

 **Metro** | *Meeting minutes*

METRO POLICY ADVISORY COMMITTEE
February 12, 2014
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jody Carson, *Chair*
Sam Chase
Tim Clark
Dennis Doyle
Andy Duyck
Lise Glancy
Kathryn Harrington
Jerry Hinton
Dick Jones
Anne McEnerny-Ogle
Craig Prosser
Martha Schrader
Bob Stacey
Peter Truax, *1st Vice Chair*
Jerry Willey

AFFILIATION

City of West Linn, Clackamas Co. Other Cities
Metro Council
City of Wood Village, Multnomah Co. Other Cities
City of Beaverton, Washington Co. 2nd Largest City
Washington County Commission
Port of Portland
Metro Council
City of Gresham
Oak Lodge Water District
City of Vancouver
TriMet
Clackamas County
Metro Council
City of Forest Grove, Washington Co. Other Cities
City of Hillsboro, Washington Co. Largest City

MEMBERS EXCUSED

Charlie Hales
Doug Neeley
Charlynn Newton
Loretta Smith
Steve Stuart

AFFILIATION

City of Portland
City of Oregon City, Clackamas Co. 2nd Largest City
City of North Plains, City in Washington Co. Outside the UGB
Multnomah County
Clark County

ALTERNATES PRESENT

Ed Gronke
Dick Jones
Carrie MacLaren

AFFILIATION

Citizen, Clackamas Co. Citizen
Clackamas County Special Districts
Oregon Dept. of Land Conservation & Development

Staff:

Kim Ellis, John Williams, Ina Zucker, 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 5:08 p.m.

2. SELF INTRODUCTIONS & COMMUNICATIONS

All attendees introduced themselves. Chair Carson acknowledged the death of MPAC member William Wild. There will be a card at the next meeting to sign for his family. Please refer to his Caring Bridge page for information about upcoming services. Dick Jones, who served as his alternate, will be serving in his position on MPAC.

3. CITIZEN COMMUNICATION ON NON-AGENDA ITEMS

No citizen communication on non-agenda items were discussed.

4. COUNCIL UPDATE

- Councilor Kathryn Harrington provided an update on House Bill 4078, the Urban Growth Boundary appeals issue. Provided at the meeting was a letter from the Metro Council letter to the Oregon Legislature. The bill, as introduced, would have validated the Metro Council's 2011 UGB decision, irrespective of appeals that may be pending in the courts. The bill recently received a hearing in the House Rural Communities Committee on February 4th and is undergoing substantial changes. The Metro Council is concerned about legislative interference in local land use decisions and has proposed amendments to the bill that set deadlines for LCDC to submit written order once it rules on a UGB matter. Proposed amendments would also enable the Court of Appeals to rule on the 2011 UGB decision but set time limits for issuing a ruling as well as set time limits for the Court of Appeals review of future UGB and urban reserves decisions. There will be a work session on the bill to be held Thursday, Feb. 13, 2014.
- Councilor Harrington also reminded members of the upcoming joint MPAC and JPACT meetings on Climate Smart Communities, an opportunity for a shared discussion on transportation investments and priorities for community development. Members are asked to reserve 8 a.m. to noon on your calendars on Friday, April 11th and Friday, May 30th for the joint meetings. Councilor Harrington thanked everyone who provided feedback on meeting dates through the online survey. The locations of the meetings are still to be determined, with more information to come. Flyers for the joint meetings were also provided. The MPAC meetings on Weds April 9th and May 28th are canceled. The Metro Council will be holding a meeting in Forest Grove on Tuesday, Feb. 25, 2014 at the Forest Grove Community Auditorium from 5p.m. to 7 p.m. Topics include Forest Grove's economic development project and comprehensive plan, an update on Cornelius's downtown development projects, Pacific University's expansion plans and Metro's trail planning in Forest Grove.
- Councilor Harrington also acknowledged the work of Kelsey Newell, former MPAC Engagement Coordinator, as she recently moved to Australia. Metro Council staff is

picking up the responsibilities as interviews are conducted to find her replacement. Members were asked to keep close watch on their email for updates on this transition.

5. CONSENT AGENDA:

- **Consideration of the Jan. 22, 2014 Minutes**
- **MTAC Member Nominations**

Members decided that the Jan. 22, 2014 Minutes will be approved at the next meeting.

MOTION: Craig Prosser moved, Peter Truax seconded, to approve the consent agenda.

ACTION: With all in favor, the motion passed.

6. REVIEW THE REGION'S 2014 ADOPTED FEDERAL TRANSPORTATION PRIORITIES

Chair Carson provided opening comments, and reminded members that at the last MPAC meeting, Mayor Truax requested that MPAC be briefed on the region's lobby trip to Washington, DC. Andy Cotugno followed with a review of the regional policy positions adopted by JPACT and the Metro Council in December and the resolution of endorsement being considered this month. Mr. Cotugno also provided an overview of the Washington, DC activities.

