



METRO POLICY ADVISORY COMMITTEE  
**July 25, 2012**  
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Jody Carson, 2<sup>nd</sup> Vice Chair  
Kathryn Harrington  
Jack Hoffman  
Carl Hosticka  
Marilyn McWilliams  
Doug Neeley  
Wilda Parks  
Loretta Smith, Vice Chair  
William Wild  
Jerry Willey, Chair

AFFILIATION

City of West Linn, representing Clackamas Co. Other Cities  
Metro Council  
City of Lake Oswego, representing Clackamas Co. Largest City  
Metro Council  
Washington County Special Districts  
City of Oregon City, representing Clackamas Co. 2<sup>nd</sup> Largest City  
Clackamas County Citizen  
Multnomah County Commission  
Clackamas County Special Districts  
City of Hillsboro, representing Washington County Largest City

MEMBERS EXCUSED

Sam Adams  
Shane Bemis  
Steve Clark  
Maxine Fitzpatrick  
Amanda Fritz  
Bob Grover  
Michael Demagalski  
Dennis Doyle  
Andy Duyck  
Charlotte Lehan  
Annette Mattson  
Keith Mays  
Jim Rue  
Barbara Roberts  
Steve Stuart  
Norm Thomas  
Bill Turlay

AFFILIATION

City of Portland Council  
City of Gresham, representing Multnomah Co. 2<sup>nd</sup> Largest City  
TriMet Board of Directors  
Multnomah County Citizen  
City of Portland Council  
Washington County Citizen  
City of North Plains, representing Washington Co. outside UGB  
City of Beaverton, representing Washington Co. 2<sup>nd</sup> Largest City  
Washington County Commission  
Clackamas County Commission  
Governing Body of School Districts  
City of Sherwood, representing Washington Co. Other Cities  
Oregon Dept. of Land Conservation & Development  
Metro Council  
Clark County, Washington Commission  
City of Troutdale, representing other cities in Multnomah Co.  
City of Vancouver

ALTERNATES PRESENT

None

AFFILIATION

STAFF:

Jessica Atwater, Nick Christensen, Kim Ellis, Maria Ellis, Brian Monberg, Kelsey Newell, Katie Shriver, John Williams, and Ina Zucker.

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

Chair Jerry Willey called the meeting to order at 5:12 p.m. There were not a sufficient number of members present to declare a quorum.

**2. SELF INTRODUCTIONS AND COMMUNICATIONS**

All attendees introduced themselves.

Mayor Hoffman of Lake Oswego shared with the group that Lake Oswego recently has continued work on the Tigard-Lake Oswego water issue, approved an urban renewal district in Lake Grove, approved a \$5 million general obligation bond ballot measure, and are considering an urban renewal plan for the Boone's Ferry area. He also shared that the City of Lake Oswego has signed a Memorandum of Understanding (MOU) with Clackamas County to examine a framework plan.

Mayor Willey highlighted the article in the July 16, 2012 edition of *U.S. Mayor* about Mayor Shane Bemis of Gresham.

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

There were none.

**4. COUNCIL UPDATE**

Councilor Harrington shared the following points with the group:

- Dr. Manuel Pastor will be here to discuss the link between sustainability and prosperity and inclusive economic development. This event will be at Metro on Monday, July 30, 2012 at 5p.m., and is free of charge.
- Climate Smart Communities (CSC) has provided an updated brochure outlining Phase 2 and Phase 3 of the project, emphasizing the focus on finding local solutions. Further review and analysis will take place throughout the next year, with conclusion in 2014. MPAC will have another CSC briefing in the next few months.
- This fall the Land Conservation and Development Commission will be adopting rules to guide the process to adopting the preferred scenario for CSC. The public comment period runs from August 1<sup>st</sup> to September 20<sup>th</sup>. MPAC will not have an opportunity to formally weigh in during the public comment period as there are no meeting scheduled for that time. Please provide your opinion online at [www.oregon.gov/LCD](http://www.oregon.gov/LCD). There will be a public hearing at Metro on Wednesday, September 19 from 1:30 to 4:30p.m., with a final ruling in November.
- The Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) recently approved 3 transportation projects as a part of the Metropolitan Transportation Improvement Program (MTIP).
- The Metro Council has received two proposals in response to its request for proposal (RFP) for the Oregon Convention Center Hotel project. One is from Langley Investment Properties and the other from Mortenson Development. An evaluation committee of public and private stake holders is reviewing proposals. The Metro Council is scheduled to discuss the proposals at the August 9 work session, and will vote to choose a developer on August 16. The Portland Development Commission will vote on August 15.

