

- Talking points for Freight overview:
- Our transportation system is varied and complex, and the ability to move freight is one of its critical roles;
- And just the freight-related parts of our system are also varied and dynamic themselves – not just one type;
- It's important for all of us to remember that we are a heavily freight-dependent economy here in the Portland region – much more so than other metropolitan areas;
- The practical effect of this is that if our ability to move goods through is compromised by traffic congestion or other inefficiencies, then we pay a heavy economic price;
- At Metro, we recognize that our regional economic health and quality of life does depend heavily on a good transportation system – and moving freight is a big part of that, so we have convened a freight task force to help guide our policy-making in this area and to make recommendations to the update of the Regional Transportation Plan, which is the region's transportation blueprint for the next 20 years (it's updated every 5 years).

2035 Regional Transportation Plan Update What is Different

- **Start with *values*** (desired outcomes), not *projects*
- **Abide by fiscal constraints, but continue to aspire to build a great region**
- **Focus on performance and quality of life impacts – land use, economy and environment**
- **More attention to equity**
- **More attention to operations, maintenance, and preservation costs**
- **More attention to non-transportation actions to help solve transportation problems**



Fiscal prioritization and constraint is important. The public expects that of us. But our available money for maintenance and new construction has flat-lined. Gas tax revenues aren't even keeping up with maintenance needs.

But at the same time, we cannot take our eyes off of the future and what new things we'll have to build in order to meet our transportation needs – that's why we have to be very creative with how we approach this challenge – finding new non-transportation actions that help solve transportation problems:

- Locating new housing near existing transportation facilities;
- Efficient use of land in existing urban areas;
- Bringing daily amenities closer together so people don't have to travel as much or as far.



2035 Regional Transportation Plan Update

Goals: System Design and Management



- **Economic Competitiveness and Prosperity**
- **Great Communities**
- **Transportation Choices**
- **Reliable People and Goods Movement**
- **Safety and Security**
- **Human Health and the Environment**

Can integrate point the I-84/US 26 corridor here:

- This RTP approach looks at accommodating travel needs on an overall corridor basis
- This is pertinent to the I-84/US 26 corridor because it is likely (due to anticipated demand) that we will need more than one effective connection for autos and trucks
- I-84/US 26 corridor is one of several priority corridors (from 2006 council resolution)
- One of important considerations (in addition to multi-modal need as demonstrated by congestion, gap between transit service and demand, importance to freight, and support of key land uses) is jurisdictional interest.
- These priorities will be revisited as part of RTP and the next corridor study will start in early 2008.

2035 Regional Transportation Plan Update
Results of public opinion research:
Balance

- When asked to describe in their own words, what they would most like to see happen in our transportation system in the next 10 years:

43% of respondents mention something about alternative transportation.

27% mention improvements to roads and highways.



• **Balance Message:**

System balance is important because it provides people the opportunity to choose safe, less expensive, reliable and more sustainable ways to get around. Have good system balance is also important because it relieves the burden off of any one mode - most notably highways and major roads and keeps business commerce moving quickly and reliably.

2035 Regional Transportation Plan Update
**Results of public opinion research:
Fiscal Priorities**

A wide majority favor maintaining existing roads before spending additional money on new ones:

- 72% agree that, "before we spend any money on building new roads and highways, our existing ones must be adequately maintained."
- 21% agree that, "our population is growing so fast that we must build new roads and highways, even if that means we can't adequately maintain our existing ones".



· There is consensus agreement throughout the Metro area in all three counties that roads must be maintained adequately before spending money on new ones.

Fiscal Priority Message:

Clearly, the public wants government to pursue maintenance first before building new.\\ Being responsible stewards of public money is very important in terms of rebuilding lost trust between government and the public.\\ Government transportation planning needs to be connected to the public's desires and willingness to pay - we risk losing the public's support if we stray too far from this.

2035 Regional Transportation Plan Update
**Results of public opinion research:
Transportation as Community
Building Block**

- 60% of respondents are making decisions on where to work and send kids to school based on commute time.
- 80% of respondents agreed that houses should be build first where we already have roads ad services, to minimize costs to the rest of the community



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· **Transportation as Community Building Block Message:**

The public clearly wants to see transportation policy reflect and implement the region's long-range vision of having vibrant centers and corridors - they also see it as a financially healthy policy and responsible use of money.

2035 Regional Transportation Plan Update

Results of public opinion research: Transportation as Community Building Block

- 63% of the respondents would "accept putting less money into roads and highways and more money into other forms of transportation that encourage community developments with housing employment and stores in close proximity."



· **Transportation as Community Building Block Message:**

The public clearly wants to see transportation policy reflect and implement the region's long-range vision of having vibrant centers and corridors - they also see it as a financially healthy policy and responsible use of money.

2035 Regional Transportation Plan Update

Results of public opinion research:

**Transportation system should be safe,
environmentally sound and our economy
depends on it**

- 87% of the respondents understand that a good transportation system is important for a strong economy.
- 66% of respondents cited "increasing safety" as a very important consideration when planning new transportation projects.
- When combining respondents' suggestions about how to improve air quality, more than four-in-ten residents offered a solution that pertains to fuel, emissions and reduced traffic.



**· Transportation system should be safe, environmentally sound
and our economy depends on it message:**

The public has a very sophisticated understanding of the impacts of operating our transportation system - namely the inter-dependence of jobs and the environment - and the new RTP will reflect these values in its policies.

2035 Regional Transportation Plan Update Timeline and Process

Feb.-June '06	• Phase 1: Scoping
June-March. '07	• Phase 2: Research and Policy Development
March-Sept. '07	• Phase 3: System Development and Analysis
Sept.-Nov. '07	• Phase 4: Adoption Process
Dec. '07-Feb. '08	• Phase 5: Air Quality Analysis and State/Federal Consultation



From now until the end of the year we are in a research and policy development phase - we're researching how well the current system is performing, the growing fiscal constraints facing the region and identifying the outcomes.

