



METRO POLICY ADVISORY COMMITTEE

January 11, 2012

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Matt Berkow
Jody Carson
Steve Clark
Nathalie Darcy
Dennis Doyle
Amanda Fritz
Kathryn Harrington
Jack Hoffman
Carl Hosticka
Annette Mattson
Marilyn McWilliams
Doug Neeley
Wilda Parks
Barbara Roberts
Loretta Smith, 2nd Vice Chair
Jerry Willey, Vice Chair

AFFILIATION

Multnomah County Citizen
City of West Linn, representing Clackamas Co. Other Cities
Trimet Board of Directors
Washington County Citizen
City of Beaverton, representing Washington Co. 2nd Largest City
City of Portland Council
Metro Council
City of Lake Oswego, representing Clackamas Co. Largest City
Metro Council
Governing Body of School Districts
Washington County Special Districts
City of Oregon City, representing Clackamas Co. 2nd Largest City
Clackamas County Citizen
Metro Council
Multnomah County Commission
City of Hillsboro, representing Washington County Largest City

MEMBERS EXCUSED

Sam Adams
Shane Bemis
Michael Demagalski
Andy Duyck
Charlotte Lehan, Chair
Keith Mays
Jim Rue
Steve Stuart
Norm Thomas
William Wild

AFFILIATION

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

ALTERNATES PRESENT

Stanley Dirks
Laura Hudson
Peter Truax
Ron Papsdorf

AFFILIATION

City of Wood Village, representing other cities in Multnomah Co.
City of Vancouver
City of Forest Grove, representing Washington Co. Other Cities
City of Gresham, representing Multnomah Co. 2nd Largest City

STAFF: Jessica Atwater, Nick Christensen, Kim Ellis, Alison Kean-Campbell, Nuin-Tara Key, Robin McArthur, Sherry Oeser, Ken Ray, Ted Reid, Dylan Rivera, Ray Valone, John Williams, Ina Zucker.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Jerry Willey declared a quorum and called the meeting to order at 5:08 p.m.

2. SELF INTRODUCTIONS AND COMMUNICATIONS

All attendees introduced themselves.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COUNCIL UPDATE

Councilor Hosticka updated the group on the following points:

- The Blue Heron site is in bankruptcy, and Metro is partnering with Oregon City, Clackamas County, and the state of Oregon to work together to purchase the site. The consortium did not make a formal bid, but submitted a letter of interest to the bankruptcy trustee. There are still many liabilities and “unknowns” with this site that, when taken into account, the value of the property is less than zero. The consortium would like to work to redevelop the site, restore habitat, public access to the falls, and cultural sites that are of interest. There will be updates to MPAC on any progress in the future.

5. CONSENT AGENDA

5.1

- Consideration of the December 14, 2011 MPAC minutes
- 2012 MTAC Nominations

MOTION: Mayor Peter Truax moved, Ms. Wilda Parks seconded to accept the consent agenda.

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

6.0 ACTION ITEMS

6.1 CLIMATE SMART COMMUNITIES SCENARIOS PROJECT—ACCEPT PHASE 1 FINDINGS REPORT

Ms. Kim Ellis of Metro presented the final draft report on the Climate Smart Communities Scenarios (CSCS) Phase 1 findings. MPAC is asked tonight to accept this report and recommend it to the Metro Council. The Council’s approval will allow these findings to be submitted to the Oregon Department of Land Conservation and Development and the Oregon Department of Transportation, which will then allow CSCS to move into Phase 2. Metro is mandated to submit two scenarios to ODOT and DLCD by this month, and those organizations must give a progress report to the state legislature by Feb. 1st.

Presentation:

Phase 1 has allowed us to understand how far current plans and policies get us toward meeting the region’s greenhouse gas (GHG) emissions reduction target. The CSCS project team examined many different building blocks for regional scenarios to reduce GHG: community design, pricing, marketing and incentives, roads, fleet mix, and technology.

Key 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

Pages 18 and 19 lay out the policies questions of the project, many of which MPAC and JPACT have raised. Moving forward, the scenarios project will work with local jurisdictions to incorporate current efforts to update or modify existing land use and transportation plans. The goal is to incorporate this work into the scenarios project in Phase 2. Cost-effectiveness still needs to be addressed, and the strongest strategies within each policy area must be identified. The scenarios project still must consider how these policies and plans will impact various levels and aspects of the community (businesses, individuals, etc...). The project must make certain that these policies support a competitive regional economy and enhance the region's quality of life. Equity must also be considered in these findings, as equity is one of the region's six desired outcomes.

Throughout the summer and fall, CSCS has had a number of one on one briefings with elected officials throughout the region. Metro staff has worked closely with staff from various jurisdictions in order to maintain synchronization with jurisdictions' policies.

