

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Metro Policy Advisory Committee (MPAC)  
Date: Wednesday, January 25, 2017  
Time: 5 to 7 p.m.  
Place: Metro Regional Center, Council Chamber

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5:00 PM	1.	<b>CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS</b>	<b>Mark Gamba, Chair</b>
5:10 PM	2.	<b>CITIZEN COMMUNICATIONS</b>	
5:15 PM	3.	<b>COUNCIL UPDATE</b>	<b>Metro Council</b>
5:20 PM	4.	<b>MPAC MEMBER COMMUNICATIONS</b>	
	*	• Regional Leadership Forum #3 Recap	<b>Kim Ellis, Metro</b>
5:25 PM	5.	<b>CONSENT AGENDA</b>	
	*	• MTAC Nomination	
	*	• Consideration of November 9, 2016 Minutes	
	6.	<b>INFORMATION/DISCUSSION ITEMS</b>	
5:30 PM	6.1	* MPAC's Legal Roles and Responsibilities	<b>Alison Kean, Metro Attorney</b>
5:40 PM	6.2	MPAC's Role in 2017	<b>Mark Gamba, Chair</b>
6:30 PM	6.3	* 2017 Metro Legislative Agenda Update	<b>Andy Shaw, Metro</b> <b>Andy Smith, City of Hillsboro</b>
7:00 PM	8.	<b>ADJOURN</b>	

\* Material included in the packet

# Material will be provided at the meeting

## Upcoming MPAC Meetings:

- Wednesday, February 8, 2017
- Wednesday, February 22, 2017
- Wednesday, March 8, 2017

For agenda and schedule information, please contact Nellie Papsdorf:  
503-797-1916 or [Nellie.Papsdorf@oregonmetro.gov](mailto:Nellie.Papsdorf@oregonmetro.gov).

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលើសអើងសូមចូលទស្សនាការបោះពុម្ព [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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## Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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## **2017 MPAC Work Program**

*As of 01/18/17*

*Items in italics are tentative; **bold** denotes required items*

<p><b><u>Wednesday, January 25, 2017</u></b></p> <ul style="list-style-type: none"> <li>• MPAC Roles and Responsibilities (Alison Kean, Metro; 10 min)</li> <li>• MPAC's Role in 2017 (Mark Gamba, Chair; 50 min)</li> </ul> <p>2017 Metro Legislative Agenda (Andy Shaw, Metro; 15 min)</p>	<p><b><u>Wednesday, February 8, 2017</u></b></p>
<p><b><u>Wednesday, February 22, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>2018 RTP Update: Building the RTP Investment Strategy – Information/Discussion (Ellis, Metro; 45 min)</i></li> <li>• <i>2018 RTP Update: Vision Zero and Safety Crash Data Analysis – Information/Discussion (Lake McTighe, Metro; 30 min)</i></li> </ul>	<p><b><u>Wednesday, March 8, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>Powell-Division Transit Locally-Preferred Alternative (LPA) and RTP Amendment – Information/Discussion (TBD, Metro; 40 min)</i></li> <li>• <i>Urban Growth Management: Summary of Proposed Work Program – Information/Discussion (Ted Reid, Metro; 45 min)</i></li> </ul>
<p><b><u>Wednesday, March 22, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>2018 RTP: Regional Transit Vision – Information/Discussion (Jamie Snook, Metro; TBD)</i></li> <li>• <i>2018 RTP: Regional Freight Plan Update – Information/Discussion (Tim Collins, Metro; TBD)</i></li> </ul>	<p><b><u>Wednesday, April 12, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>2018 RTP Update: Building the RTP Investment Strategy – Recommendation (Ellis, Metro; 60 min)</i></li> </ul>
<p><b><u>Wednesday, April 26, 2017</u></b></p>	<p><b><u>Wednesday, May 10, 2017</u></b></p> <p><i>Powell-Division Transit LPA and RTP Amendment – Recommendation (TBD, Metro; 40 min)</i></p>
<p><b><u>Wednesday, May 24, 2017</u></b></p>	<p><b><u>Wednesday, June 14, 2017</u></b></p>

<b><u>Wednesday, June 28, 2017</u></b>	<b><u>Wednesday, July 12, 2017</u></b>
<b><u>Wednesday, July 26, 2017</u></b> <ul style="list-style-type: none"> <li>• 2018 RTP: Digital Mobility (Ellis, Metro; TBD)</li> <li>• 2018 RTP: Resilience (Ellis, Metro; TBD)</li> </ul>	<b><u>Wednesday, August 9, 2017</u></b>

**Upcoming events:**

- December 2017: RTP Regional Leadership Forum #4 (Drafting Our Shared Plan for the Region)
- June 2018: RTP Regional Leadership Forum #5 (Finalizing Our Shared Plan for the Region)

**Parking Lot:**

- Presentation on health & land use featuring local projects from around the region
- Greater Portland, Inc. update
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- Washington County Transportation Futures Study in January or February 2017
- Missing middle housing walking tour with Eli Spevak
- System development charges (SDCs)
- City of Portland inclusionary housing
- November 2017: 2018 RTP, Analysis Findings and Background on Regional Leadership Forum #4



# CONNECTING OUR PRIORITIES TO OUR VISION



September 23, 2016

STOP BEING CAUTIOUS — BE COURAGEOUS

CONFIRMING OUR SHARED BOLD VISION

WHY & HOW

FEDERAL CONVERSATION HAS BEEN ABOUT FINANCING, NOT FUNDING

... WHICH REQUIRES A FUNDING SOURCE ...

## REGIONAL LEADERSHIP FORUM 3

- STAY FLEXIBLE
- CREATING SHARED VALUE
- JPACT MAKES THE PLAN
- WE HAVE CHALLENGES, AND WE NEED TO BE COURAGEOUS
- WE NEED TO ALIGN WITH PUBLIC TO FIND LONG-TERM SOLUTIONS
- DEFINE INVESTMENTS — WHAT ARE WE BUYING?

- PLEASE SHARE
- BE OPEN-MINDED
- LET'S WORK TOGETHER

THERE ARE BARRIERS, BUT WE HAVE A LOT OF MOMENTUM

WHAT DO WE THINK ABOUT OUR DRAFT VISION?

- IS IT TOO VAGUE?
- DEFINE ECONOMIC PROSPERITY BETTER
- INCLUDE AN EFFICIENCY STATEMENT
- 'GET AROUND' COULD BE MORE PURPOSEFUL
- ADD WORDS ABOUT SPEED & CONGESTION
- A GREATER SENSE OF EQUITY
- STRONGER LOOK TOWARD THE FUTURE
- TRANSPORTATION ISSUES FIRST?
- 'GET AROUND' IS NOT INCLUSIVE OF MODES/NEEDS
- BETTER STATE PROBLEMS TO SOLVE
- IMPLY THE EFFORT BEING MADE
- KEEP THE IDEA OF OPTIONS IN MIND

STAND UP FOR EACH OTHER — DEMAND ACCOUNTABILITY

- GAS TAX IS 1/2 OF OUR RESOURCES BUT... CAN'T KEEP UP WITH INFLATION... AND... FUEL EFFICIENCY DIMINISHES INCOME

- (SUPPORTING) CONGRESS IS HOLDING UP THE HIGHWAY TRUST FUND...

- MAINTAINING EXISTING IS PRIMARY; CONGESTION, SEISMIC RETROFIT AND TRANSIT INVESTMENT FOLLOW

## PROCESS:

- WE HAVE — FOCUSED TEAMS AND DEDICATION
- OPENNESS, AND COMMUNITY INVOLVEMENT
- FUNDING FOR TRANSIT NEEDS ADDRESSING

FOCUS IS ON THE STATE

THE STATE HAS A REVENUE ISSUE... STILL... TRANSPORTATION IS A PRIORITY

TECH IS KEY TO THE FUTURE

REGIONAL VOICES — SOLUTIONS

WE MUST GO BIG

... AND MAKE OUR PLANS LONG-TERM FOCUSED

@damencools





# RTP2018

OUR FUNDING REALITY IMMEDIATE NEEDS

HOW DO WE SPEND OUR FLEXIBLE FUND?

NOT MUCH LEFT...

31 BILLION OVER 25 YEARS

WE HAVE BEEN EATING OUR SEED CORN... WORK ON

205, 217, ROSE QUARTER ARE A PRIMARY FOCUS, AND THERE IS NOT ENOUGH... BUT WE CAN PLANT SOME OF THAT SEED CORN TO GROW THAT FUND

LET'S REDEFINE WHAT TRANSPORTATION IS

WE NEED INSPIRING MESSAGING

EMPLOYMENT IS IMPORTANT -

AND IT IS INTERCONNECTED WITH EVERYTHING - EQUITY, TRAFFIC, FRIEGHT, HOUSING

EVERYTHING IS INTERTWINED - AND EQUITY IS KEY

WE NEED A HOLISTIC APPROACH - CONGESTION, HOUSING, MODAL OPTIONS

KEEP THE HORSE BEFORE THE CART: BUILD COALITIONS

GET REAL CLARITY ON GOALS

LEVERAGE SUCCESSFUL CORE STRATEGIES LEARNED FROM WHAT OTHERS HAVE DONE

BUILD TRUST - FOLLOW THROUGH WITH WHAT WE SAY WE WILL DO

NEW AND DIVERSE VOICES - BUILD COALITIONS

LEADERSHIP NEEDS TO BE FULLY ALIGNED WITH BOLD VISION PLAN - LEVERAGE ADVERTISING

ENGAGE THOSE WHO ARE NOT NORMALLY PART OF THE CONVERSATION

BUILD ON RESPECT, BE DIVERSE, BE TRANSPARENT - BUILD COALITIONS FROM SCRATCH

STAY COMMITTED AND ACCOUNTABLE TO THE DIVERSE COMMUNITY WHO WERE BROUGHT INTO THE PLAN

INCLUSIVITY AND ECONOMIC PROSPERITY ARE ESSENTIAL TOPICS FOR FINDING FUNDING

CONGESTION IS A DAILY REALITY - TECH IS NOT THE ANSWER

@darrencools

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: November 28, 2016  
To: MPAC  
From: John Williams, MTAC Chair  
Subject: MTAC Nomination for MPAC Consideration

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We have received a nomination for the Second Largest City in Washington County: Beaverton MTAC position.

The City of Beaverton has nominated Anna Slatinsky to be their new alternate. Todd Juhasz remains the primary member.

Please consider this nomination for MTAC membership. Per MPAC's bylaws, MPAC may approve or reject any nomination submitted.

If you have any questions or comments, please do not hesitate to contact me.

Thank you.



**Metro** | *Making a great place*

**METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes

November 09, 2016

Metro Regional Center, Council Chamber

**MEMBERS PRESENT**

Tim Clark  
Carlotta Collette  
Mark Gamba  
Jeff Gudman  
John Hayes  
Jerry Hinton  
Gordon Hovies  
Dick Jones  
Craig Prosser  
Loretta Smith  
Peter Truax  
Jerry Willey

**AFFILIATION**

City of Wood Village, Other Cities in Multnomah Co.  
Metro Council  
City of Milwaukie, Other Cities in Clackamas Co.  
City of Lake Oswego, Largest City in Clackamas Co.  
Forest Grove School District, Governing Body of a School District  
City of Gresham, 2nd Largest City in Multnomah Co.  
Tualatin Valley Fire & Rescue, Special Districts in Washington Co.  
Oak Lodge Water District, Special Districts in Clackamas Co.  
TriMet  
Multnomah County  
City of Forest Grove, Other Cities in Washington Co.  
City of Hillsboro, Largest City in Washington Co.

**ALTERNATES PRESENT**

Kathryn Harrington  
Marc San Soucie  
John Griffiths  
Emerald Bogue

**AFFILIATION**

Metro Council  
City of Beaverton, 2<sup>nd</sup> Largest City in Washington Co.  
Tualatin Valley Fire & Rescue, Special Districts in Washington Co.  
Port of Portland

**MEMBERS EXCUSED**

Sam Chase  
Bob Stacey

**AFFILIATION**

Metro Council  
Metro Council

**OTHERS PRESENT:** Adam Barber, Chris Deffebach

**STAFF:** Christopher Spencer, Roger Alfred, Ernest Hayes, Shaina Hobbs, Nellie Papsdorf, Elissa Gertler, Jamie Snook, Kim Ellis

**1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS**

MPAC Chair Tim Clark called the meeting to order at 5:06p.m. All attendees introduced themselves.

Mr. Craig Prosser gave an extended self introduction.

**2. CITIZEN COMMUNICATIONS**

There were none.

### 3. **COUNCIL UPDATE**

- Councilor Carlotta Collette noted recent events with the Powell-Division Steering Committee and the agreement to a locally-preferred alternative. She added that the agreement would also need to be approved by Metro, TriMet, and Gresham City Council. She stated that Metro was committed to the corridor with Bus Rapid Transit (BRT) and associated projects.
- Councilor Collette mentioned the recent voter passage of Metro's levy renewal ballot in all three counties. She mentioned that the annual report of levy work was available at the meeting.
- Councilor Collette shared that the Urban Growth Readiness Task Force met to discuss methods to allow flexibility in Metro's role in urban growth management. She continued to mention that changes in urban growth laws would need to be reviewed with the Metropolitan Transportation Alternatives Committee (MTAC) in order to ensure that the code language was consistent with Metro's six desired outcomes for the region.
- Councilor Collette noted the Willamette Falls Legacy Project and the potential design concepts. She added that there would be an upcoming open house with a presentation by Design Collective on the riverwalk design.
- Councilor Collette mentioned that it was MPAC Chair Tim Clark's last meeting. She gave recognition for his leadership in working with the MPAC committee members.