Andy Cotugno provided handouts in relation to the recent regional policy positions adopted by JPACT and the Metro Council and presented Resolution No. 14-4501 for consideration by the MPAC committee. Mr. Cotugno explained that Resolution No. 13-4489, which was included in the meeting packet, has already been adopted. The resolution serves as a comprehensive statement as to what are the region's priorities and interests in federal transportation. Resolution No. 14-4501 has not been adopted yet, and endorses a specific proposal on the other resolution.

In preparation for when members travel to Washington, DC in March to request federal funding for transportation, supporting efforts to coordinate a regional request, a copy of Resolution No. 13-4489 was provided in context. Mr. Cotugno explained that there is concern for the general fund being at risk of sequestration. Revenue provided from current gas tax rates is also in decline due to improved fuel efficiency in the automotive industry. The general fund has been subsidizing the Highway Trust Fund and as the gas tax shrinks, the subsidy has grown to fill the needs. The rest of the resolution addresses issues of freight, bridge maintenance and highway repairs.

Resolution No. 14-4501 supports the principle of fixing it first through addressing highway funding issues. An advocacy group, Transportation for America, has proposed efforts to create a 30 billion dollar increase that will lay off the general fund and gain a 6 year funding bill that will grow over time. Transportation for America does not advocate for a specific solution, but offers recommendations to raise the money by emphasizing user based funding. Mr. Cotugno directed members' attention to several handouts provided, outlining the historical fund subsidy, and illustrating the needs in funding over time. If the proposal is not approved, there would be a severe reduction of funding to Oregon's transportation system. Also, sub allocations by region through the JPACT and MTIP allocation process would reveal a one-third reduction if increased funding doesn't happen.

Member comments included:

- Members expressed concern after meeting with Senator Merkley, as they did not feel the senator supported an increase in the gas tax.

Mr. Cotugno reminded members that the proposal doesn't get that specific about phasing of the gas tax, although Congressman Earl Blumenauer's proposal does.

- Members expressed concern for advocating for all the items in the report, if these items will receive federal support.
- Members expressed a concern for more certainty, and concern for the broadness of options presented by the advocacy group.

Mr. Cotugno clarified that the suggestions that come from Transportation for America are about addressing the level of spending. He realizes there is more than one way to fund this effort, yet the needs are such that require investment.

- Members questioned when Resolution No. 13-4489 was adopted, questioned which proposal was already adopted and what was on the table for adoption.

Mr. Cotugno clarified that Resolution No. 14-4501 hasn't been adopted yet; JPACT is considering it Thursday, Feb 13, 2014. Resolution 13-4489 was adopted in December 2013.

- MPAC Chair Carson suggested that the committee postpone taking action with a vote until more discussion can take place.

7. Climate Smart Communities Project- Review opinion research compiled by DHM

Chair Carson introduced the Climate Smart Communities Scenarios Project (CSC) as the next item on the agenda, with a presentation from Adam Davis of DHM Research. Metro Councilor Bob Stacey introduced Mr. Davis and provided context as to why he was invited to present and how he can help prepare MPAC for discussions on shaping the preferred approach in the work ahead. Councilor Stacey also reminded the committee that they have an action item on the current agenda for approval of the process recommended for shaping and the adoption of the preferred approach. Councilor Stacey introduced CSC project manager Kim Ellis and explained that she would review the process of shaping the preferred approach with the committee and ask their approval to move forward. Members were encouraged to use the opportunity to ask questions of both Mr. Davis and Ms. Ellis. The committee was reminded that approval of the item means MPAC is in agreement on how the project moves forward to shape and adopt the preferred approach in 2014.

Mr. Davis presented an overview of a compilation of recent public opinion and research on attitudes toward climate change, land use and transportation policies aimed at reducing greenhouse gas emissions. Handouts were provided at the meeting. Beginning with public attitudes about greenhouse gas emissions, Mr. Davis provided context about the general perceptions of public opinion to help members understand what people value about Oregon. The results showed that what Oregonians value includes beauty, clean air and water, outdoor recreation opportunities, a sense of community, and the local climate. He explained there is a strong link between these values and how people feel about climate change and greenhouse gas emissions.

Takeaways included:

- Tri-county residents and those across the state show strong support for protection of the environment and often will prioritize this over the economy.
- Protection of water and air was ranked 3rd in importance out of 20 public services; K-12 education ranked number one. Protection of forest and farmland took 5th place.
- 67% responded that greenhouse gas emissions is an urgent topic to address. 61% of respondents answered that government needs to adopt stronger policies to reduce greenhouse gas emissions.
- In the metropolitan area, 52% of those polled indicated somewhat in favor of taxes that prevent pollution. Consumption tax rated somewhat less, but the response was good.
- While driving alone continues to be the most frequent mode of transportation in the region, alternative modes like walking, bicycling, and transit. Oregonians generally support more investment in public transit and consider these investments a higher priority over new roads. Overall support for public transit has been increasing over the past decade in the region and across Oregon. Citizens also prioritize taking good care of Oregon's roads.