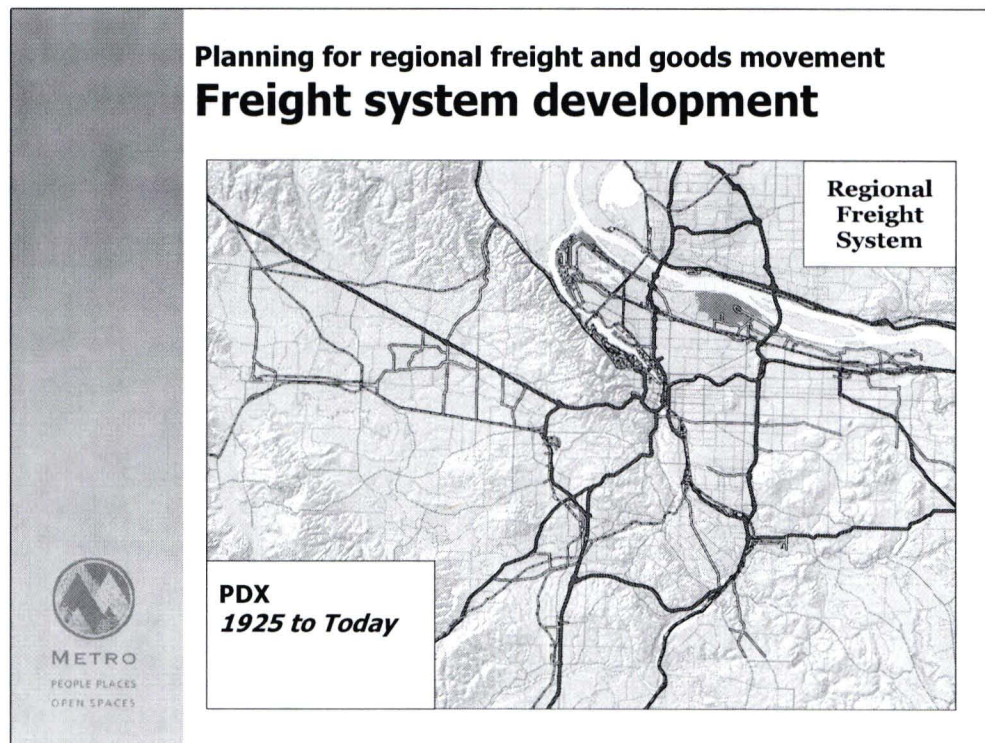
This is the first of 5 stakeholder workshops that will be held during the next month and discussions that will occur at Metro's advisory committees. A scientific public opinion survey will build on these discussions in November.

The input provided during these activities will be considered in combination with the results of the RTP research and policy evaluation to re-organize the current RTP and its associated policies to create an updated plan that is affordable, realistic and better reflects public priorities.

The process will lead to an updated RTP Chapter 1 that includes a smaller, more focused set of *goals* (specific desired outcomes) for the region's transportation system that are organized under the 2040 Fundamentals umbrella by early 2007.

With JPACT, MPAC and Council approval in February 2007, the updated goals and objectives will then be used to guide the RTP project solicitation, prioritization and evaluation process from February to June 2007.

The update is expected to be completed by Nov. 2007 to allow time to demonstrate the plan meets federal requirements before the current plan expires in March 2008.



(Series of maps layering the freight system in by time period of development)

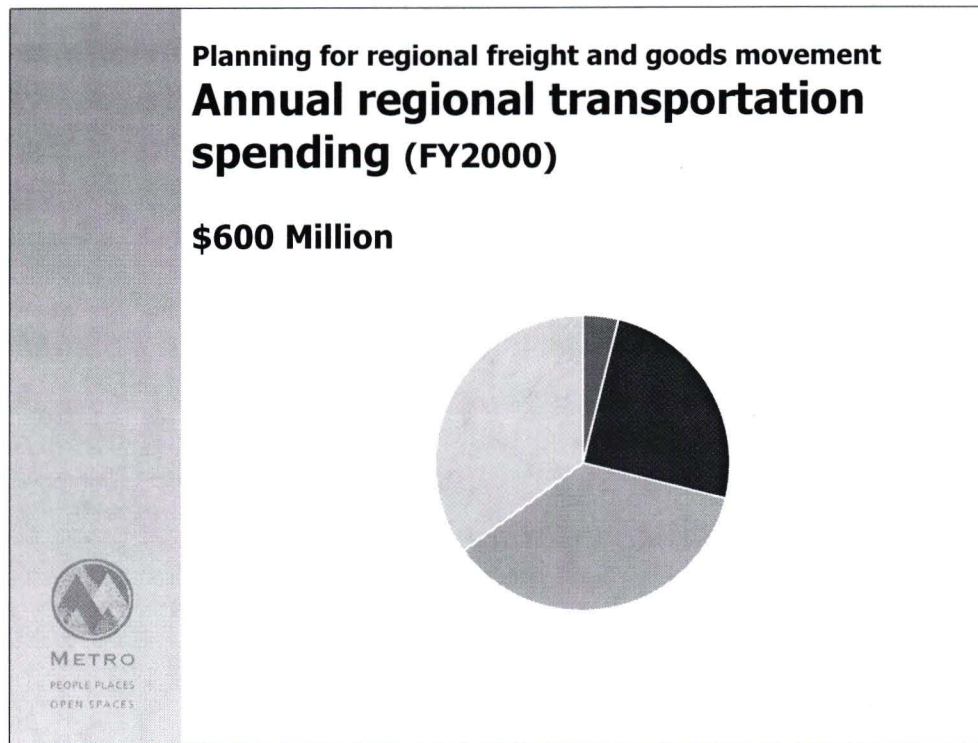
Map 1 – working harbor – Portland’s founders filed the first settlement claims along the Willamette River in 1844 because of its deep-water moorage for sailing ships. Since that time, the working harbor has shifted downriver.

Map 2 – Railroads - Construction and operation of various portage rail-like tramways started in 1851. Today region served by two class 1 railroads with national service.

Map 3 – Arterials and Highways – Rise of automobile aged in 1920’s ushered in new focus on planning a road network.

Map 4 – PDX – first airport location on Swan Island opened in 1925. PDX moved to its current location in the 1950’s as a super airport.

Looking ahead – information age – rise in technology giving rise to changes in transportation – system management, increased global trade



- This chart represents about \$600 million a year in transportation investment (several different pots of money: state, federal, Tri-Met, local, etc);
- What you don't see in this chart, however, is the relative Return-On-investment that each piece of the pie delivers. But that would takes hours to sort through;
- The point here is that a healthy transportation system needs to be balanced and inter-dependent – we can't just have all our eggs in one basket;
- Having such a system not only works better for all needs, but it's also more resilient, able to adjust to changing circumstances, and reliable for business travel and quality of life needs;
- Like the previous slide showing all the different types of freight-related systems that work in concert, so must the overall transportation system;
- Think of it as a personal investment portfolio – it needs to be balanced for the long-term and provide steady growth and stability – you get this through balance and good planning;
- To-date, we've done a good job in this region building this balance, but we need to keep planning for the future to maintain this strength;

Planning for regional freight and goods movement

Project overview

- Outcomes-based approach to guide development of strategies and priorities for the movement of freight/goods.
- Respond to issues and impacts associated with freight and goods movement.
- Solutions will address all freight modes (truck, rail, marine, air, and pipeline) & include both infrastructure and non-infrastructure solutions.