### 4. **MPAC MEMBER COMMUNICATION**

Councilor Marc San Soucie mentioned updates on the recent voter turnout and that it was a close race. Mr. Craig Prosser highlighted receiving ballots from active military members stationed out of country. Chair Clark stated that this spoke to the importance of the recent election.

### 5. **CONSENT AGENDA**

- **Consideration of October 12, 2016 MPAC Minutes**
- **MTAC Nominations**

MOTION: Mayor Peter Truax moved, and Councilor Marc San Soucie seconded, to adopt the consent agenda.

ACTION: With all in favor, the motion passed.

### 6. **ACTION ITEMS**

#### **6.1 Appointment of MPAC 2<sup>nd</sup> Vice Chair**

Chair Clark called on Mayor Jerry Willey to discuss the appointment of the MPAC 2<sup>nd</sup> Vice Chair. Mr. Wiley made the recommendation that the committee appoint Mayor Denny Doyle.

*Member discussion included:*

- Councilor Marc San Soucie mentioned that a nominating committee was convened at the last MPAC meeting to make a nomination to fill the vacancy.
- Councilor Carlotta Collette noted that Mayor-Elect Ted Wheeler had expressed interest in taking a proactive role in both MPAC and JPACT.

MOTION: Mayor Peter Truax moved, and Councilor Jeff Gudman seconded, to adopt the Appointment of MPAC 2<sup>nd</sup> Vice Chair.

ACTION: With all in favor, the motion passed.

## **7. INFORMATION/DISCUSSION ITEMS**

### **7.1 Equitable Housing and Development Grants Recommendations**

Chair Clark provided an update on the Metro Chief Operating Officer recommendations on the Equitable Housing Planning and Development Grants that Metro Council would be considering on December 1, 2016. He shared Metro's efforts to engage the region in discussions on potential regional policy solutions and strategies to deal with the affordable housing challenge. He introduced Metro Councilor Carlotta Collette and Metro Staff Mr. Gerry Uba to discuss recommendations.

*Key elements of the presentation included:*

Councilor Collette mentioned that affordable housing was a regional issue and that Metro was looking to work through the crisis. She mentioned that in February, Metro worked to dedicate money in a series of grants for community development. She mentioned her work as the Metro Council liaison to the grant program and the effort that was put in by staff and volunteers to address and meet the requirements of the grant applications.

Ms. Elissa Gertler, Metro Director of Planning and Development, spoke on Metro investments in the region for equitable housing. She mentioned that the meeting packet included a list of project recommendations for funding. She discussed several of the projects and the variety of approaches to address the issue. She continued to discuss different scenarios and methods to compare the effectiveness and cost achievability. She noted equity as an issue and a requirement of the Diversity, Equity and Inclusion Strategic Plan for the grant program. She concluded that the goal was to gain insight on the different methods moving forward.

*Member discussion included:*

- Councilor Collette mentioned Multnomah County as an applicant in the equitable housing program, but that they did not choose to move forward. She added that this allowed all applications received to be recommended for funding.
- Councilor Harrington advised that underserved communities should be engaged in the process of approving applications.

### **7.2 2018 Regional Transportation Plan: Project Update and Background for Regional Leadership Forum #3 (Connecting Our Vision and Values to Our Priorities)**



Chair Clark brought to attention the Regional Transit Strategy. He introduced Councilor Stacey to discuss the Regional Leadership Forums that Metro Council convened for MPAC and JPACT members. He introduced Ms. Kim Ellis, Metro staff, to lead the discussion.

*Key elements of the presentation included:*

Mr. John Williams, Metro Deputy Director of Planning and Development, explained that the regional transportation system was used to deliver a land use vision. He continued to mention that work would be done to ensure the vision and projects were serving communities. He stated that he would recap on the first two Regional Leadership Forums while Ms. Kim Ellis would discuss the agenda for the upcoming forum. He discussed the need for a Regional Transportation Plan as a federal requirement and certain challenges of safety, aging infrastructure, technology, and housing. He stated that the next forum would focus on transportation funding and investment.

Ms. Kim Ellis stated that leadership forums were a centerpiece on community engagement and that they helped build partnerships and long term relationships. She mentioned that there had been broad support for the priorities of the community and region and emphasized that there was a need to build a pathway towards funding. She noted that the Transit Snapshot highlighted challenges that people and businesses faced using transit. She added that the goal was to find general consensus and agreement to make recommendations to the Metro Council. She stated that the next forum was on December 2, 2016 and recommendations would be brought back in February of 2017.

*Member discussion included:*

- Mayor Willey asked clarifying questions on the focus of the upcoming forum and mentioned overcoming limitations of funding constraints. Ms. Ellis stated that the focus of the upcoming forum would be on developing a regional transit strategy and the need was to focus on what could be achieved with realistic funding goals.
- Mayor Truax mentioned the local gas tax as an option to consider observing as significant across the state.
- Mayor Mark Gamba noted Mayor Willey's concern on funding as a limitation and a need to have realistic aspirations. He mentioned that there was not a negative effect of having a robust plan and gave examples of Milwaukie having an unconstrained plan of building a walkable city.
- Councilor Jerry Hinton mentioned the need of local business involvement in the development of an effective plan. He asked clarifying questions about the Powell-Division project timing. Councilor Collette discussed the locally preferred alternative as having to first be approved by the jurisdictions, then a federal environmental review, and then a design and determination of complementary projects.
- Mr. John Williams mentioned that the intent was to come up with a robust plan matched with ambition in the region. He stated that the forums would help the decision making processes by identifying gaps and achievable outcomes.
- Ms. Kim Ellis mentioned that the current plan did not include road related maintenance and that there was underinvestment in the maintenance of the transit system. She stated that there was a need to develop a plan that could be compelling and a need for commitment to funding.

- Councilor Collette mentioned prior joint meetings used to identify what could be committed for investment. She stated a need for federal support and the importance of identifying financial constraints.
- Mr. John Griffith mentioned Intel and their role in smart car development and a corporate strategy to transportation.
- Mayor Gamba stated that members may need to have financial aspiration and to highlight new technology for inspiration to design a transportation concept for the future.
- Councilor Marc San Soucie mentioned room to explore new technologies and discussed certain impacts to the transit system.

### **7.3 2018 RTP: Regional Transit Strategy – Regional Transit Vision**

Chair Clark introduced the next item on the agenda to identify the regions High Capacity Transit priority areas as well as working with transit providers and regional partners to identify strategies and develop implementation plans to make transit more frequent, convenient, accessible, and affordable. He mentioned that the Regional Transit Vision was a collaborative effort and introduced Ms. Jamie Snook, Metro staff, to lead the discussion.

#### *Key elements of the discussion included:*

Ms. Jamie Snook mentioned how the Regional Transit Strategy supports the Regional Transit Plan. She discussed the development of past work with partners in the region to build a transit vision leading to implementation. She touched on how growth in the region was linked to congestion and emphasized that the idea was to focus on growth and how to align strategies with needs. She discussed the role of the Climate Smart Strategy and a need to make transit accessible and affordable. She stated one goal was to improve reliability and to make public transit competitive with automotive transit. She mentioned a list of transit providers and ways to align capital investment with service. She discussed enhancement corridors needing improvements so that the next generation transit authority could utilize a combination of transit modes. She stated a need to identify a clear process on what projects were ready to move forward to develop a shared strategy.

#### *Member discussion included:*

- Mayor Gamba mentioned a report on Powell-Division Bus Rapid Transit and if it was being designed with a separate lane or hybrid with current traffic lanes. Ms. Gertler mentioned that it would be a combination with a priority entrance lane in the corridor.
- Mayor Willey asked if service enhancement plans were coordinated or duplicated. Ms. Snook responded that they grew from the current service enhancement plan and street car expansion plan. She mentioned conversations with TriMet to develop a system in which the City of Portland was not the main transit hub.
- Mr. Craig Prosser built off Mayor Willey and highlighted the need for TriMet to identify areas for service enhancement plans.
- Councilor Marc San Soucie asked how to ensure that planning staff was able to provide correct input to integrate the regional transit strategy into their current planning framework. Ms. Snook stated that there was an open door policy in discussions with staff on gaining input and guidance, and that she was available to answer questions on large scale transit vision development.



## **ADJOURN**

*Closing remarks of MPAC members included:*

- Chair Clark mentioned that the November 23, 2016 MPAC meeting was cancelled and that there were no meetings scheduled for December 2016. He encouraged members to attend the 2016 Regional Leadership Forum on December 2.

MPAC Chair Tim Clark adjourned the meeting at 6:34 p.m.

Respectfully Submitted,



Christopher Spencer  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOVEMBER 09, 2016**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>N/A</b>	Memo	11/08/2016	Urban Growth Readiness Task Force recommendations	110916m-01
<b>7.1</b>	Handout	October 2016	Regional Housing Snapshot	110916m-02
<b>7.2</b>	PowerPoint	11/09/2016	2018 Regional Transportation Plan: Building the Future We Want	110916m-03
<b>7.3</b>	PowerPoint	11/09/2016	Regional Transportation Strategy: A Component of the 2018 RTP	110916m-04
<b>N/A</b>	Handout	November 2016	Parks and Nature 2015-16 Annual Report	110916m-05
<b>N/A</b>	Handout	November 2016	November Metro Hotsheet	110916m-06

## **METRO POLICY ADVISORY COMMITTEE (MPAC) BY-LAWS**

Approved March 13, 1996; Revised March 26, 1997; May 1998; September, 1999; October, 2000; November, 2000; June, 2001; March 12, 2003; April 25, 2007; June 24, 2009; June 30, 2011

### **ARTICLE I**

This Committee shall be known as the METRO POLICY ADVISORY COMMITTEE ("MPAC") created by Section 27 of the 1992 Metro Charter.

### **ARTICLE II MISSION AND PURPOSE**

**Section 1.** MPAC shall perform the duties assigned to it by the 1992 Metro Charter and any other duties the Metro Council prescribes.

**Section 2.** The purposes of MPAC are as follows:

- a. MPAC shall perform those duties required by the Metro Charter, including:
  1. Providing consultation and advice to the Council on the Regional Framework Plan (Metro Charter Section 5 (2));
  2. Providing consultation and advice to the Council on the possible inclusion in the Regional Framework Plan of other growth management and land use planning matters, determined by the Council to be of metropolitan concern, which will benefit from regional planning, other than those specifically identified in Metro Charter Section 5 (2) (b);
  3. Providing consultation and advice to the Council on any amendments to the Regional Framework Plan (Metro Section 5 (2) (d));
  4. Approve or disapprove the authorization for Metro to provide or regulate a local government service, as defined in Metro Charter Section 7 (2), in those cases in which Metro does not seek or secure such approval directly from the voters; and
  5. Providing advice to the Council before it adopts an ordinance authorizing provision or regulation by Metro of a service which is not a local government service as defined by the Metro Charter (Section 7 (3)).
- b. Other duties prescribed by the Council.

## ARTICLE III COMMITTEE MEMBERSHIP

### **Section 1. Membership**

- a. The Committee will be made up of **representatives** of the following voting and non-voting members:

1. Voting Members:

Multnomah County Commission	1
Second Largest City in Multnomah County	1
Other Cities in Multnomah County	1
Special Districts in Multnomah County	1
Citizen of Multnomah County	1
City of Portland	2
Clackamas County Commission	1
Largest City in Clackamas County	1
Second Largest City in Clackamas County	1
Other Cities in Clackamas County	1
Special Districts in Clackamas County	1
Citizen of Clackamas County	1
Washington County Commission	1
Largest City in Washington County	1
Second Largest City in Washington County	1
Other Cities in Washington County	1
Special Districts in Washington County	1
Citizen of Washington County	1
Tri-Met	1
Governing Body of a School District	1
<b>Total</b>	<b>21</b>

2. Non-voting members:

Oregon Dept of Land Conservation and Development	1
Clark County	1
City of Vancouver	1
Port of Portland	1
City in Clackamas County outside UGB	1
City in Washington County outside UGB	1
<b>Total</b>	<b>6</b>

b. Except as provided in Section 2 voting members and alternates representing jurisdictions shall be appointed from among members of the governing body. All voting jurisdictions represented by members, including cities within each county, shall have territory within Metro boundaries.

- c. Non-voting members or alternates may either be members of the governing body of a jurisdiction or serve as a Chief Operating Office or Planning Director or equivalent.

- d. Alternates shall serve in the absence of the regular members.

- e. Metro Councilors will participate with the Committee membership with three non-voting liaison delegates appointed by the Metro Council.
- f. The composition of the MPAC may be changed at any time by a vote of both a majority of the MPAC members and a majority of all Metro Councilors (Metro Charter, Section 27 (2)).

