



## **REGIONAL PLANNING**

### **Council of Governments**

Councils of Governments are voluntary associations of counties, cities, and special districts. These associations deal with problems and planning needs that cross the boundaries of individual local governments, or that require regional attention. Although known by several different names, including council of governments (COGs), regional planning commissions, association of governments and area councils, they are most commonly referred to as "COGs".

### **Metropolitan Planning Organization**

Metropolitan Planning Organizations (MPOs) are designated for all urbanized areas having a population greater than 50,000 as identified by the U.S. Census Bureau. MPO's are responsible for developing a long range transportation plan for the region. To qualify for Federal funding, projects must be in the MPO plan. The MPO prioritizes projects and allocates Federal funding accordingly.



## PORTLAND

### Urban Growth Boundary

Under Oregon law, each city or metropolitan area in the state has an urban growth boundary (UGB). The boundary controls urban expansion onto farm and forest lands. Land inside the UGB supports urban services such as roads, water and sewer systems, parks, schools and fire and police protection that create thriving places to live, work and play. The UGB is one tool used to protect farms and forests from urban sprawl and to promote the efficient use of land, public facilities and services inside the boundary.

Land outside the UGB will remain rural. Urban services won't be extended there and the zoning will prohibit urban development and the creation of small new lots. Most of the land outside the urban growth boundary will continue to be used for farming, forestry, or low-density residential development.

The amount of land to be included in the UGB depends on how much the city is expected to grow. City officials estimate growth by making population projections or using projections done by some state or regional agency. The city then decides how much vacant land is likely to be needed to accommodate the expected growth. Community leaders, planners, and citizens estimate how many acres will be needed for the new houses, offices, stores, factories, and parks to serve the future population.

After they decide how many acres of vacant land will be needed to accommodate future growth, the planners subtract the amount of vacant land already available within the current city limits. The remainder is the amount of urbanizable land beyond city limits that is needed for future growth. UGB boundaries are re-evaluated and adjusted every five years.

### Future of Oregon Land Use

In November 2004, Oregonians approved Measure 37. It states that the owner of private real property is entitled to receive just compensation when a land use regulation restricts the use of the property and reduces its fair market value if it is enacted after the owner or a family member became the owner of the property. In lieu of compensation, the measure also provides that the government responsible for the regulation may choose to "remove, modify or not apply" the regulation.

Measure 37 was upheld by the Oregon State Supreme Court which ruled that it is constitutional. However, the court did not address the policy implications noting that that issue was outside their jurisdiction. No money has been set aside by or for cities, counties and state agencies to compensate claimants. Therefore, governments must waive land use rules when claims are filed.



Debate continues over how Measure 37 works. Legislators spent more than six months trying to sort out questions last year but failed to compromise. Most significantly, it is unclear whether property owners can pass on new development rights when selling their land. This uncertainty has prompted bankers and builders to shy away from projects that otherwise would easily receive funding.

In January 2006, a state-wide 10-member Oregon Task Force on Land Use Planning was commissioned to chart the future of the state's 30-year-old land use planning system. Commonly referred to as the 'Big Look,' the task force is the result of Senate Bill 82, in which the Legislature and the Governor called for a broad review of the state land use planning program and recommendations for any needed changes to land-use policy.

The task force is charged with studying and making recommendations on the:

- Effectiveness of Oregon's land use planning program in meeting the current and future needs of Oregonians in all parts of the state;
- Respective roles and responsibilities of state and local governments in land use planning; and
- Land use issues specific to areas inside and outside urban growth boundaries and the interface between areas inside and outside urban growth boundaries.

The task force is required to provide a status report to the legislature and Governor by 2007 and a final report and recommendations to the legislature and Governor no later than February 1, 2009.

## **METRO COUNCIL**

Metro, in its current form, was created through the combination of the Columbia Region Association of Governments (CRAG) and the Metropolitan Service District (MSD) in a statewide referendum in May 1978. In 1992, voters approved a home-rule charter that identified Metro's primary mission as planning and policy making to preserve and enhance the quality of life and the environment, and changed the agency's name to Metro. It is governed by a council president elected region-wide and six commissioners who are elected by district. Metro also has an auditor who is elected region-wide. Each serves a four-year term. The council appoints a chief operating officer and an attorney.

