

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, Sept. 25, 2013
Time: 5 to 7 p.m.
Place: Metro, Council Chamber

- | | | | |
|---------|----|--|---|
| 5 PM | 1. | <u>CALL TO ORDER</u> | Pete Truax, 2nd Vice Chair |
| 5:02 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Pete Truax, 2nd Vice Chair |
| 5:05 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:10 PM | 4. | <u>COUNCIL UPDATE</u> | |
| 5:15 PM | 5. | * <u>CONSIDERATION OF THE SEPT. 11, 2013 MINUTES</u> | |
| 5:20 PM | 6. | Legislative Update – <u>INFORMATION / DISCUSSION</u> | Randy Tucker, Metro |
| | | <ul style="list-style-type: none">• <i>Outcome:</i> Brief report on the 2013 legislative session and preview of upcoming legislative activities. | |
| 5:35 PM | 7. | * Southwest Corridor Plan Steering Committee Recommendation – <u>INFORMATION/DISCUSSION</u> | Bob Stacey, Metro Council
Craig Dirksen, Metro Council |
| | | <ul style="list-style-type: none">• <i>Outcome:</i> MPAC discussion in preparation for recommendation to Metro Council on Oct. 9. | |
| 6:25 PM | 8. | <u>MPAC MEMBER COMMUNICATION</u> | |
| 6:35 PM | 9. | <u>ADJOURN</u> | Pete Truax, 2nd Vice Chair |

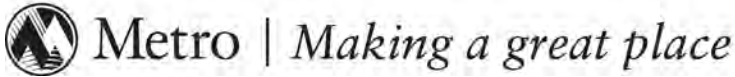
Upcoming MPAC Meetings:

- Wednesday, Oct. 9 from 5 to 7 p.m. at the Metro Regional Center, Council Chamber.
- Wednesday, Oct. 23 from 5 to 7 p.m. at the Metro Regional Center, Council Chamber.
- Wednesday, Nov. 13 from 5 to 7 p.m. at the Metro Regional Center, Council Chamber.
- Wednesday, Dec. 11 from 5 to 7 p.m. at the Metro Regional Center, Council Chamber.

* Material included in the packet.

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.

Metro's nondiscrimination notice: Metro respects civil rights. Metro fully complies with Title VI of the Civil Rights Act of 1964 that bans discrimination on the basis of race, color or national origin. For more information on Metro's civil rights program, or to obtain a Title VI complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. All Metro meetings are wheelchair accessible. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1536 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 7 business days in advance of the meeting to accommodate your request. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.



2013 MPAC Tentative Agendas

As of 9/18/13

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

<p>MPAC Meeting Wednesday, Sept. 11, 2013</p> <ul style="list-style-type: none">• Regional Active Transportation Plan – Recommendation to the Metro Council on the draft ATP acknowledgement resolution• 2014 Urban Growth Report and growth management decision – present draft timeline• Metro Planning & Development grants update – Information	<p>MPAC Meeting Wednesday, Sept. 25, 2013</p> <ul style="list-style-type: none">• Legislative update session – Information/discussion• Southwest Corridor Project Steering Committee Recommendation – Information/ discussion <p>FYI: League of Oregon Cities Conference, Portland, OR, September 26 - 28</p>
<p>MPAC Meeting Wednesday, Oct. 9, 2013</p> <ul style="list-style-type: none">• Southwest Corridor Project Steering Committee Recommendation – Action• Cully Presentation – Information• Community Investment Initiative: Introduction of the resolution proposed to be adopted by the Metro Council expressing their intent to form a Regional Infrastructure Enterprise as a joint action of Metro and the Port of Portland – Information/ discussion	<p>MPAC Meeting Wednesday, Oct. 23, 2013</p> <ul style="list-style-type: none">• Equity Atlas – Information• Climate Smart Communities: Beaverton and Hillsboro Case Studies & Clean Energy Cities – Information• Community Investment Initiative: Recommendation to the Metro Council on their resolution of intent to form a Regional Infrastructure Enterprise as a joint action of Metro and the Port of Portland – recommendation to the Metro Council• <i>Public Engagement Review Guide – Information</i>• <i>Brownfields – presentation by City of Portland, continued MPAC discussion of policy recommendations to advance brownfields remediation in region.</i> <p>FYI: Rail~Volution, Seattle, WA, October 20-23 FYI: AMPO National Conference, Portland, OR, October 22-25</p>

MPAC Meeting

Wednesday, Nov. 13, 2013

- 2013 MPAC Officers – Select Nomination Committee
- *Streetcar Evaluation Methods Project – Information*
- *20-year population and employment forecasts*
- *Visits by Senator Merkley or Senator Wyden*
- *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*
- *Climate Smart Communities: Draft preferred scenario – Discussion*
- *[Optional] Community Investment Initiative: Introduction of the Metro Ordinance to execute and Intergovernmental Agreement between Metro and the Port of Portland to jointly form a Regional Infrastructure Enterprise – Information/discussion*

FYI: 2013 Association of Oregon Counties Annual Conference, Eugene, OR, November 18 - 21

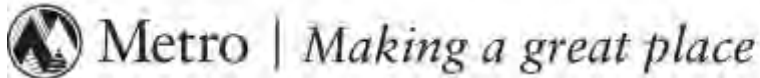
MPAC Meeting

Wednesday, Dec. 11, 2013

- 2013 MPAC Officers – Action
- *Climate Smart Communities: Final check-in for 2013 – update/discussion*
- *[Optional] Community Investment Initiative: Recommendation to the Metro Council on their Ordinance to execute an Intergovernmental Agreement between Metro and the Port of Portland to jointly form a Regional Infrastructure Enterprise – Recommendation to the Metro Council*
- *Solid Waste Community Enhancement Program – Information*

