



METRO POLICY ADVISORY COMMITTEE

**January 22, 2014**

Metro Regional Center, Council Chamber

**MEMBERS PRESENT**

Ruth Adkins  
Jody Carson, *Chair*  
Sam Chase  
Tim Clark  
Kathryn Harrington  
Maxine Fitzpatrick  
Marilyn McWilliams  
Anne McEnerly-Ogle  
Wilda Parks  
Martha Schrader  
Bob Stacey  
Peter Truax, *1<sup>st</sup> Vice Chair*  
Aron Carleson

**AFFILIATION**

PPS, Governing Body of School Districts  
City of West Linn, Clackamas Co. Other Cities  
Metro Council  
City of Wood Village, Multnomah Co. Other Cities  
Metro Council  
Citizen, Multnomah Co. Citizen  
Tualatin Valley Water District, Washington Co. Special Districts  
City of Vancouver  
Citizen, Clackamas Co. Citizen  
Clackamas County  
Metro Council  
City of Forest Grove, Washington Co. Other Cities  
City of Hillsboro, Washington Co. Largest City

**MEMBERS EXCUSED**

Andy Duyck  
Karylann Echols  
Charlie Hales  
Tom Imeson  
Doug Neeley  
Charlynn Newton  
Craig Prosser  
Jim Rue  
Loretta Smith  
Steve Stuart

**AFFILIATION**

Washington County Commission  
City of Gresham  
City of Portland  
Port of Portland  
City of Oregon City, Clackamas Co. 2<sup>nd</sup> Largest City  
City of North Plains, City in Washington Co. Outside the UGB  
TriMet  
Oregon Dept. of Land Conservation & Development  
Multnomah County  
Clark County

**ALTERNATES PRESENT**

Aron Carleson  
Dick Jones  
Marc San Soucie

**AFFILIATION**

City of Hillsboro, representing Washington Co. Largest City  
Clackamas County Special Districts  
City of Beaverton, Washington Co. 2<sup>nd</sup> Largest City

**Staff:**

Kim Ellis, John Williams, Ina Zucker, Kelsey Newell, Ted Reid, Dennis Yee, Alison Kean, Andy Cotugno, Scott Robinson, Andy Shaw and Jessica Rojas

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

MPAC Chair Jody Carson called the meeting to order at 5:05 p.m. and declared a quorum at 5:10 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 Sam Chase delivered the Metro update. Metro is in the review process of the Community Planning and Development Grants program. More than \$14 million has been awarded to over 60 planning projects across the region since 2006. Metro appointed a stakeholder advisory committee to look at overall performance and achievement since the program was created. The stakeholder advisory committee includes staff from local governments, realtors, land use advocacy organizations, private-sector land use planners, architects and other consultants. Councilor Sam Chase will serve as the Metro Council liaison to the committee. The stakeholder advisory committee will meet three times between now and the end of April, and will provide recommendations to Metro COO. Recommendations will come to MPAC for further discussion in May.
- The Construction excise tax is due to expire at the end of September. Metro Council must act before the end of June if the tax is to be extended. Councilor Chase will continue to provide updates on this topic.
- Metro debuted “Our Big Backyard”, a quarterly magazine that provides coverage of parks, trails and natural areas. Our Big Backyard replaces Green Scene, as a result of feedback received through an audience survey. Each edition will include feature stories, field guides, Q&As, event previews and coverage related to important choices that face the region. Special thanks to Mayor Neeley and many other partners in Oregon City for helping us tell the story of Newell Creek Canyon in this first edition. To launch public involvement for upcoming investments in Newell Creek Canyon, an edition was mailed to every household in Oregon City. Metro is considering specialized mailings in the future when a cover story may be of particular interest to one of the communities in our region.
- Councilor Chase reminded members that they are invited to celebrate the Willamette Falls Legacy Project in Oregon City, Thursday, Feb. 6<sup>th</sup> at the KEEN Building in the Pearl District. The master plan is being completed and will be presented to the Oregon City Planning Commission and City Commission this spring.
- MPAC members also recognized Kelsey Newell, Regional Engagement Coordinator, who is leaving for Australia, for her supportive work with MPAC and Metro.

