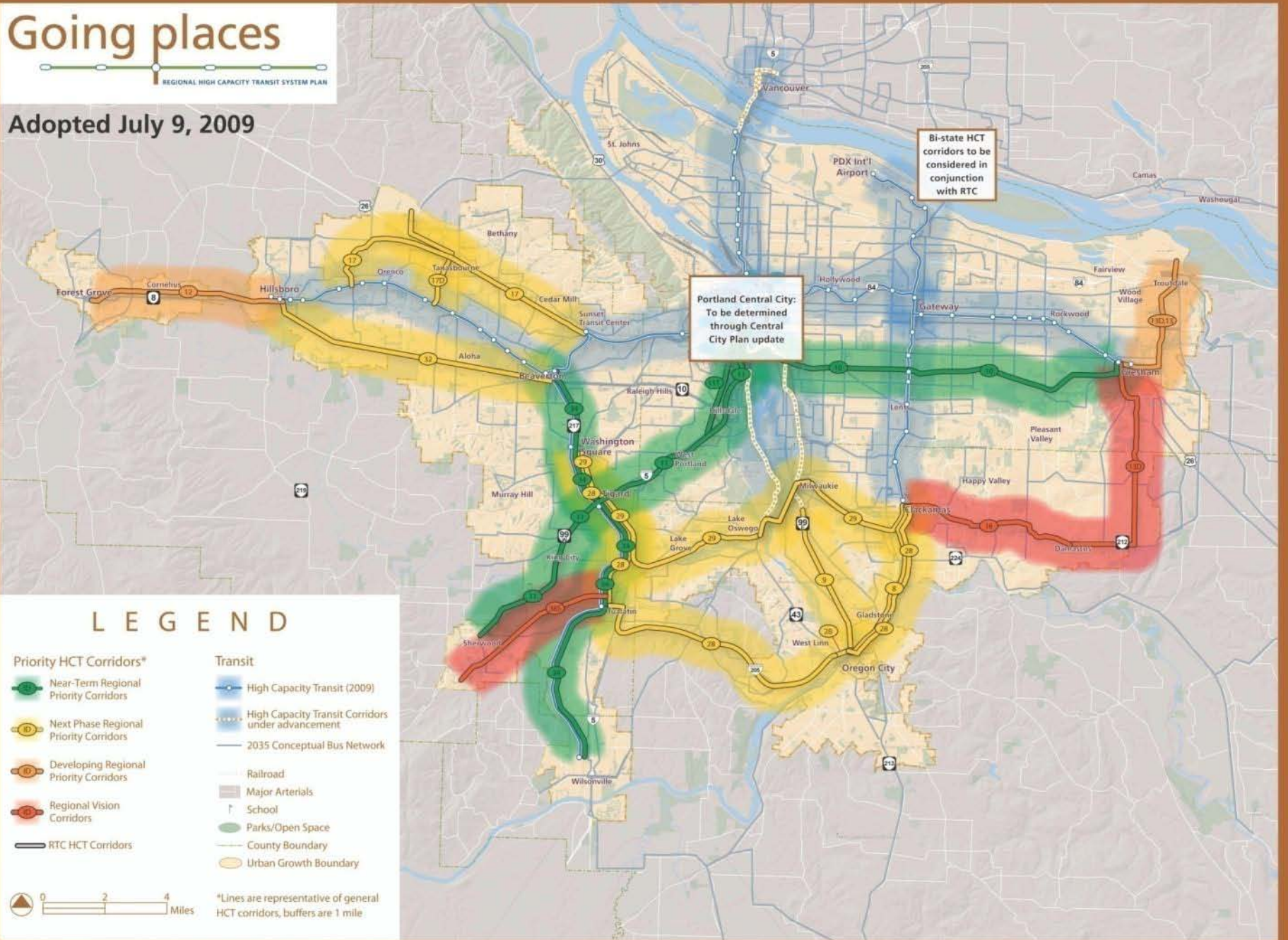


- Higher percentage of communities of color east of 82nd Avenue
- Higher percentage of low-income along Powell, east of 82nd Avenue
- Higher percentage of youth
- Working to partner with community based organizations, East Portland Action Plan

