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Metro | *Agenda*

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, May 22, 2013
Time: 5 to 7 p.m.
Place: Metro, Council Chamber

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5 PM	**1.**		**CALL TO ORDER**	**Jody Carson, Vice Chair**
5:02 PM	**2.**		**SELF INTRODUCTIONS & COMMUNICATIONS**	**Jody Carson, Vice Chair**
5:05 PM	**3.**		**CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**	
5:10 PM	**4.**		**COUNCIL UPDATE**	
5:13 PM	**5.**	**	**CONSIDERATION OF THE MAY 8, 2013 MINUTES**	
5:15 PM	**6.**	*	Community Investment Initiative – INFORMATION / DISCUSSION 1. Schools Facility Planning • *Outcome*: MPAC members are aware of the CII-sponsored tools available for planning 21st century school facilities and provide recommendations on region wide application of the tools. 2. Development Ready Communities Pilot Program • *Outcome*: MPAC members are aware of the development readiness assessment tool created for local jurisdictions and provide recommendations on creating a permanent regional program.	**Joe Rodriguez** **Nikolai Ursin** **John Southgate** **Lorelei Juntunen**
6:25 PM	**7.**	*	Delivering the Region's Vision for Transit Now and in the Future – INFORMATION /DISCUSSION • *Outcome*: MPAC members understand TriMet's short-term and long-term budget outlook and what that means for how TriMet is planning to deliver the region's vision for transit service as expressed through the Climate Smart Communities Scenarios project and the Regional Transportation Plan.	**Craig Prosser** **Eric Hesse**

Continued on back…

6:50 PM 8. MPAC MEMBER COMMUNICATION

7 PM 9. ADJOURN Jody Carson, Vice Chair

* Material included in the packet.
** Material will be provided in advance of the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov. To check on closure or cancellations during inclement weather please call 503-797-1700.

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2013 MPAC Tentative Agendas

As of 5/10/13

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

MPAC Meeting Wednesday, May 22, 2013 • Community Investment Initiative: Development Ready Communities and schools – Information /Discussion • TriMet - Network Design Criteria and Management policies – Information	**MPAC Meeting** Wednesday, June 12, 2013 • *Legislative Update –Information* • *Presentation on the final draft of the* ***Regional Active Transportation Plan*** *– Information* • *Metro Planning & Development grants update* • Equitable distribution of transit services in the region
MPAC Meeting Wednesday, June 26, 2013 • Institutional Food Buying Alliance – presentation by Multnomah County, Clackamas County, private sector representatives – Information/ Discussion • Oregon Solutions Network presentation – Information • *Large site industrial site readiness – further discussion of policy recommendations and update on 2013 state legislation.* • *Affordable Housing Opportunities, tools and strategies-discussion* • *Presentation on health & land use featuring local projects from around the region*	**MPAC Field Trip** Wednesday, July 10, 2013 • *Willamette Falls Blue Heron site tour*

MPAC Meeting Wednesday, July 24, 2013 • *Consider cancellation*	**MPAC Meeting** Wednesday, Aug. 14, 2013 • *Legislative update post session* • Climate Adaptation Presentation (building community resilience to future climate impacts (Kent Snyder – ACSI; Tim Lynch – Multnomah County Office of Sustainability; Kari Lyons-Eubanks – Multnomah County Environmental Health; Vivek Shandas – PSU • *Metropolitan Export Initiative* • *SW Corridor Plan* • *Brownfields – presentation by City of Portland, continued MPAC discussion of policy recommendations to advance brownfields remediation in region.*
MPAC Meeting Wednesday, Sept. 11, 2013 • *Discuss next steps on brownfields/large site industrial if needed* • ***2014 Urban Growth Report and growth management decision*** *– present draft timeline*	**MPAC Meeting** Wednesday, Sept. 25, 2013 • ***2040 Regional Transportation Plan*** *– Project Solicitation*
MPAC Meeting Wednesday, Oct. 9, 2013 • *20-year population and employment forecasts* • *Climate Smart Communities: Phase II Findings– update/discussion*	**MPAC Meeting** Wednesday, Oct. 23, 2012 • *Topics TBD*
MPAC Meeting Wednesday, Nov. 13, 2012 • *Topics TBD*	**MPAC Meeting** Wednesday, Dec. 11, 2012 • *Climate Smart Communities: Final check-in for 2013 – update/discussion*

Parking Lot:

- Apartments without parking
- Equity Atlas
- Oregon Energy Plan
- Statewide Transportation Strategy

MPAC Worksheet

Agenda Item Title: CII School Facilities Planning

Presenter: Joe Rodriguez (CII Leadership Council member and CII School Facilities group chair), Nikolai Ursin (CII School Facilities project manager)

Contact for this worksheet/presentation: Nikolai Ursin

Purpose/Objective
The purpose of this agenda item is to provide a demonstration of the School Facilities Context Planning Tool to members of the Metro Policy Advisory Committee and seek recommendations on the tool's region-wide application.

To facilitate and encourage a broad range of infrastructure projects across the Portland metropolitan region, the Community Investment Initiative (CII) Leadership Council adopted a strategic plan to develop recommendations on the following:

- Invest in infrastructure to catalyze jobs and economic prosperity;
- Foster conditions that support development ready communities;
- Ensure the reliable and efficient movement of goods and people;
- **Protect and enhance our communities' investment in school facilities and properties**.

At the September 18, 2012 work session, the Metro Council indicated that the CII Leadership Council should seek partners to support their interest and efforts in school facilities. This discussion will inform MPAC members of CII deliverables and partnerships created to enhance our investment in school facilities.

As background, several school districts in the region are considering or have passed facility capital improvement bonds. However, there are few useable tools or guidelines for prioritizing facility investments to meet the 21st century needs of our students.

Since the spring of 2012, representatives from seven school districts in the region have convened six times to develop a pilot planning tool in partnership with Metro's Data Resource Center. The purpose was to help school districts prioritize investment in school facilities. When populated with demographic, equity, facility, performance and enrollment indicators, the tool provides a composite score for each school. The data analysis informs decision-making for facility planning and investment based on objective information. The chair of the CII School Facility group will share with MPAC how the tool could be applied to inform investment priorities.

The pilot school districts group, led by CII committee chair Joe Rodriguez, has been working to identify resources needed to support the future use of the Context planning tool with interested partners and school districts. Metro's Data Resource Center has developed a cost estimate proposal to host the tool as a fee for service for those interested in using the planning tool.

In connecting to Metro's priorities, the Metro Charter requires Metro to address growth management and land use planning matters of metropolitan concern. The Regional Framework Plan outlines policies that guide Metro in doing so, including guidance regarding school and local government planning and policy coordination. It is the policy of the Metro Council to:

- Coordinate plans among local governments, including cities, counties, special districts and school districts for adequate school facilities for already developed and urbanizing regions.
- Consider school facilities to be "public facilities" in the review of city and county comprehensive plans for compliance with the Regional Framework Plan.
- Work with local governments and school districts on school facility plans to ensure the Urban Growth Boundary contains a sufficient supply of land for school facility needs.
- Use the appropriate means, including but limited to, public forums, open houses, symposiums, dialogues with state and local government officials, school district representatives, and the general public in order to identify funding sources necessary to acquire future school sites and commensurate capital construction to accommodate anticipated growth in school populations.
- Prepare a school siting and facilities functional plan with the advice of MPAC to implement the policies of this plan.

Action Requested/Outcome

The Community Investment Initiative is seeking to provide MPAC members with an understanding of the CII-sponsored tool available for planning 21st century school facilities and to seek recommendations from MPAC members on region-wide application of the tool.

Specifically, MPAC members will be asked the following questions:

- What feedback does the Metro Policy Advisory Committee have on the School Facility Context Planning Tool?
- What recommendations does the Metro Policy Advisory Committee have for expanded use region-wide of the School Facility Context Planning Tool?

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

MPAC was informed of the overall CII strategic plan on April 24, 2013 though this is the first opportunity for the CII Leadership Council to present to MPAC on the partnerships CII has created to enhance our investment in school facilities.

What packet material do you plan to include?

None

MPAC Worksheet

Agenda Item Title: Community Investment Initiative Development-Ready Communities Pilot Program

Presenter: John Southgate, Lorelei Juntunen

Contact for this worksheet/presentation: Joel Schoening (503)813-7573

Purpose/Objective

To facilitate and encourage a broad range of infrastructure projects across the Portland metropolitan region, the Community Investment Initiative (CII) Leadership Council adopted a strategic plan to develop recommendations on the following:

- Invest in infrastructure to catalyze jobs and economic prosperity;
- **Foster conditions that support development ready communities;**
- Ensure the reliable and efficient movement of goods and people;
- Protect and enhance our communities' investment in school facilities and properties.

The CII is would like to inform MPAC of its work in the area of development readiness. Specifically, CII is seeking MPAC's feedback on the Development-Ready Communities' pilot program and recommendations regarding the creation of a permanent program for the region's jurisdictions.

Action Requested/Outcome

The Community Investment Initiative is seeking MPAC's feedback on the development readiness diagnostic tool and program recommendations. Specifically, MPAC members will be asked the following questions:

- What would make the Development-Readiness Program more useful and appealing for jurisdictions?
- What might prevent jurisdictions from participating in the program as currently envisioned?
- What other recommendations does MPAC have for the administration of the program?

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

At the December 12, 2012 work session, MPAC indicated an interest in being informed of the progress of the CII's Development-Ready Communities pilot program. This presentation will inform MPAC of the initial findings of the Development-Ready Communities pilot program and seek MPAC's feedback on the potential for implementation and administration of a regional program.

