



METRO POLICY ADVISORY COMMITTEE  
November 13, 2013  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Ruth Adkins  
Jody Carson, *1<sup>st</sup> Vice Chair*  
Sam Chase  
Craig Dirksen  
Maxine Fitzpatrick  
Jeff Gudman  
Marilyn McWilliams  
Doug Neeley  
Craig Prosser  
Loretta Smith, *Chair*  
Bob Stacey  
Bill Turlay  
William Wild  
Jerry Willey

AFFILIATION

PPS, Governing Body of School Districts  
City of West Linn, Clackamas Co. Other Cities  
Metro Council  
Metro Council  
Citizen, Multnomah Co. Citizen  
City of Lake Oswego, Clackamas County, Largest City  
Tualatin Valley Water District, Washington Co. Special Districts  
City of Oregon City, Clackamas Co. 2<sup>nd</sup> Largest City  
TriMet  
Multnomah County  
Metro Council  
City of Vancouver  
Oak Lodge Sanitary District, Clackamas Co. Special Districts  
City of Hillsboro, Washington Co. Largest City

MEMBERS EXCUSED

Tim Clark  
Denny Doyle  
Andy Duyck  
Karylinn Echols  
Amanda Fritz  
Bob Grover  
Charlie Hales  
Tom Imeson  
Charlynn Newton  
Wilda Parks  
Jim Rue  
Martha Schrader  
Steve Stuart  
Peter Truax, *2<sup>nd</sup> Vice Chair*

AFFILIATION

City of Wood Village, Multnomah Co. Other Cities  
City of Beaverton, Washington Co. 2<sup>nd</sup> Largest City  
Washington County  
City of Gresham, Multnomah County, 2<sup>nd</sup> Largest City  
City of Portland  
Citizen, Washington Co. Citizen  
City of Portland  
Port of Portland  
City of North Plains, City in Washington Co. Outside the UGB  
Citizen, Clackamas Co. Citizen  
Oregon Dept. of Land Conservation & Development  
Clackamas County  
Clark County  
City of Forest Grove, Washington Co. Other Cities

ALTERNATES PRESENT

Jennifer Donnelly  
Lise Glancy  
Ed Gronke  
Marc San Soucie

AFFILIATION

Oregon Dept. of Land Conservation & Development  
Port of Portland  
Citizen, Clackamas Co. Citizen  
City of Beaverton, Washington Co. 2<sup>nd</sup> Largest City

STAFF: Nick Christensen, Beth Cohen, Andy Cotugno, Kim Ellis, Mia Hart, Lake McTighe, Peggy Morell, Kelsey Newell, Randy Tucker, Steve Wheeler, John Williams, Ina Zucker.

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

MPAC Chair Loretta Smith called the meeting to order at 5:05 p.m.

**2. SELF INTRODUCTIONS & COMMUNICATIONS**

All attendees introduced themselves.

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

There were no citizen communications on non-agenda items.

**4. COUNCIL UPDATE**

Councilor Bob Stacey provided an update on the following items:

- Metro Council approved \$68 million in Regional Flexible Funds projects on November 7. Funding was split between active transportation, green economy and freight initiatives, and Regional Economic Opportunity projects;
- Metro staff is presenting 2014 RTP existing conditions report to JPACT and Council in November. Local staff is working to update project lists through coordinating committees. RTP staff will provide an update on draft project lists at MPAC on January 22;
- The first Active Transportation Plan workgroup met October 10, as recommended by JPACT and MPAC to guide further review and refinement. A revised draft plan will be available in January;
- MPAC members are invited to tour the Oregon Zoo on November 19 at 11 a.m. Members should contact Kelsey Newell if they would like to attend.

**5. APPROVAL OF OCT. 23, 2013 MPAC MINUTES**

**MOTION:** Councilor Jody Carson moved, Chair William Wild seconded, to approve the MPAC Minutes from October 23, 2013.

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

**6. 2014 MPAC OFFICERS: SELECT NOMINATION COMMITTEE**

Chair Smith asked members to volunteer for the nomination committee for the 2014 MPAC officers. The following members volunteered for the nomination committee:

- Mayor Doug Neeley representing Clackamas County
- Ms. Marilyn McWilliams representing Washington county
- Chair Loretta Smith representing Multnomah County
- Councilor Tim Clark representing Multnomah County other cities

## **7. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: FIRST LOOK AT RESULTS**

Councilor Craig Dirksen introduced the Climate Smart Communities Scenarios Project. The 2009 Oregon Legislature required the Portland region to develop an approach to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. Councilor Dirksen provided a summary of Phase 1: a technical review and evaluation of land use and transportation scenarios to meet the target; Phase 2: focused on shaping and evaluating future choices for supporting community visions and meeting the state emission reduction target. The final action plan to select a preferred scenario will be an amendment to the Regional Framework Plan. The Metro Council will consider adoption of the preferred approach in December 2014.