- Metro is still seeking applications for the Public Engagement Review Committee (PERC). The application deadline is Friday, August 24. A handout with details about PERC and the application was circulated. The first meeting of the public involvement peer group will take place on August 1, 2012.
- Last year, Kaiser Permanente donated \$75,000 to the Vamanos project, Metro has matched those funds. The program focuses on promoting active transportation to the growing Latino population, particularly in Washington County.

## **5. CONSIDERATION OF THE CONSENT AGENDA**

- **The June 27, 2012 MPAC Minutes**
- **2012 MTAC Membership Nominations**

ACTION TAKEN: There was not a quorum thus MPAC did not take action.

## **6.0 INFORMATION/DISCUSSION ITEMS**

### **6.1 LESSONS LEARNED FROM MPAC'S OREGON CITY DOWNTOWN/MAIN STREET REDEVELOPMENT TOUR**

The group discussed what they learned and experienced on the Oregon City tour:

- Inspiring for neighboring cities to see the success of the main streets program
- Method of implementing the main streets program is exciting
- Number of permanent jobs created in Oregon City because of program impressive
- Enjoyable to see all the new businesses; 43 new businesses started in the last four years
- Interesting to learn about the adaptive re-use grant program there

Mayor Doug Neeley of Oregon City shared that although Oregon City had had progress in the past, they hired a main street coordinator, and he has done excellent work. Many progressive property owners have been working with the program; urban renewal has been very helpful. The economic improvement district (EID) has also been an important tool. Oregon City did lose businesses during the recession, however, the ratio of new business to businesses is lost is favorable. Much credit is due to Oregon City's main street coordinator. Mayor Neeley extended thanks to everyone that attended the tour.

Mayor Neeley also noted that the Oregon City Arch Bridge re-opens on October 15, 2012, and invited MPAC members to join the celebration. The Willamette Falls Heritage Society will host an event prior to the re-opening weekend.

### **6.2 SOUTHWEST CORRIDOR TOUR**

Mr. John Williams of Metro highlighted the Southwest Corridor (SW Corridor) information provided in the MPAC packet. On August 8<sup>th</sup> MPAC will embark on a tour of the SW Corridor. This will be a bus tour that begins at 5pm from Metro, and will return to Metro after a 2 hour tour. Speakers from the jurisdictions will provide information along the tour, which will go all the way to Sherwood. The SW Corridor Steering Committee has also been invited on the tour. A sign-up sheet for the tour was circulated.

Mr. Williams noted that the St. Johns' MPAC Tour will take place on September 12, 2012. Logistics will be emailed out to members in advance. Members asked to add 'Lessons learned from the SW Corridor Tour to the October meeting agenda and asked a St. Johns sign-up sheet be circulated as well.

### **6.3 EAST METRO CONNECTIONS PLAN (EMCP) UPDATE**

Mr. John Williams of Metro introduced the EMCP project, noting that the project has been a partnership that built by consensus a complete set of solution aiming to create jobs and improve quality of life. Mr. Brian Monberg of Metro presented on EMCP.

#### *Policy Background*

EMCP has been a partnership between Gresham, Fairview, Troutdale, Wood Village, and Multnomah County, who have worked with multiple stakeholders. The first Regional Transportation Plan (RTP) was completed in 2010, which is the first instance of collective advocacy for funding for East Multnomah County; the EMCP recommendation will lead to an amended RTP. EMCP has created a blueprint for collective advocacy for East Multnomah County. EMCP focuses on investments that serve key land uses most effectively as opposed to land use changes. He highlighted the Gresham Vista Business Park, Mount Hood Community College (MHC), and Edgefield as key investment areas for EMCP, due to industrial, community, and economic development opportunities, respectively.

