



METRO POLICY ADVISORY COMMITTEE

November 9, 2011

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Matt Berkow
Jody Carson
Steve Clark
Nathalie Darcy
Kathryn Harrington
Carl Hosticka
Annette Mattson
Wilda Parks
William Wild
Jerry Willey, Vice Chair

AFFILIATION

Multnomah County Citizen
City of West Linn, representing Clackamas Co. Other Cities
Trimet Board of Directors
Washington County Citizen
Metro Council
Metro Council
Governing Body of School Districts
Clackamas County Citizen
Clackamas County Special Districts
City of Hillsboro, representing Washington County Largest City

MEMBERS EXCUSED

Sam Adams
Ken Allen
Shane Bemis
Pat Campbell
Michael Demagalski
Dennis Doyle
Andy Duyck
Amanda Fritz
Jack Hoffman
Charlotte Lehan, Chair
Keith Mays
Marilyn McWilliams
Doug Neeley
Barbara Roberts
Jim Rue
Loretta Smith, 2nd Vice Chair
Steve Stuart
Norm Thomas

AFFILIATION

City of Portland Council
Oregon AFSCME Council 75
City of Gresham, representing Multnomah Co. 2nd Largest City
City of Vancouver
City of North Plains, representing Washington Co. outside UGB
City of Beaverton, representing Washington Co. 2nd Largest City
Washington County Commission
City of Portland Council
City of Lake Oswego, representing Clackamas Co. Largest City
Clackamas County Commission
City of Sherwood, representing Washington Co. Other Cities
Washington County Special Districts
City of Oregon City, representing Clackamas Co. 2nd Largest City
Metro Council
Oregon Dept. of Land Conservation & Development
Multnomah County Commission
Clark County, Washington Commission
City of Troutdale, representing other cities in Multnomah Co.

ALTERNATES PRESENT

Clark Balfour
Stanley Dirks
Karylenn Echols
Donna Jordan
Peter Truax
Kathy Roth

AFFILIATION

Washington County Special Districts
City of Wood Village, representing other cities in Multnomah Co.
City of Gresham, representing Multnomah Co. 2nd Largest City
City of Lake Oswego, representing Clackamas Co. Largest City
City of Forest Grove, representing Washington Co. Other Cities
City of Oregon City, representing Clackamas Co. 2nd Largest City

STAFF:

Jessica Atwater, Aaron Brown, Andy Cotugno, Kim Ellis, Metro Council President Hughes, Tom Kloster, Kelsey Newell, Ken Ray, Dylan Rivera, Sherry Oeser.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Vice Chair Jerry Willey declared a quorum and called the meeting to order at 5:09 p.m.

2. SELF INTRODUCTIONS AND COMMUNICATIONS

All attendees introduced themselves.

Vice Chair Jerry Willey circulated a card for 2nd Vice Chair Loretta Smith.

Vice Chair Willey asked for volunteers for the MPAC Chair nominating committee, explaining that the traditional practice of nominating chairs ensures all three counties are represented. Mayor Truax volunteered for the committee for Washington County, Ms. Annette Mattson volunteered for Multnomah County, and Mayor Jack Hoffman was nominated by his alternate, Ms. Donna Jordan, for Clackamas County. Mr. Andy Cotugno of Metro emphasized that Chair nominations should be made by the first week of December in order to facilitate a smooth transition in 2012.

The December 2nd joint meeting with JPACT has been postponed to February 2012. The December 14th MPAC meeting will remain as scheduled. The November 23rd and December 28th MPAC meetings are canceled.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COUNCIL UPDATE

Councilor Hosticka updated the group on the following points:

The Metro Council recently adopted a 20-year master plan for the Oregon Zoo. Most of these projects will be paid for through the Oregon Zoo Bond Measure. The new veterinary hospital will be completed by the end of 2011. Other projects, such as a new penguin habitat filtration system, and improved habitats for elephants, rhinos, primates, polar bears, are also underway.

The annual Oregon Zoo event, Zoo Lights, will run from Friday, November 25th through New Year's day, opening at 5 p.m. daily. Admission is \$9.00 for adults or \$7.50 for seniors and children.

5. CONSIDERATION OF THE MPAC MINUTES FOR OCTOBER 26, 2011

Mayor Peter Truax requested that the October 26, 2011 minutes be revised to include language on the importance of reading proficiency in the group discussion of section 6.1, the Greater Portland Pulse Project.

MOTION: Mayor Peter Truax moved, Ms. Wilda Parks seconded to adopt the October 26, 2011 MPAC minutes with revisions.