**Section 2.      Appointment of Members and Alternates**

- a. Members and alternates from the City of Portland, the counties of Multnomah, Clackamas, and Washington, the largest cities of Multnomah, Clackamas, and Washington Counties, excluding Portland, and the second largest cities of Clackamas and Washington counties shall be appointed by the jurisdiction.
- b. Members and alternates from the cities of Multnomah, Clackamas, and Washington Counties, other than those directly entitled to membership, will be appointed jointly by the governing bodies of those cities represented. The member and alternate will be from different jurisdictions. The member and alternate will serve until either he or she leaves office or is replaced by an appointment by the governing bodies of those cities represented. The member and alternate may be reappointed. In the event the member's position is vacated, the alternate will automatically become the member and serve until the governing bodies of those cities represented have appointed or re-appointed representatives.
- c. Members and alternates from the special districts with territory in Multnomah, Clackamas, and Washington Counties will be appointed jointly by the governing bodies of those districts represented. The member and alternate will be from different organizations. The member and alternate will serve until either he or she leaves the district or is replaced by an appointment by the governing bodies of those district represented. The member and alternate may be reappointed. In the event the member's position is vacated, the alternate will automatically become the member and serve until the governing bodies of those district represented have appointed or re-appointed a representative.
- d. Metro Council delegates will be appointed by the Metro Council President. The delegates may be removed by the Council President at any time.
- e. Members and alternates representing citizens will be appointed by the Metro Council President and confirmed by the Metro Council consistent with Section 26(1)(m) of the 1992 Metro Charter and will represent each county in the region. Members and alternates will be appointed to designated terms of a length to be determined by the appointing authority, but for a period of not less than two years. Members and alternates may be reappointed. Terms of the members and alternates will be staggered to ensure continuity. In the event the member's position is vacated, the alternate will automatically become the member and complete the original term of office.
- f. Members and alternates from the Tri-County Metropolitan Transportation District of Oregon (Tri-Met) will be appointed by the governing body of that District. The member and alternate will serve until removed by the governing body.

- g. Members and alternates from the Land Conservation and Development Commission will be chosen by the Chairperson of that body. The member and alternate may be removed by the Chairperson at any time.
- h. Members and alternates from the Port of Portland will be appointed by the governing body of that organization. The member and alternate will serve until removed by the governing body.
- i. The member and alternate from the school boards in the Metro Region will be appointed jointly by the governing bodies of the school districts represented. The member and alternate will be from different districts. The member and alternate will serve until either he or she leaves office or is replaced by an appointment by the governing bodies of those school districts represented. The member and alternate may be reappointed. In the event the member's position is vacated, the alternate will automatically become the member and serve until the governing bodies of those school districts represented have appointed or reappointed representatives.
- j. Appointments of all members and alternates shall become effective upon the appointing authority giving written notice addressed to the Chair of MPAC and filing the notice with the Clerk of the Metro Council. The determination of the relative size of cities shall be based on the official population estimates for Oregon issued by the Center for Population Research and Census, School of Urban and Public Affairs, Portland State University, or alternative official population estimates if that source ever ceases estimating population. If the official population estimates result in a change in the relative population of a city entitled to membership, then the term of membership of the affected city or cities shall terminate 90 days after the release of the official estimate and new member(s) shall be appointed as provided by these by-laws. Members and alternates may be removed by the appointing authority at any time.

#### **ARTICLE IV MEETINGS, CONDUCT OF MEETINGS, AND QUORUM**

- a. A regular meeting date, time and place of MPAC shall be established by the MPAC Chair. Special or emergency meetings may be called by the Chair or a third of the members of MPAC.
- b. A majority of the members (or designated alternates) shall constitute a quorum for the conduct of business. The act of a majority of those voting members present at meetings at which a quorum is present shall be the act of MPAC, except in exercising the duty of authorizing Metro to provide or regulate a local government service as described in Section 7 (2) of the 1992 Metro Charter. In these cases a majority vote of all voting MPAC members is required.
- c. Subcommittees or advisory committees to develop recommendations for MPAC may be appointed by the Chair and ratified by MPAC. At a regularly scheduled meeting MPAC shall approve subcommittee membership and MPAC members and/or alternates and outside experts. The Chair of any citizen advisory committee shall neither be the Chair of MPAC nor be an MPAC member, except upon the agreement of a majority of the advisory committee membership. MPAC members of any citizen advisory committee of MPAC shall participate on a nonvoting basis.

The Metro Technical Advisory Committee (“MTAC”) is an advisory committee to MPAC. Its purpose shall be to provide MPAC with technical recommendations on growth management subjects as directed by MPAC. MTAC shall have the following representation:

<b>Non-Voting Chair</b>	<b>1</b>
<b>Citizen Representatives</b> <i>(one from each county)</i>	<b>3</b>
Local Jurisdictions:	
<b>Cities</b> <i>(one from each below)</i>	<b>10</b>
• City of Portland	
• Largest city in each county (not including Portland)	
• Second largest city in Clackamas County	
• Second largest city in Washington County	
• Other cities in each county	
• Vancouver, Washington	
<b>Counties</b> <i>(one from each below)</i>	<b>4</b>
• Multnomah	
• Washington	
• Clackamas	
• Clark	
<b>State Agencies:</b> <i>(one from each below)</i>	<b>2</b>
• ODOT	
• DLCD	
<b>Service Providers:</b> <i>(one from each below)</i>	<b>6</b>
• Water and Sewer	
• Parks	
• School Districts	
• Private Utilities	
• Port of Portland	
• TriMet	
<b>Private Economic Development Association</b>	<b>1</b>
<b>Public Economic Development Association</b>	<b>1</b>
<b>Other Organizations:</b> <i>(one from each below)</i>	<b>8</b>
• Land Use	
• Environmental	
• Housing Affordability	
• Residential	
• Redevelopment/Urban Design	
• Commercial/Industrial	
• Green infrastructure, design & sustainability	
• Public Health & Urban Form	
<b>Total</b>	<b>36</b>

Each jurisdiction or organization named shall annually notify MPAC of their nomination. MPAC may approve or reject any nomination. Revision of the membership of MTAC may occur consistent with MPAC bylaw amendment procedures. If any membership

category (member and alternate) is absent for three (3) consecutive MTAC meetings, the representatives shall lose their voting privilege. MTAC members who acquire non-voting status may regain their voting status after attending three (3) consecutive MTAC meetings. A quorum for MTAC meetings shall be a simple majority of voting MTAC members. MTAC shall provide MPAC with observations concerning technical, policy, legal and process issues along with implementation effects of proposed growth management issues, including differing opinions, with an emphasis on providing the broad range of views and likely positive and negative outcomes of alternative courses of action. MTAC may adopt its own bylaws provided they are consistent with MPAC bylaws and are approved by a majority vote of MTAC members.

- d. All meetings shall be conducted in accordance with ROBERT’S RULES OF ORDER, Newly Revised.
- e. MPAC may establish other rules of procedure as deemed necessary for the conduct of business.
- f. Unexcused absence from regularly scheduled meetings for three (3) consecutive months shall require the Chair to notify the appointing body with a request for remedial action.
- g. MPAC shall make its reports and findings, including minority reports, public and shall forward them to the Metro Council.
- h. MPAC may receive information and analysis on issues before it from a variety of sources.
- i. MPAC shall provide an opportunity for the public and the Metro Committee for Citizen Involvement (“Metro CCI”) to provide comment on relevant issues at each of its regularly scheduled meetings.
- j. MPAC shall provide a minimum of seven days notice to members of any regular or special meetings, and a minimum of three days notice for emergency meetings.
- k. MPAC shall abide by ORS Chapter 192, which provides for public records and meetings.

## **ARTICLE V OFFICERS AND DUTIES**

- a. A Chair, 1<sup>st</sup> Vice-Chair, and 2<sup>nd</sup> Vice-Chair shall be elected by a majority of the voting members for a one year term of office ending in January of each year. A vacancy in any of these offices shall be filled by a majority vote of MPAC, for the remainder of the unexpired term.
  - 1. Nominations may be received at the first meeting in January for Chair, First Vice Chair and Second Vice Chair.
  - 2. The First Vice Chair shall become Chair following the completion of the Chair’s term, unless a majority of MPAC elects a different member to serve as Chair.



3. The Second Vice Chair shall become the first Vice Chair following the completion of the first Vice-Chair's term, unless a majority of MPAC elects a different member to serve as first Vice-Chair.
  - i. The Second Vice Chair shall be a rotating position to keep balance for a) county/geographic representation; and/or b) city/county/special district representation after the previous year's first vice chair moves up to chair and the first vice chair is selected.
- b. The Chair shall set the agenda of and preside at all meetings, and shall be responsible for the expeditious conduct of MPAC's business. The Chair may establish or utilize a Coordinating Committee comprised of the three officers and the Metro Council responsible for long-term planning of MPAC business and agendas. Three members can cause a special meeting to be called with a minimum of seven days notice.
- c. In the absence of the Chair, the 1st Vice-Chair, and then the 2nd Vice-Chair shall assume the duties of the Chair.

#### **ARTICLE VI AMENDMENTS**

- a. These by-laws may be amended by a majority vote of the MPAC membership, except that Article III related to the MPAC membership may not be amended without the concurrence of the majority of the Metro Council.
- b. Written notice must be delivered to all members and alternates at least 30 days prior to any proposed action to amend the by-laws.



**METRO**

PEOPLE PLACES  
OPEN SPACES

# METRO CHARTER

Effective January 8, 2015

Filed by the Metro Charter Committee with the elections officer of the Portland area metropolitan service district, pursuant to ORS 268.730 approved by district voters at the November 7, 1992 general election; as amended by district voters at the November 7, 2000 general election; and amended by the district voters at the May 21, 2002 primary election; and amended by district voters at the November 4, 2014 general election.

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## PREAMBLE

We, the people of the Portland area metropolitan service district, in order to establish an elected, visible and accountable regional government that is responsive to the citizens of the region and works cooperatively with our local governments; that undertakes, as its most important service, planning and policy making to preserve and enhance the quality of life and the environment for ourselves and future generations; and that provides regional services needed and desired by the citizens in an efficient and effective manner, do ordain this charter for the Portland area metropolitan service district, to be known as Metro.

## CHAPTER I NAMES AND BOUNDARIES

Section 1. Title of Charter. The title of this charter is the 1992 Metro Charter.

Section 2. Name of Regional Government. The Portland area metropolitan service district, referred to in this charter as the “Metropolitan Service District,” continues under this charter as a metropolitan service district with the name “Metro.”

Section 3. Boundaries. The Metro Area of governance includes all territory within the boundaries of the Metropolitan Service District on the effective date of this charter and any territory later annexed or subjected to Metro governance under state law. This charter refers to that area as the “Metro Area.” Changes of Metro boundaries are not effective unless approved by ordinance. No change of Metro boundaries requires approval by a local government boundary commission or any other state agency unless required by law. The custodian of Metro records shall keep an accurate description of Metro boundaries and make it available for public inspection.

## CHAPTER II FUNCTIONS AND POWERS

Section 4. Jurisdiction of Metro. Metro has jurisdiction over matters of metropolitan concern. Matters of metropolitan concern include the powers granted to and duties imposed on Metro by current and future state law and those matters the Council by ordinance determines to be of metropolitan concern. The Council shall specify by ordinance the extent to which Metro exercises jurisdiction over matters of metropolitan concern.

Section 5. Regional Planning Functions.

(1) Future Vision.

(a) Adoption. The Council shall adopt a Future Vision for the region between January 15, 1995 and July 1, 1995. The Future Vision is a conceptual statement that indicates population levels and settlement patterns that the region can accommodate within the carrying capacity of the land, water and air resources of the region, and its educational and economic

resources, and that achieves a desired quality of life. The Future Vision is a long-term, visionary outlook for at least a 50-year period. As used in this section, “region” means the Metro Area and adjacent areas.

(b) Matters Addressed. The matters addressed by the Future Vision include but are not limited to: (1) use, restoration and preservation of regional land and natural resources for the benefit of present and future generations; (2) how and where to accommodate the population growth for the region while maintaining a desired quality of life for its residents; and (3) how to develop new communities and additions to the existing urban areas in well-planned ways.

(c) Development. The Council shall appoint a commission to develop and recommend a proposed Future Vision by a date the Council sets. The commission shall be broadly representative of both public and private sectors, including the academic community, in the region. At least one member must reside outside the Metro Area. The commission has authority to seek any necessary information and shall consider all relevant information and public comment in developing the proposed Future Vision. The commission serves without compensation.

(d) Review and Amendment. The Future Vision may be reviewed and amended as provided by ordinance. The Future Vision shall be completely reviewed and revised at least every fifteen years in the manner specified in subsection (1)(c) of this section.

(e) Effect. The Future Vision is not a regulatory document. It is the intent of this charter that the Future Vision have no effect that would allow court or agency review of it.

(2) Regional Framework Plan.

(a) Adoption. The Council shall adopt a regional framework plan by December 31, 1997 with the consultation and advice of the Metro Policy Advisory Committee (MPAC) created under Section 26 of this charter. The Council may adopt the regional framework plan in components.