Mr. Monberg overviewed the project's timeline, noting that July 2012 marked the finalization of priorities. Mr. Monberg overviewed the foundational goals of the program noting the project strives to improve north-south and east-west connectivity, make the best use of the existing transportation system, develop multiple solutions that serve all transportation modes, foster economic vitality, distribute growth and burdens equitably, enhance livability, support local community visions, and enhance the natural environment. EMCP's needs analysis revealed that there is a lot of capacity in the arterial system of East Multnomah County as it exists now, so EMCP decided to balance performance, use existing mobility in arterials, distribute equitably. Mr. Monberg overviewed the public outreach strategy for EMCP, noting that health outcomes were also examined using a grant from Multnomah County.

#### *Recommended Investment Packages*

Originally there were over 200 projects. EMCP evaluated about 120 projects after identifying projects that work toward a common need. Investment packages composed of sets of key investments in the categories of north-south connectivity, downtown employment areas, and regional mobility were created. North-south connectivity was deemed to be a priority over east-west connectivity.

Mr. Monberg presented projects in each the three categories. In the north-south connectivity category, he highlighted improvements to 238<sup>th</sup>/242<sup>nd</sup>, the Southeast Gateway, and safety corridors at 181<sup>st</sup>/182<sup>nd</sup> and 257<sup>th</sup>/Kane Road. In the economic development category, he highlighted 8 key downtown areas in East Multnomah County, focusing particularly on downtown Gresham. In the regional mobility category he highlighted projects that provide connections to economic development, tourism, neighborhoods, multi-modal transit and trails, and MHC, as well as promote economic development, and improve signal timing coordination. Mr. Monberg presented the recommended investment packages map to MPAC.

EMCP developed 16 recommended investment packages within the three categories, all focused on improvements to access and mobility, economic development, and safety. There was unanimous endorsement from the EMCP Steering Committee for these recommendations on June 6<sup>th</sup>, since then all partner jurisdictions and stakeholders have also endorsed.

On August 9, 2012 the Joint Policy Advisory Committee on Transportation and the Metro Council will hear EMCP's recommended investment packages. In fall or winter of 2012, updates will be made to the RTP and local Transportation System Plans (TSPs). Projects with high performance, feasible implementation, and consensus are those investments that will be acted on. EMCP has begun looking for funding sources for projects.

*Group discussion included*

Members appreciated that several of the EMCP projects will also benefit Clackamas County. Staff noted that Clackamas County has been an important partner as well.

Members appreciated the thorough public outreach process and consensus based process.

Members asked about how this project was initiated and funded. In 2007, Multnomah County and partner cities signed a memorandum of understanding that this study needed to be done. The Multnomah County Business Association pushed for it. \$950,000 of the \$1.3 million came from Federal Highway Administration (FHWA), some came from Metro, and there was a match from local communities.

#### **6.4 THE COMMUNITY INVESTMENT INITIATIVE (CII) STRATEGIC PLAN**

Councilor Hosticka introduced the Community Investment Initiative (CII). The conclusion of the UGB decision in fall 2011 marked a watershed for Metro in that it could shift its focus from the edge of the region to within the region. There will be approximately 675,000 more people in the next 20 years, and \$27-41 billion in infrastructure needs. Metro alone cannot instigate the development of infrastructure that is required to meet the needs of the region's growing population. After some research of what other regions were doing to address this issue, the most successful cases often involved a public-private partnership. Metro catalyzed the creation of the CII Leadership Council.

Ms. Karen Williams of CII Leadership Council (CII LC) presented on CII's strategic plan. CII is a volunteer coalition of private sector and community leaders committed to building the region's economy and creating living-wage jobs by investing in infrastructure. Metro has empowered this group to develop solutions as an entity separate from Metro. CII focuses on how the public and private sector can work together to meet the needs of our growing population, and close the infrastructure funding gap. CII's core strategies to address this issue are to increase resources for transportation investments, establish an infrastructure investment vehicle for the region, create a 'development-ready' pilot program for local communities, and to support infrastructure planning for school districts.