The Development-Ready Communities program piloted a readiness assessment that assists willing communities in achieving their economic development goals. Work to date has included:

- Completion of the discovery phase
    - Outreach to public and private sector development professionals
    - Incorporation of feedback from MTAC and MPAC into program design

    - Development of a model Framework of Development Challenges and Opportunities to be used in the design of a pilot development-readiness assessment tool
- Initiation of program design efforts
    - Completion of a draft assessment tool
    - Continued engagement with public and private sector development professionals
- Initiation of pilot program with a Oregon City
    - Endorsement of Oregon City Commission
- Implementation of the pilot assessment in Oregon City
- Preliminary analysis of the pilot program results
    - Amendments to the assessment tool
    - Amendments to the desired program process
    - Recommendations for Oregon City
- Engagement with the Urban Land Institute for the development of a program implementation partner

This work has generated the following deliverables to be presented for MPAC's consideration and comment:

- Draft tool
- Draft program recommendations

In addition to developing a diagnostic tool and implementing a pilot program, the CII's Development-Ready Communities' Implementation Group has also been seeking a partner to act as a permanent administrator for a fully functional program. The Urban Land Institute (ULI) is one potential program administrator. The ULI has expressed an interest in developing a relationship with the CII and folding the Development-Ready Communities program into its emerging Thriving Cities Alliance (TCA).

What packet material do you plan to include?

The packet will include a copy of the presentation and the most recent version of the Development-Readiness pilot program's diagnostic tool.

MPAC

May 22, 2013

Community Investment Initiative: Development-Ready Communities Pilot Program

Challenge

- Inability to maximize development potential
  - Developers perceive regulatory barriers
    - Time uncertainty
    - Process/outcome uncertainty

Lack of "development ready land"

Development-Readiness Pilot Program

- Develop and test a "readiness" assessment tool
- Gauge interest in a program
- Assess feasibility of a permanent program

Deliver more certainty at the local level

Potential Benefits

- Maximize potential of available land
- Capitalize on existing infrastructure
  - Reduce demand for new infrastructure
- Generate Development and associated returns
  - Tax base
  - Jobs

Why we are here

- Progress update regarding pilot program and preliminary findings
- Seek feedback on how to make the program more useful and attractive to its intended users: jurisdictions

Project Background

- Created pilot tool and program
- Identified partner jurisdiction
- Vetted pilot tool through outreach and engagement
- Conducted pilot program
- Refine tool, compile results, and deliver recommendations

The Diagnostic Tool

Focused on issues at the jurisdictional level

- Land availability and site readiness
- Development culture and customer service
- Regulatory environment
- Development fees and incentives
- Outreach and Engagement
- Innovation/Other
- Development Statistics/Benchmarking
- Goals

Diagnostic Tool: Example

B. Land availability & site readiness

This category evaluates jurisdictions' planning and implementation activities that are necessary to ensure an adequate supply of residential and employment lands. It also evaluates site readiness efforts, defined here as efforts to identify, invest in, and market key available opportunity sites.

DESIRED OUTCOMES		STRENGTHS	IDEAS FOR IMPROVEMENT	COMMENTS
B1. The jurisdiction has plans and procedures in place to ensure sufficient availability of residential and employment lands.				
B1.1 Evidence of efforts to ensure that amount and location of zoned land reflects realistic market potential in the short- and long-term *(market assessments, job lands analysis, updates to comprehensive plans)*	+ = - 0			
B1.2 Connection of an economic development strategy to land supply needs *(Clearly articulated job creation actions that tie to needed changes in or supply of employment lands)*	+ = - 0			
B1.3 Evidence of work with overlapping taxing jurisdictions to coordinate investments in infrastructure and facilities to support land availability *(MOUs or IGAs, coordinated CIP processes)*	+ = - 0			

Findings: Refining the Diagnostic Tool

Overall:

- Comprehensive and valuable
- Tool less useful than conversation
- Developer emphasis: Development culture and customer service

Easier to fix:

- Avoid ALL HR issues
- Put Outreach and Engagement somewhere besides last
- Development statistics not practical (though a good idea)

Harder to fix:

- Where is the practical midpoint between comprehensive and specific?

Findings: Program Development

- Incentives will help
- "Vision" is an important issue
- Context sensitive process
- Needs both public and 'quiet' components
- Include direct customer feedback component
- Additional refinement needed

Program administrator and tailored process will be critical to success

Preliminary Recommendations: Program Development

Possible program format:

1. Use diagnostic for goal setting
2. Develop work program
3. Provide support throughout implementation and track success

Questions:

- Incentives? Payment? Both?
- Graduation or certification?
- Self-evaluation or third party?

Discussion

- What would make this more appealing to your constituent jurisdictions?
- What would prevent jurisdictions from participating?
- Facilitated self-eval or 3rd party review?
- Fee-for-service, incentive, or some combination?
- To certify or not to certify?
- What other recommendations would you have for the program administration?

Preliminary Recommendations: Program Development

Possible program format:

1. Use diagnostic for goal setting
2. Develop work program
3. Provide support throughout implementation and track success

Questions:

- Incentives? Payment? Both?
- Graduation or certification?
- Self-evaluation or third party?

Discussion

- What would make this more appealing in your jurisdictions?
- What would prevent jurisdictions from participating?
- Facilitated self-eval or 3rd party review?
- Fee-for-service, incentive, or some combination?
- To certify or not to certify?
- What other recommendations would you have for the program administration?

Development Readiness Pilot Project

FINAL DRAFT

Purpose of the DRAFT Diagnostic Tool

The first step of this pilot program begins with the creation of a draft tool (contained on the following pages) that can be used to diagnose the strengths and limitations of the pilot jurisdiction's support programs (planning and zoning, permitting, and customer service, among others). The tool is not intended to provide exhaustive evidence of jurisdictional programs and processes, but rather to: (1) document successes and efficiencies, and (2) serve as a starting place and organizing mechanism for conversations about opportunities for improvement and implementation of best practices.

The Diagnostic Tool may eventually be integrated into a larger program designed to provide technical support to communities as they implement plans to improve their development readiness.

A. Alignment on Development Outcomes

Inconsistent commitment to a shared vision for development outcomes can lead to unexpected challenges in the development process. This category evaluates presence of and consensus on community development vision.

DESIRED OUTCOMES		STRENGTHS	IDEAS FOR IMPROVEMENT	COMMENTS
A1. The jurisdiction is actively working toward achieving consensus and alignment among staff, elected and appointed officials, community members, and the development community regarding desired development outcomes.				
A1.1 The jurisdiction has articulated community development vision that prioritizes desired development outcomes.	+ = - 0			
A1.2 Evidence that elected and appointed leaders are well informed and committed to the jurisdiction's desired community development outcomes.	+ = - 0			
A1.3 Evidence that staff is well informed of and committed to the jurisdiction's community development outcomes.	+ = - 0			
A1.4 Evidence that desired development outcomes were developed through quality engagement with all stakeholders (preservation or conservation groups, neighborhood associations, developers, chamber of commerce, etc.)	+ = - 0			

B. Land availability & site readiness

This category evaluates jurisdictions' planning and implementation activities that are necessary to ensure an adequate supply of residential and employment lands. It also evaluates site readiness efforts, defined here as efforts to identify, invest in, and market key available opportunity sites.

DESIRED OUTCOMES		STRENGTHS	IDEAS FOR IMPROVEMENT	COMMENTS
B1. The jurisdiction has plans and procedures in place to ensure sufficient availability of residential and employment lands.				
B1.1 Evidence of efforts to ensure that amount and location of zoned land reflects realistic market potential in the short- and long-term (*market assessments, job lands analysis, updates to comprehensive plans)*	+ = - 0			
B1.2 Connection of an economic development strategy to land supply needs *(Clearly articulated job creation actions that tie to needed changes in or supply of employment lands)*	+ = - 0			
B1.3 Evidence of work with overlapping taxing jurisdictions to coordinate investments in infrastructure and facilities to support land availability *(MOUs or IGAs, coordinated CIP processes)*	+ = - 0			
B2. Staff has identified specific development opportunity sites and is proactively working to encourage development on them.				
B2.1 Identified **employment** opportunity sites that are critical to economic development goals *(Progress on State's industrial site certification/Decision Ready or an equivalent program)*	+ = - 0			
B2.2 Identified **residential or mixed use** sites that are critical to growth	+			

management outcomes *(downtown or centers plans that identify target sites)*	= - 0			
B2.3 Evidence of efforts to identify and overcome redevelopment barriers and prioritize infrastructure funding to support site readiness *(through CIP or other processes)*				

Overall score measurements: + exceeds | = meets | - needs improvement | 0 doesn't exist

C: Outreach & engagement

This category evaluates outreach and engagement efforts to the general public as well as to the development community, and the alignment between these efforts and the visions outlined in plan documents.

DESIRED OUTCOMES		STRENGTHS	IDEAS FOR IMPROVEMENT	COMMENTS
C1. The jurisdiction actively informs the public about the development process, providing multiple avenues for feedback and working toward alignment of redevelopment vision among leadership, citizens, developers, and staff.				
C1.1 Processes in place for gathering and sorting feedback from various development stakeholders and customers *(web-based forms, exit interviews with customers, surveys of customers)*	+ = - 0			
C1.2 Frequency of communications and information provided to neighborhood groups, conservation, and / or preservation groups *(staff attendance at neighborhood meetings, regular newsletters, staff briefings with neighborhood leaders about major developments and the contribution of these benefits to the jurisdictions community development vision)*	+ = - 0			
C1.3 Evidence of alignment in expectations for development outcomes among neighborhood and advocacy groups, elected leadership, and land use plans and zoning codes.	+ = - 0			
C1.4 Availability of bi- or multi-lingual staff and/or outreach materials during communication and education efforts, or ability to communicate with those with limited English proficiency	+ = - 0			

C2. The jurisdiction actively informs the developers about the vision for development, opportunity sites and incentives, and development processes.				
C2.1 Evidence of efforts to engage the development community in creating visions and implementation strategies *(developer roundtables for small area plans or urban renewal plans, developer participation in citizen advisory committees)*	**+** **=** **-** **0**			
C2.2 Evidence of efforts to market opportunity sites and apply incentives *(targeted websites; including discussion of incentives in pre-apps; regular outreach and communication to property owners and developers; take up rates for incentive programs)*	**+** **=** **-** **0**			

Note: + exceeds | = meets | - needs improvement | 0 not available

D: Development culture & customer service

This category evaluates the effectiveness/efficiency of staff interactions with customers.