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

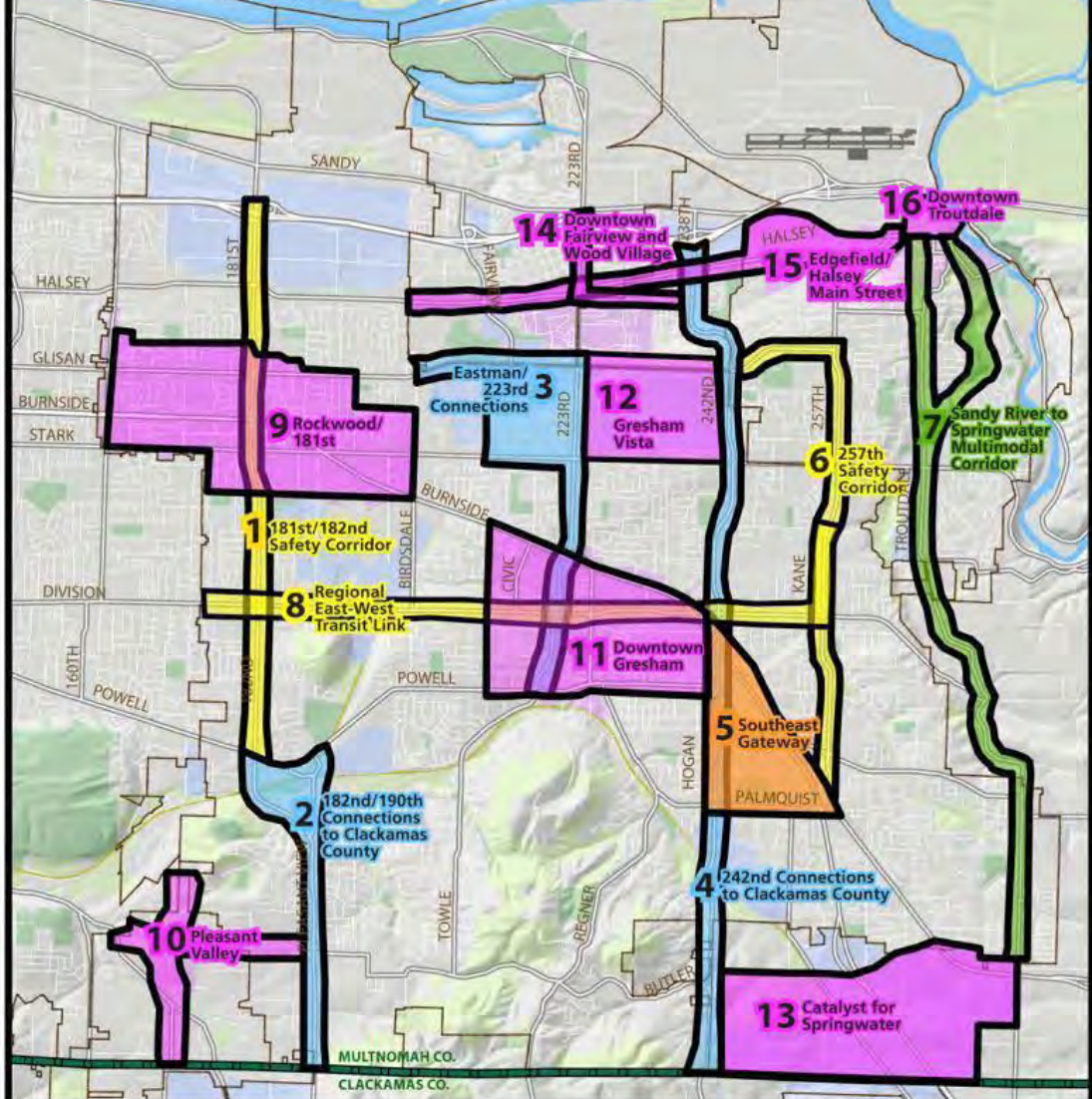
Transit

-  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