(b) Matters Addressed. The regional framework plan shall address: (1) regional transportation and mass transit systems; (2) management and amendment of the urban growth boundary; (3) protection of lands outside the urban growth boundary for natural resource, future urban or other uses; (4) housing densities; (5) urban design and settlement patterns; (6) parks, open spaces and recreational facilities; (7) water sources and storage; (8) coordination, to the extent feasible, of Metro growth management and land use planning policies with those of Clark County, Washington; and (9) planning responsibilities mandated by state law. The regional framework plan shall also address other growth management and land use planning matters which the Council, with the consultation and advice of the MPAC, determines are of metropolitan concern and will benefit from regional planning. To encourage regional uniformity, the regional framework plan shall also contain model terminology, standards and procedures for local land use decision making that may be adopted by local

governments. As used in this section, “local” refers only to the cities and counties within the jurisdiction of Metro.

(c) Effect. The regional framework plan shall: (1) describe its relationship to the Future Vision; (2) comply with applicable statewide planning goals; (3) be subject to compliance acknowledgment by the Land Conservation and Development Commission or its successor; and (4) be the basis for coordination of local comprehensive plans and implementing regulations.

(d) Amendment. The Council may amend the regional framework plan after seeking the consultation and advice of the MPAC.

(e) Implementation. To the maximum extent allowed by law, the Council shall adopt ordinances: (1) requiring local comprehensive plans and implementing regulations to comply with the regional framework plan within three years after adoption of the entire regional framework plan. If the regional framework plan is subject to compliance acknowledgment, local plans and implementing regulations shall be required to comply with the regional framework plan within two years of compliance acknowledgment; (2) requiring the Council to adjudicate and determine the consistency of local comprehensive plans with the regional framework plan; (3) requiring each city and county within the jurisdiction of Metro to make local land use decisions consistent with the regional framework plan until its comprehensive plan has been determined to be consistent with the regional framework plan. The obligation to apply the regional framework plan to local land use decisions shall not begin until one year after adoption and compliance acknowledgment of the regional framework plan; and (4) allowing the Council to require changes in local land use standards and procedures if the Council determines changes are necessary to remedy a pattern or practice of decision making inconsistent with the regional framework plan.

(3) Priority and Funding of Regional Planning Activities. The regional planning functions under this section are the primary functions of Metro. The Council shall appropriate funds sufficient to assure timely completion of those functions.

(4) Protection of Livability of Existing Neighborhoods.

(a) Livability Protection. The Regional Framework Plan shall include measures to protect the livability of existing neighborhoods taking into consideration air pollution, water pollution, noise, and crime as well as provision of an adequate level of police, fire, transportation and emergency services, public utilities, and access to parks, open space and neighborhood services.

(b) Density Increase Prohibited. Neither the Regional Framework Plan nor any Metro ordinance adopted to implement the plan shall require an increase in the density of



single-family neighborhoods within the existing urban growth boundary identified in the plan solely as Inner or Outer Neighborhoods.<sup>1</sup>

(c) Report on Effects of Proposed Urban Growth Boundary Amendment.

Prior to approving any amendment or amendments of the urban growth boundary in excess of 100 acres the Council shall prepare a report on the effect of the proposed amendments on existing residential neighborhoods. Copies of the completed report shall be provided to all households located within one mile of the proposed urban growth boundary amendment area and to all cities and counties within the district. The report shall address:

- i. Traffic patterns and any resulting increase in traffic congestion, commute times and air quality.
- ii. Whether parks and open space protection in the area to be added will benefit existing residents of the district as well as future residents of the added territory.
- iii. The cost impacts on existing residents of providing needed public services and public infrastructure to the area to be added.

(d) Implementation. The Metro Council shall implement the requirements contained in Subsections a, b, and c within one year of adoption thereof.

Section 6. Other Assigned Functions. Metro is also authorized to exercise the following functions: (1) Acquisition, development, maintenance and operation of: (a) a metropolitan zoo, (b) public cultural, trade, convention, exhibition, sports, entertainment, and spectator facilities, (c) facilities for the disposal of solid and liquid wastes, and (d) a system of parks, open spaces and recreational facilities of metropolitan concern; (2) disposal of solid and liquid wastes; (3) metropolitan aspects of natural disaster planning and response coordination; (4) development and marketing of data; and (5) any other function required by state law or assigned to the Metropolitan Service District or Metro by the voters.

Section 7. Assumption of Additional Functions.

(1) Assumption Ordinance. The Council shall approve by ordinance the undertaking by Metro of any function not authorized by Sections 5 and 6 of this charter. The ordinance shall

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- <sup>1</sup> (a) Subsection 4(b) of Section 5 of the Metro Charter is repealed on June 30, 2031 unless at the general election held in 2030, a majority of the electors voting on the question of whether or not to retain Subsection 4(b) of Section 5 of the Metro Charter as part of the Metro Charter vote to retain the subsection. If the electors vote to retain the subsection, Subsection 4(b) of Section 5 of the Metro Charter of this measure shall remain in effect. If a majority of the electors do not vote to retain Subsection 4(b) of Section 5 of the Metro Charter, then that subsection is repealed on June 30, 2031.
- (b) By appropriate action of the Metro Council, the question described in subsection (a) of this section shall be submitted to the people for their decision at the general election held in 2030.
- (c) This section is repealed on January 1, 2032.

contain a finding that the function is of metropolitan concern and the reasons it is appropriate for Metro to undertake it.

(2) Assumption of Local Government Service Function.

(a) An ordinance authorizing provision or regulation by Metro of a local government service is not effective unless the ordinance is approved by the voters of Metro or a majority of the members of the MPAC. Voter approval may occur by approval of a referred measure (1) authorizing the function or (2) relating to finances and authorizing financing or identifying funds to be used for exercise of the function. As used in this section, "local government service" is a service provided to constituents by one or more cities, counties or special districts within the jurisdiction of Metro at the time a Metro ordinance on assumption of the service is first introduced.

(b) An ordinance submitted to the MPAC for approval is deemed approved unless disapproved within 60 days after submission.

(c) No approval under this subsection is required for the compensated provision of services by Metro to or on behalf of a local government under an agreement with that government.

(3) Assumption of Other Service Functions. The Council shall seek the advice of the MPAC before adopting an ordinance authorizing provision or regulation by Metro of a service, which is not a local government service.

(4) Assumption of Functions and Operations of Mass Transit District. Notwithstanding subsection (2) of this section, Metro may at any time assume the duties, functions, powers and operations of a mass transit district by ordinance. Before adoption of this ordinance the Council shall seek the advice of the Joint Policy Advisory Committee on Transportation or its successor. After assuming the functions and operations of a mass transit district, the Council shall establish a mass transit commission of not fewer than seven members and determine its duties in administering mass transit functions for Metro. The members of the governing body of the mass transit district at the time of its assumption by Metro are members of the initial Metro mass transit commission for the remainder of their respective terms of office.

(5) Boundary Commission Functions. The Council shall undertake and complete a study of the Portland Metropolitan Area Local Government Boundary Commission, with advice of the MPAC, by September 1, 1995. The Council shall implement the results of the study and shall seek any legislative action needed for implementation.

Section 8. Preservation of Authority to Contract. All Metro officers shall preserve, to the greatest extent possible, the ability of Metro to contract for all services with persons or entities who are not Metro employees.

Section 9. General Grant of Powers to Carry Out Functions; Construction of Specified Powers. When carrying out the functions authorized or assumed under this charter: (1) Metro has all powers that the laws of the United States and this state now or in the future could allow Metro just as if this charter specifically set out each of those powers; (2) the powers specified in this charter are not exclusive; (3) any specification of power in this charter is not intended to limit authority; and (4) the powers specified in this charter shall be construed liberally.

### CHAPTER III FINANCE

Section 10. General Authority. Except as prohibited by law or restricted by this charter, Metro may impose, levy and collect taxes and may issue revenue bonds, general and special obligation bonds, certificates of participation and other obligations. The authority provided under this section supplements any authority otherwise granted by law.

Section 11. Voter Approval of Certain Taxes. Any ordinance of the Council imposing broadly based taxes of general applicability on the personal income, business income, payroll, property, or sales of goods or services of all, or a number of classes of, persons or entities in the region requires approval of the voters of Metro before taking effect. This approval is not required (1) to continue property taxes imposed by the Metropolitan Service District, (2) for the rate or amount of any payroll tax imposed by a mass transit district as of June 1, 1992, if the functions of that district are assumed by Metro, or (3) for additional payroll tax revenues for mass transit imposed to replace revenues lost by withdrawal of any locality from the service area of the mass transit district after June 1, 1992. For purposes of Sections 11, 13 and 14 of this charter, "taxes" do not include any user charge, service fee, franchise fee, charge for the issuance of any franchise, license, permit or approval, or any benefit assessment against property.

Section 12. Voter Approval of General Obligation Bonds. Issuance of general obligation bonds payable from ad valorem property taxes requires the approval of the voters of Metro.

Section 13. Prior Consultation for Tax Imposition. Before imposing any new tax for which voter approval is not required, the Council shall establish and seek the advice of a tax study committee that includes members appointed from the general population, and from among businesses and the governments of cities, counties, special districts and school districts, of the Metro Area.

Section 14. Limitations on Expenditures of Certain Tax Revenues.

(1) Generally. Except as provided in this section, for the first fiscal year after this charter takes effect Metro may make no more than \$12,500,000 in expenditures on a cash basis from taxes imposed and received by Metro and interest and other earnings on those taxes. This expenditure limitation increases in each subsequent fiscal year by a percentage equal to (a) the rate of increase in the Consumer Price Index, All Items, for Portland-Vancouver (All Urban Consumers) as determined by the appropriate federal agency or (b) the most nearly equivalent

index as determined by the Council if the index described in (a) is discontinued.

(2) Exclusions From Limitation. This section does not apply to (a) taxes approved by the voters of Metro or the Metropolitan Service District and interest and other earnings on those taxes, (b) payroll taxes specified in Section 11 of this charter, and (c) tax increment financing charges on property.

Section 15. Limitations on Amount of User Charges. Except to the extent receipts in excess of costs from food and beverage sales, parking and other concessions are dedicated to reducing charges for the provision of goods or services to which the concession directly relates, charges for the provision of goods or services by Metro may not exceed the costs of providing the goods or services. These costs include, but are not limited to, costs of personal services, materials, capital outlay, debt service, operating expenses, overhead expenses, and capital and operational reserves attributable to the good or service.

#### CHAPTER IV FORM OF GOVERNMENT

##### Section 16. Metro Council.

(1) Creation and Powers. The Metro Council is created as the governing body of Metro. Except as this charter provides otherwise, and except for initiative and referendum powers reserved to the voters of Metro, all Metro powers are vested in the Council.

(2) Composition. Beginning January 6, 2003, the Council consists of seven (7) councilors, one of whom shall be elected at large and designated President of the Council and six (6) each nominated and elected from a single district within the Metro Area. Until that date the Council consists of the seven (7) members of the Metro Council whose terms begin or continue in January 2001 and whose districts continue until replaced.

(3) Initial Terms of Office. The terms of office of the four Councilors receiving the highest number of votes among the seven Councilors elected in 1994 end January 4, 1999. The terms of office of the other three Councilors end January 6, 1997. Thereafter the term of office of Councilor is four years.

##### (4) Presiding Officer, Council President.

(a) Presiding Officer. At its first meeting each year before 2003, the Council shall elect a presiding officer from its Councilors.

(b) Council President. The Council President presides over the Council. The Council President sets the Council agenda subject to general rules established by a Council adopted ordinance. Except as provided otherwise by the Metro Charter, the Council President appoints all members of the committees, commissions and boards created by the rules of the Council and ordinances of Metro.

(5) Annual Organizing Resolution. At the first Council meeting each January the Council shall adopt an annual organizing resolution naming a deputy and establishing such committees as the Council deems necessary for the orderly conduct of Council business.

(6) Council Meetings. The Council shall meet regularly in the Metro Area at times and places it designates. The Council shall prescribe by ordinance the rules to govern conduct of its meetings. Except as this charter provides otherwise, the agreement of a majority of Councilors present and constituting a quorum is necessary to decide affirmatively a question before the Council.

(7) Quorum. A majority of Councilors in office is a quorum for Council business, but fewer Councilors may compel absent Councilors to attend.

(8) Record of Proceedings. The Council shall keep and authenticate a record of Council proceedings.

#### Section 17. Metro Auditor.

(1) Creation. The office of Metro Auditor is created. The Auditor is elected from the Metro Area at large for a term of four years. The Auditor serves full time and may not be employed by any other person or entity while serving as Auditor.

(2) First Election; Disqualification for Other Metro Elected Offices. The Auditor is first elected in the first statewide primary or general election after adoption of this charter for a term beginning January 2, 1995. During the term for which elected, and for four years thereafter, the Auditor is ineligible to hold the office of Metro Councilor.

(3) Duties. The Auditor shall: (a) make continuous investigations of the operations of Metro including financial and performance auditing and review of financial transactions, personnel, equipment, facilities, and all other aspects of those operations, and (b) make reports to the Metro Council of the results of any investigation with any recommendations for remedial action. Except as provided in this section, the Auditor may not be given responsibility to perform any executive function.