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

6.0 PRESENTATION ON SUSTAINABLE URBAN DEVELOPMENT AND PARKS AND OPEN SPACE DESIGN IN CHINA

Metro Council President Tom Hughes introduced the topic of current development in China, introduced former-Metro Councilor Robert Liberty to give two brief video presentations of development in China, and introduced Professor Jie Hu of Qinghua University, Beijing, China.

China is developing extremely quickly. The Chinese population is fast moving from rural areas into urban cities, causing the government to adjust its policies around urban development. As the Metro region is considering how to welcome another 750,000 people, China's cities are considering how to welcome another New York. Professor Liberty showed two video clips to illustrate the huge scale of development in China.

Professor Hu teaches at the prestigious Qinghua University. He came to the U.S. to visit universities because the ideas in urban design being developed here may not be tested here for a long time, however, they could probably be applied in China much sooner. China is growing fast, and there is a lot of opportunity for partnership in the evaluation of the performance and customer satisfaction with these new progressive designs. His presentation focused on just a few of his projects, emphasizing some innovations in sustainability. Professor Hu presented on his projects 'Beijing Olympic park,' the Olympic Green,' the City of Tieling Fanhe's landscape architecture, and Tangshan Nanhu Eco-city's transformation from brownfield to green space. All of these projects focus on bringing nature back into urban spaces, which is beginning to happen earlier on in the construction of new cities, during the master-plan stage. This provides more open space for people, plants, and animals, and highlights the importance of preserving nature. Each project utilizes modern technologies to provide space for people and nature. For example, there is a manmade wetland in Beijing Olympic Park that also serves as a water treatment plant and source for the park. Most of these very large-scale projects were completed in only three years. Professor Hu hopes that urban and landscape design in China can be sustainable for the future.

Group discussion included:

Members commented that the parks Professor Hu shared are beautiful, and the scale is impressive.

President Hughes commented on the importance of parks in Chinese culture. In addition for use during holidays, many, many people gather in parks daily for different activities.

Some members asked if Beijing receives comparable rain fall to the Metro region. Beijing is very dry, and the ground water is now further from the surface, so water is very precious. The government is building more sewage and gray water treatment plants.

Professor Liberty commented that the Oregon Zoo may be a good place to test human waste recycling as modeled in China.

7.0 COMMENTS ON DRAFT AMENDMENTS TO THE OREGON TRANSPORTATION PLANNING RULE (TPR) AND OREGON HIGHWAY PLAN (OHP)

Mr. Tom Kloster of Metro presented on the draft amendments to the Oregon Transportation Planning Rule and Oregon Highway Plan. Core TPR and OHP amendments include:

- exemption to zone changes under TPR 0060
- allowance for partial-mitigation when adding employment
- exemption for centers from the Section 0060 trigger
- shifting language from 'standards' to 'targets'
- reconciliation of Centers and their special transportation areas (STAs) in OHP implementing documents

These amendments must be resolved by January 1, 2012.

Mr. Kloster presented a letter to MPAC endorsing the draft amendments to be signed by Vice Chair Mayor Willey, as well as Councilor Collette, chair of JPACT, and Metro Council President Hughes. In the letter are broader comments supporting the TPR amendments and OHP amendments. It was noted that of these comments, the TPR piece on partial mitigation when adding industrial or non-retail employment did not have consensus at MTAC and TPAC.

The OHP amendments will be heard in Silverton, OR on November 16, 2011. The TPR amendments and adoption will be heard on December 8, 9, 2011 in The Dalles, OR. This letter will go to those hearings, supporting these amendments. Local jurisdictions are encouraged to send letters as well. Councilor Harrington reported that at the Local Official Advisory Committee (LOAC) to the Oregon Land Conservation and Development Commission (LCDC) meeting, LCDC expressed that testifying in person at the December 8th meeting will be especially meaningful and encouraged members to do so.

Group discussion included:

Some members commented that a plan for notification for jurisdictions making plans under the new rules has not been adequately addressed. Mr. Kloster commented that there will be an adjustment period, but that notification can certainly occur regionally, and at MPAC. This will be a process of a few years. Mr. Kloster clarified that when jurisdictions make changes to highway interchanges, they will be required to work with ODOT. Ms. Lainie Smith of the ODOT clarified that on the issue of interchanges, jurisdictions are not required to receive notification, and Metro may need to assume that role.

Some members commented that having a check-in in a couple of years would be a good way to track the success of the new process, in addition to a notification process. In particular, some members tracking how these changes impact freight mobility.

MOTION: Mayor Peter Truax moved, Ms. Nathalie Darcy seconded to approve the draft letter commenting on the Oregon Highway Plan and Transportation Planning Rule amendments to be sent to both the Oregon Transportation Commission and the Oregon Land Conservation and Development Commission.