DESIRED OUTCOMES		STRENGTHS	IDEAS FOR IMPROVEMENT	COMMENTS
D1. The jurisdiction encourages inter- and intra-departmental teamwork and efficiency.				
D1.1 Evidence of a team approach among departments and bureaus, and coordination with other regulatory bodies (State, Counties, utilities, etc.) to ensure timely decision-making and collaborative problem solving *(routine meetings before pre-app and / or debrief meetings, broad invitations to pre-application conferences, pro-active communications with other agencies, briefings for elected officials)*	**+ = - 0**			
D2. Procedures in place for increasing predictability and staff responsiveness in the permitting process.				
D2.1 Evidence of timely pre-application conferences that provide pertinent information and guidance with attendance from necessary departments / bureaus and other agencies	**+ = - 0**			
D2.2 Documented efforts to increase responsiveness and expedite permitting processes *(e.g. concurrent review processes, single staff point of contact, policies requiring quick response to applicants)*	**+ = - 0**			
D3. The jurisdiction makes ongoing efforts to improve development permitting processes.				
D3.1 Completion of continuing technical education for staff and	**+ =**			

elected and appointed officials regarding development processes to keep up with current trends and construction methods *(training in LEED / sustainability, new structural codes, pro-forma evaluation, current development market, etc.)*	**-** **0**			
D3.2 Customer feedback tools in place *(including confidential third-party exit interviews with applicants and customer service surveys, seeking input from customers when hiring processes for key positions)*	**+** **=** **-** **0**			
D3.3 Evidence of improvements to customer convenience *(option for third-party plan review, ability to submit information for permits electronically)*	**+** **=** **-** **0**			

Note: + exceeds | = meets | - needs improvement | 0 doesn't exist

E: Regulatory environment

This category evaluates the predictability and flexibility in land use and permitting processes.

DESIRED OUTCOMES		STRENGTHS	IDEAS FOR IMPROVEMENT	COMMENTS
E1. Regulations and permitting processes reflect the community's identified short-term development and long-term growth priorities.				
E1.1 Frequency and adequacy of development code updates and streamlining *(code update processes coordinated across multiple departments, regular schedule for updates, customer feedback regarding development codes)*	+ = - 0			
E1.2 Demonstration of stakeholder involvement in examining and improving code, design review, and approval processes *(Committees for code updates that include affected neighborhood representatives, developers, property owners)*	+ = - 0			
E1.3 Evidence of customer feedback being applied to dev't/zoning code updates or improvements to the development process	+ = - 0			
E2. The jurisdiction achieves balance between the predictability and flexibility of the land use and permitting processes.				
E2.1 Evidence of appropriate flexibility in the use of the development code to address specific project situations *(use of form based or outcome based code, design review, appeals or variances allowed in certain situations)*	+ = - 0			

E2.2 Differentiation of permitting tracks based on project complexity *(i.e. tenant improvements are less complex than a master planner community, and therefore have shorter timelines; availability of over-the-counter permits for certain site improvements)*	**+ = - 0**			
E2.3 Design standards are clear and objective, and applied consistently by development type				

Note: + exceeds | = meets | - needs improvement | 0 doesn't exist

F: Development fees & incentives

This category evaluates the predictability and transparency of tax, fee, and incentive structure in the recruiting and permitting process.

DESIRED OUTCOMES		STRENGTHS	IDEAS FOR IMPROVEMENT	COMMENTS
F1. Information about applicable taxes, development fees, and incentives is readily available and accurate.				
F1.1 Current fee schedule and any available waivers available on jurisdiction's website.	+ = - 0			
F1.2 Online building permit and SDC fee estimator program available.	+ = - 0			
F1.3 Availability of information at pre-application conference that provides accurate overview of all fees and incentives that are applicable to project.	+ = - 0			
F1.4 Staff is aware of and shares information about applicable fees, incentives, and opportunities for fee reductions *(availability of brochures about fees / programs that staff and applicants can reference; employee performance reviews, customer feedback)*	+ = - 0			
F2. The jurisdiction has adopted development incentive programs and/or processes, and informs/educates potential customers during the development process regarding various options.				

F2.1 Public assistance availability for certain types of development *(Urban Renewal Areas, fee/tax abatements, pre-development assistance, fast-track permitting for some development types)*	**+** **=** **-** **0**			
F2.2 Flexibility with payment of System Development Charges (SDCs) payments *(upfront at permit issuance or SDC payment or finance plan/loan program)*	**+** **=** **-** **0**			

Note: + exceeds | = meets | - needs improvement | -0 doesn't exist

Additional evidence of excellence

Please document additional procedures, processes, or plans that your jurisdiction has in place that you feel improve the overall quality of development, your overall development readiness, or help move forward your community's vision for redevelopment. Some examples of specific best practices are included in the addendum to this Diagnostic Tool, but may include such items as incentives for green building or LEED, use of cost benefit or other evaluations to prioritize implementation of infrastructure investments to improve land availability, or use of the State's vertical housing development zone incentives.

Development Statistics

This table shows a number of potential numerical indicators to illustrate how the City's development environment is changing over time.

	2011	2012	2013	2014	
Development Review Process					
Land use approval timeline (in working days) by project type:					
SF residential					
MF residential					
Industrial					
Commercial					
Average time (in working days) to completeness of application					
Ratio of FTE to permit applications					
Building permit timeline:					
Number of times application is sent back with redlines					
Number of appeals to land use decisions					
Average time (in working days) for building permit issuance and land use approval, by project type: (tenant improvement vs other)					
SF residential					
MF residential					
Industrial					
Commercial					

GOALS for next review period

TBD after completion of diagnostic

Example Best Practices

MPAC Worksheet

Agenda Item Title: Delivering the Region's Vision for Transit Now and in the Future

Presenter: Eric Hesse, TriMet (Introductory Remarks by TriMet Board and MPAC Member Craig Prosser)

Contact for this worksheet/presentation: Eric Hesse

Purpose/Objective
MPAC members understand TriMet's short-term and long-term budget outlook and what that means for how TriMet is planning to deliver the region's vision for transit service as expressed through the Climate Smart Communities Scenarios project and the Regional Transportation Plan.

Action Requested/Outcome
No action requested. Information/Discussion item only.

What has changed since MPAC last considered this issue/item?
MPAC has not previously been formally briefed on this exact subject, though TriMet has provided updates on its budget situation and planning approach in the past. As has been widely documented, in recent years TriMet's budget has been severely impacted by the Great Recession and unsustainable healthcare costs for its employees and retirees, resulting in significant service cuts. TriMet is responding to these challenges by developing a sustainable financial strategy to get its costs under control, while working proactively with partner jurisdictions and the public to define a renewed vision for transit service in the region through our Service Enhancement Plans.

As TriMet makes progress on its cost structure through labor negotiations and is able to demonstrate fiscal stability into the future, support should be forthcoming for implementing the region's shared vision for transit service as expressed in the Climate Smart Communities Scenario project and the Regional Transportation Plan. Working closely with jurisdictional partners to expand safe access to transit, improve transit operating conditions and develop transit-supportive community design will continue to be essential for successful implementation of that vision.

What packet material do you plan to include?
A PowerPoint presentation will be delivered at the meeting and hard copies will be available then.

Materials following this page were distributed at the meeting.

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Metro | *Making a great place*

Metro Policy Advisory Committee
May 8, 2013
Metro Council Chamber

MEMBERS PRESENT	**AFFILIATION**
Amanda Fritz	City of Portland
Andy Duyck	Washington County
Annette Mattson	David Douglas School Board, Governing Body of School Districts
Bill Turlay	City of Vancouver
Bob Grover	Citizen, Washington Co. Citizen
Bob Stacey	Metro Council
Craig Dirksen	Metro Council
Craig Prosser	TriMet
Denny Doyle	City of Beaverton, Washington Co. 2nd Largest City
Doug Neeley	City of Oregon City, Clackamas Co. 2nd Largest City
Jerry Willey	City of Hillsboro, Washington Co. Largest City
Jody Carson, *1st Vice Chair*	City of West Linn, Clackamas Co. Other Cities
Kent Studebaker	City of Lake Oswego, Clackamas Co. Largest City
Loretta Smith, *Chair*	Multnomah County
Maxine Fitzpatrick	Citizen, Representing Multnomah Co. Citizen
Peter Truax, *2nd Vice Chair*	City of Forest Grove, Washington Co. Other Cities
Sam Chase	Metro Council
Tom Imeson	Port of Portland
Wilda Parks	Citizen, Representing Clackamas Co. Citizen
William Wild	Oak Lodge Sanitary District, Clackamas Co. Special Districts

MEMBERS EXCUSED	**AFFILIATION**
Charlie Hales	City of Portland
Charlynn Newton	City of North Plains, City in Washington Co. Outside the UGB
Josh Fuhrer	City of Gresham, Multnomah Co. 2nd Largest City
Marilyn McWilliams	Tualatin Valley Water District, Washington Co. Special Districts
Martha Schrader	Clackamas County
Steve Stuart	Clark County
Tim Clark	City of Wood Village, Multnomah Co. Other Cities

ALTERNATES PRESENT	**AFFILIATION**
Jennifer Donnelly	Oregon Dept. of Land Conservation and Development

STAFF: Maria Ellis, Robin McArthur, Andy Cotugno, Kelsey Newell, Nick Christiansen, Ramona Perrault, Grace Cho, Ina Zucker, Kim Ellis, Patty Unfred, Councilor Kathryn Harrington, Councilor Shirley Craddick

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Loretta Smith called the meeting to order and declared a quorum at 5:06p.m.