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- Again, movement of freight is central to having a solid, balanced transportation portfolio;
- We're working with the freight community to learn from them what are the desired outcomes that they want and need (reliability, safety, predictability, efficiency, etc);
- Then work back from there to see what strategies we can do to deliver those outcomes;
- In some cases there will be infrastructure investments, but in other cases, there may be non-infrastructure solutions that get us to the same outcome, but with less money and less controversy.

Planning for regional freight and goods movement Stakeholder participation

Collaboration is key to success...

- Regional Freight Technical Advisory Committee
- Regional Freight & Goods Movement Task Force
- Outreach coordination with 2035 RTP Update and New Look at Regional Choices



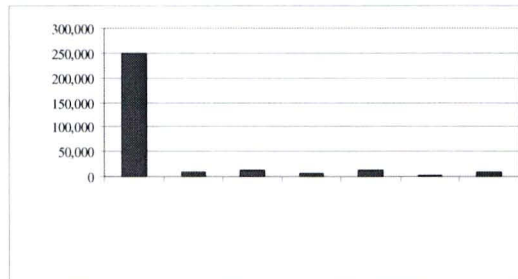
- As I stated earlier, we need to maintain balance in not only our overall transportation system, but also in the specific freight-oriented sectors of it as well;
- We get balance from collaboration with all the stakeholders;
- We get collaboration from stakeholders by all of them recognizing that we need balance in the system;
- This will be our approach at Metro – collaboration on a regional level and with respect to the different modes of transportation, funding and planning for them, and working with the different parties and their respective interests;
- One of the guiding principles upon which Metro was established was that it makes no sense for neighboring but separate jurisdictions to compete with, or plan separately from, each other with regard to transportation. That's a formula for gridlock;
- The same principle is driving this effort – we're not here to through everyone together and have them fight over limited dollars to fund just their own projects. Rather, we should all work together to find things that work for all of our desired outcomes;
- It's been our experience that we'll all be very pleasantly surprised to find that this path will uncover many productive and efficient ways of getting to where we want to be.

Planning for regional freight and goods movement

Key findings

- Growing volumes of freight, mostly moved by truck
- Existing and predicted capacity constraints for landside modes (truck, rail, pipeline)
- Freight moves regional economy – market drives
- Needs outpace financial resources for transportation improvements

Change in Freight Tonnage by Mode (2000 – 2035)



- Metro and the Port recently commissioned a study to show future trends in trade and our capacity to handle it;
- Not surprisingly – everything is going “up” especially truck traffic;
- Other key findings:
 - Doubling of trade volume expected, but annual growth forecast is 2% - slower than national average;
 - 5.5 million more tons of marine cargo than previous forecast – Columbia River Channel will carry this, but will require bringing more waterfront land into productivity;
 - More rail will be needed, as well as inter-modal service;
 - Distribution centers will be needed;
 - Air cargo key to moving high value commodities – need reliable road connections to PDX.
- So this means that there is not a one-size-fits-all way to handle this – it will be a multiple-pronged, balanced approach;

Planning for regional freight and goods movement

Key issues

- System congestion
- Efficient network connectivity
- Community impacts
- System management
- Land use



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- As I said, building a system that is balanced, resilient, and flexible will be the key to success;
- So we have to attack the challenge of a good freight system from a lot of different angles – and we'll have to be creative;
- These are the starting points;
- Remember, the money is limited and we already have a lot of very good infrastructure on the ground;
- So we need to maintain what we've got, make sure the different parts are connected efficiently and safely, and be smart about where we invest our money so that we get our desired return-on-investment.
- Let me also say, that seeing this kinds of numbers and trends can be a scary thing for a lot of people – it's OK, we run into a lot of that at Metro when we discuss the need to manage growth in our region. We hear a lot of people say that they don't like it and therefore that we shouldn't do anything to encourage growth;
- Well, that's not realistic. Growth happens. And it's going to happen to us whether we plan for it or not.
- So I think we should look at this as useful information to inform of us what is happening and take collaborative action now to make sure that our region is prepared to handle it in a way that is good for our economy and good for our quality of life.

Planning for regional freight and goods movement

Key outcome themes

- **Modal choice – passenger and freight**
- **System reliability**
- **Accessibility – to jobs, school, shopping etc.**
- **Safety**
- **System connectivity – passenger and freight**
- **Land use – transportation connection**
- **Funding**
- **Education**
- **Partnership/coordination**



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These are the key themes identified by the Freight and Goods Movement task force, mirroring key issues we have identified to be addressed in the RTP update.

Planning for regional freight and goods movement
Project schedule

Phase 1 – Discovery **Jun '06 – Jan '07**
Identifying and assessing freight system conditions

Phase 2 – Solutions **Feb '07 – June '07**
Creating an action strategy for freight: policies, projects, programs

Phase 3 – Adoption **Jun '07 – Nov '07**
Finalizing plan recommendations & integration with 2035 RTP Update



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(Run through schedule quickly)

We are in the process of identifying and assessing freight system conditions – we looking at address needs this spring.

Plan recommendations by fall 2006.

Insert corridor study into here

Councilor Rod Park

District 1

503-797-1547

Parkr@metro.dst.or.us



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RTP
10-things we know
Freight
Corridor

Transportation Presentation to the East Metro Region



Presenter – Councilor Rod Park
Fairview City Hall
February 8, 2007

Items to Cover

- Regional Transportation Plan (RTP)
- Public Opinion Research
- Regional Freight Task Force
- Corridor Studies



2035 Regional Transportation Plan Update Timeline and Process

- | | |
|--------------------------|--|
| Feb.-June '06 | • Phase 1: Scoping |
| June '06-Mar. '07 | • Phase 2: Research and Policy Development |
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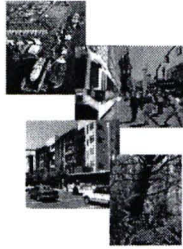
2035 Regional Transportation Plan Update What is Different than prior updates?

- Start with Citizens' *values* (their desired outcomes).
- Recognize there is a Budget: Four Billion in revenue. Projects though total Ten Billion.
- Continue to aspire to build a great region and seek solutions.
- Focus investments on performance and quality of life impacts – land use, economy and environment
- Attention to operations, maintenance, and preservation costs
- More attention to equity
- More attention to non-transportation actions to help solve transportation problems



2035 Regional Transportation Plan Update
Goals: System Design and Management

- Economic Competitiveness and Prosperity
- Great Communities
- Transportation Choices
- Reliable People and Goods Movement
- Safety and Security
- Human Health and the Environment



Public Opinion Research

- Five Focus Groups
- Information then researched for verification.
- Conducted by Moore Information.
- 600 residents from across the Metro region.
- Representative sampling from all three counties.



