



METRO POLICY ADVISORY COMMITTEE

January 8, 2014

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Ruth Adkins
Jody Carson, *Chair*
Sam Chase
Tim Clark
Craig Dirksen
Dennis Doyle
Andy Duyck
Kathryn Harrington
Marilyn McWilliams
Doug Neeley
Wilda Parks
Craig Prosser
Loretta Smith,
Bob Stacey
Peter Truax, *1st Vice Chair*
Jerry Willey

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
City of Beaverton, Washington Co. 2nd Largest City
Washington County
Metro Council
Tualatin Valley Water District, Washington Co. Special Districts
City of Oregon City, Clackamas Co. 2nd Largest City
Citizen, Clackamas Co. Citizen
TriMet
Multnomah County
Metro Council
City of Forest Grove, Washington Co. Other Cities
City of Hillsboro, Washington Co. Largest City

MEMBERS EXCUSED

Karylenn Echols
Bob Grover
Charlie Hales
Tom Imeson
Charlynn Newton
Jim Rue
Martha Schrader
Steve Stuart

AFFILIATION

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

ALTERNATES PRESENT

Jim Bernard
Gretchen Buehner
Dick Jones
Susie Lahsene
Carrie MacLaren

AFFILIATION

Clackamas County
City of Forest Grove, Washington Co. Other Cities
Oak Lodge Water District, Clackamas Co. Special Districts
Port of Portland
Oregon Dept. of Land Conservation & Development

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 and declared quorum at 5:04 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:

- Applications are due next Tuesday, January 14 for Nature in Neighborhood conservation education grants. Local governments, school districts, parks districts, watershed councils, non-profit organizations eligible to apply. For more information on Metro's website: www.oregonmetro.gov/grants
- A regional work group has been provided input to finalize the Regional Active Transportation Plan. The work group includes staff from various agencies, advocacy and equity groups. Members should follow up with their representative on the work group to keep updated on the process. Metro staff is available to meet with local governments and other stakeholders if desired. Presentation and discussion on the draft Active Transportation Plan will come to MPAC in March. The Active Transportation Plan and updated Regional Transportation Plan will be released for public comment March 21-May 5, 2014.
- Local firm Langley Development has put in a bid for the former Blue Heron site and is currently awaiting court approval. Langley has two years to close the deal once it clears bankruptcy court. A master plan is being completed and will be presented to Oregon City planning commission this spring. On Thursday, February 6, 2014 the master plan will be unveiled at a party at Keen Garage (NW 13th and Glisan) from 5:30 to 8 p.m. Everyone is invited to attend.
- Negotiations with Mortenson Development and Hyatt to build a Convention Center Hotel continue. In December, the Multnomah County Board of Commissioners approved amendments to their tax code to conform to the IGA signed by the County, the City of Portland and Metro. Opponents of the hotel project have sought to force a referendum on the code changes. However, the County Elections Office determined that the action taken by the County was administrative, rather than legislative, and therefore is not referable. That decision is being appealed by the opponents.

5. **CONSENT AGENDA**

MOTION: Commissioner Marilyn McWilliams moved, Ms. Wilda Parks seconded to approve the consent agenda which consisted of:

- Dec. 11, 2013 Minutes
- 2014 MTAC Nominations.

ACTION: With all in favor, the motion passed.

6. **GROWTH MANAGEMENT DECISION: 20-YEAR POPULATION AND EMPLOYMENT FORECAST**

Mr. Ted Reid, Mr. Dennis Yee, Mr. John Williams of Metro and Mr. Christian Kaylor of Worksource Oregon presented on current economic conditions and their possible implications for the 20-year regional population and employment growth forecast. John Williams, Deputy Director for Community Development and Ted Reid, Project Manager for Growth Management Decisions, provided context as to how this work relates to the efforts at Metro as well as a timeline for providing recommendation.

Mr. Yee presented a review of the conditions that shape the long-term economic forecast. Topics included U.S. macro-economic conditions, regional economy, regional demographic assumptions and preliminary growth implications for the Portland metropolitan service area.

Takeaways include:

- Employment levels are below pre-recession peak. Some of these jobs are not family wage; some are in temporary employment sector. This could cause implications downstream on household's ability to purchase goods and pay for government services.
- Current trends reveal an aging population that is growing below replacement rate, 60% of future growth in the region will be due to migration.
- Portland is the fastest growing city in the region, experienced 10% growth from 2002 to 2012.

Mr. Kaylor presented on Employment Trends, such as job growth and average industry wage.