2. SELF INTODUCTIONS & COMMUNICATIONS

All attendees introduced themselves.

3. CITEZEN COMMUNICATION ON NON-AGENDA ITEMS

There were no citizen communication or non-agenda items discussed.

4. COUNCIL UPDATE

Councilor Craig Dirksen provided an update on the following items:

- The U.S. Department of Transportation has announced another round of Transportation Investment Generating Economic Recovery (TIGER) grant funding. JPACT will discuss the endorsement process at their May 9th meeting and applications for JPACT consideration must be at Metro by 9 a.m. Friday, May 10th. Metro staff will evaluate each application based on TIGER criteria and meet with an applicant team within the following week. JPACT will have a special meeting on Thursday, May 30th, to endorse one regional priority application;
- There is a Regional Transportation Plan open house on Thursday, May 23rd, from 5 to 7 p.m. in the Metro Council Chambers to help finalize the regional strategy that will make it easier and safer to walk, ride a bicycle and access transit;
- Metro Council President, Tom Hughes, will deliver that State of the Region address on Friday, May 17th, at 12:15 p.m. at the City Club of Portland.

5. CONSENT AGENDA

- **Consideration of the April 10, 2013 minutes**

MOTION: Mr. William Wild moved, Commissioner Amanda Fritz seconded, to approve the consent agenda.

ACTION: With 12 members in favor and 1 abstention, Mr. Craig Prosser, the motion passed.

6. LEGISLATIVE UPDATE

Councilor Craig Dirksen a legislative update on the following items:

- The reaming bills in the legislature are to be scheduled for work sessions no later than May 20th and will have to passed out of committee no later than May 31st. These deadlines do not apply to the Revenue or Ways and Means committees;
- SB 845, the Azalea Project, is in the Senate Rules Committee where it is waiting for resolution on reserves litigation;
- HB 3067, Area 93 passed unanimously by the House and will be heard in the Senate next week;
- HB 3316, TriMet board bill, is being heard Wednesday, May 8th;

- HB 2453, VMT for 55MPG or better vehicles, has a work session in House Revenue on Wednesday, May 8th and will then go to Ways and Means. The fate of HB2453 is still unclear, especially with Senator Bruce Starr endorsing a bill that would allow drivers to opt in to a road usage fee. This bill, SB 810, has gone to Ways and Means;
- HB 2945, Clackamas Co. rural Area Commission on Transportation (ACT), was moved to the House Rules committee. ODOT opposes this bill and negations are underway with answering whether and how to create one or more ACT's for the Portland region;
- SB 246 and SB 253, industrial site readiness bills, have been sent to the Ways and Means committee;
- MPAC's letter of support for the Willamette Falls Legacy Project has been included in the packet being distributed to key legislator. It is expected to have a hearing in the coming weeks.

7. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: RECOMMENDED PHASE 2 INVESTMENT CHOICES AND EVALUATION CRITERIA

Councilor Craig Dirksen provided a brief background to the CSC Scenarios project and noted that they have taken all comments into consideration thus far. Councilor Dirksen stated that Ms. Kim Ellis would further continue the discussion as well as seek a recommendation from MPAC to the Metro Council. This recommendation will allow staff to begin analysis work in testing different strategies which will eventually inform the decision of choosing which elements from the 3 scenarios should be included in the preferred scenario.

Ms. Kim Ellis stated that Phase 3 of the process is scheduled to begin this fall with release of the Phase 2 findings report. She also explained that the first 3 of 8 case studies provided to committee members show actions being taken now in communities across the region that will help the region meet its targets. The case studies are intended to highlight the great work that has been or is being done in the region already. Ms. Ellis spoke briefly on the 3 investment choices to be tested this summer, noting what each scenario will achieve. She stated that although each scenario covers a range of options, local-adopted land use visions are the foundation for all of them. Ms. Ellis noted that there have also been some refinements to the scenarios, including the assumptions for state polices and actions that better align with Statewide Transportation Strategy. She stated that other recommended refinements include new measures related to jobs; housing affordability and transportation cost burden; UGB growth; and travel patters related to commute trip length. Next steps include MPAC and JPACT recommendations to the Metro Council. The Metro Council would then discuss the recommendations on May 16th, and take final action on those recommendations on June 6th.

Member discussion included:

- Members asked if percentages will be added to each in the evaluation criteria. Ms. Kim Ellis stated that percentages have not been added for the purpose of weighting the outcomes of a certain scenario; she explained that is a policy decision that staff have recommended each member make for themselves when considering the results of the evaluation this fall. Ms. Robin McArthur stated that eventually, this information could be developed if MPAC and JPACT agreed to this collectively;
- Members noted that there are different ways to meet each of these scenarios and different jurisdictions will have to learn how to deal with issues that affect them. Ms. Ellis stated that

there will be future conversation that looks at tailoring approaches to fit the needs of different jurisdictions;

- Mayor Jerry Willey stated that he feels this project is of importance, but citing a recent *Portland Tribune* article, he also stated that we need to educate the public on what this project intends to accomplish. He stated that this project is going to have to be a balance of cost, versus benefits, versus financial feasibility. Mayor Willey stated that local governments can still design and anticipate for growth through various methods and that one cannot just put sole emphasis on greenhouse gas reduction. He expressed concern about what the real cost of getting to the emissions reduction target will be and cautioned that the plans we have in place may be sufficient to get the region "close enough" given the uncertainty of the future;
- Members inquired as to how this project is going to incorporate social equity without implying that there is a transfer of money from one county to another. He stated that the majority of people are on board with this project for the greater good, but social equity's influence on the overall discussion is concerning;
- Councilor Jody Carson stated that Clackamas County is in support of this project, but feels that there are still more recommendations to be made, before making the final decision. She noted that there should also be some more discussion with the state on how to meet the program's target goals;
- Members expressed support of instead of picking just one scenario, choosing multiple options that work from each scenario to create the best possible outcome;
- Members expressed the need to engage the unincorporated areas within the UGB about this project and provide residents of these areas with opportunities to shape the preferred scenario.

MOTION: Mayor Doug Neeley moved, Commissioner Amanda Fritz seconded, to recommend the Metro Council move forward with the Phase 2 evaluation of the Climate Smart Comminutes Scenarios project.
ACTION: With all in favor, the motion passed.

8. COMMUNITY INVESTMENT INITIATIVE: REGIONAL INFRASTRUCTURE ENTERPRISE (RIE)

Mr. Tom Imeson gave a brief overview of the CII and RIE. Mr. Imeson stated that the CII intends to focus on 4 key areas; the Regional Infrastructure Enterprise, development ready communities, school facilities planning, and a transportation legislative agenda. The purpose of focusing on these areas is to facilitate infrastructure investment that catalyses living wage job creation, private investment and economic development. Mr. Imeson spoke about the functions of the RIE, the phased development approaches, and the delivery of services structure.

Metro Councilor Bob Stacey stated the Metro Council was very appreciative of the work CII has been doing thus far. Although, this is an effort to develop shovel ready land, there are still more questions than answers at this point. Councilor Stacey stated that the Metro Council will consider investing in the project, both monetarily as well as through staff resources. We still need to ask what value this will bring to the region. Councilor Stacey stated that it is unknown as to how big this project will grow, therefore, any advice or guidance would be beneficial.

Mr. Adam Davis sought feedback from MPAC on the CII RIE.

- Members asked about funding for phase 2. Mr. Imeson stated that a group will be created to oversee the efforts to secure a revenue stream. Mr. Davis also suggested focusing currently

on phase 1. He used the analogy of walking before running in regards to the current state of the project;

- Members expressed concerns with the governance of the RIE board – specifically, the need for more local and county representation, concerns with larger agency representation, and coordination with ongoing local efforts. Mr. Davis stated that the governance structure will be a top priority in moving forward with the process. Mr. Imeson stated that while local elected officials will serve on this board, no one will be elected to the board;
- Members stated that social equity needs to be taken into account during project selection. In terms of equity, broad representation on the RIE board will provide the best outcomes;
- Members inquired about the use of public/private partnerships for projects. Mr. Imeson stated that public/private partnerships could work very well, not only on larger projects, referencing the light rail project to the airport, but also on smaller projects as well. Mr. Davis stated that the CII is very much interested in seeking small and large projects alike;
- Commissioner Amanda Fritz stated that even in larger public/private partnerships, referencing the airport light rail project, that public agencies still funded the majority of projects costs;
- Mr. Bob Grover stated that he feels that public infrastructure projects are being made more expensive than they need to be. He referenced the Cornelius Pass project, stating how it was originally intended to be completed in one phase, but instead, was completed in two. Mr. Grover stated that private companies can complete projects at a lower cost than public agencies can. He suggested a reevaluation of public infrastructure projects;
- Members stated that although this is a regional effort, there have been many successful projects completed at the local level. It was noted that smaller jurisdictions will benefit from having access to this type of project funding. It was also stated that no matter the funding source, jurisdictions will have to support projects by being shown the benefit of those projects. Members noted that community education and outreach is crucial;
- Mr. Adam Davis and Mr. Tom Imeson stated that with the suggestions provided by MPAC, they feel confident in moving forward to phase 1.

9. MPAC MEMBER COMMUNICATION

Ms. Annette Mattson noted that 2 of the 3 principals of the year are from the David Douglas School District.

10. ADJOURN

Councilor Jody Carson adjoined the meeting at 6:56 p.m.