Ms. Kim Ellis of Metro provided an overview of the Climate Smart Communities Scenarios Project and early results from the Phase 2 evaluation Metro is working with local, county, state, business, and community leaders to research how land use and transportation policies and investments can be leveraged to help reduce greenhouse gas emissions and support healthy communities. Phase 3, November 2013 to May 2014, will shape the draft preferred scenario through examining Phase 2 results and facilitating a Community Choices discussion. Council will be asked to select a preferred approach in December 2014 for the Land Conservation and Development Commission to review early 2015.

Ms. Ellis provided a summary of the three scenarios and key assumptions to achieve local and regional plans through 2035:

- Scenario A shows results of implementing adopted local and regional plans to the extent possible with existing revenue;
- Scenario B shows the results of successfully implementing adopted local land use and transportation plans and the current RTP, which relies on increased revenue;
- Scenario C shows the results of pursuing new policies and revenue sources, additional investment, and realizes the Southwest Corridor vision.

Metro used the GreenSTEP model to compare and evaluate the following outcomes across the three approaches: greenhouse gas emissions, housing and jobs, travel, access to transit and destinations, and air quality. Results show Scenario B and Scenario C both exceed the greenhouse gas target of 20 percent reduction by 2035. Ms. Ellis highlighted results of the evaluation:

- Community design and investment as envisioned in adopted community plans reduces vehicle miles traveled (VMT) per capita, and helps address traffic congestion that is expected to increase due to population and job growth;
- Investment helps maintain air quality due to fewer gas air pollutant emissions from reduced VMT;
- Investment provides better access to transit in peak and off-peak hours with increased investment. Most new households located in areas near schools, shopping and services, however, nearly one-third of new households locate in areas that are not close to these community destinations;
- Location of housing development responds to incentives and access and new jobs locate in the areas with the best access and mobility.

Ms. Ellis summarized early takeaways. Past planning and investments to implement the 2040 Growth Concept vision make the greenhouse gas reduction target attainable. However, more work is needed to realize local and regional visions and support transit growth, which are both essential to meet the reduction target. Each community is unique and one size does not fit all when considering investments and actions to reduce greenhouse gas emissions.

Member comments included:

- Members asked for further detail surrounding high capacity transit in Oregon City along I-205 and expressed interest in further discussion on how best to serve lower density parts of the region with some form of transit. Ms. Ellis stated Scenario C does include high capacity transit along the McLoughlin Boulevard corridor between Milwaukie and Oregon City. She also referenced TriMet's effort to define more locally-tailored transit service throughout the region. She further explained that TriMet's effort started in Washington County, will continue over the next two years for other parts of the region and can inform the preferred approach.
- Members asked clarifying questions related to coordinating Climate Smart Communities scenarios with separate pedestrian and bicycle projects in the region and the Active Transportation Plan. Ms. Ellis provided an overview of key assumptions in each scenario related to the ATP. The draft ATP is assumed in Scenario C and the financially constrained RTP active transportation projects are included in Scenario B. Members expressed concern surrounding constrained funding of transit investments within the timeframe for the preferred scenario. Some members suggested prioritizing the lowest cost and high GHG emissions reductions investments to meet reduction goals over raising additional funding and revenue.
- Councilor Jeff Gudman asked clarifying questions about the assumptions related to expanding the urban growth boundary. Ms. Ellis stated the assumptions for the urban growth boundary expansion are based on the growth forecast adopted by Metro Council in November 2012. Ms. Ellis provided an overview of the urban growth boundary expansion assumptions in each scenario.
- Director Ruth Atkins asked about plans for Climate Smart Communities outreach, specifically related to youth. Ms. Ellis stated she is interested in reaching out to youth, however plans are currently undefined.
- Members asked for further detail surrounding the market-based approach for parking strategies. Ms. Ellis stated a market-based approach evaluates how many parking spots are needed in an area and develops strategies to balance oversupplying and undersupplying parking. She further explained that strategies could range from parking space provisions local codes already contain for different land uses to implementing timed or metered on-street parking in a district.
- Mr. Ed Gronke referenced the flexibility of the future job market and employment opportunities in close proximity to residents and expressed concern surrounding scenario evaluation. Ms. Ellis acknowledged the validity of Mr. Gronke's concerns and stated the MetroScope evaluation tool uses the best available information to predict location of jobs and housing development based on transportation access and other economic factors.
- Members discussed community design and transit investment strategies as important strategies for decreasing per capita carbon emissions, as compared to the estimated climate benefits of lower carbon intensity of fuels and electric vehicles. Ms. Ellis stated estimated

climate benefits reflect the results of sensitivity testing conducted in Phase 1 relative to other investments and actions.