*Infrastructure Investment Vehicle*

Mr. Tom Imeson of the Port of Portland presented on the 'infrastructure investment vehicle' for the region, currently called the Regional Investment Enterprise (RIE). CII wants to identify projects within UGB that are critical for economy, identified by local and regional jurisdictions, and that

cannot receive funding through traditional funding mechanisms. This entity will not assume responsibility for maintenance of these infrastructure projects. The CII LC has given itself 9 months to resolve critical issues, such as defining 'regionally significant,' RIE functions, governance issues, etc. CII needs help in answering the types of questions outlined, and will work with regional partners. The strategy also calls for partnering with the state so approaches are aligned. Ms. Williams will be the CII liaison to the state.

#### *'Development-ready' Pilot Program*

In this pilot program, communities would evaluate their processes by which they allow development. It would be a private evaluation of public process looking for ways to improve encouraging development. Several communities have expressed a desire to participate, but no one has been selected yet.

#### *Increase Resources for Transportation Investment*

This strategy is trying to achieve public goals while strengthening the region's economy. CII will support the transportation funding package brought forward to the state legislature by Metro, MPAC, and JPACT in 2013. CII believes that the gas tax needs to be reformed to conform more accurately to how people drive and use the road system. CII is in support of a voluntary Vehicle Miles Traveled (VMT) program instead of the gas tax.

#### *Support Infrastructure Planning for School Districts*

This strategy works to analyze which educational infrastructure and facilities over time in conjunction with information on the changing demographics and growing population data provided by Metro to make infrastructure investments in educational facilities across the region. This will increase the region's efficiency in prioritizing educational facility investments.

Mr. Imeson expressed that these are all ambitious but beneficial strategies. CII will need the support of its public sector partners to achieve these goals. Communication about opportunities or barriers to strategies is important to CII's success. CII will keep MPAC updated and would like MPAC's feedback as the project moves forward.

#### *Group discussion included*

Members asked where funding will come from for the projects that come to the RIE. CII representatives responded that funding will depend on the type of project and the return on investment (ROI). Some CII members would like to bundle projects and present that opportunity for private funding; private funding is interested in an ROI. In Partnerships BC, projects remain publicly owned. The management structure may be private. Some CII members appreciate that this model addresses the gap between existing infrastructure and its upkeep. CII needs to work with stakeholders to identify if the RIE will be public or private, and the types of projects worked on in the RIE.

Members encouraged CII representatives to focus on how the RIE is funded and project funding with specific examples from other regions to identify the RIE's structure, authority and how it works in their next communication project.

Some members expressed concern that local jurisdictions would be competing for funding with the RIE. They also wondered if a public project was over budget, if the RIE would be able to assist.

CII representatives clarified that the RIE would not be a competitor for funding, its goal is to tap into or create additional funding resources.

Some members expressed concern for public-private partnership and the practice of the public sector selling public equity to the private sector. CII representatives responded that although this is a traditional public-private sector practice, CII will not do this. CII is looking for ways to accomplish projects through a relationship with a private entity in which projects will most likely remain publicly owned.

Metro Council members clarified that the Council asked CII figure out how to overcome the barriers and funding gaps for the achieving the outcomes that our communities want to achieve.

Chair Mayor Willey indicated that CII will be on the MPAC agenda in 2013.

## **7.0 MPAC MEMBER COMMUNICATIONS**

There were none.

## **8. ADJOURN**

Vice Chair Willey adjourned the meeting at 7:08 p.m.

Respectfully submitted,



Jessica Atwater  
Recording Secretary

### **ATTACHMENTS TO THE PUBLIC RECORD FOR 07/25/12:**

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

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
NA	Agenda	NA	Revised MPAC agenda for 7/25/12	072512m-01
5.0	Memo	7/20/12	MTAC Nominations for MPAC Approval	072512m-02
5.0	List	NA	MTAC Nominations for MPAC Approval	072512m-03
4.0	Handout	July 2012	Climate Smart Communities Project background	072512m-04

<b>4.0</b>	Handout	Summer 2012	Public Engagement Review Committee information	072512m-05
<b>4.0</b>	Flyer	NA	Dr. Manuel Pastor presentation: 'Looking Forward: linking prosperity, inclusion and sustainability in metropolitan America	072512m-06
<b>6.3</b>	PPT	7/25/12	East Metro Connections Plan slideshow	072512m-07
<b>6.4</b>	PPT	7/25/12	Community Investment Initiative slideshow	072512m-08