Respectfully Submitted,

Joe Montanez
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR May 8, 2013

The following have been included as part of the official public record:

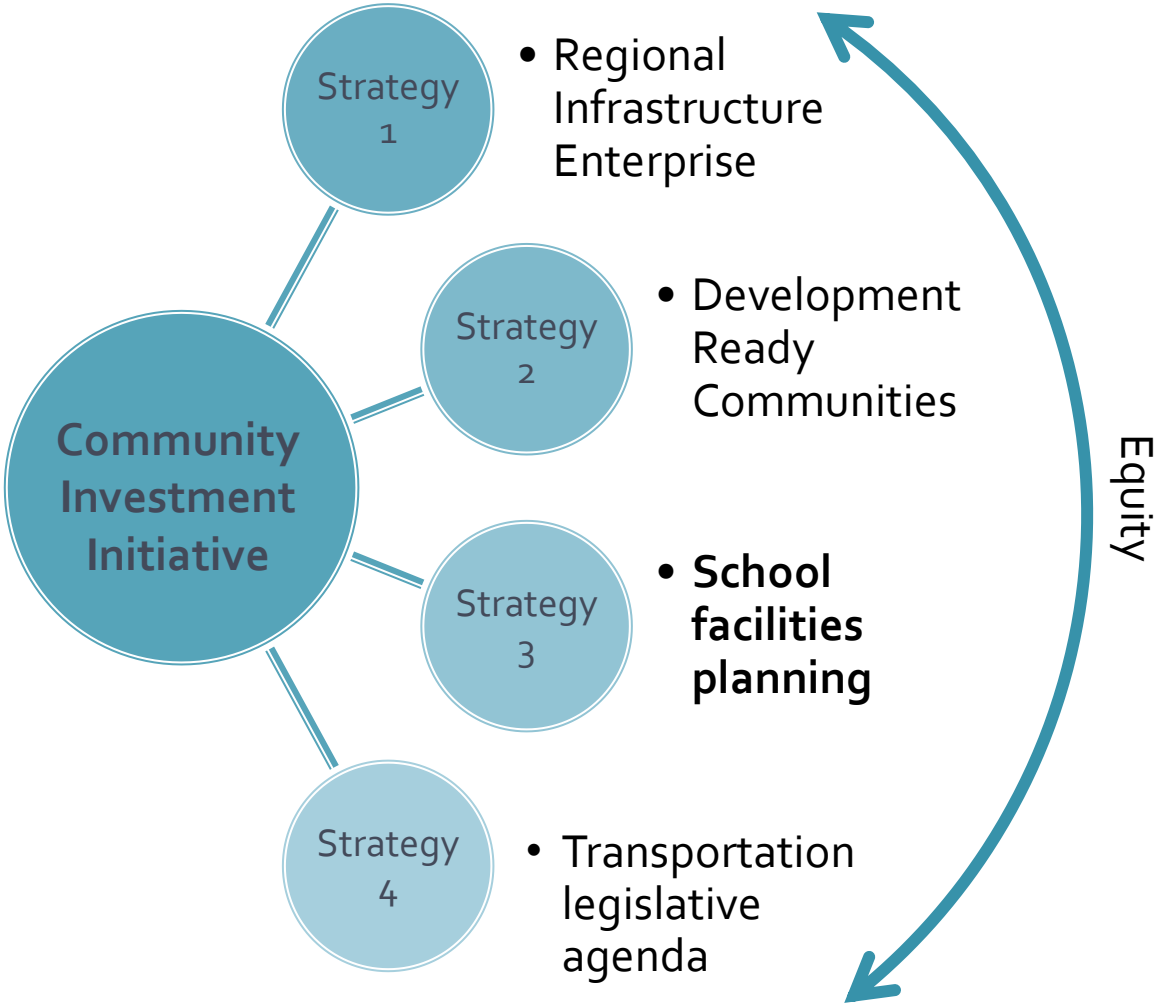
Item	Doc. Type	Doc. Date	Doc. Description	Doc. Number
7	PowerPoint	N/A	CSC Scenarios Project	50813m-01
8	PowerPoint	N/A	CII RIE	50813m-02

MPAC May 22, 2013

Community Investment Initiative

Joe Rodriguez, Nikolai Ursin

Context: CII's key strategies



Context: The challenge

- Workforce preparedness
- $27-41 billion dollars in infrastructure needs
- Relationship between school facilities and student performance
- Changing technologies

Process

- Pilot District Program
- School Facility Planning Tool

Facility Indicators	Demographic Indicators
Year school built	% Free & Reduced Lunch
Seismic collapse potential	% ESL
Operating Expenditures	Chronic absenteeism
Energy Use Intensity	Graduation Rate
Capacity Utilization Factor	Reading/Math testing
Facility Condition Index	Student Mobility
	Disadvantaged students

Next Steps for planning tool

- Senate Bill 540
- Presentations to Education Service Districts
- Partnerships with schools directly

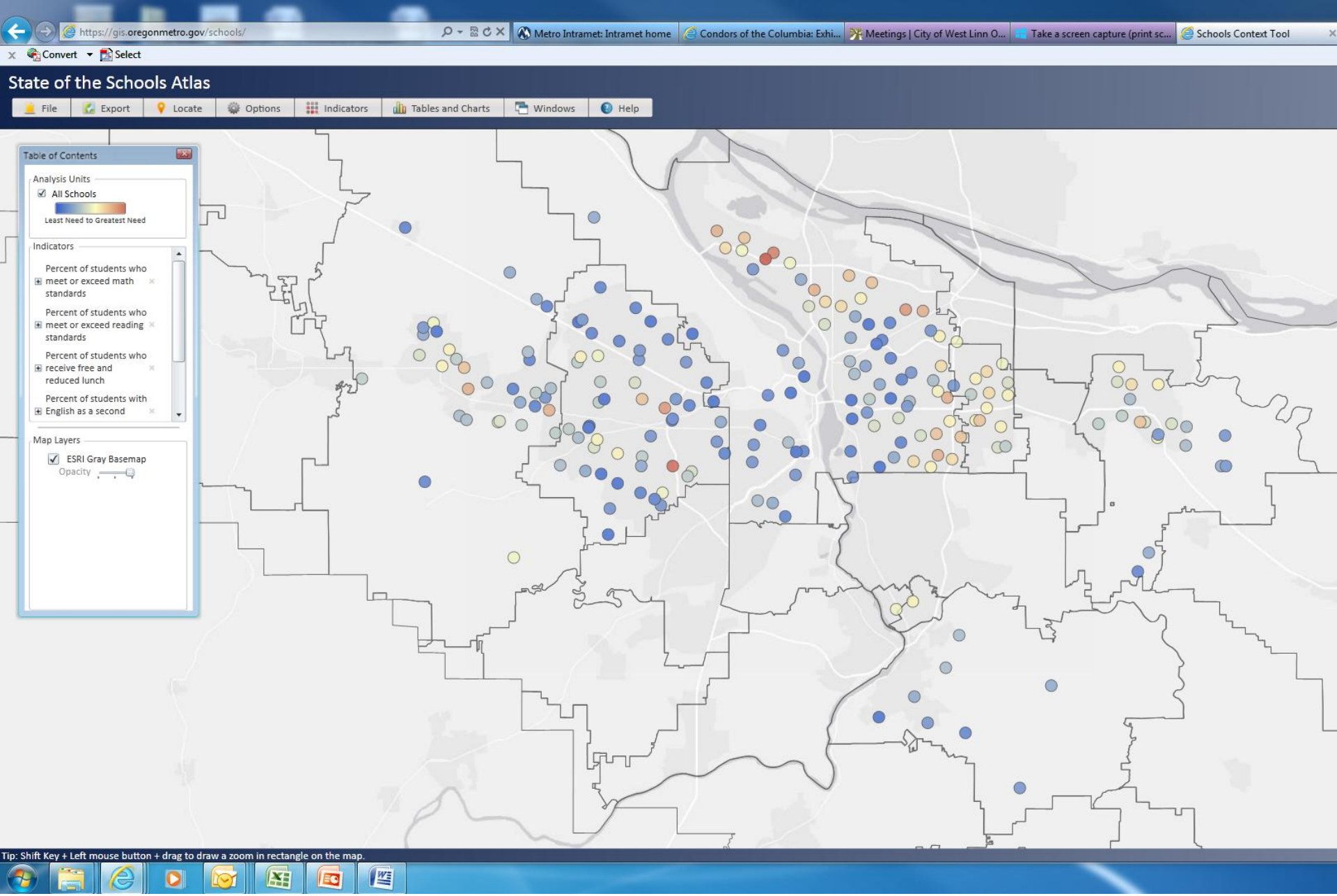
Discussion questions

- What feedback do you have on the school facility planning tool?
- What recommendations do you have for expanded use region-wide of the school facility planning tool or technology guidelines?