Parking Lot:

- Apartments without parking
- Oregon Energy Plan
- Statewide Transportation Strategy
- Metro's Equity Strategy
- Presentation on health & land use featuring local projects from around the region
- Affordable Housing opportunities, tools and strategies
- Greater Portland, Inc. Presentation on the Metropolitan Export Initiative



Metro Policy Advisory Committee
September 11, 2013
Metro Council Chamber

MEMBERS PRESENT

Andy Duyck
Bill Turlay
Bob Grover
Craig Prosser
Denny Doyle
Doug Neeley
Jerry Willey
Jody Carson, *1st Vice Chair*
Josh Fuhrer
Loretta Smith, *Chair*
Marilyn McWilliams
Martha Schrader
Maxine Fitzpatrick
Peter Truax, *2nd Vice Chair*
Sam Chase
William Wild

AFFILIATION

Washington County
City of Vancouver
Citizen, Washington Co. Citizen
TriMet
City of Beaverton, Washington Co. 2nd Largest City
City of Oregon City, Clackamas Co. 2nd Largest City
City of Hillsboro, Washington Co. Largest City
City of West Linn, Clackamas Co. Other Cities
City of Gresham, Multnomah County, 2nd Largest City
Multnomah County
Tualatin Valley Water District, Washington Co. Special Districts
Clackamas County
Citizen, Representing Multnomah Co. Citizen
City of Forest Grove, Washington Co. Other Cities
Metro Council
Oak Lodge Sanitary District, Clackamas Co. Special Districts

MEMBERS EXCUSED

Amanda Fritz
Bob Stacey
Charlie Hales
Charlynn Newton
Craig Dirksen
Jeff Gudman
Steve Stuart
Tim Clark
Wilda Parks

AFFILIATION

City of Portland
Metro Council
City of Portland
City of North Plains, City in Washington Co. Outside the UGB
Metro Council
City of Lake Oswego, Clackamas Co. Largest City
Clark County
City of Wood Village, Multnomah Co. Other Cities
Citizen, Representing Clackamas Co. Citizen

ALTERNATES PRESENT

Jennifer Donnelly
Lise Glancy

AFFILIATION

Oregon Dept. of Land Conservation and Development
Port of Portland

STAFF: Kelsey Newell, Lake McTighe, Amy Croover, Beth Cohen, Nick Christensen, Steve Wheeler, Colin Deverell, Ina Zucker, Ken Ray, Alison Kean, John Williams, Ted Reid, Andy Shaw, and Councilor Kathryn Harrington.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Loretta Smith called the meeting to order at 5:05p.m.

2. SELF INTRODUCTIONS & COMMUNICATIONS

All attendees introduced themselves.

3. CITIZEN COMMUNICATION ON NON-AGENDA ITEMS

There were no citizen communication or non-agenda items.

4. COUNCIL UPDATE

Councilor Sam Chase gave an update on the following items:

- The Metro Council voted on August 15th to award \$4.2 million in Community Planning and Development Grants to 20 projects across the region with the purpose of supporting regional development.
- The Metro Council voted unanimously on August 15th to negotiate a Developing and Financing Agreement with Mortenson/Hyatt Development for the construction of a Convention Center Hotel. The Portland City Council is scheduled to vote on an intergovernmental agreement by the end of September and it is expected that Multnomah County will have a similar vote that is yet to be scheduled.
- Neka, a 6-year-old African lion, gave birth to three healthy lion cubs last Saturday and all are doing well.

5. APPROVAL OF SEPTEMBER 11TH CONSENT AGENDA

- August 14, 2013 Minutes
- MTAC Nominations

MOTION: Mayor Denny Doyle moved, Councilor Jody Carson seconded, to approve the consent agenda.

ACTION: With all in favor, the motion passed.

6. ACKNOWLEDGMENT OF DRAFT REGIONAL ACTIVE TRANSPORTATION PLAN: RESOLUTION NO. 13-4454

Ms. Lake McTighe, Metro, provided MPAC with a brief overview of the Regional Active Transportation Plan (ATP) and sought a recommendation from MPAC to the Metro Council to approve Resolution No. 13-4454.

Ms. McTighe began by stating that the purpose of the ATP is to create safe, reliable transportation network and exercise leadership on climate change. She noted that the plan has been shaped with much input, but staff is continuing to engage with external partners to refine the ATP. She stated that the purpose of the resolution is a formal acknowledgment of the work done to date on the ATP. After the resolution passes, there will be adequate time for further input and refinement of the project before being proposed for adoption as a component of the RTP in 2014.

For more information, visit www.oregonmetro.gov/activetransport.

Member discussion included:

- Members expressed great appreciation for the work that has been done to date on this project and for extending the timeline in which MPAC needed to make a recommendation. It was expressed that this action was beneficial for local jurisdictions to really understand the ATP process.
- Members asked for clarification on the schedule of adoption. Ms. McTighe stated that from now until March 2014, there will be time to further refine the ATP. At that time a draft plan will be released for public comment and in July 2014, the plan will be proposed for adoption at a component of the 2014 RTP.
- Members stressed the need for funding for local projects not on the regional system.
- Members asked about the role of the workgroup and how it relates to the Stakeholder Advisory Committee. Ms. McTighe stated that the Stakeholder Advisory Committee met for 18 months and held 10 meetings. The group concluded meeting when the draft plan was completed through the ODOT TGM grant. By providing two years of funding for active transportation the Metro Council makes it possible to form a workgroup that can now guide the changes made to the RTP based on the ATP. Members of the Stakeholder Advisory Committee, as well as MTAC, TPAC and other interested stakeholders will be invited to participate in the workgroup.