**5. MOTION:** Ruth Adkins moved, Dick Jones seconded to approve the MPAC Minutes from January 8, 2014.

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

## **6. REVIEW 2014 WORK PROGRAM AND POSSIBLE MEETING TOPICS**

Chair Jody Carson suggested to members to look ahead into the tentative agendas and gauge whether certain topics may need more time on the agenda as well as tours that could be considered. Meeting dates with no agenda items should be considered for cancellation ahead of time. Possible tour suggestions included Hillsboro's vehicle charging stations and Forest Grove's public transportation efforts.

Member comments included:

- July 9<sup>th</sup> was suggested as a possible date to visit Forest Grove.
- Looking in to affordable housing choices, as it intersects with healthcare was suggested for the tentative work agenda.
- Councilor Chase mentioned the Coalition of Communities of Color Report "Unsettling Profiles" as a resource to the committee. The report outlines disparities that exist regionally and includes specific policy recommendations.
- Councilor Kathryn Harrington brought to attention a Metro Council meeting that will be held out of district. On Tuesday, Feb. 25<sup>th</sup> Metro will hold a Council meeting in Forest Grove at the Community Auditorium from 5 to 7p.m.
- Reminder of the upcoming trip to Washington D.C. for JPACT committee as an opportunity for the region to develop a well coordinated request for transportation package. MPAC members may want to consider coordinating efforts prior to a D.C. trip at the Feb. 12<sup>th</sup> MPAC meeting.
- A reminder that JPACT and Metro Council adopted federal priorities in December in preparation for the JPACT trip to D.C. Members will receive an update on preparation details.

## **7. POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT**

Brain Monberg of Metro provided an overview of the Powell-Division Transit and Development Project. The project is a coordinated effort between the cities of Portland and Gresham in securing community involvement and creating economic development. Background information as to why the project is being implemented and the steps involved in the planning phase were included. Supportive reasons for the project include:

- High population density along the corridor, designated as a priority in the Regional High Capacity Transit Plan.
- The connection between the downtowns of the two largest cities in the region, as well as the connection to light rail lines.
- High demand through existing ridership is evident.
- Location is recognized as an educational corridor, connecting citizens with key institutions.
- Recommended for development from the East Metro Connections Plan.

Mr. Monberg reviewed the milestones and planning aspects, which included identifying key locations that promote future opportunity for transit and economic development. Steps involve:

- Consideration of policies and projects to support stations, adjacent uses, buildings and public spaces.
- Public input will be included in the planning phase, such as feedback on proposed vehicle mode, route, and station areas.
- Identifying land use considerations and developing transit alternatives, assessing those opportunities, refining the assessment and coming to an agreement by winter 2014.

Following the planning phase is the implementation strategy that will include the overall design plans, environmental study and permitting processes. The development and building plans will

entail funding discussions and securing future transit supportive development opportunities. Community partners in the project include neighborhood associations, major employers, local nonprofits and higher education facilities.

Member comments included:

- Members questioned whether the proposed corridor was an appropriate location for housing to be sited.
- Members questioned how the transit and housing discussion occurs in such proposed projects with regards to job and educational opportunity development.

Mr. Monberg referred to the efforts of the Jade District Neighborhood Prosperity Initiative to foster economic opportunity in building neighborhood vitality in a thoughtful manner. Catholic Charities, a non-profit organization, is one of those involved in the development of transit-oriented housing in the target area. Members were invited to provide feedback on this matter.

Councilor Bob Stacey mentioned that he and Councilor Shirley Craddick serve as co-chairs of the steering committee, and he also serves as a co-chair on the SW Corridor Project. If members have questions about this project, he can serve as a contact.

