



METRO POLICY ADVISORY COMMITTEE (MPAC)

**June 11, 2014**

Metro Regional Center, Council Chamber

**MEMBERS PRESENT**

Jody Carson, *Chair*  
Peter Truax, *1<sup>st</sup> Vice Chair*  
Tim Clark, *2<sup>nd</sup> Vice Chair*  
Sam Chase  
Denny Doyle  
Kathryn Harrington  
Dick Jones  
Keith Mays  
Anne McEnerny-Ogle  
Doug Neeley  
Wilda Parks  
Craig Prosser  
Martha Schrader  
Bob Stacey  
Jerry Willey

**AFFILIATION**

City of West Linn, Clackamas Co. Other Cities  
City of Forest Grove, Washington Co. Other Cities  
City of Wood Village  
Metro Council  
City of Beaverton, Washington Co. 2nd Largest City  
Metro Council  
Oak Lodge Water District  
Sherwood Chamber of Commerce  
City of Vancouver  
City of Oregon City, Clackamas Co. 2<sup>nd</sup> Largest City  
Citizen, Clackamas Co. Citizen  
TriMet  
Clackamas County  
Metro Council  
City of Hillsboro, Washington Co. Largest City

**MEMBERS EXCUSED**

Ruth Adkins  
Jerry Hinton

**AFFILIATION**

PPS, Governing Body of School Districts  
City of Gresham

**ALTERNATES PRESENT**

Jennifer Donnely  
Jeff Gudman

**AFFILIATION**

Oregon Dept. of Land Conservation & Development  
City of Lake Oswego

**Staff:**

Taylor Allen, Martha Bennett, Andy Cotugno, Kim Ellis, Troy Rayburn, Gerry Uba, Nikolai Ursin and Malu Wilkinson

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

MPAC Chair Jody Carson called the meeting to order and declared a quorum at 5:10 p.m.

**2. SELF INTRODUCTIONS & COMMUNICATIONS**

All meeting attendees introduced themselves. Chair Carson informed members about the GroveLink Tour which is scheduled to occur July 9, 2014 in Forest Grove.

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

No citizen communications on non-agenda items.

#### **4. COUNCIL UPDATE**

Metro Councilor Bob Stacey acknowledged the committee work conducted at the May 30<sup>th</sup> Joint MPAC /JPACT Climate Smart Communities Meeting. MPAC and JPACT unanimously recommended a draft approach to evaluate during the summer. The Metro Council is scheduled to consider the recommendations on June 19, 2014.

Councilor Stacey highlighted the new Metro website, which has been redesigned to be more useful, attractive and accessible. Metro anticipates hosting more online open houses to provide the public with additional tools such as maps, surveys, and videos on significant regional issues and decisions.

Mayor Peter Truax acknowledged the Troutdale community and all individuals who were effected by the recent shooting at Reynolds High School. Chair Carson facilitated a moment of silence.

#### **5. CONSENT AGENDA**

- **Consideration of the April 23, 2014 Minutes**
- **Consideration of May 14, 2014 Minutes**
- **MTAC Nominations for MPAC Consideration**

Chair Carson provided the following corrections: May 14<sup>th</sup> Alison Kean, Metro Attorney was present. Craig Dirksen, Metro Councilor was listed in the April 23<sup>rd</sup> minutes as excused, however he is not a member of MPAC.

**MOTION:** Mayor Peter Truax moved and seconded by Mayor Doug Neeley to adopt the April 23, 2014 Minutes, May 14, 2014 Minutes and MTAC Member Nominations.

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

#### **6. CONSTRUCTION EXCISE TAX FOR COMMUNITY PLANNING AND DEVELOPMENT GRANTS**

Chief Operating Officer, Martha Bennet, provided an overview of the purpose of extending the construction excise tax for community planning and development grants.

In November 2013, Metro staff informed the Metro Council that the construction excise tax, which funds Community Planning and Development Grants, is anticipated to expire in September 2014. The Metro Policy Advisory Committee (MPAC) reviewed and considered the recommendations of the Metro Chief Operating Officer and Stakeholder Advisory Group, and findings and recommendation in the grant program performance assessment report on May 14, 2014.

Metro Staff also informed the Council that if it desired to maintain the construction excise tax for planning purposes, the tax is required to extend no later than June 2014 because tax actions require a 90-day period prior to the sunset date to be reauthorized. Council deliberations resulted in directing the Metro COO to convene stakeholders to review the Community Planning and Development Grants program and provide advice on an extension of the tax.

Member comments included:

- Members asked clarifying questions regarding the type of projects that the excise tax would potentially fund. COO Martha Bennett explained that the funding will be utilized for more in depth concept and infrastructure planning.
- Mayor Truax highlighted the excise tax as a region-wide benefit such as the Willamette Falls Project, which is a natural resource that is equitable on a qualitative basis.

**MOTION:** Mayor Peter Truax moved and seconded by Mayor Doug Neeley to make a recommendation to the Metro Council in consideration of Ordinance No. 14-1328 for the purpose of extending the construction excise tax for community planning and development grants.

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

## **7. SOUTHWEST CORRIDOR STEERING COMMITTEE RECOMMENDATION TO MOVE FORWARD INTO DRAFT ENVIRONMENTAL IMPACT STATEMENT**

Malu Wilkinson of Metro updated MPAC on the progress made by the Southwest Corridor Plan Steering Committee. She provided an overview of the recommendation of Steering Committee decisions in June to define high capacity transit (HCT) design options, complementary multimodal projects, and potential station areas to study further in a Draft Environmental Impact Statement (DEIS).