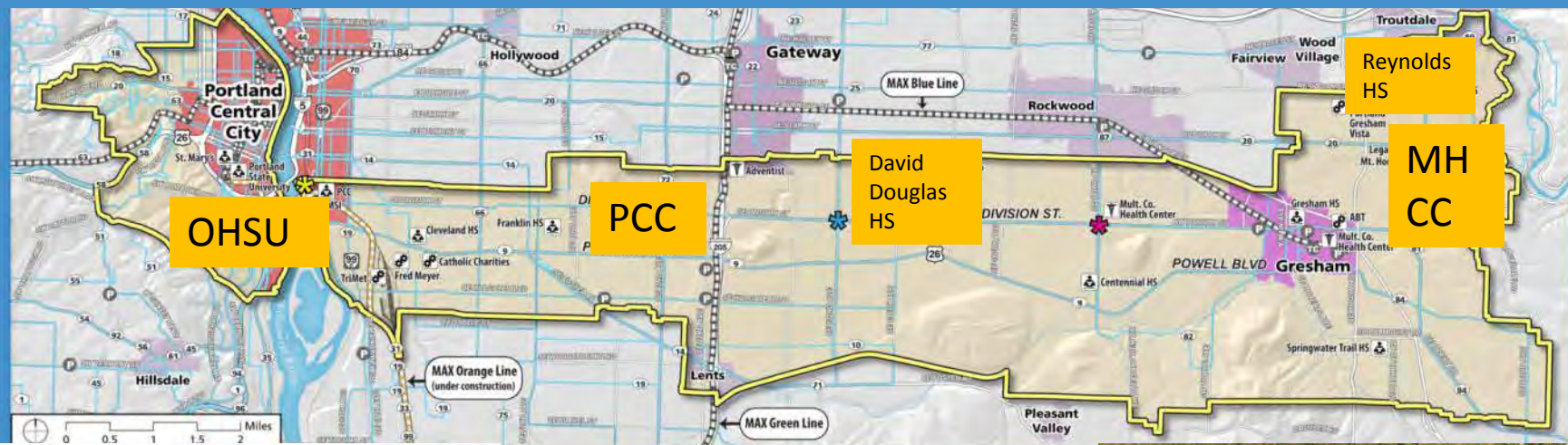
We have had early conversations with community and business groups.