Phase 2 will begin in early 2012, and will start by sharing findings with stakeholders, including elected officials and jurisdictions within the region as well as business and community stakeholders. The focus of Phase 2 is shaping the direction of the project, and next winter, CSCS staff will evaluate the alternative scenarios.

Chair Willey brought attention a section on page 3 of the Phase 1 findings report, the Metro technical work group, in order to highlight who MPAC members can contact in regards to CSCS. The technical workgroup met 10 times over the course of the last 9 months to advise Phase 1 of the scenarios project.

Mayor Willey requested quarterly progress reports from Ms. Ellis to keep MPAC informed on CSCS's progress.

Group Discussion:

Cost and cost-benefit analysis of the scenarios will begin to be evaluated in Phase 2.

Ms. Ellis discussed that those members on MPAC who represent counties have a responsibility to communicate the scenarios project to their non-represented cities, though Metro staff will also communicate with these cities. Councilors Hosticka and Harrington will also be briefing city councils in their jurisdictions. Members suggested they hold joint meetings with cities, and possibly with planning commissions, where Metro staff can present. Metro staff agreed that planning commissions should be involved. Members encouraged staff and Metro Councilors to hold these meetings separately from Council work sessions and meetings, and for a deadline to be established for when councils receive a briefing from Metro. Some members also expressed that non-government bodies should be included as well, particularly the business community, but also neighborhood associations etc.

Councilor Hosticka plans to present to the Washington County Commission and Planning Commission, and presumes that this will occur in Multnomah and Clackamas Counties as well.

The timeline for 2012 is highlighted on page 9 of the Phase 1 findings report. Scenario project staff will return to MPAC in February to present a draft approach for Phase 2 and provide MPAC members an opportunity to guide the project direction. Metro staff will be back to MPAC in fall 2012 to identify a limited number of preferred strategies to be Tested in Phase 3. Metro staff needs to spend significant time scoping Phase 2 and it was recognized that a large amount of technical research is still needed before further evaluation and narrowing can occur.

Some members discussed that many jurisdictions have sustainability managers, who will help to reduce GHG emissions in those jurisdictions, and expressed concern as to how to measure those GHG emissions reductions against those made by transportation improvements. Ms. Ellis responded that the GreenSTEP model linked with the Vision of Tomorrow planning software will enable Metro staff to observe other sources of GHG emissions aside from light vehicles', however this project may not have the capacity to address all sectors. They are estimates, but they will be able to be factored into the process.

Some members highlighted the fact that the scenarios work is a progression of how we use transportation and land use systems, and thus how we live. Members raised the issue that there may not always be a next step within the transportation sector and that we may eventually find the reductions limit of this sector; this may require changes to how we live. Including private citizens and the business community in conversations about how the scenarios project is bigger than just transportation will be important.

The group unanimously agreed to accept and recommend the Climate Smart Communities Scenarios Phase 1 findings report to the Metro Council. This report will come before the Metro Council on Thursday, January 26th, 2012.

7.0 INFORMATION/DISCUSSION ITEMS

7.1 INDUSTRIAL LANDS

Councilor Kathryn Harrington introduced the regional industrial site readiness project, and the project's presenters, Mr. Ted Reid of Metro and Mr. Bernie Bottomly of the Portland Business Alliance. The project began in light of the results of Metro's 2009 growth report, informing the region that there was a lack of large lot industrial sites 25 acres or greater, and growing concern for the economic health of our region. Large lot industrial sites are essential for the success of a local economy. Our region has high-levels of unemployment, declining long-term wages, and inadequate tax revenues.

Presentation:

Mr. Reid and Mr. Bottomly presented to the group. The purpose of the project was to inventory large-lot industrial sites in the region. This inventory has occurred before, but this project is different in that it takes a market approach to examine the barriers to economic development in large-lot sites, as well as financial tool barriers.

The results presented this evening are the conclusion of phase 1. Phase 2 is currently underway, wrapping up in February. The project is currently looking at 10 strategic sites around the region, and what barriers there are to development readiness at those sites.

Mr. Bottomly presented on the phase 1 results. The study researched areas within the Urban Growth Boundary and a few selected urban reserve areas that may be suitable for large-lot industrial uses. There were three criterion analyzed for each site: 1) Size/zoning (must be 25 acres or larger and zoned for industrial use), 2) site analysis (number of owners, physical features, environmental risks, etc...), and 3) market readiness (owners willing to transact, number of services available, infrastructure, etc...). Sites were then categorized into Tier 1,2, or 3. Tier 1 lands are those that would be shovel-ready in 6 months, Tier 2 lands are those that would be ready in 30 months, and Tier 3 lands are those that are ready in 30+ months. There are 56 industrial sites with developable acres. There are 23 additional user-owned industrial sites held for future expansion. The bulk of all these industrial sites are located on the fringes of the region, in less developed areas where land is cheaper. Washington county holds the majority of tier one and two sites, with Multnomah county after that, and Clackamas county with the fewest sites (these figures do not include cities outside of Metro's jurisdiction).

