



METRO POLICY ADVISORY COMMITTEE

February 26, 2014

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jody Carson, *Chair*
Tim Clark, *2nd Vice Chair*
Dennis Doyle
Andy Duyck
Jeff Gudman
Kathryn Harrington
Jerry Hinton
Anne McEnery-Ogle
Marilyn McWilliams
Doug Neeley
Wilda Parks
Craig Prosser
Bob Stacey
Peter Truax, *1st Vice Chair*

AFFILIATION

City of West Linn, Clackamas Co. Other Cities
City of Wood Village, Multnomah Co. Other Cities
City of Beaverton, Washington Co. 2nd Largest City
Washington County Commission
Clackamas County
Metro Council
City of Gresham
City of Vancouver
Clackamas Co., Special Districts
City of Oregon City, Clackamas Co. 2nd Largest City
Citizen, Clackamas Co. Citizen
TriMet
Metro Council
City of Forest Grove, Washington Co. Other Cities

MEMBERS EXCUSED

Sam Chase
Craig Dirksen
Andy Duyck
Maxine Fitzpatrick
Keith Mays
Charlie Hales
Charlynn Newton
Martha Schrader
Loretta Smith
Steve Stuart
Jerry Willey

AFFILIATION

Metro Council
Metro Council
Washington County Commission
Citizen, Multnomah Co. Citizen
Citizen, Washington Co. Citizen
City of Portland
City of North Plains, City in Washington Co. Outside the UGB
Clackamas County
Multnomah County
Clark County
City of Hillsboro, Washington Co. Largest City

ALTERNATES PRESENT

Lise Glancy
Dick Jones
Carrie MacLaren

AFFILIATION

Port of Portland
Clackamas County Special Districts
Oregon Dept. of Land Conservation & Development

Staff:

Kim Ellis, John Williams, Ina Zucker, Nikolai Ursin, and Taylor Allen.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

MPAC Chair Jody Carson called the meeting to order at declared quorum at 5:08 p.m.

2. SELF INTRODUCTIONS & COMMUNICATIONS

All meeting attendees introduced themselves.

3. CITIZEN COMMUNICATION ON NON-AGENDA ITEMS

No citizen communication or non-agenda items were discussed.

4. COUNCIL UPDATE

Councilor Bob Stacey provided a brief council update on the following items:

- A Powell-Division Community Gathering is scheduled to occur on February 27, 2014 at the Community Hall at the PCC Southeast Campus. The Powell-Division Project aims to make important community and economic development investments in Gresham, East Portland and Southeast Portland. The steering committee includes residents, transit riders, community organization leaders, business representatives, elected officials and agency directors. The gathering is an opportunity for community members to meet each other as well as interested community members before the project commences.
- The joint MPAC/JPACT meetings concerning the Climate Smart Communities Scenarios Project are scheduled to occur on Friday, April 11 and Friday, May 30 at the World Forestry Center. The April 9th and May 28th MPAC meetings have been cancelled.
- Due to inclement weather the Willamette Falls Legacy Project Blue Heron party has been rescheduled to occur on Thursday, March 6th. The Master Plan for the Willamette Falls Project is being completed and is anticipated for presentation to Oregon City planning commission and city commission this spring.
- The Oregon Court of Appeals upheld much of the legal foundation for urban and rural reserves and reprimanded parts of the regional map for further consideration including the entire Washington County map. A compromise agreement among several parties, including Metro is being negotiated. An agreement would potentially preserve much of the work completed through urban and rural reserves effort from 2008 through 2011, enable the Metropolitan region to move forward, protect land for the long term and establish certainty for future growth.

5. CONSENT AGENDA:

- **Consideration of the Jan. 22, 2014 Minutes**

Councilor Jeff Gudman of the City of Lake Oswego representing Clackamas Co. Largest City was excused on January 22, 2014.

- **Consideration of the Feb. 12, 2014 Minutes**

Councilor Jeff Gudman of the City of Lake Oswego representing Clackamas Co. Largest City was excused on February 12, 2014.

Commissioner Marilyn McWilliams of Tualatin Valley Water representing Washington Co. Special Districts was excused on February 12, 2014.

- **MTAC Nominations for MPAC Consideration**

MOTION: Dennis Doyle moved, Tim Clark seconded, to approve the consent agenda considering the following amendments.

ACTION: With all in favor, the motion passed.