Section 18. Term of Office. The term of office of an officer elected at a primary or general election begins the first Monday of the year following election and continues until a successor assumes the office.

CHAPTER V  
OFFICERS, COMMISSIONS AND EMPLOYEES

Section 19. Qualifications of Elected Officers.

(1) Councilor. A Councilor shall be a qualified elector under the constitution of this state when his or her term of office begins and shall have resided during the preceding 12 months in the district from which elected or appointed. When the boundaries of that district have been apportioned or reapportioned during that period, residency in that district for purposes of this subsection includes residency in any former district with area in the district from which the Councilor is elected or appointed if residency is established in the apportioned or reapportioned district within 60 days after the apportionment or reapportionment is effective.

(2) Council President and Auditor. The Council President and Auditor shall each be a qualified elector under the constitution of this state when his or her term of office begins and shall have resided during the preceding 12 months within the boundaries of Metro as they exist when the term of office begins. At the time of election or appointment, the Auditor shall also hold the designation of certified public accountant or certified internal auditor.

(3) Multiple Elected Offices. A Metro elected officer may not be an elected officer of the state, or a city, county or special district during his or her term of office. As used in this charter, special district does not include school districts.

(4) Judging Elections and Qualifications. The Council is the judge of the election and qualification of its members.

Section 20. Compensation of Elected Officers.

(1) Council. Prior to 2003, the salary of the presiding officer is two-thirds the salary of a circuit court judge of this state and the salary of every other Councilor is one-third the salary of a circuit court judge of this state. Beginning January 6, 2003, the salary of the Council President shall be that of a circuit court judge of this state and the salary of every other Councilor is one-third the salary of a circuit court judge. A Councilor may waive a salary.

(2) Auditor. The salary of the Auditor is eighty percent of the salary of a circuit court judge of this state.

(3) Full Compensation. Elected officers' compensation, as established by this charter, shall be the elected officers' full and exclusive compensation for their duties as Metro officers or for any duties or responsibilities resulting from their position. This section does not preclude elected officers from receiving ordinary employee fringe benefits or being reimbursed for any actual and reasonable expenses incurred by an elected officer in the course of performing official duties.

Section 21. Oath. Before assuming office a Metro elected officer shall take an oath or affirm that he or she will faithfully perform the duties of the office and support the constitutions and laws of the United States and this state and the charter and laws of Metro.

Section 22. Vacancies in Office.

(1) Councilor. The office of Councilor becomes vacant upon the incumbent's: (a) death, (b) adjudicated incompetency, (c) recall from office, (d) failure following election or appointment to qualify for the office within 10 days after the time for his or her term of office to begin, (e) absence from all meetings of the Council within a 60 day period without the Council's consent, (f) ceasing to reside in the district from which elected or appointed, except when district boundaries are reapportioned and a Councilor is assigned to a district where the Councilor does not reside and the Councilor becomes a resident of the reapportioned district within 60 days after the reapportionment is effective, (g) ceasing to be a qualified elector under state law, (h) conviction of a felony or conviction of a federal or state offense punishable by loss of liberty and pertaining to his or her office, (i) resignation from office, or (j) becoming an elected officer of the state or a city, county or special district.

(2) Council President and Auditor. The offices of Council President or Auditor become vacant in the circumstances described in subsection (1)(a)-(d) and (g)-(j) of this section, or if the Council President or Auditor ceases to reside in the Metro Area. The office of Auditor also becomes vacant if the incumbent ceases to hold the designation of certified public accountant or certified internal auditor.

(3) Vacancy After Reapportionment. If a Councilor vacancy occurs after the Councilor has been assigned to a reapportioned district under Section 31 of this charter, the vacancy is in the district to which that Councilor was assigned.

(4) Determination of Vacancy. The Council is the final judge of the existence of a vacancy.

Section 23. Filling Vacancies. A majority of Councilors holding office shall fill a vacancy by appointment within 90 days after it occurs. The term of office of the appointee runs from the time he or she qualifies for the office after appointment until a successor is duly elected and qualifies for the office. If the vacancy occurs more than 20 days before the first general election after the beginning of the term for that office, the term of office of the appointee runs only until the first Council meeting in the year immediately after that election. A person shall be elected for the remainder of the term at the first primary or general election after the beginning of the term.

Section 24. Limitations of Terms of Office. No person may be elected Councilor for more than three consecutive full terms, not including any term or terms as Council President. No person may be elected Council President for more than two consecutive full terms. Any term served as Executive Officer shall be considered as a term served as Council President. The limitations of this section apply only to terms of office beginning on or after January 2, 1995.

Section 25. Appointive Offices and Commissions.

(1) Chief Operating Officer. The Council shall provide by ordinance for the creation of the office of the Chief Operating Officer. The Chief Operating Officer's duties and responsibilities will be more specifically established by ordinance. The Council President appoints the Chief Operating Officer subject to confirmation by the Council. The Chief Operating Officer serves at the pleasure of the Council and is subject to removal by the Council President with the concurrence of the Council.

(2) Metro Attorney. The Council shall provide by ordinance for the creation of the office of Metro Attorney. The Council President appoints the Metro Attorney subject to the confirmation by the Council. The Metro Attorney serves at the pleasure of the Council and is subject to removal by the Council President with the concurrence of the Council.

(3) Other Offices. The Council may provide by ordinance for the creation of other offices not subordinate to the Chief Operating Officer. The duties and responsibilities of these offices will be more specifically established by ordinance. The Council President appoints all other officers subject to confirmation by the Council. All other officers serve at the pleasure of the Council and are subject to removal by the Council President with the concurrence of the Council.

(4) Commissions. The Council may by ordinance create Commissions with duties and responsibilities as specified by the Council. The Council President appoints all Commissioners subject to confirmation by the Council. Commissioners serve at the pleasure of the Council and are subject to removal by the Council President with the concurrence of the Council.

Section 26. Metro Policy Advisory Committee.

(1) Creation and Composition. The Metro Policy Advisory Committee (MPAC) is created. The initial members of the MPAC are:

(a) One member of each of the governing bodies of Washington, Clackamas and Multnomah Counties appointed by the body from which the member is chosen;

(b) Two members of the governing body of the City of Portland appointed by that governing body;

(c) One member of the governing body of the second largest city in population in Multnomah County appointed by that governing body;

(d) One member of the governing body of the largest city in population in Washington County appointed by that governing body;

(e) One member of the governing body of the largest city in population in Clackamas County appointed by that governing body;



(f) One member of a governing body of a city with territory in the Metro Area in Multnomah County other than either the City of Portland or the second largest city in population in Multnomah County, appointed jointly by the governing bodies of cities with territory in the Metro Area in Multnomah County other than the City of Portland or the second largest city in population in Multnomah County;

(g) One member of a governing body of a city with territory in the Metro Area in Washington County other than the city in Washington County with the largest population, appointed jointly by the governing bodies of cities with territory in the Metro Area in Washington County other than the city in Washington County with the largest population;

(h) One member of a governing body of a city with territory in the Metro Area in Clackamas County other than the city in Clackamas County with the largest population, appointed jointly by the governing bodies of cities with territory in the Metro Area in Clackamas County other than the city in Clackamas County with the largest population;

(i) One member from the governing body of a special district with territory in the Metro Area in Multnomah County appointed jointly by the governing bodies of special districts with territory in the Metro Area in Multnomah County;

(j) One member from the governing body of a special district with territory in the Metro Area in Washington County appointed jointly by the governing bodies of special districts with territory in the Metro Area in Washington County;

(k) One member from the governing body of a special district with territory in the Metro Area in Clackamas County appointed jointly by the governing bodies of special districts with territory in the Metro Area in Clackamas County;

(l) One member of the governing body of Tri-County Metropolitan Transportation District of Oregon appointed by the governing body of that district; and

(m) Three persons appointed by the Council President and confirmed by the Council. No person appointed under this part of subsection (1) may be an elected officer of or employed by Metro, the state, or a city, county or special district. Each person appointed under this part of subsection (1) shall reside in the Metro Area during the person's tenure on the MPAC.

(2) Change of Composition. A vote of both a majority of the MPAC members and a majority of all Councilors may change the composition of the MPAC at any time.

(3) Duties. The MPAC shall perform the duties assigned to it by this charter and any other duties the Council prescribes.

(4) Bylaws. The MPAC shall adopt bylaws governing the conduct and record of its meetings and the terms of its members.

Section 27. Metro Office of Citizen Involvement.

(1) Creation and Purpose. The Metro Office of Citizen Involvement is created to develop and maintain programs and procedures to aid communication between citizens and the Council.

(2) Citizens' Committee in Office of Citizen Involvement. The Council shall establish by ordinance (a) a citizens' committee in the office of citizen involvement and (b) a citizen involvement process. The Council shall appropriate sufficient funds to operate the office and committee.

CHAPTER VI  
ELECTIONS AND REAPPORTIONMENT

Section 28. State Law. Except as this charter or a Metro ordinance provides otherwise, a Metro election shall conform to state law applicable to the election.

Section 29. Elections of Metro Officers.

(1) Generally. Except for certain elections to fill a vacancy in office, the first vote for Councilor, Council President or Auditor occurs at an election held at the same time and places in the Metro Area as the statewide primary election that year. If one candidate for a Metro office receives a majority of the votes cast at the primary election for all candidates for that office, that candidate is elected. If no candidate receives a majority of the votes cast at the primary election, the candidates receiving the two largest numbers of votes cast for the office are the only names to appear on the general election ballot that year as candidates for that office. The candidate who receives the largest number of votes cast at the general election for that office is elected.

(2) Nonpartisan offices. All elections of Metro officers are nonpartisan. Election ballots shall list the names of candidates for Metro offices without political party designations.

Section 30. Multiple Candidacies. No person may be a candidate at a single election for more than one Metro elected office.

Section 31. Reapportionment of Council Districts After Census.

(1) General Requirements. Within three months after an official census indicates that the boundaries of Council districts deny equal protection of the law, the Council shall change the boundaries to accord equal protection of the law and shall assign Councilors to the reapportioned districts. As nearly as practicable, all Council districts shall be of equal population and each shall be contiguous and geographically compact. The Council may by ordinance specify additional criteria for districts that are consistent with this section.

(2) Failure to Reapportion. If the Council fails to establish Council district boundaries as provided by this section, the Council President shall establish the boundaries

within 60 days.

(3) Redistricting After Year 2000 Census. Within three (3) months after completion of the year 2000 Census, the Council shall establish six (6) Council districts in a manner that accords equal protection of the law. The three (3) Councilors serving terms that expire in January 2005, shall each be assigned to one of the six (6) districts and their terms shall continue. Council members will be elected to serve four (4) year terms for the other three (3) districts in the regularly scheduled elections to be held in 2002. For the purpose of Section 33 of this charter, the seven (7) councilors in office in January 2001 shall be deemed to be serving in the districts from which they were elected until January 2003.

#### Section 32. Recall.

(1) Generally. An elected officer of Metro may be recalled in the manner and with the effect described by the constitution and laws of this state.

(2) Effect of Reapportionment. Upon the effective date of a Council reapportionment under Section 32 of this charter, a Councilor is subject to recall by the voters of the district to which the Councilor is assigned and not by the voters of the district of that Councilor existing before the reapportionment.

Section 33. Initiative and Referendum. The voters of Metro reserve to themselves the powers of initiative and referendum. The Council may provide for the exercise of those powers in a manner consistent with law.

Section 34. Amendment and Revision of Charter. The Council may refer, and voters of Metro may initiate, amendments to this charter. A proposed charter amendment may embrace only one subject and matters properly connected with it. The Council shall provide by ordinance for a procedure to revise this charter.

### CHAPTER VII ORDINANCES

Section 35. Ordaining Clause. The ordaining clause of an ordinance adopted by the Council is: "The Metro Council ordains as follows: ." The ordaining clause of an initiated or referred ordinance is: "The People of Metro ordain as follows: ."

#### Section 36. Adoption by Council.

(1) General Requirements. The Council shall adopt all legislation of Metro by ordinance. Except as this charter otherwise provides, the Council may not adopt any ordinance at a meeting unless: (a) the ordinance is introduced at a previous meeting of the Council, (b) the title of the ordinance is included in a written agenda of the meeting at which the ordinance is adopted, (c) the agenda of that meeting is publicized not less than three business days nor more than ten days before the meeting, and (d) copies of the ordinance are available for public inspection at least three business days before that meeting. The text of an ordinance may be

amended, but not substantially revised, at the meeting at which it is adopted.

(2) Immediate Adoption. The provisions of this section do not apply to an ordinance adopted by unanimous consent of the Council and containing findings on the need for immediate adoption.

(3) Vote Required. Adoption of an ordinance requires the affirmative votes of (a) seven Councilors while the Council consists of 13 positions, (b) four Councilors after the Council consists of seven positions as provided by Section 16(2) of this charter.

Section 37. Endorsement. The person presiding over the Council when an ordinance is adopted shall endorse the ordinance unless the Council prescribes a different procedure by general ordinance.

Section 38. Effective Date of Ordinances.