MOTION: Mayor Denny Doyle moved, Councilor Jody Carson seconded, to recommend adoption of Resolution No. 13-4454, to the Metro Council.

ACTION: With all in favor, the motion passed.

7. 2014 URBAN GROWTH REPORT AND 2015 GROWTH MANAGEMENT DECISION

Mr. John Williams, Metro, began by stating that this will be the first of many conversations over the next two years regarding the upcoming Urban Growth Report (UGR) and the Growth Management Decision. Mr. Williams stated that within these decisions, other regional efforts will be looked at to see how they connect through the jurisdictions helping meet regional growth goals. The process is intended to benefit jurisdictions and is an opportunity to offer ideas on how to better connect regional efforts.

Mr. Ted Reid, Metro, provided MPAC with information about the timeline and approach that will lead to the Metro Council's upcoming growth management decision. He stated that Metro has a regional vision to guide how we respond to more households and jobs, focusing on growth in urban centers and transportation corridors. The Growth Concept also includes UGB expansions when there's a regional need. Through the process, a lot of local and regional policies and investments are implemented including: transportation investments, urban renewal, zoning, Transit-Oriented Development programs, and other technical assistance. Management of the UGB is one such tool to achieve the local and regional goals. State laws lay out a cycle for Metro's review of growth capacity and the region is beginning that next review cycle now. The Urban Growth Report (UGR) will address long term opportunities and challenges focusing on employment and residential growth. In both analyses, there will be a focus on supply and demand guided by statewide planning goals and statutes including analysis of housing and transportation affordability. Mr. Reid then spoke to the timeline and MPAC's role. MPAC will be asked to make a formal recommendation to the Metro Council on the UGR in the fall of 2014. They will also be asked to make a similar recommendation on

the growth management decision in the fall of 2015. In moving forward, Metro staff will seek direction from the Metro Council on specific topics on which they would seek MPAC's advice. For more information, visit www.oregonmetro.gov.

Member discussion included:

- Members asked about the possibility of mandatory jurisdictional boundary expansion. Mr. Williams stated that jurisdictions certainly have the option in wishing not to expand and that there is no obligation for a city to develop and adopt concept plans for urban reserve areas if there is no local desire for UGB expansion, but if there is a need to expand the UGB, in order to remain compliant with Oregon statutes, Metro would have the authority to expand the UGB in a jurisdiction without their consent and without an adopted concept plan.
- Members asked if analyses related to growth could come before MPAC earlier than in previous years as to have thoughtful discussions earlier in the process. Mr. Williams stated that staff will work to provide MPAC with as good an understanding as possible about the process.
- Members expressed a need for more transparency in this process and to see the criteria to which specific categories will be evaluated.
- Members asked how the Climate Smart Communities Scenarios project would have influence on this decision. Mr. Reid stated that local and regional plans are fairly ambitious and go a long way towards meeting greenhouse gas reduction goals and that investments are needed to implement those plans. Both the Urban Growth Report and a preferred CSC scenario are scheduled to be adopted by the Council near the end of 2014. In 2015, staff will be looking to the CSC preferred scenario to determine how it impacts the assessment of regional land needs.

8. MPAC MEMBER COMMUNICATION

Mayor Pete Truax, Forest Grove stated that he is calling for a review of MPAC's membership structure as well as the operational duties of the committee in the future. He stated that he did not have any suggestions at this time, but is willing to be a part of the larger conversation regarding the future of MPAC.

Additionally, Mayor Truax thanked Mr. Craig Prosser and TriMet for their ongoing support of the newly operational Grove Link transit system which provides residents of Forest Grove with increased access to transit.

Mayor Doug Neeley, Oregon City, stated that the Willamette Falls Legacy Project will be moving forward with the master planning process.

Members asked Metro Councilor Sam Chase how they could be supportive of the OCC Hotel project. Councilor Chase stated that support could best be shown by testifying in favor of the project at the next Portland City Council meeting.

Councilor Jody Carson, West Linn, noted that the Willamette Falls Festival will be held on October 5-6, 2013.

9. ADJOURN

Chair Loretta Smith adjourned the meeting at 6:20 p.m.

Respectfully Submitted,



Joe Montanez
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR AUGUST 14, 2013

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

<u>Item</u>	<u>Doc. Type</u>	<u>Doc. Date</u>	<u>Doc. Description</u>	<u>Doc. Number</u>
5	Handout	9/4/11	MTAC Nominations	91113m-01
5	Handout	N/A	MTAC Roster	91113m-02
6	Handout	9/4/13	MTAC Memo	91113m-03
6	PPT	N/A	ATP	91113m-04
6	Handout	9/3/13	ATP Memo	91113m -05
6	Handout	N/A	ATP/RTP Maps	91113m-06
7	PPT	N/A	UGR	91113m-07

MPAC Worksheet

Agenda Item Title: Southwest Corridor Plan Steering Committee Recommendation

Presenter(s): Councilor Dirksen & Councilor Stacey

Contact for this worksheet/presentation: Malu Wilkinson

Date of MPAC Meeting: 9/25/2013

Purpose/Objective

The Southwest Corridor Plan Steering Committee made a milestone recommendation on July 22, 2013 on a Shared Investment Strategy for the Southwest Corridor that supports the land use vision of the corridor communities with a range of transit and other multimodal transportation investments along with parks and habitat projects and policy changes and incentives. This recommendation is currently being endorsed by each project partner in the corridor and will be considered by the Metro Council in October. The Steering Committee recommendation includes direction on the following elements:

- Improved local transit service
- Further study of both bus rapid transit and light rail transit from Portland to Tualatin, via Tigard
- Consideration of 81 multimodal transportation projects
- A resource compilation of over 400 parks and habitat projects
- A toolkit of policy changes and development incentives to support local land use visions

Action Requested/Outcome

MPAC will be requested to recommend action to the Metro Council on adopting a resolution that moves forward the SWCP Steering Committee recommendation at their 10/9 meeting. The purpose of the presentation and discussion on 9/25 is to ensure sufficient time for MPAC members to discuss and understand the Steering Committee recommendation.

