



METRO POLICY ADVISORY COMMITTEE

June 8, 2011

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Matt Berkow
Pat Campbell
Jody Carson
Steve Clark
Nathalie Darcy
Jennifer Donnelly
Denny Doyle
Kathryn Harrington
Jack Hoffman
Carl Hosticka
Charlotte Lehan, Chair
Keith Mays
Annette Mattson
Marilyn McWilliams
Doug Neeley
Wilda Parks
Norm Thomas
Jerry Willey, Vice Chair
Loretta Smith, Second Vice Chair

AFFILIATION

Multnomah County Citizen
City of Vancouver
City of West Linn, representing Clackamas County Other Cities
TriMet Board of Directors
Washington County Citizen
Oregon Department of Land Conservation and Development
City of Beaverton, representing Washington Co. 2nd Largest City
Metro Council
City of Lake Oswego, representing Clackamas Co. Largest City
Metro Council
Clackamas County Commission
City of Sherwood, representing Washington Co. Other Cities
David Douglas School Board, representing Governing Body of School Districts
Tualatin Valley Water District, representing Wash. Co. Special Districts
City of Oregon City, representing Clackamas Co. 2nd Largest City
Clackamas County Citizen
City of Troutdale, representing Multnomah Co. Other Cities
City of Hillsboro, representing Washington County Largest City
Multnomah County Commission

MEMBERS EXCUSED

Sam Adams
Ken Allen
Shane Bemis
Michael Demagalski
Andy Duyck
Amanda Fritz
Barbara Roberts
Steve Stuart
William Wild

AFFILIATION

City of Portland
Port of Portland
City of Gresham, representing Multnomah Co. 2nd Largest City
City of North Plains, representing Washington Co. outside UGB
Washington County Commission
City of Portland
Metro Council
Clark County, Washington Commission
Oak Lodge Sanitation Dist., representing Clackamas Co. Special Districts

STAFF: Janna Allgood, Aaron Brown, Andy Cotugno, Kim Ellis, Brian Harper, Mike Hoglund, Alison Kean Campbell, Robin McArthur, Joshua Naramore, Kelsey Newell, Sherry Oeser, Ken Ray, Patty Unfred, Nikolai Ursin, John Williams

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Charlotte Lehan declared a quorum and called the meeting to order at 5:08 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 Kathryn Harrington updated the committee on the following Metro items:

- The State of the Centers report, presented to MPAC at the May 25th meeting by Metro's Brian Harper, is now available as a hard copy with a DVD that includes all of the technical indices used by the document. The document and DVD was provided to all MPAC members at the meeting.
- Metro has launched the "It's Our Nature" campaign on recommendation of the citizen oversight committee for Metro's 2006 natural areas bond measure. More information on the campaign can be found at oregonmetro.gov/naturalareas.
- Metro is working to identify barriers to industrial development, and the agency is partnering with the Port of Portland, Business Oregon, the Portland Business Alliance, and the National Association of Industrial and Office Properties (NAIOP) to understand the barriers to development of large industrial sites within the region. Members of this project team will come to MPAC in July to discuss this project in more detail.
- Metro has officially opened recruitment for a new Chief Operating Officer. The application period closes on June 30, and President Hughes hopes to appoint a new COO sometime in September, subject to confirmation by the Metro Council.

Chair Lehan reminded the committee to fill out the survey about desired locations for a potential "MPAC Field Trip" to host a meeting at one of the region's town centers. Committee members briefly discussed the benefits of hosting a meeting in town centers of various size, density, and development.

5. CONSENT AGENDA

Mayor Denny Doyle requested to amend the May 25, 2011 MPAC minutes to correct a reference to the City of Beaverton's Transportation System plan, incorrectly referred to as a Regional Transportation Plan. Mayor Norm Thomas asked to amend the minutes to note that MPAC Alternate Stanley Dirks was present at the May 25, 2011 meeting.

MOTION: Mayor Doyle moved, and Mayor Doug Neeley seconded, to approve the May 25, 2011 MPAC minutes.

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

MOTION: Councilor Jody Carson moved, and Mayor 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 High Capacity Transit System Expansion Policy Implementation Guidance

Mr. Josh Naramore of Metro presented to MPAC the High Capacity Transit (HCT) System Expansion Policy (SEP) Guidance document with the intent of asking MPAC to recommend Resolution 11-4265 to the Metro Council for adoption. He gave a brief overview of the document, which was discussed in greater detail at the previous May 25 MPAC meeting, and noted that this policy document builds on the work of the 2035 Regional Transportation Plan (RTP), adopted by the Metro Council in June of 2010. This document clearly articulates the decision making process for the Metro Council when considering how the regional agency will act upon future HCT corridor considerations. The High Capacity Transit System Plan included fifteen corridors across the region as viable for eventual HCT expansion; this policy document will codify Metro's commitment to reanalyze these fifteen corridors every four years with the intent of updating their quantitative measurements of HCT suitability, such as projected ridership, costs, equity considerations, and projected land use conditions. This document also helps local governments within the region assess the current state of conditions along their corridor; by enumerating the Metro Council's guidelines when considering whether to study and implement HCT in specific corridors, local jurisdictions are able to tailor their efforts to Metro's requests to make their communities more suitable for HCT investment. Mr. Naramore explained that this document is not intended to be used to evaluate jurisdictions but to help with the HCT corridor selection process.