- 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

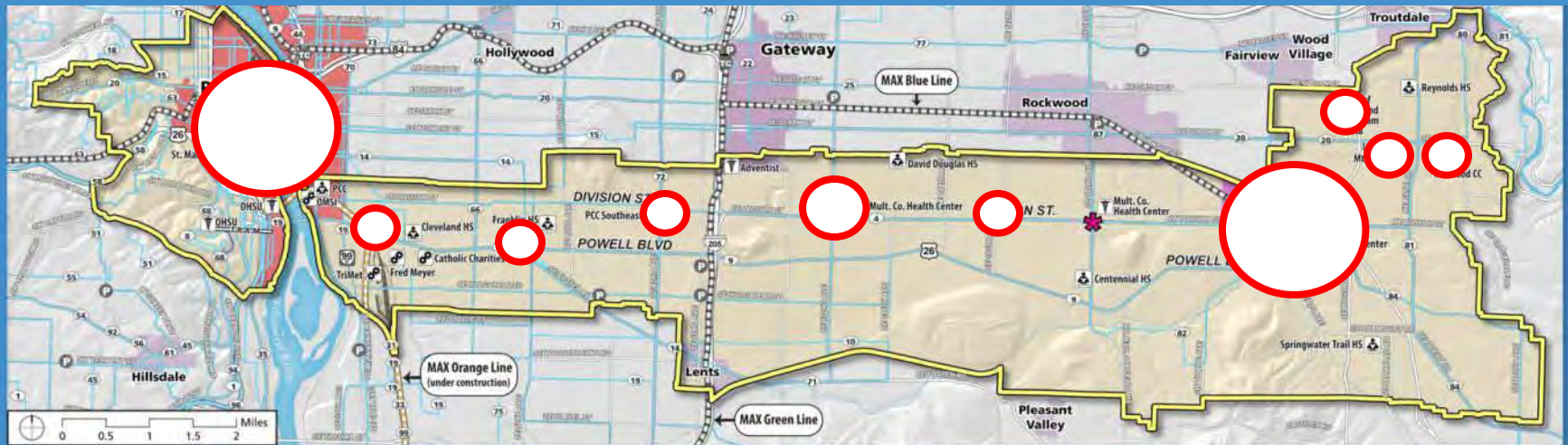
Mount Hood Community College

- 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.

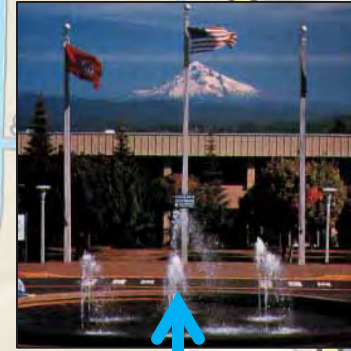
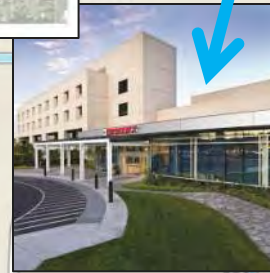
DAN AGUAYO/THE OREGONIAN



