



METRO POLICY ADVISORY COMMITTEE

May 25, 2011

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Pat Campbell  
Jody Carson  
Steve Clark  
Jennifer Donnelly  
Andy Duyck  
Kathryn Harrington  
Jack Hoffman  
Carl Hosticka  
Charlotte Lehan, Chair  
Keith Mays  
Doug Neeley  
Barbara Roberts  
Norm Thomas  
Jerry Willey, Vice Chair

AFFILIATION

City of Vancouver  
City of West Linn, representing Clackamas Co. Other Cities  
TriMet Board of Directors  
Oregon Department of Land Conservation and Development  
Washington County Commission  
Metro Council  
City of Lake Oswego, representing Clackamas Co. Largest City  
Metro Council  
Clackamas County Commission  
City of Sherwood, representing Washington Co. Other Cities  
City of Oregon City, representing Clackamas Co. 2<sup>nd</sup> Largest City  
Metro Council  
City of Troutdale, representing Multnomah Co. Other Cities  
City of Hillsboro, representing Washington County Largest City

MEMBERS EXCUSED

Sam Adams  
Ken Allen  
Shane Bemis  
Matt Berkow  
Nathalie Darcy  
Michael Demagalski  
Denny Doyle  
Amanda Fritz  
Annette Mattson  
Marilyn McWilliams  
Wilda Parks  
Loretta Smith, Second Vice Chair  
Steve Stuart  
William Wild

AFFILIATION

City of Portland  
Port of Portland  
City of Gresham, representing Multnomah Co. 2<sup>nd</sup> Largest City  
Multnomah County Citizen  
Washington County Citizen  
City of North Plains, representing Washington Co. outside UGB  
City of Beaverton, representing Washington Co. 2<sup>nd</sup> Largest City  
City of Portland  
David Douglas School Board, representing Governing Body of School Districts  
Washington County Special Districts  
Clackamas County Citizen  
Multnomah County Commission  
Clark County, Washington Commission  
Oak Lodge Sanitation District, representing Clackamas Co. Special Districts

ALTERNATES PRESENT

Stanley Dirks  
Ed Gronke  
John Hartsock  
Mark San Soucie  
Dresden Skees-Gregory

AFFILIATION

City of Wood Village, representing Multnomah Co. Other Cities  
Clackamas County Citizen  
Boring Fire District, representing Clackamas Co. Special Districts  
City of Beaverton, representing Washington Co. 2<sup>nd</sup> Largest City  
Washington County Citizen

STAFF: Aaron Brown, Andy Cotugno, Councilor Shirley Craddick, Kim Ellis, Brian Harper, Mike Hogle, Alison Kean Campbell, Robin McArthur, Sherry Oeser, Ken Ray, Nikolai Ursin, John Williams, Ina Zucker

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair Charlotte Lehan declared a quorum and called the meeting to order at 5:04 p.m.

**2. SELF INTRODUCTIONS AND COMMUNICATIONS**

Audience and committee members introduced themselves.

**3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**

There were none.

**4. COUNCIL UPDATE**

Councilor Barbara Roberts updated the committee on the following Metro items:

- The Metro Council has given direction to staff on areas to study for possible Urban Growth Boundary (UGB) expansion later this fall. The staff has been instructed to examine all areas recommended to Metro last fall as well as parcels requested for study by the Cities of Hillsboro and Tigard. Metro staff's recommendations on the future designation on these parcels will be presented on July 5; these recommendations will be made available for public comment and feedback before the Council's final decision in October; questions about the process can be directed to Acting Chief Operating Officer Dan Cooper.
- Metro's new redistricting map was approved by the Council on May 19, and will go into effect for the 2012 election cycle. The council adopted a modified version of the Option 3 map proposed by Metro staff.
- Last week the Metro Council awarded \$1.6 million to 17 Nature in Neighborhood grant recipients. A document discussing these grants was distributed at the meeting and is available in the MPAC packet.