How does this issue affect local governments or citizens in the region?

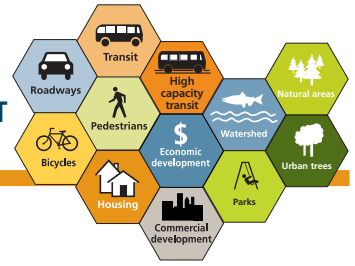
Implementation of the Southwest Corridor Plan and Shared Investment Strategy will help to support the community visions for future development and growth in downtowns, main streets and employments areas in communities in the Southwest Corridor. The corridor was identified as the region's top priority for study for investment in high capacity transit and continued work on this project will help to ensure that future residents and employees across the region are better connected with opportunities.

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

MPAC went on a bus tour of the Southwest Corridor in 2012. Since then, the Steering Committee has recommended action that moves the project from Phase I into a refinement phase that sets the region up for implementation.

What packet material do you plan to include?

- Summary of the Southwest Corridor Plan Recommendation
- Southwest Corridor Plan and Shared Investment Strategy and attachments
- Calendar of local adopting actions



This effort began with local land use plans to identify actions that support vibrant communities. Building on the local plans, the Southwest Corridor Plan examines high capacity transit alternatives and potential roadway, bicycle and pedestrian improvements.

This plan identifies actions and investments that support key elements of a successful region, things such as healthy communities, economic prosperity, transportation choices, clean air and water, and equity.

PARTNERS

- City of Beaverton
- City of Durham
- City of King City
- City of Lake Oswego
- City of Portland
- City of Sherwood
- City of Tigard
- City of Tualatin
- Multnomah County
- Washington County
- ODOT
- TriMet
- Metro

CONNECT

- www.swcorridorplan.org
- swcorridorplan.blog.com
- [f](#) /SWCorridor
- [t](#) @SWCorridor
- trans@oregonmetro.gov
- 503-813-7535

Shared investment strategy recommendation

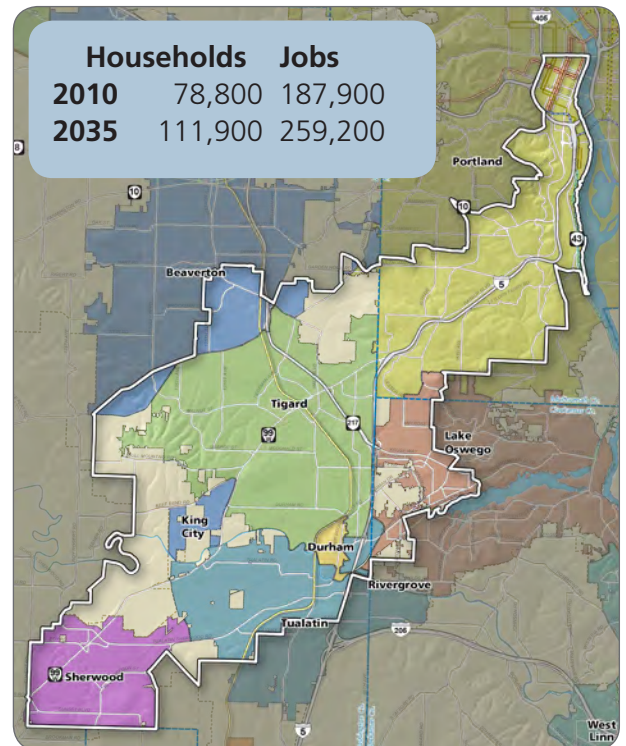
In July 2013, the Southwest Corridor Plan Steering Committee recommended transit alternatives for further study along with roadway, bicycle, pedestrian, parks, trails and natural area projects.

This document summarizes the recommendation that is being considered by decision-makers.

Why invest in the Southwest corridor?

Today, the Southwest corridor is home to 11 percent of the Portland metropolitan area population and 26 percent of tri-county jobs, both of which are projected to grow significantly over the next two decades. The corridor also contains a wealth of amenities, from parks and habitat to job centers, retail destinations, and major educational institutions including the Oregon Health Sciences University and Portland Community College.

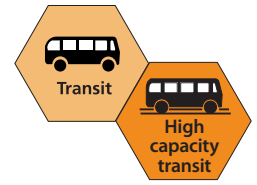
As people and employers seek to locate in the corridor, worsening traffic will limit job growth and make it harder for residents to get around. In light of this as well as local land use aspirations, the Southwest corridor was selected by regional leaders as the next area to study for a potential high capacity transit investment. In combination with other investments to support transportation choices (driving, biking, walking and transit), a new bus rapid transit or light rail line would provide better access to jobs in the corridor and encourage development in key places while protecting the character of single-family neighborhoods.



Find the recommendation at www.swcorridorplan.org or call 503-813-7535 to request a copy.