- Members commented on the Division-Powell demographics of poverty and ethnicity outlined in the PowerPoint presentation. The data gathered is relative to Metro's six desired regional outcomes in terms of equity.
- Members inquired about efforts to encourage job growth in the proposed area.

Mr. Monberg responded that there is discussion with regard to job development and lessening commute times and referred to the East Portland Action Plan to address that effort. Port of Portland property mentioned as a site that carries potential in improving access to job creation.

## **8. 2014 REGIONAL TRANSPORTATION PLAN PROCESS UPDATE**

John Mermin of Metro provided an update on the status of the 2014 Regional Transportation Plan process. The Regional Transportation Plan (RTP) is the long-range plan that helps guide regional and local transportation planning. The State of Oregon considers the Regional Transportation Plan to be a land use action and Mr. Mermin will be asking for MPAC's recommendation to Metro Council to approve the plan in June 2014. The current RTP was shaped by regional goals that council adopted in 2010. The RTP consists of over a thousand projects compiled from local plans and funded by federal, state and local entities. Partners in the development of the project include local cities, counties, TriMet and SMART, ODOT and the Port of Portland. Metro's role is to compile the various projects into a single regional system that works across jurisdictional boundaries.

Mr. Mermin explained that federal mandate requires metropolitan regions to maintain a Regional Transportation Plan that is updated every four years. The RTP must cover a 25-year period and failing to update an RTP could result in a freeze of federal transportation funds to the region. In addition to federal requirements, the RTP is subject to a state mandate to develop a Transportation System Plan (TSP.) The state requires cities and counties to adopt a local TSP that is consistent with the regional TSP. Following the RTP update, local TSPs are updated subject to a timeline t. Next Steps for the 2014 RTP update process include:

- Review by MPAC of the draft RTP and ATP by March 26<sup>th</sup>, 2014.
- The public will have opportunity to comment from March 21 – May 5, 2014.

- The preliminary approval process will take place during the May 14th MPAC meeting.
- Air quality modeling and comment period will take place during May - June 2014.
- The final action on this matter by JPACT and Metro Council is scheduled for July.

Councilor Harrington inquired whether all of the projects have already gone through a public comment process. Mr. Mermin confirmed that the projects have come out of adopted local plans where they went through a public comment process.

### **9. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT COMMUNITY: CASE STUDIES**

Chair Carson introduced the Climate Smart Communities Scenarios Project as the last item on the agenda. The cities of Hillsboro, Wilsonville and Beaverton presented about investments and actions taken in their communities to reduce greenhouse gas emissions.

Councilor Stacey reviewed the proposed process for developing a preferred approach in 2014 that was presented by Kim Ellis of Metro at the last meeting. Councilor Stacey also addressed upcoming MPAC/JPACT milestones for shaping and adopting a preferred approach that supports community visions and meets the state target. Staff will begin polling members and alternates on availability for the two-joint Council, MPAC and JPACT meetings scheduled for this spring, April and May 2014. He indicated that members will have an opportunity to discuss the process during the Feb. 12th MPAC meeting, at which time Metro staff will seek the committee's approval to move forward with the process as proposed.

President Aron Carleson of Hillsboro City Council and Peter Brandom, Hillsboro's Sustainability Program Manager, gave a brief presentation on their work in regards to the Climate Smart Communities project. Since 2006, the city has met with local businesses and experts to assess how infrastructure could become more environmentally efficient.

Steps taken include:

- LEED certification for their fire station and local school buildings.
- Installation of a bus station bike hub, improving access to public transit.
- City council adopted a resolution for energy reduction, addressing over 60 facilities, reducing overall energy consumption by over 90%.
- Redesign traffic signal coordination to operate more efficiently. Installed fully adaptive cameras at traffic signals, reducing carbon dioxide levels and improving air quality.
- The original plan adapted to 2020 is now extended into 2035. Also highlighted were the city's efforts in utilizing green power, now host to 35 car-charging units, with local businesses also involved as providers.