**5. CONSENT AGENDA**

MOTION: Mayor Keith Mays moved, and Mr. Steve Clark seconded, to approve the April 23, 2011 MPAC minutes and the April 1, 2011 Climate Leadership Summit minutes.

ACTION TAKEN: With all in favor, the motion passed.

MOTION: Councilor Jody Carson moved, and Mayor Doug Neeley seconded, to approve the 2011 nominees for the Metro Technical Advisory Committee (MTAC) roster.

ACTION TAKEN: With all in favor, the motion passed.

**6.0 INFORMATION / DISCUSSION ITEMS**

## **6.1 CLIMATE SMART COMMUNITIES SCENARIOS EVALUATION APPROACH AND STRATEGIES TO TEST – DISCUSSION**

Mr. Andy Cotugno introduced Ms. Kim Ellis, both of Metro, to discuss the Climate Smart Communities Scenarios project. He explained that during the past two months Metro staff have been soliciting feedback on the scenario evaluation approach to be used this summer, and wanted to provide MPAC members with another opportunity to review the approach and provide comments. He reminded MPAC members that while House Bill 2001 focuses solely on reducing greenhouse gas emissions from light vehicles, this effort will consider a more comprehensive set of benefits and impacts of the different strategies. Ms. Ellis gave a brief slideshow presentation providing context of the process and noted that Metro staff would be asking for approval from MPAC at the next meeting to begin developing the detailed assumptions outlined in the Climate Smart Communities Scenarios evaluation framework.

Committee discussion included:

- The relevance of particular beta indicators included in Table 1 of the Draft Phase 1 Scenario Evaluation Framework. MPAC members questioned the value of measuring certain statistics such as “water consumption per capita;” Ms. Ellis noted that the provision of water services (transmission and heating at the household level) results in greenhouse gas emissions due to the energy used, and that the reduction of water use is a cobenefit of some of the strategies that will be evaluated this summer. Other clarifying questions were asked about specific beta indicators such as travel time per capita and the meaning of “investment revenues generated.” Another committee member suggested including a measurement of the carbon emissions associated with solid waste management on a per capita basis.
- The difficulty faced by local governments in balancing their budgets, and what that means for this legislation. Representatives from cities expressed concern of the high costs of revising local comprehensive and local transportation plans to meet potential mandates established by the state legislation’s emission reduction goals. A preferred Scenario for adopting rigorous greenhouse gas regulations is expected to be adopted in 2014. Under HB 2001, local jurisdictions are required to amend their land use and transportation plans to be consistent with the adopted scenario. Metro staff expressed interest in collaborating with municipalities who are currently updating their local plans to help ensure that their updates will be consistent with the preferred scenario. Ms. Ellis explained the tools developed this year and scenario planning in 2012 will be an opportunity to incorporate local plan updates into this process. Others expressed concern in the difficulty of finding the funds necessary to physically construct and maintain the new infrastructure that may be required to meet the state mandates, and noted that cities will need new innovative ways of raising revenue for these facilities if they plan on maintaining a current level of provision of services.
- The importance of having public officials use effective messaging when discussing these targets. Metro staff noted that this scenario process should be used to help communities craft policies that help them meet their aspirations, such as creating walkable neighborhoods, in addition to reducing the emissions of greenhouse gases.

- Questions regarding how the language in these documents can be modified to be relevant to a broader audience. MPAC members discussed how to make sure that this document communicates these Climate Scenarios to not only the region’s urban planners but to other regional economists, agencies, and business leaders, since many of the Beta Indicators from Table 1 are measuring outputs that directly affect their role in the region. MPAC supported expanding the background section on page 1 to more clearly describe the broader mission and goals of this effort with a recognition that this effort should not focus solely on reducing greenhouse gas emissions (GHGs), or land use and transportation planning – it must do that and support the other 5 outcomes the region is collectively striving to achieve. Metro staff noted that this is important work for the region to choose the best path for us collectively and an opportunity to show how we can reduce GHGs and make the case for the economic, equity and other environmental benefits and potential public/private cost savings that will come from creating better, more energy efficient places to live and work – which is what many of these strategies will do.
- How to more explicitly include development of a finance strategy in the effort because many of the strategies will be implemented locally, and to the extent possible, demonstrate potential cost savings to the public and private sectors and potential costs of inaction.