Metro is responsible for managing the Portland metropolitan region's UGB and is required by state law to have a 20-year supply of land for future residential development inside the boundary. Every five years, the Metro Council is required to conduct a review of the land supply and, if necessary, expand the boundary to meet that requirement. In its 2002 review, the Metro Council also asked staff to determine how much land would be required to meet an equal land supply for new jobs.



The state Legislature also granted Metro several specific land-use planning powers:

- coordinating between regional and local comprehensive plans in adopting a regional urban growth boundary
- requiring consistency of local comprehensive plans with statewide and regional planning goals
- planning for activities of metropolitan significance including (but not limited to) transportation, water quality, air quality and solid waste.

In 1995, Metro introduced the 2040 Plan as a way to define long term growth planning. The 2040 Growth Concept is designed to accommodate 780,000 additional people and 350,000 jobs by 2040. It includes land-use and transportation policies that will allow the Portland metropolitan area cities and counties to manage growth, protect natural resources and make improvements to facilities and infrastructure while maintaining the region's quality of life.

Mixed-use urban centers inside the urban growth boundary are one key to the 2040 Growth Concept. These are higher density centers of employment and housing that are well served by transit to form compact areas of retail, cultural and recreational activities in a pedestrian-friendly environment. Mixed-use centers provide efficient access to goods and services, enhance multi-modal transportation and create vital, attractive neighborhoods and communities.

### **Regional Transportation**

The Regional Transportation Plan (RTP) guides transportation investments in the region over the next 20 years to reduce congestion, build sidewalks and bike facilities and improve freight access. It addresses state and federal planning requirements. While the plan recognizes that most travel in the region will continue to be by auto, alternatives to driving alone, such as transit, walking and bicycling, are also recognized as important. The RTP provides a vision for new ways to get around, such as commuter rail and vanpools, and includes telecommuting, ridesharing and other programs designed to reduce demand on the transportation system.

The policies focus on ensuring that all layers of the region's transportation system work together in the most effective way possible. In addition, the policies recognize the importance of the movement of goods and services to the regional economy. The RTP also emphasizes transportation alternatives for travel to work, shop and recreate.

Most new development in the region is planned to be within a five-minute walk of transit service. A more extensive grid network of east-west and north-south bus service, to the extent allowed by existing roads and topography, creates a high level of coverage to access the Central City, Regional Centers, Main Streets, Corridors and light rail station areas.



Major components of the RTP follow:

- The RTP identifies 18 corridors that are important for travel by auto, transit and freight.
- In June 2002 the Oregon and Washington Departments of Transportation with a Governors Task Force made recommendations for multi-modal investments in the I-5 corridor across the Columbia River. Those recommendations were extended to include similar investments in the I-205 corridor. That work resulted in the start of an Environmental Impact Statement that will address the multi-modal strategies identified in that plan.
- Phase 1 study of transportation needs in the Powell-Foster corridor calls for Bus Rapid Transit that would provide similar service features as light rail, extended from Portland ultimately to Damascus.
- Metro is advancing a Highway 217 corridor study. The recommended transportation investment would compliment the introduction of commuter rail in that corridor.
- A merged transit alternatives analysis is being initiated for transit and trail improvements in the Portland-Lake Oswego corridor to Lake Oswego as well as an Alternatives Analysis to examine the potential for an Eastside Streetcar loop.

Making transportation investments in Regional Centers fosters development that can be efficiently provided with public services. Finally, areas proposed to be included within the urban growth boundary will be the focus of transportation improvements so they develop in ways that are less dependent upon cars.

<http://www.metro-region.org/>



## AUSTIN

### **CAPITAL AREA COUNCIL OF GOVERNMENTS (CAPCOG)**

The Capital Area Council of Governments (CAPCOG), formerly known as the Capital Area Planning Council (CAPCO), was organized in 1970 to serve local governments in the ten-county region. CAPCOG is a regional planning commission organized under state law and is one of 24 within the State of Texas.

The primary focus of CAPCOG is to serve as advocate, planner and coordinator of initiatives that, when undertaken on a regional basis, can be more effective and efficient than by one government alone including:

- Emergency services
- Elderly assistance
- Law enforcement training
- Criminal justice planning
- Solid waste reduction
- Infrastructure development
- Economic development
- Regional data and maps
- Housing
- Air quality

<http://www.capco.state.tx.us>

### **CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)**

The Capital Area Metropolitan Planning Organization (CAMPO) is the Metropolitan Planning Organization (MPO) for the Williamson, Travis and Hays Counties in central Texas. CAMPO was established in 1973 and is governed by the Transportation Policy Board (CAMPO Board) comprised of state and local officials.