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

POWELL BL








Centennial HS

ngwater Trail HS

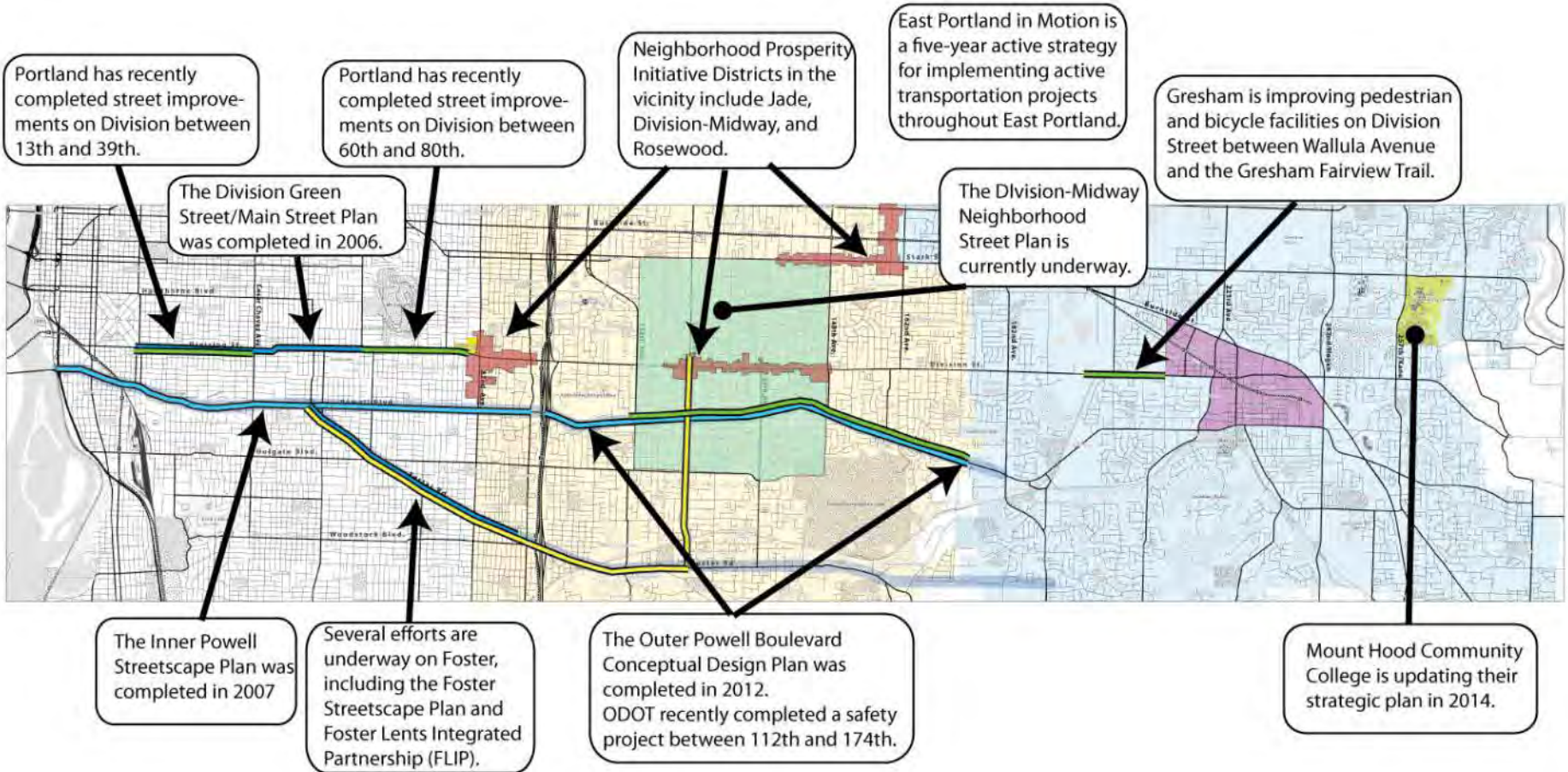
Gresham Institutions

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)

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

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

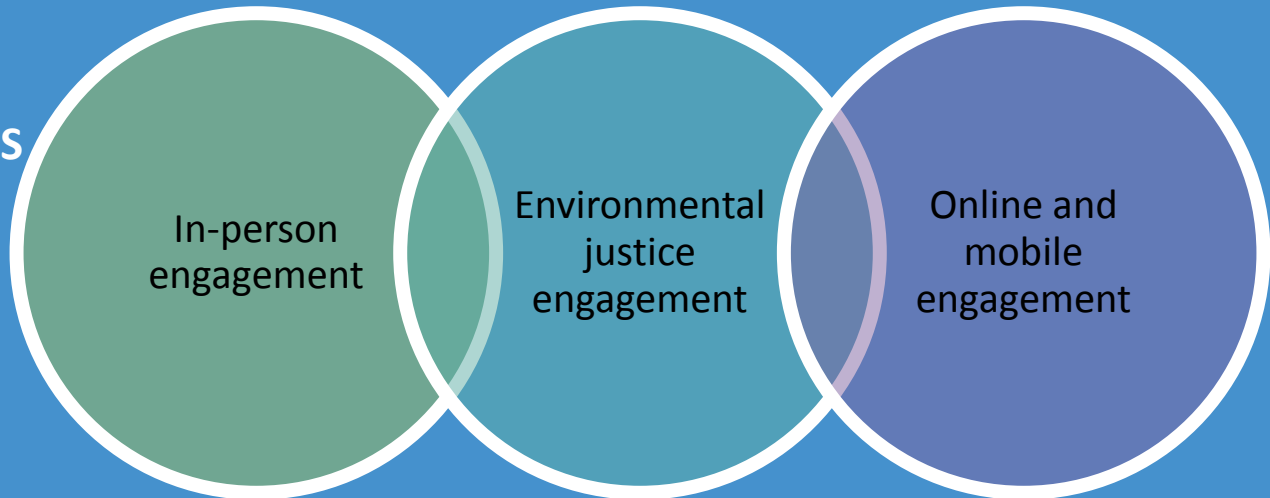
2018 to 2020 Build the transit line and station areas and start new service