This document has been received and approved by the Technical Policy Advisory Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT), and the language of the document has been edited as such that when corridors are considered, each jurisdiction in the corridor must be formally invited to participate in the consideration process.

Committee discussion included:

- Concern from MPAC members that the Multiple Accountable Evaluation (MAE) approach used in this document is flawed in that the methodology does not account for variance in corridors across the region. Andy Cotugno of Metro responded to concerns by noting that the numbers used by the MAE to determine a corridor's viability will be updated every four years, and new information about particulars of corridors (such as increased population growth) will be taken into consideration.

- The fact that different corridors will have to compete with each other for limited resources. Because the region will be unable to fund an unlimited number of HCT expansions, this document helps establish a criteria at which different regional corridors compete for the scarce funding; there is no certain “threshold” at which a corridor becomes eligible for implementation, but rather a set of criteria by which these different corridors will be judged.
- The distinction between investment in HCT expansion and investment in transit operations in general. This document is specifically focused on how the region will decide where to invest in these HCT corridors; while local jurisdictions could use many of the quantitative measurements in this document (such as pedestrian connectivity) for their own aspired purposes such as advancing local transit-friendliness, there is a qualitative and quantitative distinction to HCT and this report is squarely focused on provision of HCT services and capital improvements.
- The possibility of including a metric analyzing how long it would take for projects to pass from planning to completion. MPAC members noted that investing in corridors that are completed more rapidly might provide an opportunity for the region to spend less money on capital construction and help the region secure federal grants for additional corridor projects.
- How local jurisdictions could suggest new corridors beyond the fifteen recommended by the 2035 Regional Transportation Plan (RTP) for study in the MAE. Some members of MPAC expressed interest in having additional corridors that were examined in preliminary studies reevaluated using the MAE criteria along with the fifteen originally recommended corridors in 2014. Mr. Naramore stated that there will be opportunities for additional corridors to be considered.
- Concern about how the MAE criteria will consider HCT expansion in undeveloped areas, such as the potential corridors considered south of Lake Oswego near Interstate 205 or in rural eastern Clackamas County.
- The potential for a competitive scoring process to perpetually handicap certain areas of the region from ever receiving HCT expansion. MPAC members noted that poorer communities have fewer resources to invest in making their community more viable for HCT facilities, and that this competitive process may have long term impacts on which areas of the region receive HCT provisions.

MOTION: Mayor Jerry Willey moved, and Mr. Steve Clark seconded, to recommend the approval of Resolution 11-4265 to the Metro Council.

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

6.2 A Collaborative Approach to Building Livable, Prosperous, Equitable and Climate Smart Communities Using Scenarios

Ms. Robin McArthur and Ms. Kim Ellis, both of Metro, requested MPAC to support a work group of local, state and Metro staff moving forward with the Climate Smart Communities Scenario Planning analysis presented at the May 25 MPAC meeting. The results of the analysis will be brought to MPAC and JPACT in the fall. Metro staff explained the evaluation approach

has been further refined since the May 25 MPAC meeting to reflect input from MPAC, the technical work group, MTAC and TPAC. Presenters reminded the committee that this recommendation was not a vote on any specific climate smart strategy or climate smart planning scenario, but rather a vote to begin evaluating the effectiveness of various greenhouse gas emissions reduction strategies and their various benefits and impacts on the Portland region.

Metro staff have made the recommended changes to the evaluation approach document since it was presented at the previous meeting, including an expanded background section on the research purposes, desired outcomes and a more explicit discussion of how finance strategies will be developed. Ms. Ellis noted that both MTAC and TPAC had recommended moving forward with the research at their meetings on May 18 and May 27, respectively.