2035 Regional Transportation Plan Update
Results of public opinion research:
Balance

- When asked is it more important to manage traffic flows through improving roads or to provide people with more alternative ways to get around, such as transit, business shuttles, carpools, sidewalks and bike lanes:

40% manage traffic flows

40% provide more alternative means
of transportation

14% both equally important

6% don't know



2035 Regional Transportation Plan Update
Results of public opinion research:
Fiscal Priorities

A wide majority favor maintaining existing roads before spending additional money on new ones:

- 72% agree that, "before we spend any money on building new roads and highways, our existing ones must be adequately maintained."


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2035 Regional Transportation Plan Update

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2035 Regional Transportation Plan Update

Results of public opinion research:
Transportation system should be safe, environmentally sound and our economy depends on it

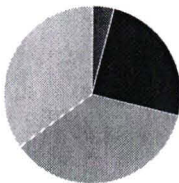

- 87% of the respondents understand that a good transportation system is important for a strong economy.
- 66% of respondents cited "increasing safety" as a very important consideration when planning new transportation projects.
- When combing respondents' suggestions about how to improve air quality, more than four-in-ten residents offered a solution that pertains to fuel, emissions and reduced traffic.



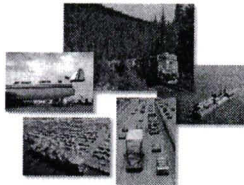

Planning for regional freight and goods movement

Annual regional transportation spending (FY2000)

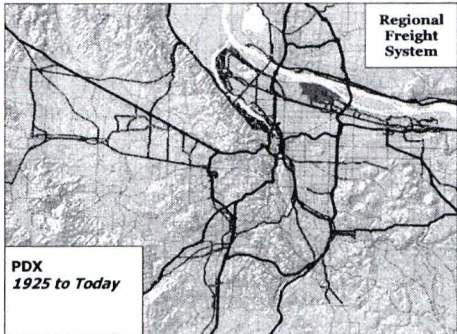
\$600 Million

Planning for
Regional Freight and
Goods Movement

Planning for regional freight and goods movement
Freight system development



Regional Freight System

PDX
1925 to Today

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Planning for regional freight and goods movement
Project overview

- Outcomes-based approach to guide development of strategies and priorities for the movement of freight/goods.
- Respond to issues and impacts associated with freight and goods movement.
- Solutions will address all freight modes (truck, rail, marine, air, and pipeline) & include both infrastructure and non-infrastructure solutions.

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Planning for regional freight and goods movement
Stakeholder participation

Collaboration is key to success...

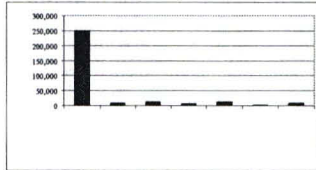
- Regional Freight Technical Advisory Committee
- Regional Freight & Goods Movement Task Force
- Outreach coordination with 2035 RTP Update and New Look at Regional Choices

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Planning for regional freight and goods movement
Key findings

- Growing volumes of freight, mostly moved by truck
- Existing and predicted capacity constraints for landside modes (truck, rail, pipeline)
- Freight moves regional economy – market drives
- Needs outpace financial resources for transportation improvements

Change in Freight Tonnage by Mode (2000 – 2035)




Mode	Change in Freight Tonnage (2000 - 2035)
Truck	~250,000
Rail	~10,000
Pipeline	~10,000

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Planning for regional freight and goods movement
Key issues

- System congestion
- Efficient network connectivity
- Community impacts
- System management
- Land use




Planning for regional freight and goods movement
Key outcome themes

- Modal choice – passenger and freight
- System reliability
- Accessibility – to jobs, school, shopping etc.
- Safety
- System connectivity – passenger and freight
- Land use – transportation connection
- Funding
- Education
- Partnership/coordination




2035 Regional Transportation Plan Update
Timeline and Process

Feb.-June '06	• Phase 1: Scoping
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Current Priority Corridor Refinements

- **LRT and Streetcar System Plan and Corridor Priorities**
- **I-205 (South) Corridor** - I-5 to Johnson Creek Blvd.
- **East Multnomah County I-84 to US26 Connector Corridor**
- **Outer Southwest Area** - I-5 from Tigard to Wilsonville
- **I-405 Loop** - I-5 and I-405 from Freemont to Ross Island Bridges



Criteria used to Prioritize Corridor Refinements

- Supports Key 2040 Land Uses
- Relieves Congestion
- Supports 2040 Transit Plans
- Supports 2040 Freight Goals
- Safety and Reliability
- Jurisdictional Interest (relation to other planning, community interest and available resources)



East Metro Area Transportation Corridor Study Recommendations

- Develop Multiple Corridor Solutions
- Initiate Local Transportation Management Authorities (TMAs)
- Re-start an Analysis of the 242nd Connector Study



East Metro Area Transportation Corridor Study Recommendations

- Continue Coordination with Regional Partners and New Communities
- Pending Industrial Redevelopment North of I-84 Requires Transportation Improvements
- Evaluate Transit Rider-ship Potential



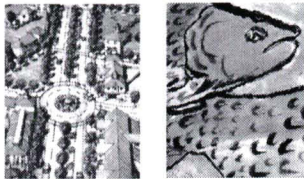
Councilor Rod Park

District 1

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Parkr@metro.dst.or.us





District 1 Update

Presentation to Troutdale City Council
April 24, 2007

Metro Councilor Rod Park



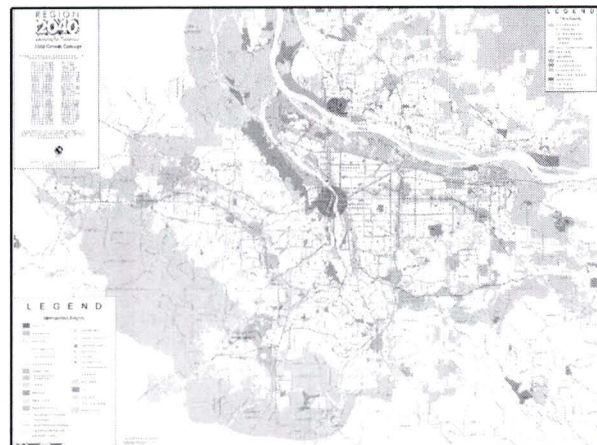
Items to Cover:

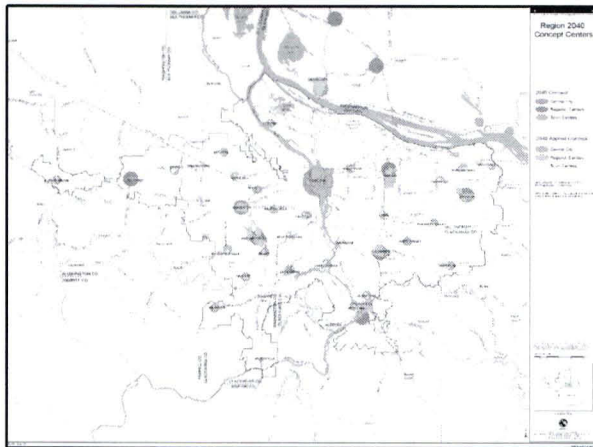
New Look
Regional Transportation Update
Natural Areas
Metro's Legislative Agenda



New Look at Regional Choices

- Refined approach to achieving goals of 2040 Growth Concept
- Integrated strategy focused on:
 - Investments in centers, corridors, employment areas
 - Balance of agriculture, natural resource, and urban issues in UGB expansions
 - Transportation planning that serves region's growth and land use needs
 - Collaboration among multiple local governments, citizens, interested parties





Stimulate development in centers, corridors, and employment areas

A collage of four black and white photographs showing various urban development scenarios. The top left photo shows a modern multi-story building. The top right photo shows a street scene with a building and a streetcar. The bottom left photo shows a street scene with a building and a streetcar. The bottom right photo shows a street scene with a building and a streetcar. The METRO logo is visible in the bottom left corner of the collage.

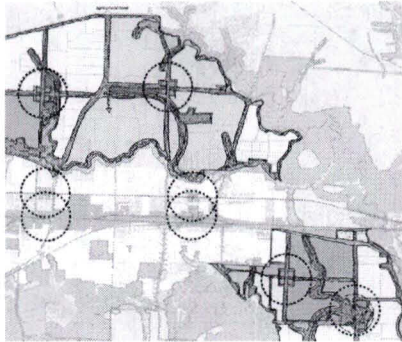
Coordinate growth with neighboring communities

A map showing the coordination of growth with neighboring communities. The map displays the boundaries of various communities, including North Plains, Aurora, Golden, Fort Collins, and others. The map highlights the areas where growth is coordinated with these neighboring communities. The METRO logo is visible in the bottom left corner of the map.

Designate areas that shall not be urbanized

A black and white photograph of a rural landscape. The image shows a field with a small house in the foreground and a line of trees in the background. The sky is bright and cloudy. The METRO logo is visible in the bottom left corner of the image.

Designate and plan urban reserves



Prioritize and invest in transportation improvements



2035 Regional Transportation Plan Update Key Policy Gaps to Address



- New Look policies
- Transportation equity
- Public health and the environment
- Safety and security
- Highway reliability
- Transportation marketing
- Fiscal stewardship
- Governance



2035 Regional Transportation Plan Update What is Different

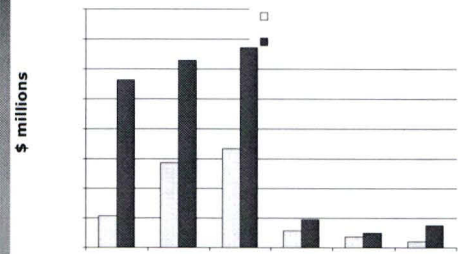
- **Start with values** (desired outcomes), not projects
- **Make fiscal constraints a real constraint**
- **Focus on performance and quality of life** – land use, economy and environment
- **Attention to equity**
- **Taking care of the public's investments in the system** – operations, maintenance, and preservation costs



Fiscal Challenges?



The Regional Transportation Plan 2004 RTP Projects - Unfunded Gap



2035 Regional Transportation Plan Update Project Timeline

- | | |
|---------------------|--|
| Feb.-June '06 | • Phase 1: Scoping |
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| Dec. '07-March '08 | • Phase 5: Air Quality Analysis and State/Federal Consultation |
| Post March '08 | • Continue work to address outstanding RTP issues |



Cities.....



TOD Revitalized cities



Lake View
Village in Lake
Oswego



The Round
in Beaverton



Hillsboro



Gresham Civic Station...

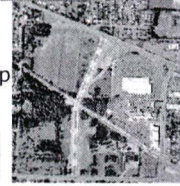


Summer 1998

- Metro TOD program
- Public/private partnership



Summer 2003



...Gresham Civic Station...



- Hill adjacent to MAX station used for dramatic effect and building design draws pedestrians to up hill through mixed of transit supportive uses



- A station building helps create transit presence



The City of Damascus



Damascus/ Boring Concept Plan

- Incorporated November 2004.
- Currently a rural unincorporated area of 12,000 acres with a population of approximately 12,000 residents living in 4,000 dwelling units.
- Concept Plan completed in 2006.
- Strategic plan review team has been formed made up of citizens who have been active in formation of the city and in the planning process.

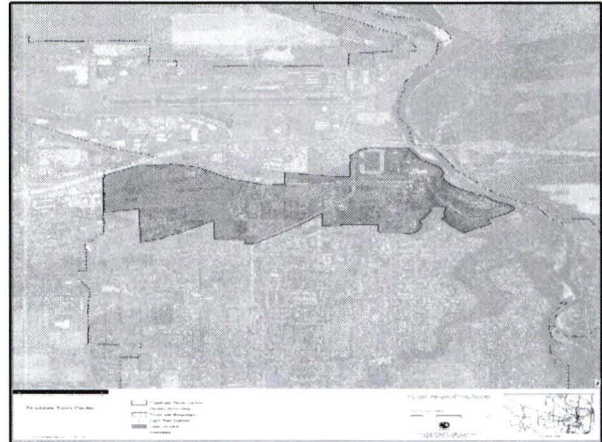


Troutdale



Troutdale Riverfront Renewal Plan:

- \$5.1 million ongoing urban renewal project at an old sewage treatment plant on the Sandy River.
- The city formed an Urban Renewal Agency in 2006.
- The plan is proposing to redevelop the 48.2-acre site, hoping to attract businesses, stores and homes. In addition there is a plan to develop a riverfront park and public plaza.