Takeaways Include:

- The recession has had a disproportionate effect on recent college graduates; the younger generation's unemployment rate is three times higher than older adults.
- Multnomah County leads counties in job creation rate, due to attracting young college graduates.
- Shrinking populations have a negative effect on tax base, scale of public services and minimizes opportunity for job creation.

In February MPAC will be presented with a comparison of past forecasts with actual growth. In March MPAC will receive presentation and comments in regards to Preliminary 2035 and 2040 range forecast results. In July MPAC will begin review of the Draft 2014 Urban Growth Report, which will incorporate the range forecast. Following the results of residential preference survey, in fall, MPAC committee will provide a formal recommendation to Council as to whether the Urban

Growth Report provides the Council with a reasonable basis for the growth management decision that it will make in 2015.

Considerations that MPAC and council will make include risks and opportunities when planning for employment and housing for the region in relation to lower or higher population growth rates.

Member comments include:

- Councilor Harrington commented on the importance of understanding how forecasts work with local aspirations. For future consideration in the work plan, when reviewing the preliminary results and strategic approaches in March, conversation should shift towards the connection between regional and the local aspects. Council will be looking to MPAC members for feedback.
- Members inquired if the Forecast Advisory Panel was open to the public. Ted Reid clarified that the meeting is a group that is providing technical advice to Metro staff; a summary can be made available.
- Chair Carson commented as to whether MPAC has scheduled enough time to review the materials prior to meeting.
- Harrington explains that this is a task force approach, just like other Employment and Industrial Lands Advisory Committee. The last urban growth report and urban population forecast process goes through process of expert analysis and panel review. Focusing on what evidence the experts provide will best inform the committee on how to use the forecast.

7. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: RESULTS PART 3

Metro is mandated by the 2009 Oregon Legislature to develop a preferred approach for the region to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The Climate Smart Communities Project is in the final phase of the project. In 2014, the project will engage community, business, public health and elected leaders in a discussion to shape a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

Kim Ellis of Metro outlined elements of the region's preferred approach and the proposed process for MPAC, JPACT and Metro Council to shape and adopt a preferred approach by December 2014.

Ms. Ellis reported that the Oregon Health Authority is finalizing the Health Impact Assessment they prepared, and then shared results on public health and outcomes related to air pollution, traffic safety and physical activities. Results show that implementing local land use plans and investing in transportation increases physical activity and contributes to public health. Investment in infrastructure also helps reduce traffic fatalities, which provides health and economic benefits regionally. Oregon Health Authority will also provide recommendations on the region's preferred approach for the committee's consideration at a future meeting.

Ms. Ellis also provided overview of potential revenue raised through each of the scenarios tested, such as implementing a carbon tax fee, mileage based road user fee or increase state gas tax. She also reported that adopted plans help reduce the average annual vehicle ownership and operating costs, compared to recent trends. She indicated that while operating costs increased relative to the fees and taxes assumed, vehicle ownership costs decrease as households drive less and own fewer

vehicles for Scenario B and Scenario C. She also reported that low-income households spend the least on vehicle travel as a percentage of household income in Scenario C, compared to Scenarios A and B.

Ms. Ellis presented recommended process for drafting and adopting the preferred approach. Moving forward in 2014, staff recommends a four-step process for building consensus on what strategies are included in the region's preferred approach:

- **Step 1 and 2:** In January and February 2014, the Council, MPAC, and JPACT confirm initial areas of agreement to carry forward into the region's draft preferred approach without further discussion related to: (1) locally adopted comprehensive plans, zoning and investment priorities from local transportation system plans, ODOT, TriMet, SMART and the Port of Portland, and (2) state assumptions for pay-as-you-drive insurance, clean fuels and more fuel-efficient vehicles and engines.
- **Step 3:** From February to May 2014, the Council facilitates a regional discussion to identify recommendations related to transportation information programs, transportation system efficiency, transit service and parking management to be included in the region's draft preferred approach.
- **Step 4:** From February to December 2014, the Council facilitates a regional discussion to identify potential funding mechanisms to implement the preferred approach.

Ms. Ellis explained that Steps 3 and 4 are proposed to be the focus of two joint Council/MPAC/JPACT meetings (in April and May) to focus discussion and maintain schedule for adopting the preferred approach by the end of 2014. The final phase also includes providing an opportunity for the public discussion during January-May 2014, and then again during a formal public comment period on the draft approach beginning in September. In December 2014, Metro Council will consider the adoption of the preferred approach after considering recommendations from JPACT and MPAC. Ms. Ellis reminded members to refer to the work program throughout the year as Climate Smart Communities project will return in February to request the committee's approval to move forward with the four-step process.