Overall, it has been confirmed that the region has few market ready sites, and potential firms' choices are constrained. The majority of large lot-development happens in a short window of time when the economy is on the up-tick, after which there is no activity for 5-6 years. If the region is not ready when the market is, it will be passed over.

The project's next steps conclude the more detailed assessment of 10 diverse sites, including development scenarios, investments required, and the economic benefit of development.

Discussion:

Staff clarified that industrial-to-industrial re-development does not typically occur on large sites, it happens more often with office buildings. It is challenging to re-develop manufacturing sites, but the project is interested in learning more. Solar World moving into an existing building is not the typical experience

Members inquired if there is a process for designating additional land as a Regionally Significant Industrial Area. Councilors suggested consulting with Metro staff members Ms. Robin McArthur and Mr. Richard Benner.

Members agreed that the region needs to provide more viable industrial sites. Jurisdictions should take a personal inventory of the actions they can take to make sites development ready.

Urban reserves did not get a designation as acceptable for industrial sites, so those sites that may exist may not be included.

This inventory is a snapshot; staff would like to update the project as information is gathered.

There is not currently a list of businesses that have occupied the industrial sites in the region in the last 10 years, or their products.

Some members expressed concern that focusing on industrial development will harm the region's knowledge sector. Others felt that industry and the knowledge sector are complementary. Knowledge sector industries were included in the studies definition traded sector businesses as identified by Business Oregon and other regional economic development organizations.

The Port of Portland is concerned about the severe lack of 50+ and 100+ acre industrial sites.

Members wondered what the public sector can do to help attract large firms to the region. Mr. Bottomly answered that the public sector can help with this issue by a) recognizing it as an issue, b) recognizing the challenges stakeholders face in bringing these sites to market, c) each site's needs are unique, and d) it currently takes a long time to move sites into market-readiness. Greenlight Greater Portland, the Counties, and Metro have all been important in supporting industrial site transactions.

The Community Investment Initiative Leadership Council has been considering some of these "pipeline issues," in terms of the steps toward making land market-ready.

Members recalled that Governor Kulongoski made a similar inventory, years prior, which has since been dormant.

Members felt that they should invite people from the economy to tell MPAC what our region is good at so we can shape land use around those talents. The group was also reminded that prosperity takes different forms. Every industry has a different definition of success and prosperity. The region needs to be attentive to these differences, as well as its infrastructure investments, and how to protect our infrastructure investments. Having feedback from the state level as well as to what will have positive economic impact on the rest of the state will be beneficial.

Councilor Harrington shared that there are many new techniques to identify industrial lands, and ways to be smarter and wiser about the quantity and type of sites that are available to market. There are also research projects looking at brownfields, the state of affairs on parcelization, and land aggregation.

7.2 MPAC WORK PROGRAM

Chair Willey briefly discussed the survey circulated to members and stakeholders in the region in efforts to better inform the MPAC work program. He asked that members please respond to the survey, but not to limit themselves to the items listed there. Surveys should be returned by Please Friday 1/13/12 to Ms. Robin McArthur or Mr. John Williams of Metro. Members should be encouraged to continue share their thoughts about the work program even after the survey period, though items with substantial lead time, such as neighborhood tours, should be shared as soon as possible to allow staff time to prepare.

8. MPAC MEMBER COMMUNICATIONS

Mayor Truax expressed his appreciation as one of the people who coordinated the welcome event in Washington County for Metro's new Chief Operating Officer, Martha Bennett. Councilors Hosticka and Harrington attended, and it was great to have their presence and input. He encouraged the other counties to host similar events.

Councilor Harrington informed the group that Ms. Bennett is hosting a “regional road show” to meet stakeholders in the region.

9. ADJOURN

Chair Willey adjourned the meeting at 6:41 p.m.

Respectfully submitted,



Jessica Atwater
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR 01/11/12:

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Memo	1/11/12	John Williams, MTAC Chair, 2012 MTAC Nominations	011112m-01
5.1	List	1/11/12	2012 MTAC Members and Nominees	011112m-02
6.1	Memo	1/11/12	MTAC Recommendation on Climate Smart Communities Scenarios	011112m-03
6.1	Presentation	1/11/12	Climate Smart Communities Scenarios PowerPoint Presentation	011112m-04
7.2	Memo	1/5/12	MPAC Work Program Topics	011112m-05
7.2	Survey	1/5/12	MPAC Work Program Survey	011112m-06
7.2	Chart	1/11/12	Metro Engagement Committee	011112m-07
7.2	List	1/11/12	MPAC and MTAC 2012 Member List	011112m-08
	Document	1/11/12	Metro Greenscene, Winter 2012	011112m-09