Mr. Davis explained that the answers are the result of asking questions in different ways. Respondents also identified a concern for how to reduce impact on how much time is spent in traffic, and a desire for improved bus service. Lower priorities among respondents were employer-paid bus passes and increased parking rates. Mr. Davis also acknowledged that respondents cited their best reason to reduce driving is to save money and be healthier. Recent studies show that more people are taking the bus and biking. Mr. Davis highlighted some of the trends related to "millennials," including that they tend to drive less, own fewer vehicles, rely on technology more and walk, bike and use transit more than previous generations. He also reported that respondents overall seemed more likely to purchase a hybrid vehicle versus electric vehicle, in part due to the cost.

In terms of land use, the respondents clearly value forests and farms. A majority of Metro area residents prefer to see new development in existing cities and towns to not into natural areas and farmlands to protect against sprawl.

Member questions and comments included:

- Members asked clarifying questions as to how the metro area is defined.
- Members asked if the data presented is tied to demographics of age and whether the two demographics track accordingly.

Mr. Davis responded that taxation and some other issues rate differently across age group, but most people share core values regardless of age and where they live.

- Members expressed concern differences in age and politics, and asked whether the poll reflects values similar to the voting population, and who has the most influence on decisions Metro makes.
- Councilor Harrington reminded members that when sharing this data and addressing questions about scientific validity in the findings present, there are several different valid sources cited in the presentation.

Mr. Davis assured members that the data presented has been validated by different methods, in qualitative and quantitative research. Steps have been taken to make sure this is a representative sample. No matter how it is asked, Mr. Davis assured that the value is reflected in the results.

8. Climate Smart Communities Project: Process Approval Requested

Councilor Stacey referred to the timeline road map on the Climate Smart Communities Project and reminded members of where the process is at currently. Step 3 will be the focus of the upcoming joint MPAC and JPACT meetings to shape the draft preferred approach. When the process gets to step 4, the discussion will turn to how to fund the steps.

Kim Ellis, project manager for the CSC project requested the committee's approval on the process as outlined. She reported that both MTAC and TPAC recommend moving forward with the process after identifying some refinements that have been incorporated into the process. Refinements recommended by MTAC and TPAC include:

- add language in Step one that is stronger with regards to the region's commitment to implement locally adopted plans.
- add language in Step 4 to emphasize the need to secure funding to implement adopted plans.
- add an opportunity for TPAC and MTAC to make formal recommendations to JPACT and MPAC prior to the May joint JPACT/MPAC meeting.
- Wait to determine which 2014 RTP level of investment to assume for streets and highways and active transportation (Step 1) until after the 2014 RTP system analysis is complete.

Member comments include:

- Members expressed satisfaction that language in the steps indicates that there is a need for support from the state, and agreed with the recommended refinements from TPAC and MTAC.
- Martha Schrader expressed gratitude for the work done, and indicated that Clackamas County supports more discussion. Ms. Schrader mentioned the options that are not being discussed and would like to see an expansion of policy items including how these policies will impact the economy and job creation.
- Members expressed concern over local control issues versus a regional mandate.

MOTION: Mayor Doyle moved to approve the process to move forward, Mayor Truax seconded.

ACTION: With all in favor, the Motioned passed.

Ms. Ellis requested input with regards to the sort of question or issues members want to address in the upcoming telephone survey that DHM will conduct in March.

Members requested that materials be presented ahead of time, and any background information to help such as FAQ sheets that can be shared with communities. Ms. Ellis assured the committee that Metro will do what is possible to provide such resources.

9. Growth Management Decisions

Chair Carson provided context to the last agenda item as a part of a series of presentations on current economic conditions and how they influence the future outlook for population and employment growth. As MPAC weighs in on topics related to the Metro Council's 2015 urban growth management decision, Ted Reid and Dennis Yee of Metro will provide information about how Metro's past regional forecasts compare with actual population and employment growth.

Mr. Reid, Project Manager of the urban growth management decision, referred to the values presented by Adam Davis in relation to the work that Metro does in support of a regional vision, by focusing on transportation investments, brownfield cleanup, affordable housing, and making industrial sites development-ready. There are two phases to developing the urban growth boundary (UGB). The Urban Growth Report is a draft analysis, released in July. A final urban growth report will be considered in December that determines if there is enough space in the UGB for homes and jobs for the next 20 years. The urban growth report leads to the Councils' urban growth management decision by the end of 2015. MPAC will make recommendations on how to move forward on the project. MPAC will be asked to provide recommendations during both of those phases.