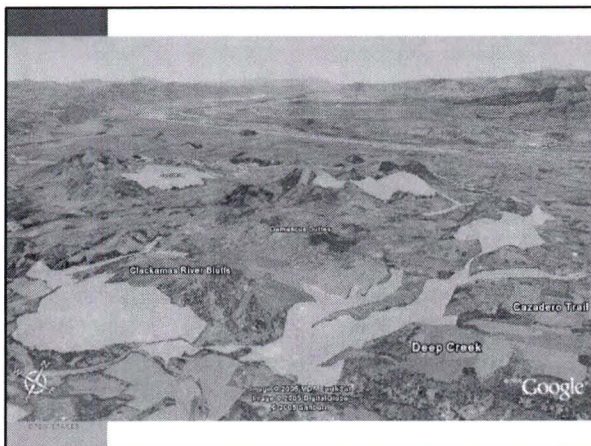
Alcoa site redevelopment

- Former Reynolds Metals Company Troutdale Aluminum Reduction Plant, located in Troutdale, Oregon, just north of the Troutdale Airport and South of the Columbia River.
- The site encompasses 700 acres, with the old aluminum reduction plant situated on 107 acres.
- Alcoa's comprehensive site plan includes the complete dismantling and demolition of the plant structures, removal of process materials and wastes from discrete locations, restoration of Company Lake, and preparation of the site for redevelopment.



Natural Areas





District 1 Target Areas and Local Share



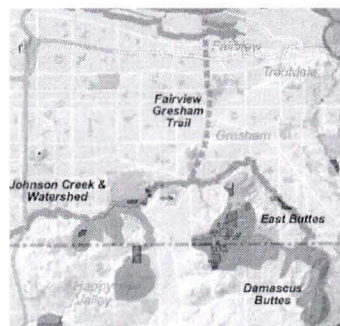
Local share



- Acquisition of natural area or park lands
- Restoration
- Improved public access to nature
- Trail design and construction
- Environmental education facilities



Target areas near Troutdale

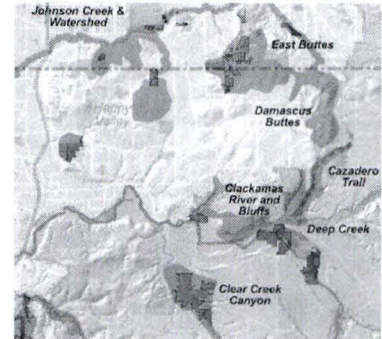


Proposed local share: Troutdale

- \$591,096
- Projects have been identified by Troutdale Parks and Facilities staff and are under consideration tonight
- Approved resolution listing identified local share projects to be submitted to Metro Council by March 1



Target areas near Damascus



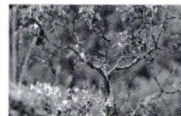
Proposed local share: Damascus

- \$724,997
- Projects are being identified by Damascus city staff
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Proposed local share: Fairview

- \$460,730
- Projects are being identified by Fairview city staff
- Approved resolution listing identified local share projects to be submitted to Metro Council by March 1

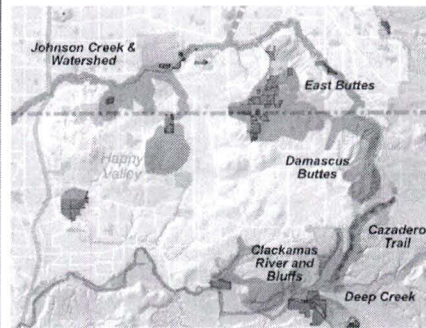


Proposed local share: Gresham



- \$2,607,304
- Projects will be presented to city council by Gresham Parks staff tonight
- Approved resolution listing identified local share projects to be submitted to Metro Council by March 1

Target areas near Happy Valley

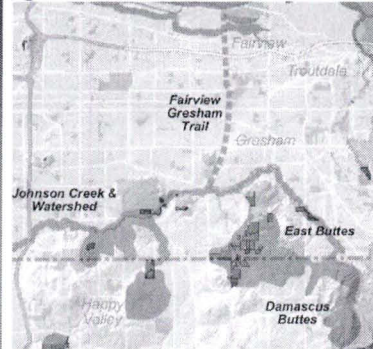


Proposed local share: Happy Valley



- \$482,280
- Projects are being identified by Happy Valley Planning staff
- Approved resolution listing identified local share projects to be submitted to Metro Council by March 1

Target areas near Wood Village



Proposed local share: Wood Village



- \$293,118
- Projects being defined by Wood Village Public Works staff
- Approved resolution listing identified local share projects to be submitted to Metro Council by March 1



Metro's Legislative Agenda

- **UGB evaluation cycle, HB 2051**
- **Urban reserves/rural reserves, SB 1011**
- **Building codes, HB 2540, initiated by Hillsboro**



Metro's Legislative Agenda: House Bill 2051

- **Two-year extension of current five-year UGB review cycle**
- **Enjoys broad regional support**
- **Necessary to complete other work of the New Look program**
- **Passed House in March; in Senate Environment and Natural Resources Committee currently**



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Reserves: rulemaking

- **Secure passage of HB 2051 and SB 1011**
- **DLCD to convene technical committee to develop draft rules, initial criteria for designating reserve areas**
- **Metro to convene informal small group discussions to test results of Shape of the Region research**

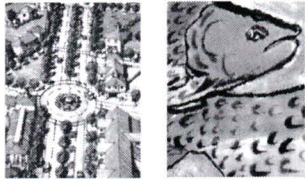


Rod Park District 1

parkr@metro.dst.or.us
503-797-1547

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District 1 Update

**Presentation to Fairview City Council
May 2, 2007**

Metro Councilor Rod Park



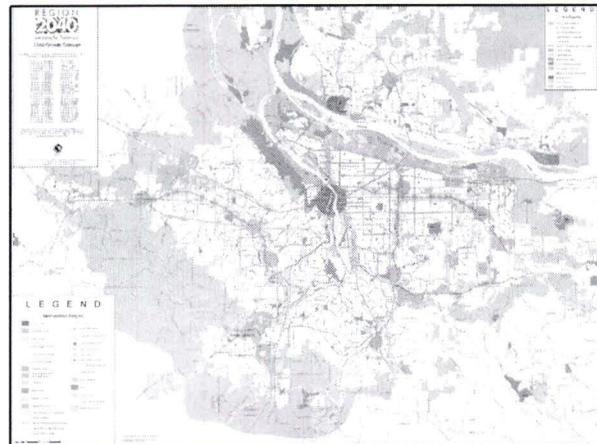
Items to Cover:

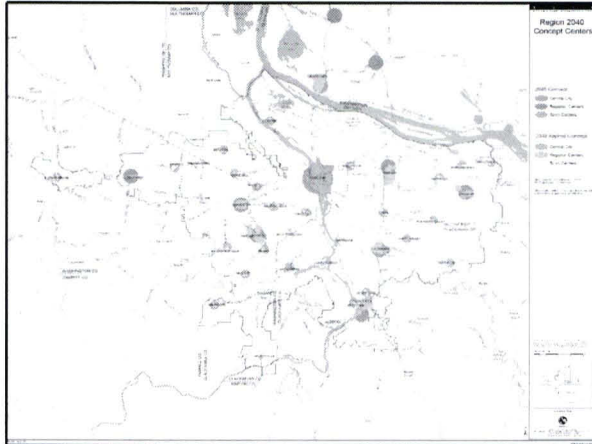
**New Look
Regional Transportation Update
Natural Areas
Metro's Legislative Agenda**



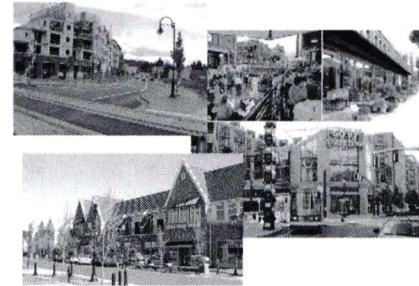
New Look at Regional Choices

- Refined approach to achieving goals of 2040 Growth Concept
- Integrated strategy focused on:
 - Investments in centers, corridors, employment areas
 - Balance of agriculture, natural resource, and urban issues in UGB expansions
 - Transportation planning that serves region's growth and land use needs
 - Collaboration among multiple local governments, citizens, interested parties

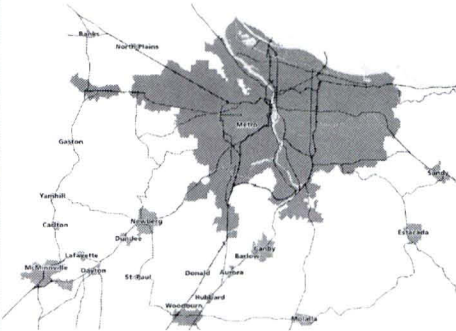




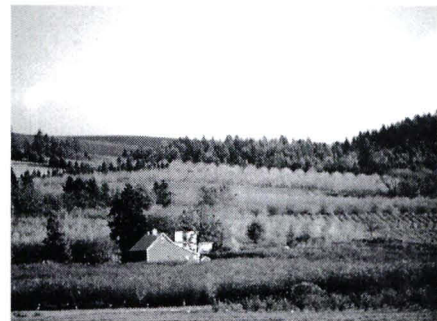
Stimulate development in centers, corridors, and employment areas



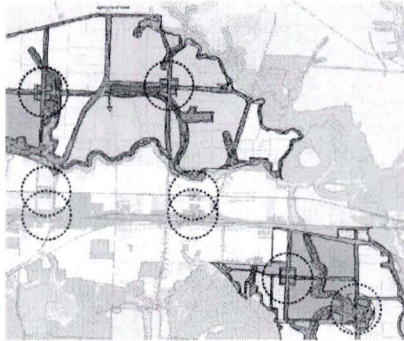
Coordinate growth with neighboring communities



Designate areas that shall not be urbanized



Designate and plan urban reserves



Prioritize and invest in transportation improvements



2035 Regional Transportation Plan Update Key Policy Gaps to Address



- New Look policies
- Transportation equity
- Public health and the environment
- Safety and security
- Highway reliability
- Transportation marketing
- Fiscal stewardship
- Governance



2035 Regional Transportation Plan Update What is Different

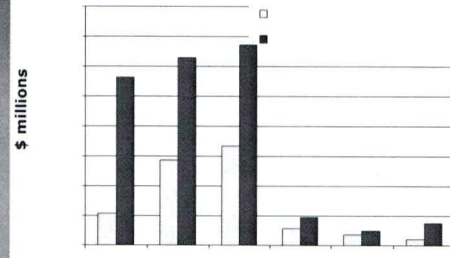
- Start with *values* (desired outcomes), not *projects*
- Make fiscal constraints a real constraint
- Focus on performance and quality of life – land use, economy and environment
- Attention to equity
- Taking care of the public's investments in the system - operations, maintenance, and preservation costs



Fiscal Challenges?



The Regional Transportation Plan 2004 RTP Projects - Unfunded Gap



2035 Regional Transportation Plan Update Project Timeline

- | | |
|---------------------|--|
| Feb.-June '06 | • Phase 1: Scoping |
| June '06 -March '07 | • Phase 2: Research and Policy Development |
| March-Sept. '07 | • Phase 3: System Development and Analysis |
| Oct.-Dec. '07 | • Phase 4: Adoption Process |
| Dec. '07-March '08 | • Phase 5: Air Quality Analysis and State/Federal Consultation |
| Post March '08 | • Continue work to address outstanding RTP issues |



Cities.....



TOD Revitalized cities



Lake View
Village in Lake
Oswego



The Round
in Beaverton



Hillsboro

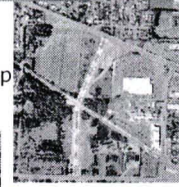


Gresham Civic Station...



Summer 1998

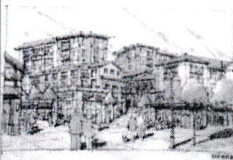
- Metro TOD program
- Public/private partnership



Summer 2003



...Gresham Civic Station...



- Hill adjacent to MAX station used for dramatic effect and building design draws pedestrians to up hill through mixed of transit supportive uses



- A station building helps create transit presence



The City of Damascus



Damascus/ Boring Concept Plan

- Incorporated November 2004.
- Currently a rural unincorporated area of 12,000 acres with a population of approximately 12,000 residents living in 4,000 dwelling units.
- Concept Plan completed in 2006.
- Strategic plan review team has been formed made up of citizens who have been active in formation of the city and in the planning process.



Troutdale

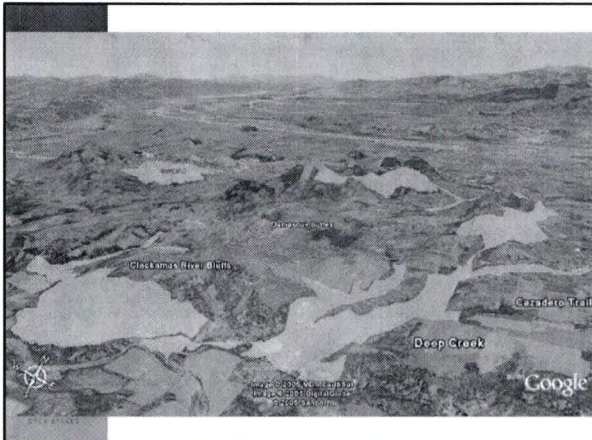


Troutdale Riverfront Renewal Plan:

- \$5.1 million ongoing urban renewal project at an old sewage treatment plant on the Sandy River.
- The city formed an Urban Renewal Agency in 2006.
- The plan is proposing to redevelop the 48.2-acre site, hoping to attract businesses, stores and homes. In addition there is a plan to develop a riverfront park and public plaza.