**Public
engagement
PRINCIPLES**

- **Person-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

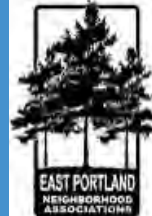
Elected Officials

neighborhood communities

Southeast Portland
East Portland
Gresham



At large



East Portland



East Metro Economic Alliance

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

Melinda Merrill
Fred Meyer

Heidi Guenin
Upstream Public Health

Nicole Johnson
OPAL

Devin Carr
Student and transit rider

2014

2015

2016

2017

2018

2019

2020

PLANNING

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CONSTRUCTION

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



EXHIBIT B TO RESOLUTION NO. 14-4496

Powell-Division Transit and Development Project Steering Committee Roster

Update on January 15, 2014

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

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Student and transit rider

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 and affirms the authority of local governments, including Metro, to make specific decisions on local land use matters. Support legislative actions to provide LUBA, LCDC and the Oregon appellate courts with sufficient guidance and resources to ensure timely processing of land use appeals.
- **Damascus planning:** Support legislation clarifying responsibility of all communities to comply with state comprehensive planning requirements.
- **Infrastructure investment:** Support legislation creating Infrastructure Innovation Oregon (I²O) and establishing criteria for evaluating large projects for innovative financing.
- **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 establishing a fair and equitable 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 PRINCIPLES¹

LOCAL AUTHORITY

1. **Pre-emption:** 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.
2. **Funding:** To ensure a prosperous economy, a clean and healthy environment, and a high quality of life for all of their citizens, Metro and the region's counties, cities, and other service providers must have the financial resources to provide sustainable, quality public services. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions, and all state mandates should be accompanied by funding.

LAND USE AND URBAN GROWTH MANAGEMENT:

3. **Local Authority:** The Legislature should take no actions that reduce or compromise Metro's land use and urban growth management authority.
4. **Oregon's Land Use System:** Oregon's land use planning system provides an important foundation for the prosperity, sustainability and livability of our region. The Legislature should exercise restraint and care when considering changes to Oregon's land use system.
5. **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.²
6. **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 and should affirm the authority of local governments, including Metro, to make specific decisions on local land use matters.
7. **Efficiency:** Land within the urban growth boundary should be used efficiently before the boundary is expanded.³
8. **Need:** The UGB should not be expanded in the absence of demonstrated need.⁴
9. **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.⁵
10. **Annexation:** Cities are the preferred governing structure for providing public services to urban areas, and the inability to annex 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.
11. **Rules/Statutes:** Administrative rules should not be adopted into statute.
12. **Non-Regulatory Tools:** State efforts at regulatory streamlining should include funding to support development of non-regulatory tools for achieving desired land use outcomes.⁶

- 13. Fiscal Responsibility:** Funding to support urban development should be generated at least in part by fees on those who directly benefit from that development.

SOLID WASTE:

- 14. 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.

TRANSPORTATION:

- 15. Transportation Governance:** The Legislature should take no actions that reduce or compromise Metro's or JPACT's authority in the areas of transportation policy and funding.
- 16. 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.

PARKS AND NATURAL AREAS:

- 17. 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.

SUSTAINABILITY:

- 18. Climate Change:** Metro supports efforts to combat and adapt to climate change and to meet the state's goals for reducing greenhouse gas emissions.
- 19. Conservation Education:** Metro supports efforts to provide stable and reliable funding to conservation education.

ECONOMIC PROSPERITY:

- 20. 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.
- 21. Metro Venues:** Because the Oregon Convention Center, Expo Center, Portland's 5 Centers for the 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.

AGENCY OPERATIONS:

- 22. Firearms and public facilities:** Metro supports legislation that increases Metro's authority to regulate the carrying of firearms on Metro properties and public venues, and opposes legislation that limits or reduces that authority.

¹ Footnotes refer to applicable policy statements in Metro's Regional Framework Plan (RFP).

² RFP Chapter 1 (Land Use).

³ RFP Policy 1.1 (Compact Urban Form).

⁴ RFP Policy 1.9 (Urban Growth Boundary).

⁵ RFP Policy 1.3.13 (Housing Choices and Opportunities); Transportation Goal 1 (Foster Vibrant Communities and Efficient Urban Form).

⁶ Policy 1.1 (Compact Urban Form); Policy 1.2 (Centers, Corridors, Station Communities and Main Streets).