During the final phase, evaluation of the draft recommendation will be brought before Metro Council. MPAC and JPACT for review and staff will work with the technical advisory committees, to develop an implementation plan and other adoption legislation for consideration by MPAC and JPACT. Under the state administrative rules, adoption of the preferred approach will be a land use action. As a result, the Metro Council is required to amend the Regional Framework Plan and update existing regional policies or include new policies to support implementation of the preferred approach. A formal 45-day public comment period will be held from September 5 to October 20, Comments received will be considered by JPACT and MPAC prior to making a final recommendation to the Metro Council.

Member questions and comments include:

- Members asked if there a way to estimate the saving or costs as a result of improved health and safety by having people in the workforce longer due to fewer fatalities.

Ms. Ellis explained while there are numbers out there but Oregon Health Authority choose not to do that sort of analysis as that puts a price tag of a human life, and estimates vary.

- Members inquired on the vehicle travel and ownership costs per household, perceived reduction commute costs and the potential to generate billions in revenue with new taxes and fees. Concerns were raised on the potential impacts of this on households and businesses.
- Members expressed concern for how these revenues will be generated, whether the state government will be on board, acknowledged the costs associated with driving, if household costs will go down and would the burden be shifted in business operation costs, particularly freight mobility.

Ms. Ellis responded that scenarios do not shift the burden of costs. The savings that households accrue is due to rising cost of vehicle ownership and people driving less as a result. The focus is on the travel choices and fuel efficient vehicles in the future which help reduced vehicle-related travel costs.

- Members indicated interest in putting a larger emphasis on urban growth boundary discussions to bring employment closer to where people live.

Ms. Ellis referred to the land use plans in scenarios B and C, assumes the expansion of the urban growth boundary as well as existing zoning.

John Williams of Metro responded that the funding conversations scheduled for spring are a part of the process, in making sure we all have enough information to make these decisions.

- Members expressed over the importance of the preferred approach being politically and economically acceptable.

Ms. Ellis responded to focus on smaller areas of policy, possibly conduct telephone poll of the area, interviewing individuals and their concerns, anonymously. A suggestion was offered to develop an online tool to get more public input on draft approved approach.

- Chair Carson acknowledged the upcoming joint committee meetings and stated that members could provide direction to staff to as to how to hold those meetings.
- A member expressed concern for the need for more public meetings locations, which require less travel and attract more public participation for all of Metro's projects.
- Members expressed need for more documentation in inter-city commute rates and possible way we can work on getting more people to live closer to work.
- Councilor Stacey commented that if we make investments that achieve greenhouse gas targets, it's based on what the region can afford. Members will need to consider what is needed in their part of the region to achieve their goals and aspirations. Part of the focus on our responsibility as a regional community is to work with the state and federal government for support.
- Councilor Harrington asked members to consider the timeline for the process. As new tools and data comes forth, refer to the steps outlined in the work plan. Does this work plan allow sufficient time and resources to learn from one another? Please provide input on how to set that process up so it can be fruitful.
- Members expressed concern on the feasibility in assuming low income communities can access employment and housing opportunities that lead to lower costs/ higher savings as a result of adopting a preferred scenario.

Ms. Ellis mentioned to bring these concerns and topics into future meetings.

8. MPAC MEMBER COMMUNICATION

- Chair Carson reminded members to review the upcoming agenda for missing items or if there are items that need to be scheduled in relation to topics that will be addressed.
- Mayor Peter Truax distributed Grove Link brochures, also available in several languages.
- Mayor Doug Neeley will not be able to attend the January 22nd MPAC meeting, but would like to extend an invitation to Oregon City to view a video art installation dedicated to the history of Oregon City.

9. **ADJOURN**

Chair Jody Carson adjourned the meeting at 7:05 p.m.

Respectfully Submitted,



Jessica Rojas

Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 8, 2014

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
7	PPT	1/8/14	Recent economic and demographic trends: U.S. and regional economy	10814m-01
7	PPT	N/A	State of Oregon Employment Department: Employment Trends	10814m-02
6	PPT	1/8/14	Climate Smart Communities Scenarios Project: First Look at Results – Part 3	10814m-03
4	Brochure	N/A	Nature in Neighborhoods	10814m-04
10	Brochure	N/A	Grove Link Schedule	10814m-05