Mayor Tim Knapp, City of Wilsonville presented on the City of Wilsonville's efforts that support the Climate Smart Communities project goals. Wilsonville has focused on areas' community design and other initiatives, such as expanding opportunities for walking and biking in the city and providing local transit service that connects to TriMet's regional service. Their City Council focused on strategic goals:

- Integration of neighborhoods, work, services, and recreation.
- A focus on connectivity between neighborhoods and destinations.
- Accommodating for growth while reaching goals.

Challenges that were faced during the process were outlined. Mayor Knapp acknowledged increasing traffic congestion along the I-5 corridor was hampering freight movement and access to local jobs, which impacts the local economy. Resident demographics reveal that at least 90% of the employees working in the city live in other communities. By acknowledging the barriers that the Willamette River and I-5 pose, focus was turned towards increasing bike and pedestrian access throughout the community. Mayor Knapp discussed the efforts taken to increase access to transit. Keys to success include:

- Thoughtful land use linking jobs with housing, retail, parks, and other destinations.
- Focus on connecting places with transportation choices.
- Cultivate community involvement and support.
- Develop and foster public-private partnerships.
- Support local businesses with transportation options.
- Ensure residents and employees are informed and confident about using their travel options.
- Leverage location in the Willamette Valley between Portland and Salem.

Councilor Marc San Soucie of Beaverton City Council presented on Beaverton's efforts. An overview included challenges faced by Beaverton such as the major transportation corridors that divide the north and south parts of town. Consideration of the high volume of traffic, long blocks, and limited pedestrian crossings had to be addressed. The city is also addressing the aging infrastructure and underutilized development opportunities that exist. Strategies involve looking at mixed-use development, considering traffic/parking management and addressing transit, bike and pedestrian needs. Plans and investments taken by the city were shared, including:

- Focus on bringing in more employment, housing and transit to downtown.
- Improve conditions for walking and biking.
- Improve traffic operation by coordinating the timing signals.
- Transformation of Canyon Road to a pedestrian-friendly boulevard.
- Connect people with nature through improvement of local creek.

Member comments include:

- Councilor Harrington recognized Mayor Knapp and Wilsonville as a good example in generating involvement. He attends the annual Smart Growth Conference and encourages his community to attend to be exposed to different ideas.
- Members encouraged city managers and planners to visit other parts of the region to learn about their efforts in developing housing, transit and new schools.
- Mayor Knapp cited history with Metro in planning for a long term strategy including looking at the potential of adding areas to the UGB.
- Chair Carson inquired whether the City of Wilsonville tracks information about where people are commuting from to work in Wilsonville.

Mayor Knapp responded that in 2007, the city created a map of zip codes that are feeding into Wilsonville.

- Chair Carson acknowledged that this occurs in Clackamas County. She questioned how to connect to the outlying community so those people commuting will not have to come to downtown Portland for transfers. She suggested looking into other transit options.
- Councilor Stacey questioned how smart signalization coordination works with the ownership of the cameras.

Aaron Carleson responded that the cameras are owned by the county. She acknowledged the difference between adaptive and video.

**10. ADJOURN**

Chair Carson adjourned the meeting at 6:55 p.m.

Respectfully Submitted,

Jessica Rojas



Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 22, 2014**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
4	Postcard	N/A	Willamette Falls First Thursday Invite	12214m-01
4	Newsletter	Winter 2014	Our Big Backyard	12214m-02
5	Handout	1/8/2014	January 8,2014 MPAC Minutes	12214m-03
7	PPT	N/A	Powell-Division Transit and Development Project	12214m-04
8	PPT	1/22/2014	RTP Status Update	12214m-05
9	Handout	1/17/2014	CSC Shaping Preferred Approach in 2014	12214m-06
9	PPT	N/A	City of Hillsboro Case Study	12214m-07

9	Brochure	N/A	Wilsonville Connectivity Action Plan	12214m-08
9	PPT	N/A	City of Wilsonville Case Study	12214m-09
9	PPT	N/A	City of Beaverton Case Study	12214m-10