Recommendation: Invest in transit

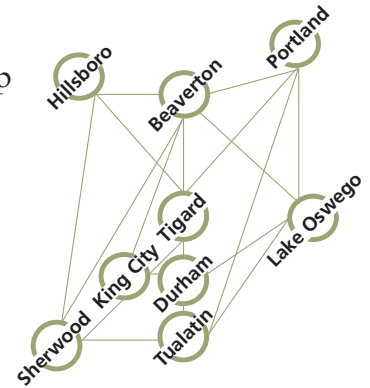
Transit is a key element to help communities in the corridor achieve their development visions. The recommendation gives direction on both local bus service improvements and future high capacity transit (light rail or bus rapid transit) in the corridor.



Local service

To improve local bus service, the steering committee directs TriMet to develop and implement the Southwest Service Enhancement Plan to:

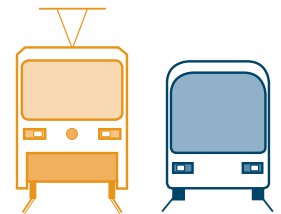
- ensure key corridor locations are connected by efficient and reliable local service – to one another, to the Westside Express Service (WES) and to a potential new high capacity transit line
- make on-the-ground improvements to the transit system
- identify how cities and counties can create better access to transit (both to local service and to a potential bus rapid transit or light rail line).



High capacity transit

An investment in high capacity transit in the corridor would help achieve the local visions for development, revitalizing and encouraging private investment in future station areas. It also would create the ability to move people efficiently, which is especially important in a corridor where:

- it is difficult, expensive and disruptive to build or expand roads due to hills, natural resources, established businesses and existing neighborhoods
- significant growth in jobs and population is anticipated.



To better understand the options for high capacity transit in the corridor, the Southwest Corridor Plan Steering Committee directs staff to study in more detail:

- two potential modes: light rail and bus rapid transit
- for the bus rapid transit, between 50 to 100 percent of the alignment in exclusive right of way
- a line that connects Portland to downtown Tualatin, via Tigard.



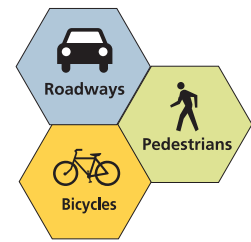
Steering committee decisions: High capacity transit

October 2012	July 2013	mid-2014	early 2017
Narrowed from 10 alternatives concepts to five	<ul style="list-style-type: none"> • Direction on Southwest (Transit) Service Enhancement Plan • Policy direction on “level” of bus rapid transit for further study • Which modes to carry forward for further study • Destination 	<p><i>Refinement</i></p> <ul style="list-style-type: none"> • Alignments <ul style="list-style-type: none"> • Naito or Barbur • Surface or tunnel? • Direct connection to PCC? • Hall or 72nd? • Add a lane or convert a lane? • Potential station locations • Funding strategies 	<p><i>Draft Environmental Impact Statement</i></p> <ul style="list-style-type: none"> • Mode • Station locations • Transit system connections

Earlier decisions The Southwest Corridor Plan Steering Committee’s October 2012 narrowing decision removed several options from further consideration: 1) streetcar as a mode, 2) high capacity transit connection between Tigard and Sherwood on Highway 99W, and 3) the idea of adding or converting an Interstate 5 lane for high occupancy transit use. It also tabled consideration of WES improvements for a separate planning process.

Recommendation: Invest in roadways and active transportation

Potential projects were gathered from the Regional Transportation Plan and other regional plans, transportation system plans and other local plans, and suggestions from the public. This list was narrowed from more than 500 projects. The recommended projects either:



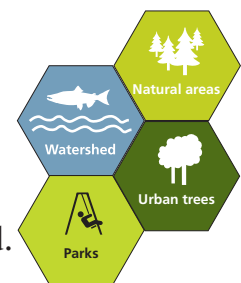
- leverage and support the potential high capacity transit line, including:
 - walking and biking projects within one-quarter mile of potential station areas
 - trails within one mile of potential station areas
- highly support the community land use vision, including projects that:
 - leverage future development in places local communities have defined as “essential” or “priority”
 - are important to meet freight and capacity needs in employment and industrial districts
 - improve pedestrian connectivity, provide safe crossings or high-demand bike connections.

The projects identified as highly supportive of high capacity transit will be included in further study of the high capacity transit project. Those projects that support the land use vision will move forward as the local jurisdictions develop and fund them, either individually or in collaboration with other project partners.

Attachment A of the recommendation shows priority projects.

Recommendation: Invest in parks, trails and nature

Parks, greenspaces, trails and natural areas are consistently cited as one of the Southwest corridor’s most important and attractive features. To strengthen “green” elements, support community visions and leverage future transportation investments, the steering committee recommends that project partners work collaboratively and seize opportunities to implement projects as corridor development plans move forward.



Attachment A of the recommendation shows the potential projects.

Recommendation: Consider new regulations and policies, and develop incentives to build private investment consistent with community vision

The public sector can help set the stage for development consistent with community goals through regulations, policies and development incentives that encourage private investment. In the next phase of the Southwest Corridor Plan, project partners will explore specific tools to advance the corridor land use vision and enable the region to compete nationally for scarce federal dollars for high capacity transit.



Attachment B of the recommendation provides a toolkit of a variety of policies and incentive programs for communities to consider as they advance Southwest Corridor Plan projects and community development goals.

Recommendation: Develop a collaborative funding strategy for the Southwest Corridor Plan

Project partners should work together to develop a funding strategy that includes local, regional, state and federal sources. This could include innovative financing tools and non-transportation funding for parks and natural areas.