6. OREGON STATEWIDE TRANSPORTATION STRATEGY VISION AND SHORT- TERM IMPLEMENTATION PLAN

Amanda Pietz of Oregon Department of Transportation (ODOT) provided an overview on the Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction. The Statewide Transportation Strategy (STS), developed in response to Senate Bill 1059 in 2010, established a general course of action to reduce transportation related greenhouse gas (GHG) emissions and help the state achieve its goal of reduction emission to 75 percent below 1990 levels by 2050.

A policy and technical committee guided the development of the STS over the course of a two year period. Committee members represented a wide-range of transportation stakeholders, including state agencies, regional and local governments, business sector and advocacy groups. Anne Russett of ODOT highlighted the strategies identified in the STS for GHG emissions reduction in transportation systems, vehicle and fuel technologies and urban land use patterns. All additional information related to the STS is included as Attachment 1 to the record in the Executive Summary.

In March 2013, the Oregon Transportation Commission (OTC) accepted the STS and requested that ODOT staff examine the strategies for the development of an implementation plan. ODOT developed the STS Short-Term Implementation Plan which is included as Attachment 2 of the record. As an internal work plan, the STS short-Term Implementation Plan identifies seven programs for the Department to pursue over the next 2-5 years.

For the development of the STS Short-Term Implementation Plan, ODOT staff reached out to a number of internal and external stakeholders to provide information, address concerns and discuss initiatives that align with the STS. The stakeholder outreach process helped in the development of two supporting documents included as a part of the full record: 1) The STS Summary Sheets [Attachment 3], and 2) The economic considerations discussion paper [Attachment 4].

In addition to JPACT, ODOT staff will provide updates to all of Metro's Engagement Committees. On February 20, 2014, ODOT took the STS Short-Term Implementation Plan to the OTC. After the OTC's

review, ODOT will commence implementation and begin tracking the statewide change in GHG emission from the transportation sector.

Member comments included:

- Members expressed interest in vehicle mileage fees and the potential implications on GHG emissions.

Ms. Pietz explained that foundational work has been established to start the vehicle miles fee. Progress gained during the last legislative session allotted for a pilot project that has established infrastructure and built up the program.

- Members expressed interest in strategies to utilize alternative mobility standards in reference to compact mixed use development within the Metropolitan Region particularly in light of the 2018 RTP.
- Members identified the similarities between the Climate Smart Communities Scenarios Project and the Oregon Statewide Transportation Strategy. Consequently, members asked clarifying questions regarding the reason for conducting both projects.
- Members encouraged an increased level of communication with private industry partners including freight companies to better assess the strategies for GHG reduction detailed in the STS Plan such as VMTs.

Ms. Pietz explained that based on the mandate established by the Oregon Legislature the goals to reduce GHG emissions could be a collaborative effort, recognizing Metro as a significant partner. STS Strategy has broader targets, goals and policies for GHG reduction for the state as a whole.

- Members expressed interest in the financial costs and implementation of STS.

Ms. Pietz confirmed that the implementation programs detailed in the STS are within the authority of ODOT, however the STS as a whole is not a regulatory document. There has been success in reaching out to other agencies who have volunteered to partner with efforts such as the LCDC producing strategic assessments. All the programs listed in the STS are included in ODOT's existing budgets.

7. Climate Smart Communities Scenarios Project: Community-Based Approaches to Shaping the Future of Transit

Metro Councilor Bob Stacey introduced the Climate Smart Communities Scenarios Project Community based approach. He recognized TriMet's Service Enhancement Plans and the innovative partnerships that TriMet, businesses and community organizations have formed to reduce greenhouse gas emissions while also increasing transit connectivity in their local communities. Councilor Stacey introduced a panelist composed of local community partners from Forest Grove Marylhurst and Tualatin as well as Craig Prosser, Tom Mills and Steve Kautz of TriMet.

Mr. Mills provided a brief overview of the TriMet Service Enhancement Plan Process. As the region grows, TriMet is planning for growth and adding service back to the system. The Service Enhancement Plans provide meaningful forms of public engagement for creating a shared vision of improving transit. Service Enhancement Plans will be developed for each of the five areas included in TriMet's service district. The process includes extensive community outreach, focused outreach to stakeholders such as individuals from local jurisdictions, large and small employers, nonprofit/

social service organizations and chambers of commerce. The outreach is balanced with data analysis to evaluate and recognize the dominant trips taken in the metropolitan area that TriMet does not serve. The outcomes from these efforts are: long and near term improvements with little cost or new funding and identify partnerships to engage local jurisdictions. The Westside Service Enhancement Plan has been developed recommending approximately a doubling of service which is alignment with Scenario C of the Climate Smart Communities Project. The increased service can be achieved by increasing coverage, frequency of service and later and earlier hours of services. The plan also suggests partnerships for innovative community transit to serve areas difficult to serve with traditional fixed route transit in a cost efficient way.