The Southwest Corridor Plan is an effort intended to support community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources.

During the past year, project partner staff developed: 1) potential transit alignment options consistent with the Steering Committee direction, 2) potential station areas along these options, and 3) complementary walking, biking and roadway improvement projects, also known as “multimodal projects,” related to the transit options and station areas.

Project partner staff, TriMet, consultant technical staff and members of the public defined close to 60 HCT alignment options that are consistent with the July 2013 recommendation. The refinement phase has been designed to identify the most promising options for further study in a DEIS to make the most efficient use of limited public funds. Staff from the cities of Portland, Tigard, Tualatin, Durham, Washington County, Metro and the Oregon Department of Transportation (ODOT) worked with the TriMet technical team to develop the HCT alignment options.

The Steering Committee recommendation will be forwarded to the Metro Council for consideration on June 26, 2014. Upon Metro Council action and the completion of intergovernmental agreements for the funding of the DEIS, the project partners will move forward with further study of these HCT alignment options by initiating a Scoping Phase under NEPA. The Steering Committee will be asked to finalize the HCT options that receive full environmental review at the close of project Scoping. Project partners anticipate a streamlined process that will result in consideration of a Locally Preferred Alternative in 2016.

Member comments included:

- Members asked clarifying questions about the number of alignment options for BRT (Bus Rapid Transit) and LRT (Light Rail Transit) that will be utilized for the Draft Environmental Impact Statement (DEIS).
- Members asked about the desired number of alignment options anticipated for the DEIS. Ms. Wilkinson confirmed that the goal is for the least amount of reasonable and feasible options for the National Environmental Policy Act of 1969 (NEPA) process. The level of detail in regards to cost benefit analysis diminishes as the number of options increases.
- Members expressed concern regarding effectiveness and the slow functioning service represented throughout the alignment options and suggested a faster moving streetcar.
- Members expressed interest in the project's target opening date. Ms. Wilkinson stated approximately ten years.
- Ms. Wilkinson highlighted that the Southwest Corridor is a significant area due to potential ridership and traffic congestion therefore there is slow auto travel in the corridor on a regular basis. She also explained that the HCT alignments are developed based on investments in HCT and transportation with the land use vision of the local jurisdictions and communities.
- Members asked about whether the Oregon Department of Transportation (ODOT) High Speed Rail Study would be considered as the Southwest Corridor high capacity transit design options, complementary multimodal projects and potential station locations are further studied. Ms. Wilkinson stated that if there is an opportunity to align the two projects in regards to time and goals, then it would be a productive use of resources however that may not be likely.

**MOTION:** Mayor Denny Doyle moved and seconded by Mayor Peter Truax to make a recommendation to the Metro Council in consideration of Resolution No. 14-4540 for the purpose of adopting the Southwest Corridor High Capacity Transit design options, complementary multimodal projects and potential station locations for further study.

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

## **8. CLIMATE SMART COMMUNITIES SCENARIOS; DISCUSS FINDINGS AND RECOMMENDATIONS FROM HEALTH IMPACT ASSESSMENT**

Andrea Hamberg of Oregon Health Authority presented the key findings and recommendations from the Community Climate Choices Health Impact Assessment (HIA) conducted in 2013 and 2014.

The 2009 Oregon Legislature required the Portland metropolitan 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. The project continues to engage community, business, public health and elected leaders in a discussion to shape and adopt a preferred approach that meets the state mandate and supports local and regional plans for investments in downtowns, main streets and employment areas.

In 2013 and 2014, the Oregon Health Authority conducted a HIA as part of Phase 2 of Metro's Climate Smart Communities Scenarios Project. The Community Climate Choices HIA (CCC HIA) is intended to provide Metro and its partners health information and evidence-based recommendations to support the selection of a healthy final scenario by December of 2014. The HIA represents work that provides the region's decision-makers with information about how three scenarios may affect the health of people before a final decision is made.

The analysis found significant public health benefits from investments that support increased physical activity, reduce air pollution and improved traffic safety, while reducing greenhouse gas emissions.

Member comments and questions included:

- Members expressed interest in the specific contributions and factors involved in pedestrian and bike fatalities specific to local county jurisdictions throughout the Metropolitan region.
- Members asked about cyclist interest and concern specific to local county jurisdictions throughout the Metropolitan region and factors such as differences in terrain.
- Members expressed appreciation and acknowledged the work conducted on the joint JPACT and MPAC Climate Smart Communities Meetings.

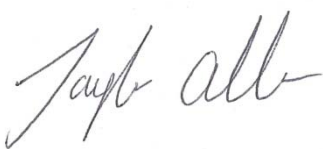
**Member communications:**

There were none.

Chair Carson adjourned the meeting at 6:43p.m.

Respectfully Submitted,

Taylor Allen

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

Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 11, 2014**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
7	Handout	6/9/14	Southwest Corridor Steering Committee 6/9/14 Recommendations	61114m-01
7	Legislation	6/9/14	Resolution 14-4540	61114m-02
7	Handout	6/9/14	Steering Committee Recommendation of HCT Design Options for Further Study	61114m-03
8	Handout	5/30/14	MPAC and JPACT recommendation to the Metro Council on a draft approach for testing	61114m-04
8	PPT	6/1/14	May 30 MPAC/JPACT Joint Meeting Poll Results	51414m-05
N/A	PPT	4/23/14	2015 regional urban growth management decision: Draft regional population and employment forecast	51414m-06