Stay informed about the process. Let project partners know what is important to you.

Let your representatives know your thoughts on the recommendation.

- **Southwest Corridor Plan Steering Committee**, 9:30 to 11:30 a.m. Monday, July 22, Tigard Library, 13500 SW Hall Boulevard
- **Project partner council/board action on the steering committee recommendation** through this summer and fall

In addition to public comments received at the above events, decision-makers will consider the results and comments on the transit options and draft recommendation from community interactions and the following events.

- Community planning forum, Thursday, May 23, 2013, Tualatin Library
- Online questionnaire, transit options, May 24 through June 26, 2013, www.swcorridorplan.org
- Online questionnaire, staff recommendation, June 13 through June 26, 2013, www.swcorridorplan.org
- Community planning forum, Wednesday, June 26, 2013, Tigard Library

Together, the online questionnaires received 2,669 responses. Respondents largely support what is in the recommendation. To view the public comment report, visit www.swcorridorplan.org/projectlibrary.

Moving forward

July 22, 2013 Southwest Corridor Plan Steering Committee issues its recommendation.

Summer 2013 Projects with identified funding move forward in development and implementation.

2014 Partners develop and seek for funding projects highly supportive of community land use visions, working collaboratively as appropriate. Early actions may include project design and engineering, public outreach and working with regional partners to include the project in the Regional Transportation Plan.

Fall 2013 to mid-2014 TriMet works with partners and the public to refine the priorities for future transit service throughout the area, including connections to a potential high capacity transit line. Partners refine possible high capacity transit project alternatives for further study.

Mid-2014 Partners identify projects to be packaged with the high capacity transit alternative(s) for consideration in a Draft Environmental Impact Statement.

2015 and forward TriMet implements Southwest Service Enhancement Plan.

Mid-2014 to late 2016 Partners develop a Draft Environmental Impact Statement for the high capacity transit alternative(s)

Early 2017 (target) Partners and the public consider the Draft Environmental Impact Statement and determine a Locally Preferred Alternative.

SHARED INVESTMENT STRATEGY RECOMMENDATION

Making investments in the Southwest corridor

The Southwest Corridor Plan is an outcomes-oriented effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources. The plan was developed to support achieving four balanced goals:

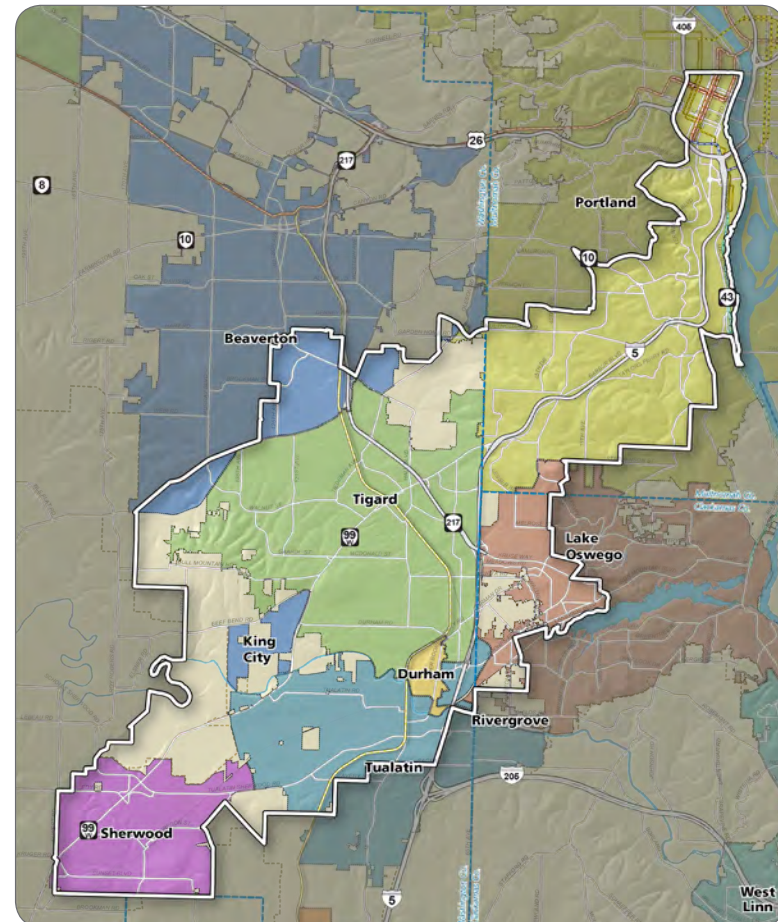
Accountability and partnership

Partners manage resources responsibly, foster collaborative investments, implement strategies effectively and fairly, and reflect community support.

Prosperity People can live, work, play and learn in thriving and economically vibrant communities where everyday needs are easily met.

Health People live in an environment that supports the health of the community and ecosystems.

Access and mobility People have a safe, efficient and reliable transportation network that enhances economic vitality and quality of life.



Steering committee members

- Metro Councilor Craig Dirksen, co-chair
- Metro Councilor Bob Stacey, co-chair
- Tigard Mayor John Cook
- Beaverton Mayor Denny Doyle
- Portland Mayor Charlie Hales
- Lake Oswego Councilor Skip O'Neill
- TriMet general manager Neil McFarlane
- Sherwood Mayor Bill Middleton
- Tualatin Mayor Lou Ogden
- Washington County Commissioner Roy Rogers
- Durham Mayor Gery Schirado
- Multnomah County Commissioner Loretta Smith
- ODOT Region 1 manager Jason Tell
- King City Commissioner Suzan Turley

As people and employers seek to locate in the Southwest corridor, worsening traffic congestion will impact economic development and livability in the area. In light of this and local redevelopment and revitalization goals, the Southwest corridor was selected by regional leaders as the next priority area to study for a potential set of investments, including high capacity transit, to address accessibility and enhance the great places envisioned by communities in the corridor. In combination with

other investments to support transportation choices (driving, biking, walking and transit), a new bus rapid transit or light rail line would provide better access to jobs in the corridor and encourage development in key places while protecting the character of single-family neighborhoods.