The regional population forecast is a part of the work and Mr. Reid assured members that the summary of past forecasts have held up when compared to actual growth. In preparation of Mr. Yee's presentation, who provided a summary of past growth forecasts in comparison with real growth, Mr. Reid explained that forecasting is about making assumptions. Metro is careful in how assumptions are developed and works with peer groups such as PSU. Mr. Reid let members know that the advisory panel will be providing a summary to MPAC on April 9th on preliminary forecast results.

Dennis Yee went through materials provided on past forecasts for comparison of numbers, and let MPAC members know that all data is non-confidential and this process is done very 5 years. Adjustments are made over time when new trends emerge. He invited members to think about policy questions when reviewing the results of the forecasts and realize there is always room for uncertainty in forecasting.

Mr. Reid posed questions for members to ponder while listening to Mr. Yee's presentation: What if we plan for slow growth and experience fast growth? What if we prepare for fast growth and experience slow growth? What will the housing market and infrastructure look

like? Issues of over or underinvestment will need to be considered. Mr. Yee provided handouts on 3 different forecasts and compared them to current forecasts and walked members through the numbers.

Takeaways included:

- A variety of sources were used to prepare the forecasts shared with the committee, including Metro's, Oregon Office of Economic Analysis, HIS Global Insight, the Oregon Census Bureau, Pew Research Center, the World Bank and the U.N. U.S. Population Projection data.
- Metro's Research Center included 7 counties in the Portland metropolitan area in their forecast estimates.
- Metro and HIS Global Insight estimates are similar in projecting growth, at 1%, while national forecasts remain more pessimistic in their forecast; predict 0.6-0.9% growth.
- Mr. Yee mentioned the recession and internet scare as critical moments in the context of the forecasts.
- Intel and the high tech industry contributed to the job growth in the region.
- Mr. Yee pointed to Oregon's social services as a possible contributing factor in population growth.
- Employment trends did not keep pace with population growth. Mr. Yee referred to the recession as an uncertainty that many forecasters didn't see coming in forecasting employment trends.
- Mr. Yee acknowledged that including Columbia County in the list of counties in the five-county area is a typo.
- Mr. Yee acknowledged that over time the Census Bureau and the White House changed definitions of what a metropolitan statistical area is defined as. Metro's region is an example of that as it has grown from 2 counties to 7 as a result of economic integration.

Member comments include:

- Members questioned how the forecast interacts with the Climate Smart Communities Project, and whether the new forecast will be used for that project.

Mr. Reid responded that the CSC project relies on previous forecasts, not the ones being produced at this time.

- Councilor Sam Chase mentioned that although Oregon does attract families in need due to Oregon's social service net, it's not the most evident reason to move to the region. He referred to Adam Davis's presentation and cited the quality of life and environment as the reason young people are attracted to the region.
- Members expressed concern for the way the data was presented to them, in terms of percentages versus actual numbers.
- Members expressed concerned about the accuracy of the population forecasts and if there is a disconnection in actual data gathered in the tri-county area.

Mr. Yee responded that he used different forecasts to give a picture of comparison for the committee, and utilized percentage rates to represent change. He is open to the idea of producing statistics that are useful to understand, percentage or actual numbers.

- Chair Carson acknowledged the work and the data gathered from multiple sources and appreciated the comparability in the forecasts that were presented.
- Members expressed that data demonstrates a need for more area to be included in the urban growth boundary to accommodate the forecasted needs.

10. MPAC Member Communication

Councilor Harrington let members know the meeting taking place on April 9th with Dr. Tom Potiowski, Portland State University Economist, was changed to April 23rd.

Lise Glancy provided an update from the Port of Portland, as to service contracts that are currently being renewed. Container service provided by the Port represents about 67% of service to Portland.

Chair Carson adjourned the meeting at 6:57pm.

Respectfully Submitted,

Jessica Rojas

A handwritten signature in cursive script that reads "Jessica Rojas".

Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR February 12, 2014

ITEM	Document type	Doc Date	Document Description	Document No.
7	Handout	N/A	DHM Research Fact Sheet	21214m-01
7	Memo	1/28/14	House Committee on Rural Communities HB 4078 Letter	21214m-02
7	Handout	N/A	Regional Population & Employment Forecast to 1990 & 2005	21214m-03
7	Handout	N/A	2000-2030 Regional Forecast	21214m-04
7	Handout	N/A	2010-2040 Regional Forecast and Growth Distribution	21214m-05
7	Handout	N/A	Comparing Portland Metro's population forecasts	21214m-06
10	Handout	N/A	Community Planning And Development Grants Program Review Process	21214m-07
10	Handout	N/A	Joint JPACT/MPAC Meetings	21214m-08