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

8.0 CLIMATE SMART COMMUNITIES SCENARIOS—REPORT ON PRELIMINARY FINDINGS AND NEXT STEPS

Ms. Kim Ellis of Metro presented to MPAC the preliminary results of the Climate Smart Communities Scenarios (CSCS) project. She first clarified that the Dec. 2nd MPAC and JPACT meeting has been postponed in order to work more closely with both groups for a longer period of time prior to having a large, joint session. Planning is also underway for a JPACT/MPAC/Council work session in Winter 2012 to more formally kick-off Phase 2 of the process and discuss the next steps in CSCS project.

Ms. Ellis stated the project is nearing the end of the first of three phases, 'understanding choices.' Staff will present a draft findings report at the December 14, 2011 meeting. In 2012, the project will begin phase two, which will focus on development of a preferred scenario. Phase three is slated for 2013-14, during which time the Metro region is obligated to adopt a strategy that meets the legislature's goals. The LCDC target-setting process assumed changes to fleet and technology would reduce 2005 emissions levels from 4.05 to 1.51 MT CO₂e per capita by 2035 through improvements to fuel economy, fleet mix and vehicle technology. The target for the Portland region calls for an additional 20 percent GHG emissions reduction below 2005 levels by 2035. This is an additional reduction to what can reasonably be anticipated from fleet and technology. ODOT is also expected to release a draft statewide transportation strategy, which will include policies that may assist the Metro region in meeting its target.

During Phase 1, more than 140 regional scenarios were tested to learn the GHG emissions reduction potential of current plans and policies. The analysis was also intended to highlight which combinations of land use and transportation strategies (grouped in six policy areas) are needed to meet the state GHG targets. The project is not currently trying to select a preferred alternative, but to understand what alternatives are available. The project does its work in the context of Metro's six desired outcomes, and all resulting strategies will be evaluated accordingly.

The region's current plans and policies do make significant progress toward the state target. The project is working from 2005 levels because the state has directed the selection of a midpoint between the original benchmark, 1990, and 2050. The region's target is for light-vehicle GHG emissions to be at 1.2 metric tons of CO₂e per capita by 2035 to be on track to meet the 2050 goal adopted by the Legislature in 2007.

To achieve these goals, new policies and actions will need to be implemented. The policy levers examined were community design, pricing, marketing, roads, and fleet & vehicle technology. There are 144 scenarios based on these policy areas and the level of ambition they represent, of which 93 meet or exceed the GHG reduction target.

The key preliminary findings include:

1. Current local and regional plans and policies are ambitious and provide a strong foundation
2. Targets are achievable but will take additional effort and action
3. The best approach is a mix of policies and strategies
4. Partnerships and collaboration are keys to success

MPAC, as well as JPACT and the Metro Council, will be asked to accept the Phase 1 findings report in January 2012. This report will be submitted to ODOT and the Department of Land Conservation and

Development, which will then present it as a progress report to the state legislature. Moving into Phase 2, MPAC, along with the Metro Council and JPACT, will be asked to give direction to the project. In January, MPAC will be requested to accept the findings report, marking the end of Phase 1, and beginning the project's transition to Phase 2. Release of the findings also provides a vehicle for engaging other stakeholders in the process during Phase 2.

Mr. Cotugno clarified that these strategies emphasize actions, and that MPAC should be thinking about which types of actions to focus on. Phase 2 will involve much more detailed application, selecting areas, being 'on the map.'

Group discussion included:

Some members inquired into whether or not electric vehicles growing to 4% is significant. Ms Ellis responded that that particular assumption is a moderate level of ambition, less than the state's estimate of 8% growth.

Some members commented that aspirations are very important in 'setting the bar,' and inquired at what point certain areas the region will be prioritized and how projects will be funded. Ms. Ellis responded that this will be incorporated into the whole process, with a specific focus on a finance plan.

7. ADJOURN

Vice Chair Willey adjourned the meeting at 6:48p.m.

Respectfully submitted,



Jessica Atwater
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR 11/09/11:

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

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|------|---------------|----------|---|--------------|
| 4.0 | Flyer | 11/09/11 | Zoo Lights | 110911m-01 |
| 6.0 | Presentation | 11/09/11 | Sustainable Urban Development and Parks and Open Space Design in China | 110911m-02 |
| 7.0 | Presentation | 11/09/11 | Transportation Planning Rule and the Oregon Highway Plan Amendments | 110911m-03 |
| 8.0 | Presentation | 11/09/11 | Climate Smart Communities Scenarios Preliminary Findings and Next Steps | 110911m-04 |
| 8.0 | Handout | 11/03/11 | Climate Smart Communities Scenarios Project-- High Level Inputs | 110911m-05 |