In July 2013, the Southwest Corridor Plan Steering Committee gave direction on three main questions to further narrow the options for a potential high capacity transit investment to serve the corridor land use vision. These questions include: 1) modes (bus rapid transit and/or light rail) for further study, 2) percentage of bus rapid transit in a dedicated transitway, and 3) the destination of a potential high capacity transit investment. In the year following this recommendation, a refinement phase will give more information and help the project partners define a possible project for analysis under the National Environmental Policy Act (NEPA) and explore implementation strategies for other elements of the Southwest Corridor Plan and Shared Investment Strategy.

Overview	1
Vision and context	1
Summary of the recommendation	2
The Southwest Corridor Land Use Vision	3
Public involvement for Phase I	4
Getting to the plan	5
Integrating public investments to support great places	6
Recommendation Shared investment strategy	7
Investments in the public realm	7
Regulatory framework and financial incentives toolkits	11
Alternative performance measures	15
What's next for the Southwest Corridor Plan?	15
Action chart	16

Vision and context

The work has been guided by a steering committee that includes representatives from Southwest corridor cities, counties and agencies.

Six major planning efforts are coordinated with this effort:

- Portland Barbur Concept Plan
- Sherwood Town Center Plan
- Tigard High Capacity Transit Land Use Plan
- Linking Tualatin
- Southwest Corridor Transit Alternatives Analysis
- Southwest Corridor Transportation Plan, focused on supporting transit and land use.



The project partners have defined a set of potential investments that support land use, transportation, and community-building goals in the corridor – a shared investment strategy – to implement the shared Southwest corridor vision. The policies and projects are aimed at supporting development that is consistent with the local communities' aspirations for key places in the corridor.



Southwest Corridor Adopting Actions

9/18/2013

Date	Jurisdiction	Resolution outcome
Tue, Aug 20 5:30 pm	Sherwood	Passed 5-1
Wed, Sep 4 7:00 pm	King City	Passed
Mid Sept	ODOT	
Mid-Sept	Lake Oswego	
Tue, Sep 17 6:30 pm	Beaverton	
Mon, Sep 23 7:00 pm	Tualatin	
Tue, Sep 24 7:30 pm	Durham	
Tue, Sep 24 6:00 pm	Washington Count	
Thu, Sep 26 9:30 am	Multnomah County	
Early Oct	TriMet	
Tue, Oct 8 6:30 pm	Tigard	
Wed, Oct 9	MPAC	
Wed, Oct 9 2:00 pm	City of Portland	
Thu, Oct 10	JPACT	
Tue, Oct 29 (tentative)	Metro Council (work session)	
Thu, Oct 31 (tentative)	Metro Council (resolution vote)	

Materials following this page were distributed at the meeting.

METRO COUNCIL LEGISLATIVE PRIORITIES
2013 Legislative Session (updated with session outcomes)



TOP PRIORITY ITEMS

- **I-5 Replacement bridge over the Columbia River:** Support adoption of an equitable state finance package that reflects the importance of this project to the state while protecting the interests of the Portland region and addressing the project's impacts on the local community. (*HB 2800 passed, authorizing the State Treasurer to issue \$450 million in bonds to support the bridge replacement project under certain conditions, most notably including the approval of equal funding by the Washington Legislature, which adjourned without providing that funding.*)
- **Oregon Convention Center headquarters hotel:** Pursue state participation in finance package for development of headquarters hotel needed to attract national conventions to Oregon. (*\$10 million was allocated to the project in SB 5533.*)
- **Paint stewardship:** Lift the sunset on Oregon's paint stewardship program while incorporating improvements in convenience, public outreach and accountability. (*HB 2048 passed, lifting the sunset on the program and making improvements in all three areas described above.*)
- **Willamette Falls Legacy Project:** Pursue allocation of funds identified in Governor's Balanced Budget for redevelopment of Blue Heron paper mill site in Oregon City. (*\$5 million was allocated to the project in SB 5533.*)
- **Industrial site readiness:** Support creation of state financial tools to help make land inside the urban growth boundary available for industrial development and job creation through infrastructure investment, brownfield cleanup, land aggregation, and other means. (*SB 246 passed, creating – but providing no immediate funding for – an industrial site readiness forgivable loan program, and also creating a reimbursement program, to be funded with project-specific income tax revenues, for local governments that finance site readiness investments themselves. SB 253 also passed, creating – but not funding – a program for supporting regional industrial land inventories and due diligence investigations.*)
- **Property tax reform:** Support changes in Oregon's property tax system that enhance the fairness of the system and improve the ability of local voters to effectively approve increases in local revenue without inadvertently affecting the ability of other jurisdictions to provide services to their residents. (*HJR 8, HJR 13, SJR 10, and SJR 11 failed.*)
- **Service provision in unincorporated areas:** Support legislation moving "Area 93" from Multnomah County to Washington County upon adoption of intergovernmental agreement between the counties. Oppose legislation allowing landowners to demand services outside local planning processes. (*HB 3067 passed, establishing a process for Multnomah and Washington Counties to agree on a boundary change.*)

OTHER ITEMS, BY ISSUE AREA

Transportation Finance and Policy

- **Funding for non-highway transportation:** Support adoption of Connect Oregon V and development of "Connect Plus" package that provides ongoing funding for investment in air, rail, marine, transit, bicycle and pedestrian capital projects as well as transit operations. (*SB 260 passed, providing \$42 million for a fifth round of ConnectOregon and adding bicycle and*

pedestrian facilities to the list of modes eligible for funding. HB 3348 and SB 247 were introduced to begin the discussion of “ConnectOregon Plus” but did not advance.)