Joe Rodriguez– joerod@teleport.com

Nikolai Ursin— nikolai.ursin@oregonmetro.gov

Thank you.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Percent of students who meet or exceed reading standards
Percent of students who receive free and reduced lunch
Percent of students with English as a second
Map Layers
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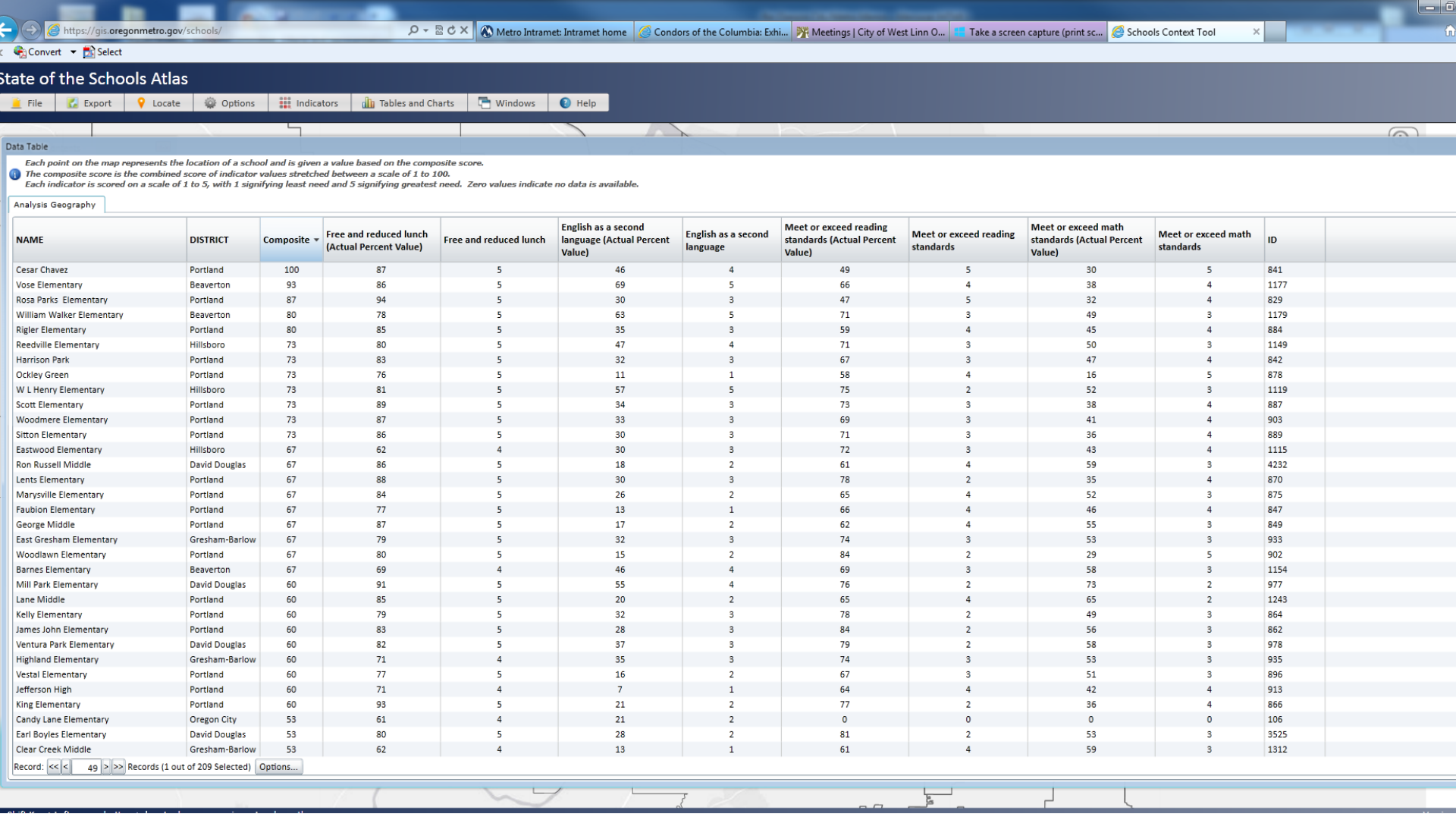
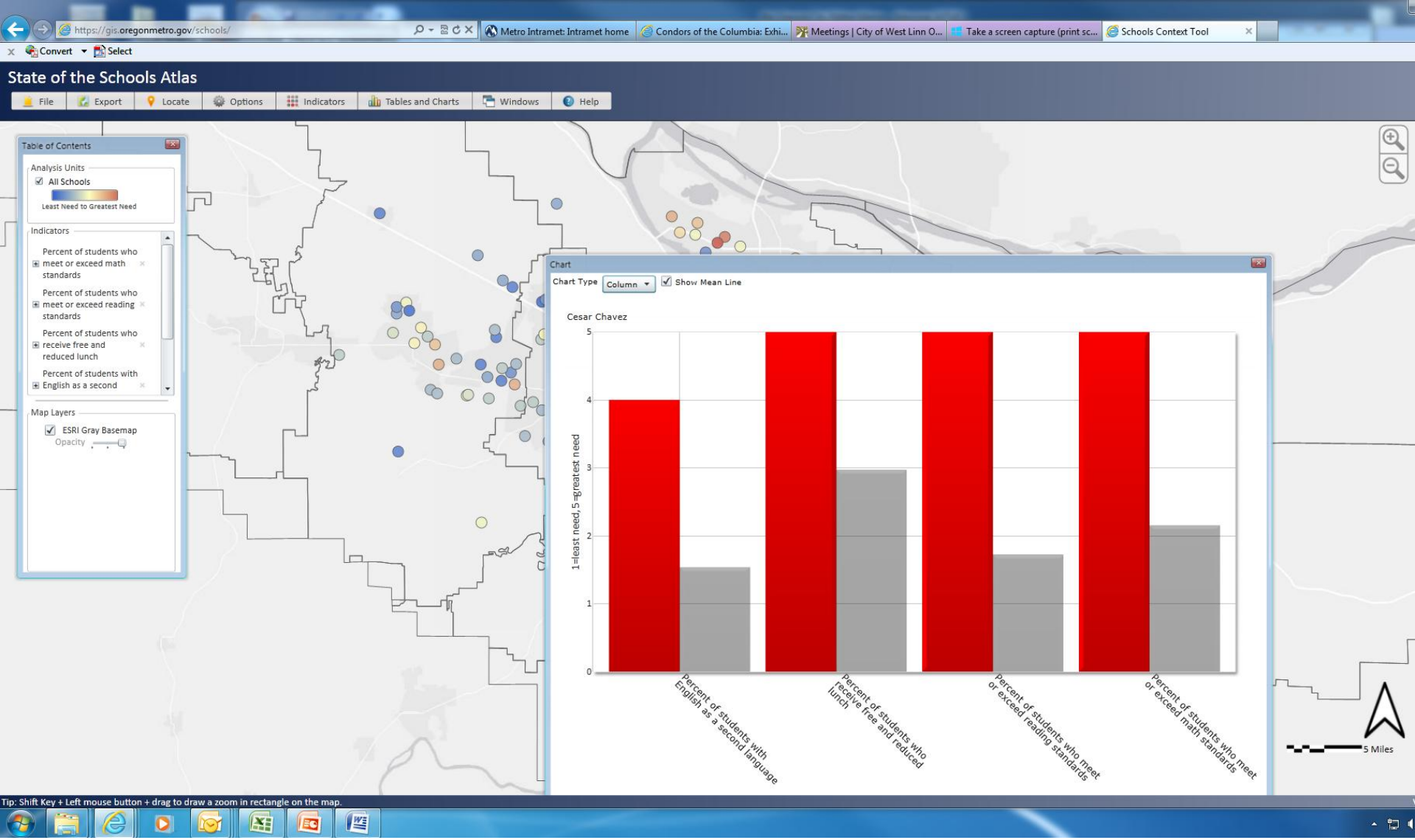