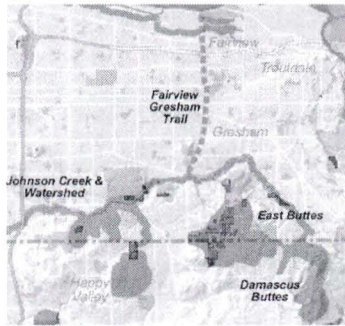
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Target areas in District 1



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Property Taxes and Development in Urban Centers

Presentation to the Lions' Club,
July 27th, 2007



Councilor Rod Park

Oregon Tax History

- In 1990, voters passed Measure 5, which capped property taxes dedicated for school funding at \$15 per \$1,000 and capped other property taxes at \$10 per \$1,000.

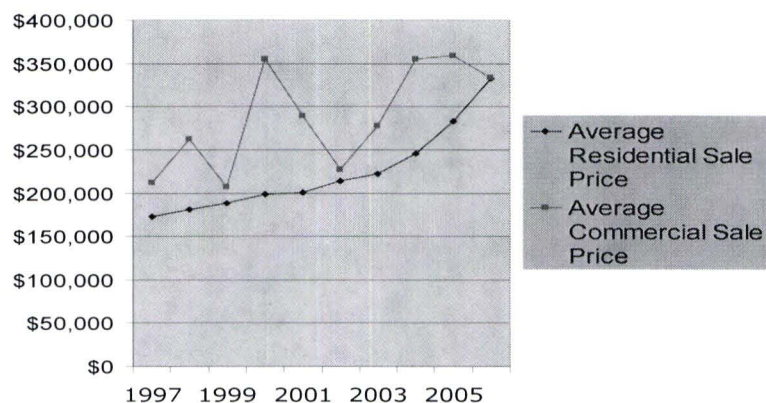


Oregon Tax History

- Measure 5 was followed in 1996 by Measure 47, which required that property taxes be no higher than 10% less than those levied during the '95-'96 fiscal year, and capped subsequent increases at 3% per year.
- Measure 47 was amended and implemented when voters passed Measure 50 in 1997, which limited increases in assessed property value at 3% per year.



Average Residential and Commercial Sale Prices in the Portland Area, 1997-2006

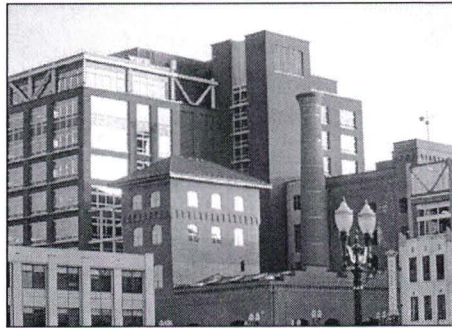


- Total Increase in Residential Sale Prices: 92%
- Total Increase in Commercial Sale Prices: 57%
- Maximum Possible Increase in Assessed Value (at 3%/year): 30%

Real Market Value

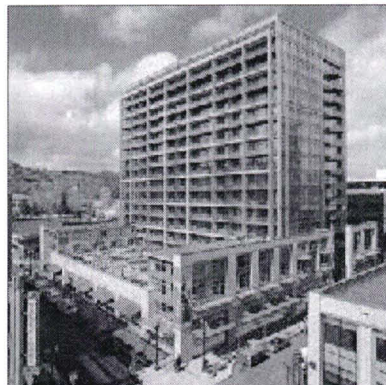
"JP Morgan Chase & Co. paid \$291.6 million Friday for three blocks of downtown real estate, a record-setting price that many see as a vote of confidence in the kind of urban redevelopment that Portland has become known for. That price topped the already high expectations of Portland real estate experts..."

—The Oregonian, July 24th 2007



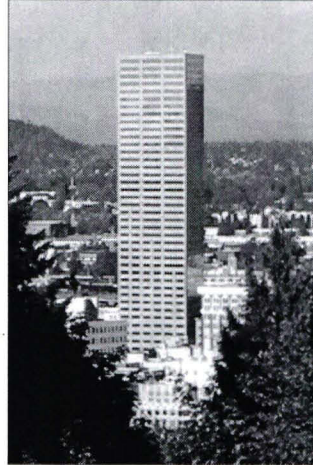
Louisa Towers Apartments, Brewery Blocks

- Market value:
\$51,451,400
- Assessed value:
\$5,026,400



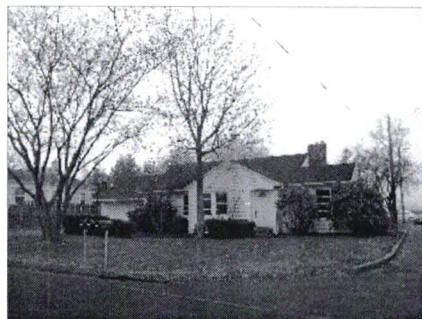
US Bancorp Tower, Downtown Portland

- Market value:
\$226,601,690
- Assessed value:
\$112,303,060



NE Portland Single-Family Home, Cully Neighborhood

- Market value:
\$169,200
- Assessed value:
\$95,340



Other Properties in the Portland Area

Gresham office building (300 N. Main Av):

- Market value: \$1,697,500
- Assessed value: \$927,630

Sunnyside home:

- Market value: \$247,160
- Assessed value: \$108,800

NW Portland small office building:

- Market value: \$1,097,760
- Assessed value: \$524,530



Effect of Development on Property Taxes

- Existing properties are valued at 10% of their 1996 market value, plus 3% per year.
- The value of new and redeveloped properties are assessed based on the assessed values of surrounding properties that are similarly zoned and increase 3% per year.
- Growth rate of tax base cannot keep up with increasing demand for services, placing strain on infrastructure.



The current tax system...

- Severely limits local jurisdictions' ability to pay for infrastructure and other services.
- Reduces cities' ability to invest and maintain infrastructure.
- Discourages cities from redeveloping their urban centers due to limited return on investment.
- Discourages infill development that makes efficient use of existing infrastructure.



Rethinking our tax system

- Tax system should encourage development patterns that make efficient use of existing infrastructure
- Cities should realize greater return on investment for infrastructure in urban centers.
- Tax base should grow at a rate sufficient to accommodate increasing demand for infrastructure and services.
- Land value taxation eliminates the disincentive for development in urban centers