- Members asked Ms. Ellis to expand on public and private development incentives assumed in the scenarios. Ms. Ellis stated that MetroScope used urban renewal areas as the public incentive tool, however, staff recognizes that incentives can be provided through other tools. Scenario B reflects utilizing today's urban renewal areas and additional areas assumed to have urban renewal in the growth forecast adopted by the Metro Council in 2012.
- Chair Wild referenced a Metro newsfeed article published November 12 and recommended members consider Representative Earl Blumenauer's letter addressing legislation to increase the federal gas tax. Members stated they would like the opportunity to review the letter and recommended consideration of the letter be added to the agenda for the December 11 MPAC meeting.

## **8. CITY OF PORTLAND AND MULTNOMAH COUNTY CLIMATE ADAPTION PLAN**

Chair Smith introduced Mr. Tim Lynch of Multnomah County, Michele Crim of the City of Portland, and Ms. Kari Lyons-Eubanks of Multnomah County and provided an overview of the Climate Adaption Plan.

Mr. Lynch stated the City of Portland and Multnomah County Climate Action Plan identifies over 100 actions to be completed by 2012; actions are categorized by: building and energy, land use and mobility, consumption and solid waste, urban forestry, food and agriculture, community engagement, climate change preparation, and local government operations. The plan is a preparation ("adaption") effort to build community resiliency against the impacts of climate change. Three city/county workgroups are performing a deeper assessment of the impacts of climate change in the following areas: natural systems, built infrastructure, and public health and human services.

Ms. Crim provided an overview of the projected impacts of climate change predicting hotter, drier summers and warmer, wetter winters and identified preparation strategies:

- Natural systems impacts include drought stress, increased invasive species and fire risk in summer and flooding, increased erosion and landslides in winter. Preparation strategies include cooling urban streams, increase plantings, and restore floodplains among others;
- Built infrastructure impacts include increased wastewater temperatures, pavement buckling, and increased outdoor water demand in summer and erosion, landslides, and flooding in the winter. Preparation strategies include expanding capacity of groundwater system, update floodplain data and maps, and incorporate landslide hazard reduction techniques into construction projects;
- Human systems impacts include heat-related illness and respiratory disease, demand for cooling centers, and disease vectors in summer and health impacts of mold exposure, personal and property damage, and increased demand for emergency services in winter. Preparation strategies include increasing greenspace, improve extreme heat preparation and response plans, and improving community capacity to prepare and respond.

- Other key concepts are identifying strategies to achieve multiples objectives through one strategy and climate equity strategies considering the benefits and burdens on vulnerable populations.

Ms. Lyons-Eubanks provided an overview of the projected health and equity impacts of climate change on vulnerable populations in Multnomah County. Ms. Lyons-Eubanks discussed the urban heat island effect and provided an example of the Asian population in NE Portland to illustrate how communities of color are disproportionately impacted by hotter summers. Examples of social determinants of health in the area of housing and childhood development are ensuring habitable housing in view of mold and mildew growth, reducing VMT and encouraging alternate transit in high transit corridors, aligning housing affordability with employment availability to reduce transportation costs, and prioritizing greenspace in areas with hot spots and vulnerable populations.

Member comments included:

- Members asked if the plan evaluated climate refugees. Mr. Lynch stated he did not evaluate food supply or climate refugees due to difficulty in producing early predictions.
- Members discussed the importance of broader awareness surrounding wastewater impacts, maximum daily load of water discharge, and updating heat maps to service water management.
- Members asked if there are plans to coordinate with surrounding communities and special districts, specifically flood management, unintended consequences, population movement, and gentrification. Mr. Lynch responded they are looking to foster partners and coordinate discussion around plans, however a detailed plan has not been developed.

## **9. MPAC MEMBER COMMUNICATION**


Mayor Neeley reminded members there is a public memorial service for Oregon City Officer Robert Libke at the Memorial Coliseum on Friday, November 14 at 1 p.m.

Chair Smith reminded members about the Oregon Zoo tour for MPAC members on November 19 at 11 a.m.

## **10. ADJOURN**

Chair Loretta Smith adjourned the meeting at 6:52 p.m.

Respectfully Submitted,



Mia Hart

Recording Secretary

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
4	Handout	11/12/2013	ATP Review & Refinement Timeline	111313m-01
7	PPT	11/13/2013	Climate Smart Communities Scenario Project: First Look at Results	111313m-02
8	PPT	N/A	Preparing for Climate Change: Impacts and Strategies for Our Region	111313m-03