The purpose of CAMPO is to coordinate regional transportation planning with counties, cities, the Capital Metropolitan Transportation Authority (Capital Metro), the Capital Area Rural Transportation System (CARTS), the Texas Department of Transportation (TxDOT) and other transportation providers in the region. CAMPO approves the use of federal transportation funds in the region.

The CAMPO Mobility 2030 Plan (CAMPO 2030 Plan), adopted by the CAMPO Board on June 6, 2005, is a planning guide that contains transportation policies, projects, programs and action items for the next 25 years. The Plan includes programs and policies for congestion management, transit, bicycle and pedestrian facilities, roadways, freight and financing strategies. This long-range metropolitan transportation plan must be revised every five years, at a maximum.

By law, the cost of all transportation projects in the 2030 Plan cannot exceed the \$23 billion in transportation revenue that is anticipated over the next 25 years. This amount covers transit and roadway expansions as well as operations, maintenance, and transportation programs.



Revenues to fund highways are shrinking, relative to demand. State and federal gasoline taxes are set at 38.4 cents per gallon and do not increase with inflation or gas prices. Even a moderate increase in the gas tax—which the 2030 Plan anticipates—will not make up for rising facility costs and increasing fuel efficiency over time.

As a result, the CAMPO 2030 Plan assumes that some new roads and express lanes will be tolled. The CAMPO 2030 Plan does not include any toll lanes beyond those that were approved under previous CAMPO plans. However, all future freeway lane construction will need to be evaluated for toll feasibility.

The plan assumes a mid-range population projection indicating a doubling in the region’s population between 2000 and 2030 from 1.16 million to 2.75 million respectively.

**Planned Transportation System Improvements:**

- Completion of Phase 1 and 2 toll road project;
- Construction of new managed freeway lanes;
- New arterials and added lanes on existing roads;
- New transit options on road and rail;
- Bicycle and pedestrian improvements;
- New technology and management tools;
- More efficient freight mobility; and
- Future corridor studies.

Over the next 25 years, regional transportation funding will be spent on a variety of projects benefiting motorists, transit users, bicyclists, pedestrians, and freight movement. The \$23 billion dollars in funding that is anticipated will come from various federal, state, and local sources.

Projected Funding Sources

Traditional Highway Funding	\$7 B	City and County Funding	\$4.9 B
Transit Fares	\$1 B	Tolling	\$3.1 B
Capital Metro Sales Tax	\$3.6 B	Gas Tax Increase	\$1.1 B
Other Transit Funding	\$1.9 B		

Planned Spending

Roadway Projects	44%	Transit Projects	6%
Transit O&M	26%	Bike Ped/Other	2%
Roadway O&M	22%		

<http://www.campotexas.org/>



## **BRIAN NEWMAN**

Brian Newman was elected to the Metro Council in November 2002. He represents District 2, which includes a portion of southwest Portland and most of urban Clackamas County including Lake Oswego, Gladstone, Johnson City, Milwaukie, Oregon City, and West Linn. Newman serves on the Joint Policy Advisory Committee on Transportation, chairs the South Corridor Transportation Study committee, and is an ex-officio trustee to the Oregon Zoo Foundation. Newman served as Deputy Council President in 2004.

Currently a Senior Urban Planner with Parsons Brinckerhoff, Newman has worked as a senior project manager for the Congress for the New Urbanism, where he advanced strategies for curbing suburban sprawl and revitalizing urban centers. Newman's professional experience also includes work for a local architecture and planning firm, the Oregon Legislature, the city of Portland's Office of Transportation and the U.S. Department of Agriculture.

As a Milwaukie, OR city councilor from 2000 to 2002, Newman worked with community leaders to revitalize downtown Milwaukie, pushed for transit improvements in Clackamas County and advocated for additional funding for parks, open space and recreation trails. As a citizen activist, Newman has served as president of the Willamette Pedestrian Coalition, co-chair of the Clackamas County chapter of the Oregon League of Conservation Voters and a board member of the Coalition for a Livable Future. In 2002, he received a statewide award from the Bicycle Transportation Alliance for leading the effort to complete the Springwater Corridor Trail.

Newman holds a bachelor's degree from Willamette University and a master's degree in city and regional planning from the University of California at Berkeley. He was named a national Truman Scholar in 1994 and a Marshall Memorial Fellow in 2004.