(1) Generally. An ordinance takes effect 90 days after its adoption unless the ordinance states a different effective date. An ordinance may state an earlier effective date if (a) an earlier date is necessary for the health, safety or welfare of the Metro Area; (b) the reasons why this is so are stated in an emergency clause of the ordinance; and (c) the ordinance is approved by the affirmative vote of two-thirds of all Councilors. An ordinance imposing or changing a tax or charge, changing the boundaries of Metro, or assuming a function may not contain an emergency clause.

(2) Referred Ordinances. If the Council refers an ordinance to the voters of Metro, the ordinance effective date is the 30th day after its approval by a majority of the voters voting on the measure unless the ordinance specifies a later date. If a referendum petition is filed with the filing officer not later than the 90th day after adoption of an ordinance, the ordinance effective date is suspended. An ordinance is not subject to the referendum after it is effective. An ordinance referred by a referendum petition (a) does not take effect if a majority of the voters voting on the measure reject it and (b) takes effect, unless the ordinance specifies a later date, on the date the results of the election are certified if a majority of the voters voting on the measure approve it.

Section 39. Content of Ordinances. Each ordinance may embrace only one subject and all matters properly connected with it. The Council shall plainly word each ordinance and avoid technical terms as far as practicable.

Section 40. Public Improvements and Special Assessments. General ordinances govern the procedures for making, altering, vacating or abandoning a public improvement and for fixing, levying and collecting special assessments against real property for public improvements or services. State law governs these procedures to the extent not governed by general ordinances.

## CHAPTER VIII MISCELLANEOUS PROVISIONS

Section 41. Transition Provisions. All legislation, orders, rules and regulations of the Metropolitan Service District in force when this charter takes effect remain in force after that time to the extent consistent with this charter and until amended or repealed by the Council. All rights, claims, causes of action, duties, contracts, and legal and administrative proceedings of the Metropolitan Service District that exist when this charter takes effect continue and are unimpaired by the charter. Each is in the charge of the officer or agency designated by this charter or by its authority to have charge of it. The unexpired terms of elected officers of the Metropolitan Service District continue as provided by this charter. Upon the effective date of this charter, the assets and liabilities of the Metropolitan Service District are the assets and liabilities of Metro.

Section 42. Effective Date. This charter takes effect January 1, 1993.

Section 43. Severability. The terms of this charter are severable. If a part of this charter is held invalid, that invalidity does not affect any other part of this charter unless required by the logical relation between the parts.

Section 44. State Legislation. By adopting this charter the voters of Metro direct the Council to seek, and request the Legislative Assembly of this state to enact, any legislation needed to make all parts of this charter operative.

Section 45. Further Transition Provisions. The amendments to Sections 16 (4)(b), 16 (5), 18, 20, 23, 26, 27, 28, 32 (2) and 39 adopted by the electors of Metro at the November 2000 election take effect on January 6, 2003.

**Former Section 17 Metro Executive Officer** [Repealed effective January 6, 2003]

**Former Section 21 (2) Compensation of Elected Officers-Executive Officer** [Repealed effective January 6, 2003]

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#### 2.19.040 Advisory Committee Purpose and Authority

The purpose and authority of each Advisory Committee shall be limited to matters specified in the action creating the committee and other matters specifically authorized by action of the Metro Council or other provisions of applicable law.

(Ordinance No. 00-860A, Sec. 1.)

#### 2.19.050 Advisory Committee Bylaws

Each Advisory Committee may adopt bylaws governing the Advisory Committee's functions and procedures. Bylaws may not govern the membership or authority of any Advisory Committee. Unless specifically authorized by the Council for any specific Advisory Committee, Advisory Committees shall function as committees of the whole and may not appoint sub-committees or otherwise create any advisory body that constitutes a public body pursuant to Oregon Public Meeting law. However, sub-committees of limited duration may be created as provided in Section 2.19.070(d).

(Ordinance No. 00-860A, Sec. 1. Amended by Ordinance No. 02-955A, Sec. 1.)

#### 2.19.060 Task Forces

Task Forces are all Advisory Committees created by Metro Council action that have not been specifically provided for in a provision of the Metro Code. All Task Forces are of limited duration and the existence of any Task Force shall terminate one (1) year after its creation, unless specifically renewed and re-authorized by Metro Council action. However, in no circumstance, may a Task Force may be continued for more than three (3) years unless authorized by a duly adopted ordinance, which shall be codified.

(Ordinance No. 00-860A, Sec. 1.)

#### 2.19.070 Status of All Advisory Committees

(a) MPAC, JPACT, and PERC are Advisory Committees that have permanent and continuing existence. They shall report directly to the Council and the Council President. MPAC and PERC were created by the Metro Charter. JPACT was created pursuant to federal law and Executive Order of the Governor of Oregon. The Metro Council shall provide for these committees in the annual budget. The Chief Operating Officer shall provide

reasonable staff support for these three (3) committees from any legally available and budgeted resources.

(b) All other Advisory Committees authorized by this chapter or other provisions of Metro Code shall continue in active status only so long as the Metro Council specifically provides budgeted resources to support the committee's functions. All committees shall operate on a fiscal year basis, July 1 to June 30. In any fiscal year that Metro Council fails to authorize budgeted resources for any committee, that committee shall be in inactive status and shall not meet.

(c) Task Forces may be created by Metro Council adopted resolutions, but shall be of limited duration and shall not meet unless the Metro Council has identified specific resources for support within the fiscal year budget at the time the Task Force is created and for any subsequent fiscal year. No Task Force may be re-authorized or continued without the Metro Council identifying resources necessary to support its function. The purpose of the Task Force shall be clearly defined in the authorizing resolution.

(d) Subcommittees may be created by specific action of Advisory Committees provided that the authorization for any subcommittee may not extend beyond the end of any fiscal year. Any Advisory Committee authorizing or re-authorizing any subcommittee shall identify how the subcommittee will function within the limitation of the budget resources provided to the committee.

(e) This chapter does not apply to the Smith and Bybee Lakes Management Committee, the Portland Center for Performing Arts Advisory Committee or any other Advisory Committee created or authorized by an agreement between Metro and another government.

(Ordinance No. 00-860A, Sec. 1. Amended by Ordinance No. 02-955A, Sec. 1; and Ordinance No. 12-1275A, Sec. 4.)

#### 2.19.080 Metro Policy Advisory Committee (MPAC)

(a) Purpose. The purpose of MPAC is to advise the Metro Council and perform the duties assigned to it by the Metro Charter and to perform other duties that the Metro Council shall prescribe.

(b) Membership. The members of MPAC include:

(1) Voting Members:

Multnomah County Commission	1
Second Largest City in Multnomah County	1
Other Cities in Multnomah County	1
Special Districts in Multnomah County	1
Citizen of Multnomah County	1
City of Portland	2
Clackamas County Commission	1
Largest City in Clackamas County	1
Second Largest City in Clackamas County	1
Other Cities in Clackamas County	1
Special Districts in Clackamas County	1
Citizen of Clackamas County	1
Washington County Commission	1
Largest City in Washington County	1
Second Largest City in Washington County	1
Other Cities in Washington County	1
Special Districts in Washington County	1
Citizen of Washington County	1
Tri-Met	1
Governing body of a school district	1
TOTAL	21

(2) Non-voting Members:

Oregon Dept. of Land Conservation and Development	1
Clark County	1
City of Vancouver	1
Port of Portland	1
City in Clackamas County outside UGB	1
City in Washington County outside UGB	1
TOTAL	6

(c) MPAC may provide in its bylaws for the creation of a Technical Advisory Committee, which may make recommendations to MPAC.

(d) A vote of both a majority of the MPAC members and a majority of all councilors may change the composition of MPAC at any time. The Council action shall be in the form of an ordinance and shall amend this code section. The MPAC bylaws shall govern the terms of its members.



# MPAC Worksheet

**Agenda Item Title:** 2017 Metro Legislative Agenda Update

**Presenter:** Andy Shaw, Regional Affairs Manager, Metro

**Contact for this worksheet/presentation:** Andy Shaw, Regional Affairs Manager, Metro

## **Purpose/Objective**

The purpose of this update is to discuss with MPAC members the development of the Metro Council's legislative principles and priorities for the 2017 legislative session. While formal principles and priorities have yet to be adopted (anticipated adoption is later this month), staff seeks to update MPAC members on agency priorities for the coming session.

## **Action Requested/Outcome**

No action requested.

## **What has changed since MPAC last considered this issue/item?**

While Metro's legislative principles have not substantially changed since last session, during the November 1<sup>st</sup>, 2016 Council work session, the Metro Council requested the addition of principles addressing racial equity, species conservation and disaster preparedness.

## **What packet material do you plan to include?**

Metro Council 2017 Legislative Principles – DRAFT [attached]

## METRO COUNCIL 2017 LEGISLATIVE PRINCIPLES<sup>1</sup>

### LOCAL AUTHORITY

1. **Pre-emption:** With respect to issues related to solid waste management, land use, transportation planning 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.

### EQUITY

3. **Racial Diversity, Equity and Inclusion:** Metro envisions a region and state where a person's race or zip code does not predict their future prospects and where all residents can enjoy economic opportunity and quality of life. Metro therefore supports legislation that acknowledges and addresses past discrimination and current disparities and that will help to achieve racial equity, advance diversity and promote inclusion in programs, services, and policies in our region and statewide.

### LAND USE AND URBAN GROWTH MANAGEMENT:

4. **Local Authority:** The Legislature should take no actions that reduce or compromise Metro's land use and urban growth management authority.
5. **Oregon's Land Use System:** Oregon's land use planning system provides an important foundation for the prosperity, sustainability and livability of our region; this system reflects the values of Oregonians and enjoys strong public support.<sup>2</sup> The Legislature should exercise restraint and care when considering changes to Oregon's land use system.
6. **Successful Communities:** Metro supports legislation that facilitates the achievement of the six desired outcomes for successful communities that have been agreed upon by the region: 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.<sup>3</sup>
7. **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.
8. **Efficiency:** Land within the urban growth boundary should be used efficiently before the boundary is expanded.<sup>4</sup>
9. **Need:** The UGB should not be expanded in the absence of demonstrated need.<sup>5</sup>

10. **Affordable Housing:** Metro supports efforts to ensure that housing choices are available to people of all incomes in every community in our region, and to reduce the number of households that must spend more than 50 percent of their income on housing plus transportation.<sup>6</sup>
11. **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.<sup>7</sup>
12. **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.
13. **Rules/Statutes:** Administrative rules should not be adopted into statute.
14. **Non-Regulatory Tools:** State efforts at regulatory streamlining should include funding to support development of non-regulatory tools for achieving desired land use outcomes.<sup>8</sup>
15. **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:**

16. **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:**

17. **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.
18. **Transportation Funding:** Providing adequate funding for all transportation modes that move passengers and freight supports economic prosperity, community livability, public health and environmental quality. For these reasons, Metro supports an increase in overall transportation funding, investments in a balanced multimodal transportation system that addresses the needs of all users, and flexibility in the system to provide for local solutions to transportation problems.

#### **PARKS AND NATURAL AREAS:**

19. **Parks and Natural Areas:** Our region has invested heavily in protecting water quality and wildlife habitat and providing residents with access to nature and outdoor activity. Parks and natural areas are regional assets that support public health, environmental quality, strong property values and economic prosperity. For these reasons, 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:**

- 20. Climate Change:** Metro supports efforts to combat and adapt to climate change and to meet the state's goals for reducing greenhouse gas emissions.
- 21. Species Conservation:** Metro supports efforts to protect and restore wildlife habitat, to recover threatened and endangered species, and to create a better future for wildlife, both in Oregon and globally.
- 22. Conservation Education:** Metro supports efforts to provide stable and reliable funding to conservation education.

**ECONOMIC PROSPERITY:**

- 23. 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.
- 24. Metro Venues:** Because the Oregon Convention Center, Expo Center, Portland's 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:**

- 25. 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.
- 26. Disaster Preparedness:** Metro supports legislative efforts to improve community disaster preparedness and resilience, with the goal of enabling the Portland region to provide for the immediate needs of its residents after a catastrophic event and facilitating the region's short- and long-term recovery.

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<sup>1</sup> Unless otherwise noted, endnotes refer to applicable policy statements in Metro's Regional Framework Plan (RFP).

<sup>2</sup> See <http://oregonvaluesproject.org/findings/top-findings/> (specifically item 5, Natural Resource Protections for Future Generations)

<sup>3</sup> RFP Chapter 1 (Land Use).

<sup>4</sup> RFP Policy 1.1 (Compact Urban Form).

<sup>5</sup> RFP Policy 1.9 (Urban Growth Boundary).

<sup>6</sup> RFP Policy 1.3 (Housing Choices and Opportunities).

<sup>7</sup> RFP Policy 1.3.13 (Housing Choices and Opportunities); Transportation Goal 1 (Foster Vibrant Communities and Efficient Urban Form).

<sup>8</sup> RFP 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.