Three presentations from local community transit providers followed:

Mayor Pete Truax provided an overview of GroveLink in Forest Grove. The need and interest in increased transit within the Forest Grove area was assessed through a citizen committee, the Nelson Nygaard Study and TriMet Westside Transit Service Study. Various demographics were reported to support transit including a mix of higher density development throughout the community, a larger share of demographic groups that typically have the greatest need for transit services and a large inflow and outflow of employees. GroveLink has several funding sources including JARC, Section 5310 and Tax Increment Financing (TIF). Before operations began, Ride connection solicited community input to develop service and a deviated fixed route service was chosen. The fareless service began August 19, 2013 and it includes two routes with two schedules. GroveLink plans to develop long term funding, improve ridership in industrial areas and install infrastructure.

Roger Sabrowski of Mary's Woods at Marylhurst provided an overview of Shuttle in the Woods. This local transit provider began in November 2013 and services a total of 594 residents, employees and students. The service route consists of a general public route schedule and an employee route schedule. The shuttle serves both Lake Oswego and Oregon City.

Linda Moholt of Tualatin Chamber of Commerce provided an overview of the Tualatin Shuttle. In 1997, Tualatin met primary criteria for JARC funded projects as a "Target Employment Area" with a high percentage of population at or below 150 % of Federal poverty. The Tualatin Shuttle started with one (14) passenger van as a TMA. It provided TriMet commuters with free, Monday-Friday, demand-response, peak hour service. In 2010, with the addition of WES, the program was expanded to add a seven passenger van. In 2012, Tualatin was selected to participate in a nation-wide study, JAMI (Job Access Mobility Institute) to develop an improved system of moving workers from TriMet and WES to their jobs. The team consisted of seven community partners. In 2013 the JARC funds were awarded to increase the shuttle program. The Tualatin Shuttle now operates commuter service with two (14) passenger vans from TriMet and WES stops, Monday-Friday during peak hours. The Tualatin Shuttle serves over 2,200 riders per month for a cost of 5.93/ per ride. Some riders have shared they would not have a job if it weren't for the Tualatin Shuttle. A future goal of the shuttle is to increase ridership to make the program financially viable so that TriMet will add east-west service.

Member Comments Included:

- Members expressed concern with the unplanned consequences of improved transit such as the expansion of the transit that occurred in North East Portland that led to the involuntary displacement of ten thousand people over the course of ten years from 2000 to 2010. As the region grows members suggested that the negative impacts of TriMet expansion in certain communities should be considered.

- Members asked clarifying questions regarding the yields of a penny increase in the payroll tax within each of TriMet's transit service districts and whether the yield could be strictly dedicated to new service enhancements.

Mr. Prosser of TriMet could not definitively establish the monetary yield of a penny increase in the payroll tax. The maximum payroll tax rate is set by the legislature and TriMet is allowed to increase it within that limit and in the past has been dedicated to new service. The City of Tigard adopted the local gas tax tied to specific projects that the community supported.

- Members asked about the availability of JARC funding.

Mayor Truax confirmed that JARC (Job Access and Reverse Commute Program) has existed for ten years, however with the recent MAP-21 legislation it has been eliminated. The last year of JARC funding is now approaching and additional funds that were never spent can still be used to sustain programs.

10. MPAC Member Communication

Mr. Prosser of TriMet highlighted the 2014 TriMet Annual Report and the TriMet At A Glance brochure, which he made available for distribution at the meeting.

Councilor Stacey highlighted the key connection between the community based approach presentations and the work of Climate Smart Communities Scenarios Project is a decision about transit service. He explained that the presentations reflected a range of transit service possibilities and the kind of service that can make the most positive impact on communities while achieving the goal of making it easier to travel without relying on a car.

Chair Carson adjourned the meeting at 7:05 pm.

Respectfully Submitted,

Taylor Allen

A handwritten signature in cursive script that reads "Taylor Allen".

Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR FEBRUARY 26, 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