NAME	DISTRICT	Composite	Free and reduced lunch (Actual Percent Value)	Free and reduced lunch	English as a second language (Actual Percent Value)	English as a second language	Meet or exceed reading standards (Actual Percent Value)	Meet or exceed reading standards	Meet or exceed math standards (Actual Percent Value)	Meet or exceed math standards	ID
Cesar Chavez	Portland	100	87	5	46	4	49	5	30	5	841
Vose Elementary	Beaverton	93	86	5	69	5	66	4	38	4	1177
Rosa Parks Elementary	Portland	87	94	5	30	3	47	5	32	4	829
William Walker Elementary	Beaverton	80	78	5	63	5	71	3	49	3	1179
Rigler Elementary	Portland	80	85	5	35	3	59	4	45	4	884
Reedville Elementary	Hillsboro	73	80	5	47	4	71	3	50	3	1149
Harrison Park	Portland	73	83	5	32	3	67	3	47	4	842
Ockley Green	Portland	73	76	5	11	1	58	4	16	5	878
W L Henry Elementary	Hillsboro	73	81	5	57	5	75	2	52	3	1119
Scott Elementary	Portland	73	89	5	34	3	73	3	38	4	887
Woodmere Elementary	Portland	73	87	5	33	3	69	3	41	4	903
Sitton Elementary	Portland	73	86	5	30	3	71	3	36	4	889
Eastwood Elementary	Hillsboro	67	62	4	30	3	72	3	43	4	1115
Ron Russell Middle	David Douglas	67	86	5	18	2	61	4	59	3	4232
Lents Elementary	Portland	67	88	5	30	3	78	2	35	4	870
Marysville Elementary	Portland	67	84	5	26	2	65	4	52	3	875
Faubion Elementary	Portland	67	77	5	13	1	66	4	46	4	847
George Middle	Portland	67	87	5	17	2	62	4	55	3	849
East Gresham Elementary	Gresham-Barlow	67	79	5	32	3	74	3	53	3	933
Woodlawn Elementary	Portland	67	80	5	15	2	84	2	29	5	902
Barnes Elementary	Beaverton	67	69	4	46	4	69	3	58	3	1154