Autonomous Vehicles (AVs)  
Let's Get Past Denial This Year—It's Important

R A Fontes - [rfontes@a.com](mailto:rfontes@a.com)

Right Behind Death & Taxes—Four Expected AV Developments:

1. **AVs are coming.**
  - a. Ford plans to mass-produce fleet-based shared AVs, or SAVs (think self-driving taxis), in 2021.
  - b. In September, USDOT a 15-point set of guidelines for AV development.
  - c. In Europe, the public has started to take AV demo rides without onboard backup drivers in regular traffic.
2. **Many public transit users will switch to SAVs.**
  - a. Compared with transit, we can expect SAV trips—**without any dedicated public subsidies**—to be:
    - i. Often cheaper, especially when short, when two or more travel together, or outside peak commutes,
    - ii. Safer, primarily by eliminating walking or biking to/from transit and waiting time at transit stops,
    - iii. Generally faster, especially outside the peak commute, and
    - iv. Always more convenient with door-to-door 24/7 on-demand service.
  - b. *"For small and medium-sized cities it is conceivable that a shared fleet of self-driving vehicles could completely obviate the need for traditional public transport."* Urban Mobility System Upgrade, International Transport Forum, OECD, 2015
3. **Driven by safety concerns, surviving transit operators will automate their fleets, upending cost structures.**
  - a. Driver costs are a much higher percentage of bus operating costs than of rail vehicle costs. Therefore, buses will become cheaper to operate relative to rail vehicles after both are automated.
  - b. Even disregarding capital expenses, local rail services still cost more now than comparable bus services:
    - i. Hybrid rail (WES) is extravagant and would need an extraordinary jump in ridership plus an unacceptably high premium fare to stop being a disproportionate burden.
    - ii. Streetcar has a capacity slightly less than that of a 60' bus but costs half again as much to run.
    - iii. Light rail (MAX) could be cost-effective now compared with BRT but lacks adequate ridership:
      1. GORY line (Green, Orange, Red, & Yellow) ridership would need to almost double.
      2. The Blue line might be cost-effective but ridership is reduced by Red and Green line rider poaching and burdened by GORY repositioning runs to and from the yards.
    - iv. All rail systems are burdened by high fixed costs, limiting savings from potential service reductions.
  - c. MAX, with its two-car limit, will lose any realistic chance for cost-effectiveness. Revamping MAX for three or more cars might make sense but requires huge ridership increases and billions in reconstruction costs.
4. **Parking demand will drop.**
  - a. Multiple studies suggest that each SAV could replace about 10 cars.
  - b. Providing for orderly vehicle loading and unloading in congested areas could be a major challenge.

Once AVs are safer than human operated vehicles:

1. **Policies which delay, restrict, prohibit, or tax their use will limit mobility and kill people.**
2. **Policies which delay, restrict, prohibit, or tax SAVs will increase VMT, limit mobility, and kill people.**
  - a. We can expect an increase in induced demand once people who don't drive have access to AVs. Luckily, SAV fleet operators will have a self-interest in promoting carpooling and a built-in database facilitating it.
  - b. AVs will create "operational" demand for empty trips between missions, minimized by using fleets of SAVs but exacerbated by sharing within households or businesses where vehicles could be many miles away.
  - c. Existing transit may not survive the transition.

Bottom line: Shortsighted public policy regarding AVs would result in a transportation disaster. In full recognition of our lack of knowledge and experience, we must bring AVs into the discussion.

*"The significance of new technologies to transportation is so important that the single most critical need is for public transit stakeholders to engage in exploring the opportunities and implications that are now occurring and may materialize in the future."* Implications to Public Transportation of Emerging Technologies, Steven E. Polzin, National Center for Transit Research, 2016



From the US Census Bureau, American Community Survey, 5-year estimate (2011-2015)

Commuting to work—Number of individuals who:

County	Drove Alone		Carpooled		Used Transit		Total
Clackamas	140,506	86.5%	16,605	10.2%	5,235	3.2%	162,346
Multnomah	232,710	74.3%	37,253	11.9%	43,272	13.8%	313,235
Washington	199,224	81.5%	28,241	11.6%	16,978	6.9%	244,443
<b>Tri-County Totals</b>	<b>572,440</b>	<b>79.5%</b>	<b>82,099</b>	<b>11.4%</b>	<b>65,485</b>	<b>9.1%</b>	<b>720,024</b>
Clark	155,330	87.2%	18,097	10.2%	4,737	2.7%	178,164

Two takeaways from the table:

1. Despite the billions of tax dollars poured into transit over the last half century, carpooling attracts more commuters.
2. By successfully attracting just 6% of commuters who currently drive alone, SAVs and rider matching software could allow all transit commuters to use three-person carpools and actually reduce VMT.



## Metro | Memo

Date: January 1, 2017  
To: Metro Council, MPAC  
From: Martha Bennett, Chief Operating Officer  
Subject: 2016 annual report on amendments to the Employment and Industrial Areas Map

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### **Background**

Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan seeks to improve the region's economy by protecting a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Those areas are depicted on the Employment and Industrial Areas Map.

Title 4 sets forth several avenues for amending the map, either through a Metro Council ordinance or through an executive order, depending on the circumstances. Title 4 requires that, by January 31 of each year, Metro's Chief Operating Officer submit a written report to the Council and MPAC on the cumulative effects on employment land in the region of amendments to the Employment and Industrial Areas Map during the preceding year. This memo constitutes the report for 2016.

### **Title 4 map amendments in 2016**

There were no amendments made to the Title 4 Map in 2016 either by the Council or through executive order.

### **Chief Operating Officer recommendations**

I do not, at this time, recommend changes to Title 4 policies.





Please  
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Metro



Hillsboro  
Parks & Recreation

Orengo Woods Nature Park

**GRAND OPENING**

Saturday | February 4 | Noon – 2 pm

NW 225th and Birch, Hillsboro

Refreshments and Geocaching

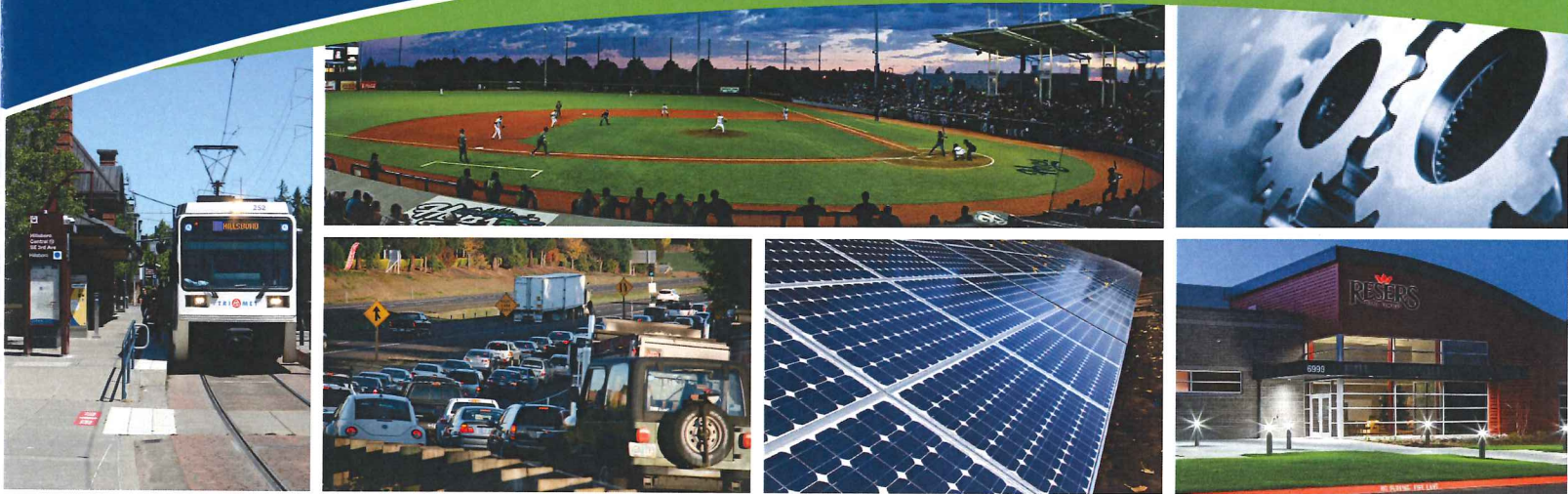


DRAFT

## METRO COUNCIL LEGISLATIVE PRIORITIES 2017 Legislative Session

- **Urban growth management:** Ensure that the Legislature establishes the policy framework and process for local land use decisions and supports the authority of local governments, including Metro, to make specific decisions on local land use matters. Seek flexibility in state statute for the Metro Council to consider mid-cycle UGB adjustments for housing, upon the request of a city.
- **Transportation funding and policy:** Support enactment of a comprehensive transportation funding and policy package to improve economic competitiveness, community livability, and environmental quality by addressing the needs of all modes of passenger and freight transportation
- **Brownfield cleanup and redevelopment:** Support creation of policy and funding tools to facilitate brownfield redevelopment, including (a) local authority to provide property tax incentives and (b) establishment of a state brownfield cleanup tax credit.
- **Affordable housing:** Strengthen tenant protections and remove barriers for local governments to address the housing affordability crisis. Support state investments that increase access to and supply of affordable housing units. Increase the range of financial tools available to the metropolitan region by removing statutory restrictions on Metro's authority to levy construction excise taxes.
- **Air Quality:** Support proposals to reduce greenhouse gases and air pollution by establishing emissions requirements and incentives to reduce diesel particulate emissions, increasing the use of clean diesel engines, and reducing diesel engine idling.
- **Industrial site readiness:** Support allocation of funds to implement 2013 legislation which created 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. Support statutory changes to make 2013 legislation clearer and easier to implement.
- **Household hazardous waste:** Support legislation establishing a program based on producer responsibility and product stewardship principles to manage household hazardous waste.
- **Recreational Immunity:** Support legislation to restore recreational immunity in order to continue to promote public access to land for recreational use and enjoyment.
- **Condor Funding:** Support state funding to hire an ODFW condor coordinator and lead ammunition outreach position.
- **Disaster preparedness:** Support legislation aimed at improving preparedness for a major seismic event.





# 2017 State Legislative Agenda

## Hillsboro City Council

Steve Callaway, Mayor

Darell Lumaco, Council President

Kyle Allen, Councilor

Anthony Martin, Councilor

Fred Nachtigal, Councilor

Rick Van Beveren, Councilor

Vacant, Councilor

## City Appointed Management

Michael Brown, City Manager

Chad Jacobs, City Attorney

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**Andy Smith, Government Relations Manager, City of Hillsboro**

503.681.6481; [andy.smith@hillsboro-oregon.gov](mailto:andy.smith@hillsboro-oregon.gov)

**Inga Deckert and Michael Van Dyke, Contract Lobbyists**

503.310.4706; [inga@deckertjillions.com](mailto:inga@deckertjillions.com)

503.313.5898; [michael@deckertjillions.com](mailto:michael@deckertjillions.com)



## LEGISLATIVE PRINCIPLES

### Protect & Support Local Control

Local governments must retain the right to control their resources, manage their affairs, and create, fund, and implement policies and programs based on the needs and priorities of their community. The Legislature should encourage local officials and citizens to solve local problems and provide them with the resources to do so successfully. To that end, legislation should promote local flexibility and maximize tools and resources available to communities while resisting pressures to preempt local authority or interfere in local decision-making.

### Promote Intergovernmental Partnership

A well-functioning intergovernmental system creates opportunities for all levels of government to serve citizens more effectively. The City of Hillsboro views the state and local governments as partners in providing high quality, reliable, and cost effective services to our shared constituents. The City will collaborate and coordinate with local governments and the state to foster economic vitality, create jobs, and support livability for diverse communities.

### Preserve State Shared Revenue Agreements and Oppose Unfunded Mandates

Shared revenues received from the state are allocated into Hillsboro's General Fund and are an important source of funding for essential city services. The City supports preserving promised state shared revenue payments from liquor, tobacco, gain share, and emergency communication taxes. The City opposes unfunded mandates, and any new policies that mandate city actions should be accompanied by funding to meet costs created by the mandate.

### Support Long-Term, Sustainable Solutions

The City of Hillsboro is an innovative, forward-thinking, full-service city that takes pride in having an open, entrepreneurial and cooperative approach toward serving residents, businesses and community partners. The City supports a bold legislative vision that produces long-term solutions for the provision of public services and equitable and stable funding for those services without shifting the service burden or revenues from one government service provider to another.