Committee discussion included:

- Some MPAC members expressed significant concern and confusion about the “Beta Indicators” Table on Page 9 of the document, asking questions as to why the research was concerned with measurements such as per capita water consumption and land consumption. Other MPAC members asked questions about the indicators in relation to the scope of the project given the HB 2001 mandate to the region to reduce greenhouse gases was focused reducing emissions from light vehicles. Metro staff explained that the Beta Indicators are measured to evaluate the costs, benefits and impacts of implemented Climate Smart strategies across environmental, economic and equity goals from a business, individual/household, and regional perspective; these measurements are not linked to specific abatement policy goals or aspirations. The implementation of many of these Climate Smart strategies will likely have significant co-benefits, and Metro staff explained that understanding how variables such as “water consumption per capita” are changing over time are important towards evaluating the impact of these initiatives. MPAC members noted that before the adoption of this document, the Beta Indicators Table should be redesigned for clarity; some MPAC members had incorrectly read the Table as a series of rows rather than (as Metro staff intended) a series of columns, and redesign would make the distinction of these statistics as “indicators” more clear.
- Clarification about the specific greenhouse gas emission reduction targets adopted by the Land Conservation and Development Commission. Metro staff noted that the immediate benchmark is to reduce greenhouse gas emissions by 20% below 2005 levels. The target was calculated by ODOT and other state agencies using the GreenSTEP model, after estimating 1990 levels. The Portland region’s target is consistent with the state goals and represents the region’s share of what is needed for the State to be on track to meet the State targets for a 75% reduction by 2050.
- Importance of leadership and effective communications in encouraging public support. MPAC members agreed that it was vitally important for the public to understand that these Climate Smart initiatives were more than a mandate passed on from Oregon House Bill 2001 passed in 2009, but rather a reflection of local and regional aspirations to be a leader in reducing greenhouse gas emissions to address climate change. MPAC members agreed that many of these climate smart strategies have co-benefits and match other aspired goals in jurisdictions around the region (i.e., walkable communities) and it is important for regional municipalities to talk about this relationship when discussing these

potential strategies. Mr. Clark specifically pointed toward the region's adoption of the Six Desired Outcomes; regional leaders should frame potential adoption of Climate Smart Strategies as an effort to meet these regional goals, as opposed to merely meeting the requirements posited by the Oregon Legislature.

- Mr. Clark recommended that staff reorganize the introduction to move the "Meeting State Climate Goals and Achieving the Region's Six Desired Outcomes" to the beginning and more clearly describe that we are doing this work because the climate is changing, the state has said it is important, the region and local governments agree this is important, and the region will start working on this issue by addressing light vehicles. MPAC members supported the refinements.
- Mr. Clark recommended that staff revise Table 2 to be less confusing, including updating the title to better acknowledge the indicators include co-benefits and impacts measures related to transportation performance, energy consumption and livability. MPAC members supported the refinements.
- Mayor Willey recommended that staff add a new strategy to Table 1 - community design to provide a balance of jobs and housing in communities. MPAC members supported the refinement.

MOTION: Ms Nathalie Darcy moved to recommend MPAC support for the Climate Smart Communities scenarios work group to move forward with the analysis with the refinements recommended during the MPAC discussion

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

7. MPAC MEMBER COMMUNICATION

Ms. Darcy spoke to the committee regarding her concern for Oregon House Bill 3225, which is currently due for legislative committee discussion. Councilor Hosticka explained the bill was written to accommodate a specific project in Tualatin, modified to include a proposal in Hillsboro, and then was rewritten by Metro with the intent of generalizing the bill to make the bill's provisions relevant for the entire region. MPAC members discussed that the adoption of this bill would allow the construction of roads in urban reserves to drive the land use in these undeveloped areas. Under Metro's proposed revisions, the bill would allow for urban-level road construction in urban reserves if the roads were included in the Regional Transportation Plan (RTP). MPAC members expressed regret that the committee did not discuss this bill, and representatives from the Department of Land Conservation and Development (DLCD), and Washington County noted that they had not initiated the proposal.

Mayor Doyle stressed that local leaders should contact their federal congressional representatives if they wanted to help protect funding operations for the Housing and Urban Development (HUD) program.

8. ADJOURN

Respectfully submitted,



Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR 06/08/11:

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
4	Survey	06/08/11	MPAC Field Trip Survey	60811m-01
	Letter	06/08/11	To: MPAC From: Mayor Jerry Willey Re: City of Hillsboro Actions on Climate and Sustainability	60811m-02
4	Memo	06/08/11	To: MPAC From: Robin McArthur Re: MTAC Nominees for MPAC Approval	60811m-03
4	Chart	06/08/11	MTAC 2011 Members	60811m-04
4	Pamphlet	06/01/11	Metro GreenScene: Special Edition: Summer 2011	60811m-05
4	Handout		"It's Our Nature" Handout	60811m-06
4	Memo	06/02/11	To: MPAC From: Brian Harper Re: State of the Centers Report	60811m-07
4	Report		State of the Centers Report	60811m-08
6.2	Letter	06/07/11	To: MPAC From: Mayor Sam Adams Re: Climate Scenario Planning	60811m-09
6.2	Slideshow	06/08/11	Climate Smart Communities Scenarios Timeline	60811m-10