## **6.2 MAKING A GREAT PLACE IMPLEMENTATION GUIDANCE – DISCUSSION**

Mr. Brian Harper of Metro discussed the “State of the Centers” report produced this month by Metro. The report is an update of a 2009 report of the same title that quantitative metrics to perform a diagnostic analysis of the region’s designated city center, regional centers, and neighborhood town centers. The updated metrics allows Metro and local jurisdictions to track the performances of these town centers over time, and Mr. Harper encouraged MPAC members to use this report to compare their own regional and town centers with others across the region. Because each of these centers are on a continuum, there is value for each regional leader to compare their centers with others of differing size, density, and population. The report also includes a series of “heat maps” of each of the centers, which spatially measure characteristics of a center (i.e., density, bike friendliness) across a center.

Committee discussion included:

- Accuracy of certain specific data sets used in the report. MPAC members noted potential inaccuracies in the report’s measurements of the Washington Square, Fairview and Sherwood Town Centers. Mr. Harper noted that some discrepancies may be due to the difference between a designated boundary of a delineated center and the functional boundary, and that some centers’ metrics do not account for amenities located on the other side of the border.
- The suggestion from an MPAC member to measure job density in the heat maps of each across the region.
- The potential for MPAC to “take a field trip” and occasionally conduct future meetings at other locations. Mr. Cotugno noted that hosting MPAC meetings at town centers across

the region could help foster regional collaboration and communication and encourage some leaders to “show off” their successes and challenges in developing regional and town centers. Mr. Cotugno noted that the possibility of hosting MPAC meetings at other locations would be discussed at the next MPAC meeting on June 9.

Mr. Harper then introduced Mr. Josh Naramore of Metro, who presented information regarding the High Capacity Transit (HCT) System Expansion Policy. Mr. Naramore explained he was asking for adoption of this guidebook to help the region develop a clearly articulated decision making process that outlines how the region decides where to next invest in HCT corridors. This document, written one year after the passing of the 2035 HCT plan, is intended to clarify and codify the process through which new system expansion is discussed and planned. This document will return for approval at the next MPAC meeting on June 9.

Committee discussion included:

- How this document takes into account the effect that system expansion has on TriMet’s capacity, and how the decision-making process can take TriMet’s operations into consideration when considering new HCT expansion.
- The potential for local governments with HCT aspirations to use this document as a guide for how to build their community in preparation for HCT expansion. This document outlines the factors considered by decision-making bodies when HCT expansion is considered, and therefore communities on emerging corridors should consider writing their comprehensive land use plans in accordance to the principles outlined here.
- Mr. Naramore continued to then discuss the Transportation and Land Use Guidance document, which he described as a handbook for local implementation of the Regional Transportation Plan (RTP) functional plan and the urban growth management functional plan. He noted that this document does not establish any new requirements for local governments to meet but rather updates the document to include new amendments in previous documents, such as Metro’s recently designated “Six Desired Outcomes.” Mr. Naramore cited the work of the City of Beaverton in including Metro’s guidelines into a framework for the city’s recently adopted Transportation System Plan.

## **7. MPAC MEMBER COMMUNICATION**

There were none.

## **8. ADJOURN**

Respectfully submitted,



Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR 05/25/11:

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Handout	05/03/11	2011 MPAC Tentative Agenda	052511m-01
1	Handout		MPAC Roles and Responsibilities	052511m-02
4	Handout	05/01/11	Metro Nature in Neighborhoods capital grants	052511m-03
6.1	Slideshow	05/25/11	Climate Smart Communities Scenarios Timeline	052511m-04
6.2	Report	05/23/11	State of the Centers: Investing in our Communities	052411m-05