## LEGISLATIVE PRIORITIES

### 1. TRANSPORTATION FUNDING PACKAGE

- Support legislative efforts to assemble and pass a robust, statewide, multi-modal transportation funding package. Advocate for a package sufficient to address regional bottleneck congestion (I-5 Rose Quarter, Highway 217, and I-205). Addressing these bottlenecks will ease congestion and promote freight mobility that will benefit both the metro region and the state at large.
- Advocate funding for priority projects as identified by the Hillsboro City Council:

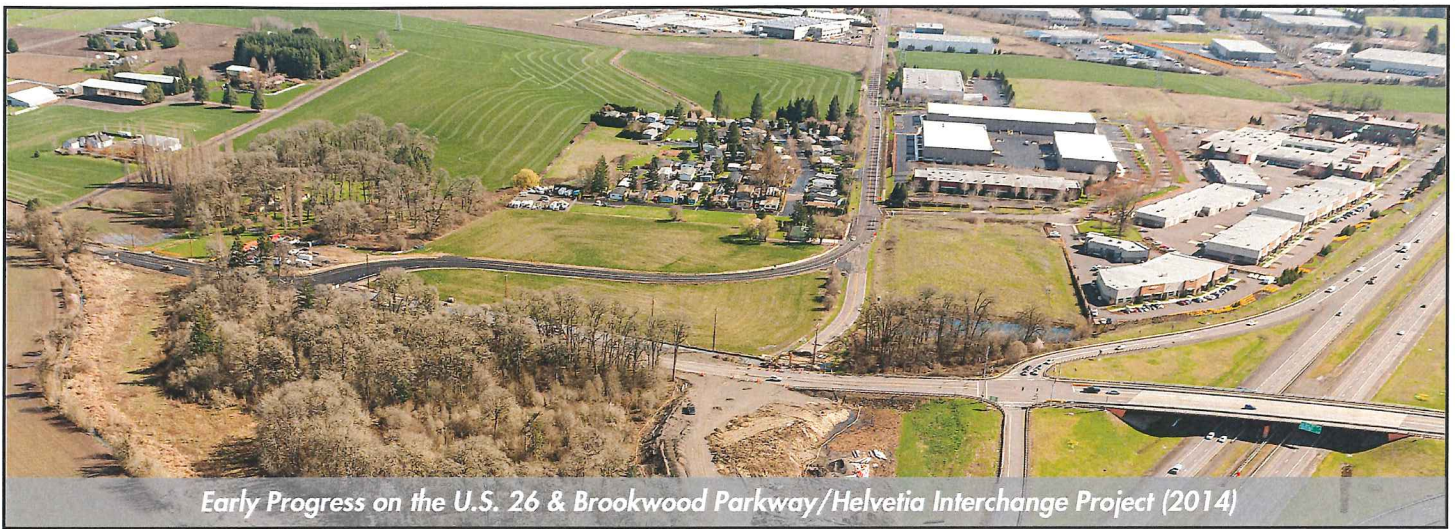
#### ***Safety and Capacity Improvements to Tualatin Valley (TV) Highway***

This project will promote safe access to transit through various construction and technology improvements while optimizing the mobility and capacity of TV Highway as a 5-lane multi-modal arterial

#### ***Highway 26 / Century Boulevard Overcrossing***

Construction of a 5-lane overcrossing will provide critical north-south capacity serving industrial area traffic, regional freight, bicycle and transit connectivity and commuter accessibility without increasing volume on Highway 26





*Early Progress on the U.S. 26 & Brookwood Parkway/Helvetia Interchange Project (2014)*

### ***Safety Improvements to Cornelius Pass Road Between Highway 26 and Highway 30***

Improve safety on this important commuter and hazardous materials freight route by straightening curves, adding guardrail and edge protection, intersection safety improvements, and other upgrades to achieve a 45-mph operational capacity

### ***Highway 26 Capacity Improvements Between Cornelius Pass Road and Brookwood Parkway***

This request is for project development and preliminary design work to identify future needs to optimize mobility for freight and commuter traffic through this highway segment that provides critical connectivity to Hillsboro's employment centers in the Silicon Forest

### ***Highway 217 Improvements***

Address freight and commuter congestion by implementing interchange improvements including split diamonds, collector-distributor roads and a highway mainline third northbound/southbound travel lane that can be converted to future general purpose lanes. Support improvements as part of a regional multi-modal package including freeway bottlenecks and high-capacity transit.

## **2. RIGHTS OF WAY AUTHORITY**

Oppose legislation that preempts local authority to manage public rights-of-way. The City of Hillsboro is responsible for managing public rights of way in an efficient, effective and equitable manner in perpetuity. The City considers public rights of way to be a community asset that requires contribution from all users, public or private, to maintain its long-term viability.

## **3. LAND USE AND DEVELOPMENT**

Support legislation that provides flexibility for Metro to respond to mid-cycle city requests for urban growth boundary (UGB) expansions into urban reserves for needed residential development. The City of Hillsboro is growing rapidly, both economically and by population. A faster, more nimble process for responding to mid-cycle city requests for additional land will support the City's ability to accommodate growth and strike a balance between available housing and jobs.



*Majestic Brookwood Business Park*

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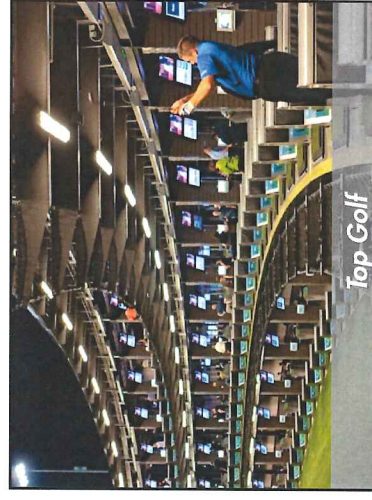
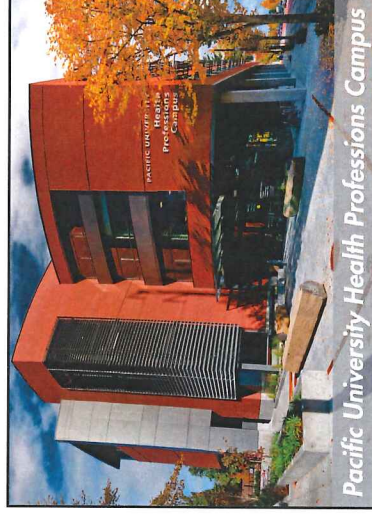


#### **4. RECREATIONAL IMMUNITY**

In light of a recent Oregon Supreme Court Case, support legislation that restores immunity to public and private landowners who make their land available without charge for recreational uses by the public. The City of Hillsboro supports restoring civil liability protection to landowners so they continue to allow Oregonians to access their land for recreational use and enjoyment.

#### **5. ECONOMIC DEVELOPMENT**

Support legislation that creates and supports state and local tools and resources that foster economic vitality and resilience. Oppose legislation that weakens or eliminates important economic development tools like urban renewal and enterprise zones. The City of Hillsboro enjoys a vibrant economic base that is created and sustained in part by successfully employing these critical economic development tools.



#### **6. HOUSING AND HOMELESSNESS**

Support increased funding for the Emergency Housing Account (EHA) and the State Homeless Assistance Program (SHAP). The City of Hillsboro supports programs like EHA/SHAP that provide emergency assistance to individuals and families to prevent homelessness, and provide safe shelter space to those experiencing homelessness or escaping violence.





## January hotsheet

### ***Parks and nature***

*Metro's parks and natural areas preserve more than 17,000 acres of our region for recreational enjoyment and environmental protection. Supported through voter-approved bond measures and a property tax levy, Metro's parks and natural areas attract hundreds of thousands of visitors from around our region.*

**Nature in Neighborhoods capital grants:** Nine community nature projects throughout greater Portland collectively received more than \$1.8 million in Nature in Neighborhoods capital grants in December. The money will help pay for stormwater retrofits at Mt. Hood Community College, habitat restoration along Fanno and Rock creeks, and urban nature projects in Southeast Portland and Cornelius – and more. The Metro Council awarded the final round of capital grants Dec. 13 using money from the 2006 natural areas bond measure. Through eight previous rounds of capital grants, \$14.2 million was awarded to 47 nature projects to help with land acquisition, restoration, urban transformation and neighborhood livability improvements. A celebration for all previous capital grants recipients is expected to be held in 2017. Contact: Mary Rose Navarro, 503-797-1781

**Chehalem Ridge:** Planning continues for the future nature park at Chehalem Ridge, a 1,200-acre site in Washington County about 15 minutes south of Forest Grove and Cornelius. A draft concept plan for the site will be shared with community members at two events Jan. 5 and 12 – rescheduled due to winter storms in December. At the two events, staff members will share a draft proposal for trails, parking, park uses and other improvements. Community members will be asked to provide input that will help shape the final proposed plan for the park. The Metro Council is expected to decide on a plan for Chehalem Ridge Nature Park during summer 2017. Contact: Karen Vitkay, 503-797-1874.

**Troutdale to Gresham trail master plan:** Two neighborhood workshops in early 2017 will help shape the alignment of a future six-mile trail to connect Troutdale and Gresham. A Jan. 19 workshop at Gordon Russell Middle School will take a closer look at alignment options in Gresham. A similar Troutdale neighborhood workshop will be scheduled for February. The workshops will help the project team identify a final recommended alignment, which is expected to be shared at a community open house in the spring. The Troutdale to Gresham trail master plan is the latest step to fulfill a longtime vision and goal of east county residents to connect neighborhoods, parks, schools and businesses and to close a key gap in the 40-Mile Loop of regional trails. The plan does not include any funding to build the trail, and construction would be years in the future. Contact: Robert Spurlock, 503-813-7560

**Parks and Nature interim director:** Don Robertson started as Parks and Nature interim director Jan. 3. Robertson retired in 2014 as director of the Ashland Parks and Recreation Department. He previously worked for the City of Gresham, the North Clackamas Parks & Recreation District, the City of Milwaukie, and the Tualatin Hills Park & Recreation District. Metro COO Martha Bennett will soon launch a nationwide search to find a long-term director. Robertson will serve through the recruitment process, which is expected to finish in the spring. Previous director Kathleen Brennan-Hunter left in November to take a job as director of conservation for The Nature Conservancy in Oregon. Contact: Laura Oppenheimer Odom, 503-797-1879

### ***Land use and transportation***

*Working together, our region can reduce traffic, improve our economy and maintain what make this region a great place. Metro works with 24 cities and 3 counties to protect local values and preserve our region's farms and forests.*

**Regional Flexible Funds:** On Jan. 19, JPACT will make a recommendation for allocating \$33 million in federal transportation dollars to improve walking, biking and moving freight. The Metro Council will hold a public hearing and take action on the recommendation on Feb. 2. Contact: Cliff Higgins, 503-797-1932.

The **Southwest Corridor Plan** is beginning a federal environmental review of a proposed light rail line and related transportation projects between Portland and Bridgeport Village. The project will convene a new community advisory committee in January to help advise the project staff and steering committee as the review proceeds. A draft Environmental Impact Statement is expected for public comment in December 2017. Contact: Eryn Kehe, 503-797-1881.

**Powell-Division Transit and Development Project:** TriMet is assuming major project design and outreach activities for the Portland-to-Gresham rapid bus project now formally known as **Division Transit Project**. In December, the project's locally preferred alternative was adopted by the Portland and Gresham city councils, Multnomah County Commission and TriMet Board of Directors. The Metro Council will consider formally adopting the locally preferred alternative into the Regional Transportation Plan this spring. Contact: Noelle Dobson, 503-797-1745.

**McLoughlin Corridor brownfields project:** In partnership with Clackamas County and Oregon City, Metro kicks off engagement for a brownfield assessment project in the McLoughlin Boulevard corridor in January. The project will conduct full site assessments for up to 20 sites in the corridor, provide technical assistance to property owners and work with community members to understand cleanup and redevelopment opportunities for brownfields. The project is funded by a 3-year EPA grant. Contact: Brian Harper, 503-797-1833

Metro's **Regional Snapshots** program releases its sixth installment on Jan. 31, featuring data and stories about greater Portland's economy, with a special focus on brownfield cleanup and redevelopment. Contact: Craig Beebe, 503-797-1584.



## ***Waste reduction and management***

*Metro manages the Portland region's garbage, recycling and compost systems, and encourages residents and businesses to make the most of what they don't want.*

**Community enhancement grants:** In December, Metro awarded approximately \$260,000 across 11 projects near the Metro Central Transfer Station in Northwest Portland, which funds the grants through a surcharge on waste delivered there. Funded projects will improve economic opportunities and neighborhood livability, preserve recreational areas, and support underserved communities such as youth and elders. A committee, chaired by Metro Councilor Sam Chase and comprised of residents, businesses and conservation groups from the target area, promotes, evaluates and selects projects. Contact: Molly Chidsey, 503-797-1690

Metro is accepting applications through Jan. 31 for **GLEAN**, a juried recycled art program that seeks to inspire people to think about what they throw away. Up to five artists are awarded a stipend and scavenging privileges at Metro Central Transfer Station. A public showing and sale of their artwork will take place in August. The program is a public/private/nonprofit partnership between Metro, Recology and crackedpots. Contact: Karen Blauer, 503-797-1506.

As part of a larger project to research ways to improve **recycling in apartment complexes**, Metro is conducting discussion groups around greater Portland. Input from these discussion groups will help Metro understand ways to improve recycling in multi-family housing. Centro Cultural, the Rosewood Initiative, Trash for Peace and the Immigrant and Refugee Community Organization are assisting with the discussion groups. Contact: Sara Kirby, 503-797-1640.

## ***Visitor venues***

*Metro's visitor venues – the Oregon Zoo, the Oregon Convention Center, the Expo Center and Portland's 5 Centers for the Arts – support the livability of our region and promote economic development and tourism.*

The **Portland sign** at the Arlene Schnitzer Concert Hall is scheduled to be refurbished in early 2017. A project to restore the sign was put out to bid in late December. The sign will get a fresh coat of paint, brighter neon letters and a new corrosion-resistant UV coating. The work should be finished by the end summer 2017. Contact: Tom Sessa, 503-274-6557.