Mill Park Elementary	David Douglas	60	91	5	55	4	76	2	73	2	977
Lane Middle	Portland	60	85	5	20	2	65	4	65	2	1243
Kelly Elementary	Portland	60	79	5	32	3	78	2	49	3	864
James John Elementary	Portland	60	83	5	28	3	84	2	56	3	862
Ventura Park Elementary	David Douglas	60	82	5	37	3	79	2	58	3	978
Highland Elementary	Gresham-Barlow	60	71	4	35	3	74	3	53	3	935
Vestal Elementary	Portland	60	77	5	16	2	67	3	51	3	896
Jefferson High	Portland	60	71	4	7	1	64	4	42	4	913
King Elementary	Portland	60	93	5	21	2	77	2	36	4	866
Candy Lane Elementary	Oregon City	53	61	4	21	2	0	0	0	0	106
Earl Boyles Elementary	David Douglas	53	80	5	28	2	81	2	53	3	3525
Clear Creek Middle	Gresham-Barlow	53	62	4	13	1	61	4	59	3	1312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Opacity
Chart
Chart Type
Column
Show Mean Line
Cesar Chavez
1=least need, 5 =greatest need
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1
2
3
4
5
Percent of students with English as a second language
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Percent of students who meet or exceed math standards
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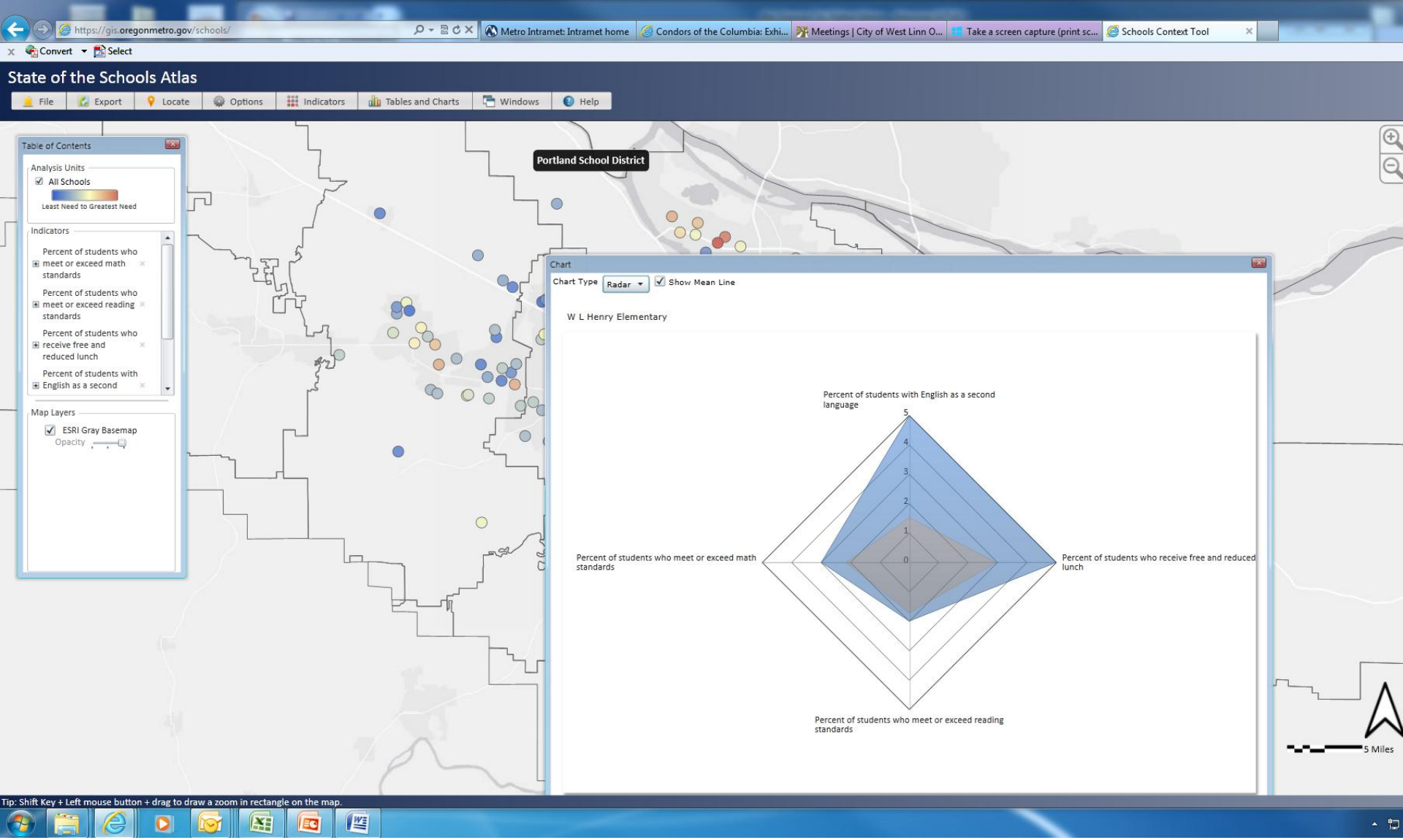
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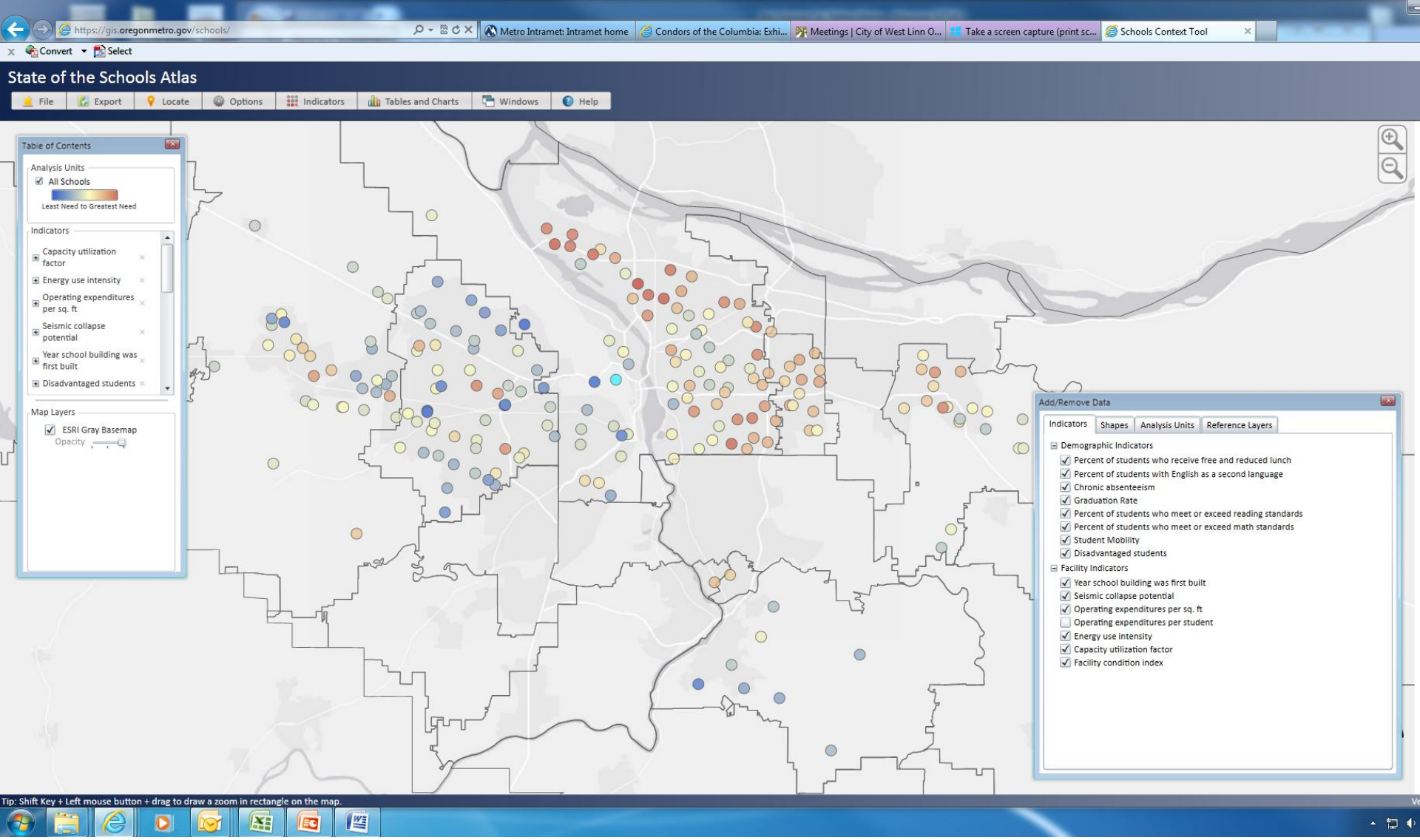
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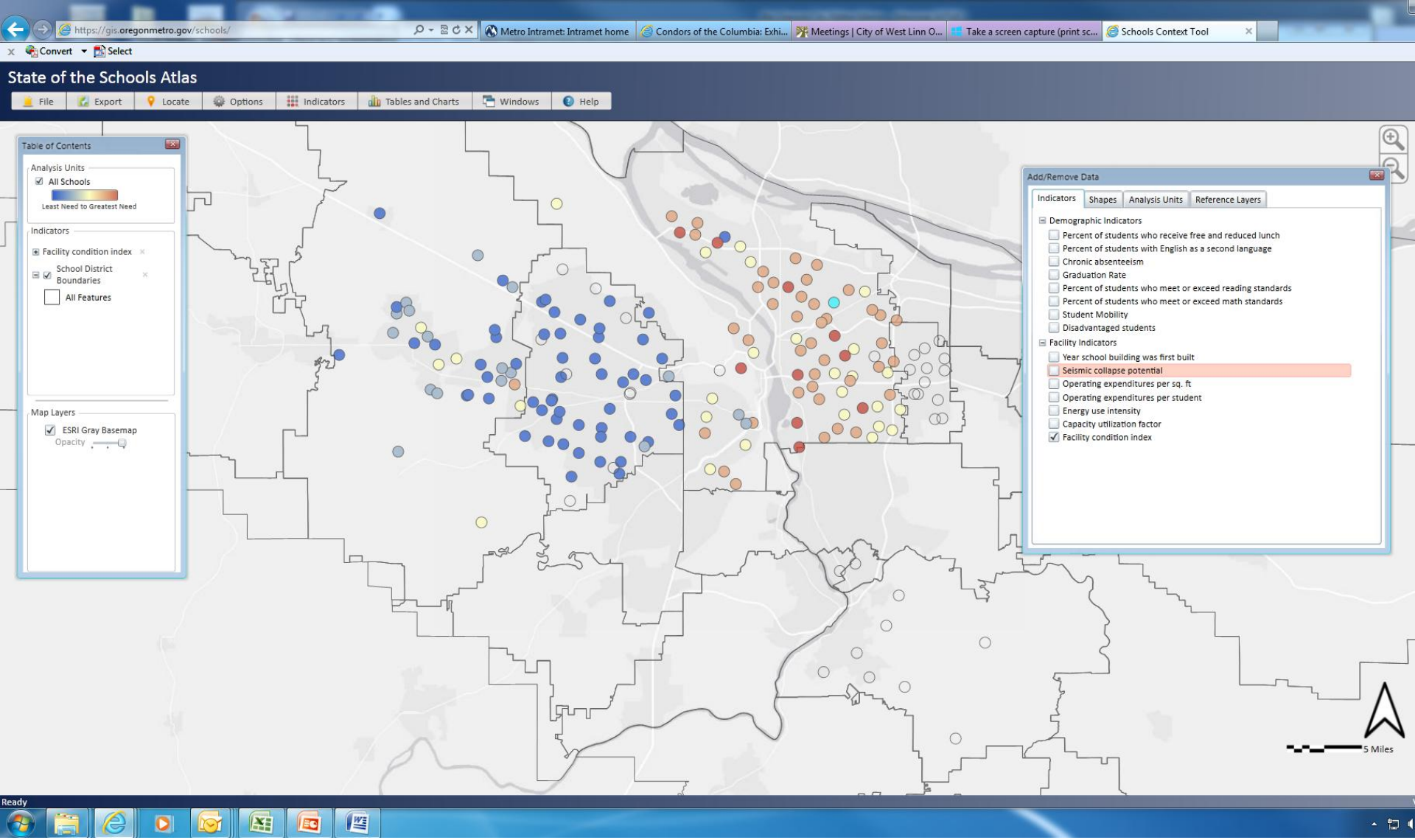
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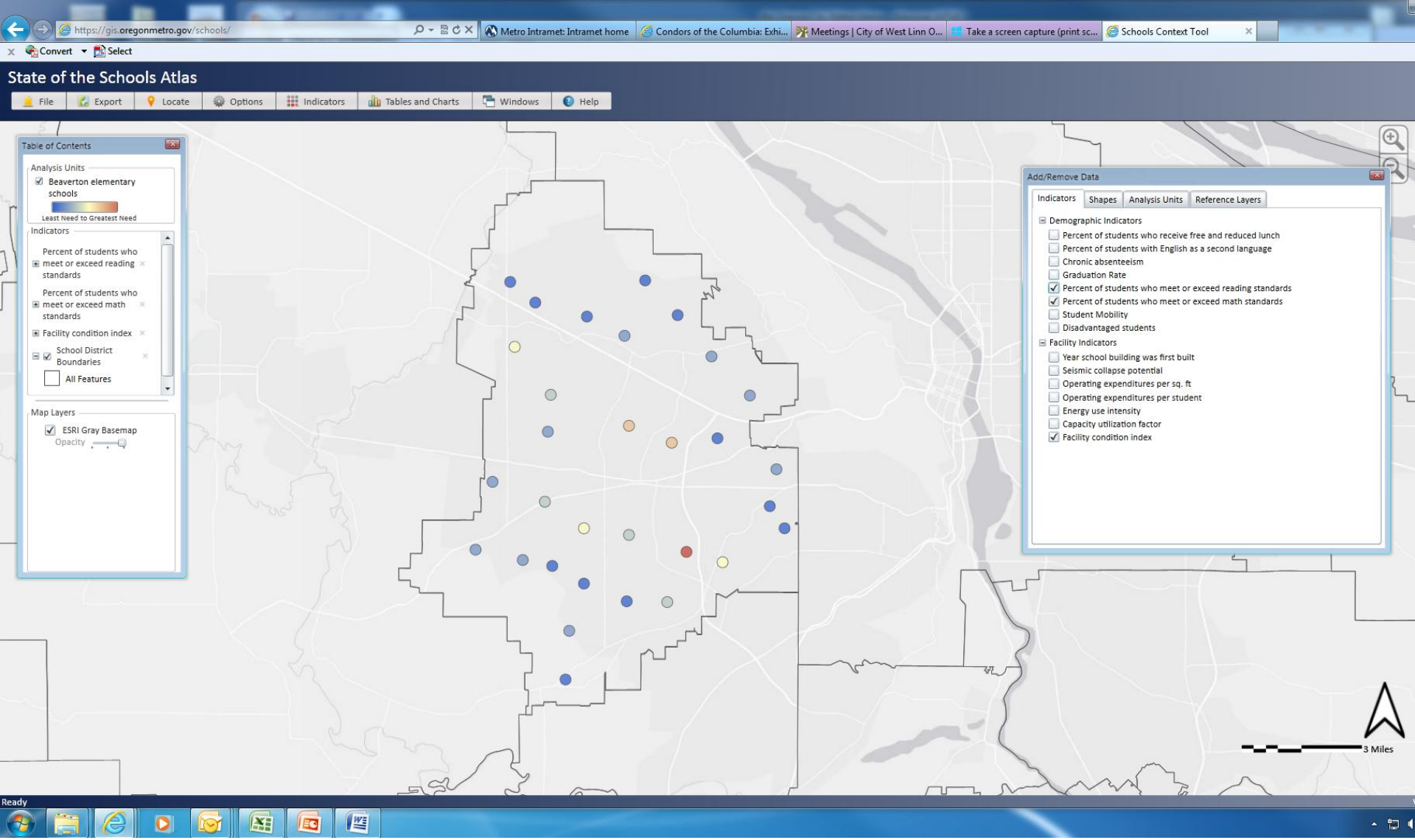
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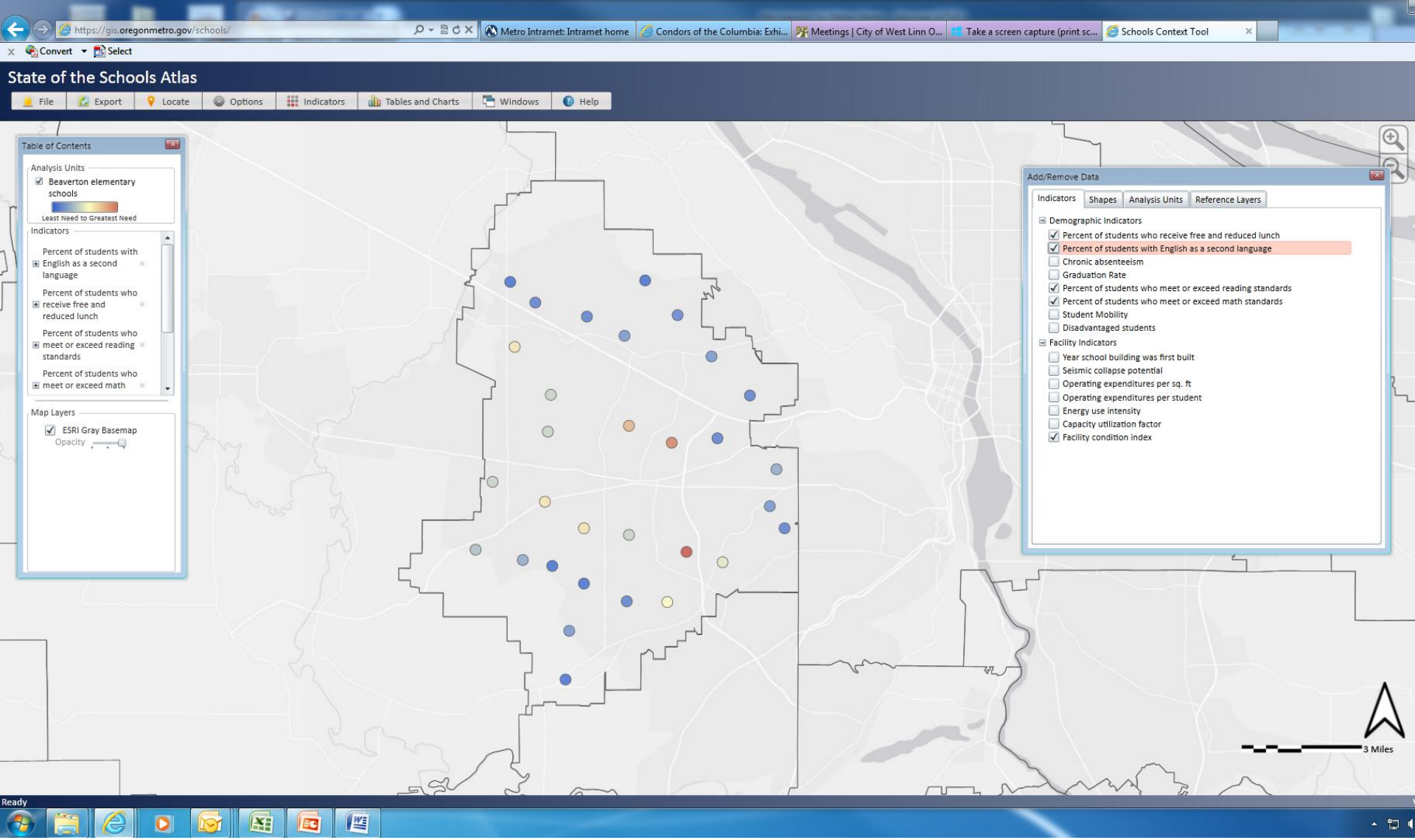
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