- **TriMet collective bargaining:** Support legislation restoring collective bargaining to transit districts. *(HB 2196 failed. HB 3316 passed; in its original form it called for major governance changes at TriMet, but was amended to call for an audit of TriMet.)*
- **Clean Fuels Program:** Support legislation lifting the sunset on Oregon’s Clean Fuels Program. *(SB 488 narrowly failed in the waning days of the session. However, SB 306 passed, directing the Legislative Revenue Officer to prepare a report on the feasibility of a statewide clean air fee or tax – i.e., a carbon tax – aimed at reducing greenhouse gas emissions.)*
- **Local revenue authority:** Preserve and expand local options so local governments have the flexibility to build, operate and fund transportation systems that support prosperous, livable and sustainable communities. *(No new pre-emptions were enacted.)*

Land Use/Community Development

- **Urban growth management:** Oppose efforts to force larger urban growth boundary expansions by legislatively removing certain areas from the buildable lands inventory. *(No such legislation was introduced.)*
- **Affordable housing:** Support legislation clarifying that receipt of federal rent subsidies like Section 8 vouchers is not grounds for denying tenancy. *(HB 2639 passed.)*
- **Brownfields:** Support creation of policy tools including tax credits and tax abatements to facilitate brownfield redevelopment. *(HB 3030 failed. It would have recapitalized the Brownfield Redevelopment Fund.)*

Resource Conservation and Recycling

- **Product stewardship:** Support creation of systems for collection and recycling of batteries and mercury-containing fluorescent light bulbs based on producer responsibility. *(HB 2938, the product stewardship bill for batteries, failed. Legislation on fluorescent light bulbs was not introduced.)*
- **Diesel emissions reduction:** Update state law to allow federal Diesel Emissions Reduction Act funds to be spent on most effective means of reducing diesel emissions. *(SB 249 passed with the support of a broad coalition that included the Oregon Trucking Associations, the Oregon Environmental Council, Northwest Natural, the Oregon Refuse and Recycling Association, the Department of Environmental Quality, and Metro.)*
- **Labeling of compostable materials:** Support legislation to improve information to households and businesses about the compostability and environmental impact of products and packaging. *(No such legislation was introduced.)*
- **Toxics:** Support legislation requiring disclosure and removal of toxic chemicals in children’s products and expanding the use of integrated pest management by state agencies. *(HB 3162, the Children’s Safe Products Act, failed; it passed the House but did not get through the Senate, despite being amended to eliminate the requirement that chemicals of concern be phased out of children’s products. HB 3364, integrated pest management bill, passed.)*

Regional Parks and Natural Areas

- **Allocation of RV fees:** Support change in the formula for allocation of recreational vehicle fees to increase percentage allocated to county parks, including Multnomah County parks

owned and operated by Metro. (*SB 331 failed. It would have required that RV fees be evenly divided between OPRD and county park providers. An agreement negotiated early in the session to go to 55% state, 45% county dissolved in acrimony, and the OPRD budget barely passed, with a budget note calling for an interim process to resolve this disagreement.*)

- **Abandoned vessels:** Support legislation that improves Metro's ability to address problems associated with abandoned or derelict vessels at Metro facilities. (*HB 2233 passed, broadening the definition of who has authority to address these vessels to include Metro.*)

Smart Government

- **Transient lodging tax:** Support legislation requiring internet travel companies to pay transient lodging tax on full consideration paid for lodging. (*HB 2656 passed, clarifying that transient lodging taxes apply to the full retail price of lodging.*)
- **Efficient government:** Maintain or enhance local control related to public retirement and benefit costs.

OTHER BILLS OF INTEREST

Bills that passed

- SB 306: Carbon tax study
- SB 462: Process for siting composting facilities
- SB 610: Assistance animals at the zoo
- SB 631: Inspections of publicly owned restaurants
- SB 810: Opt-in road user fee pilot program
- HB 2322: Directs \$1.5 million to Washington County for study of Westside transportation needs; authorizes allocation of \$24 million to Shared Services Fund for "gain share" program
- HB 2632: Exempts levies from urban renewal

Bills that died:

- SB 250: Employment lands, "big fish"
- SB 699: Guns in public buildings
- SB 708: City needs to approve a comp plan or the county takes over (Damascus)
- SB 825: "Son of HB 4090"
- SB 826: Withdrawal from TriMet
- SB 845: Process for authorizing Azalea project if reserves decision is overturned on appeal
- HB 2173: Prohibition on wetland restoration in EFU
- HB 2255: Employment lands, "big fish"
- HB 2453: Road user fee for highly efficient vehicles
- HB 2657: Limits on rezoning industrial land
- HB 2677: Prevailing wage
- HB 2890: Removes pre-emption on inclusionary zoning
- HB 2945: Clackamas County rural ACT
- HB 3030: Recapitalize Brownfield Redevelopment Fund
- HB 3040: Nonfarm uses on farmland, including landfills
- HB 3384: Supersiting of veterans' center north of Wilsonville
- HB 3468: Task Force on Bridges Across the Willamette River in Multnomah County