



METRO COUNCIL WORK SESSION
Meeting Minutes
July 12, 2016
Metro Regional Center, Council Chamber

Councilors Present: Council President Tom Hughes, and Councilors Craig Dirksen, Bob Stacey, Shirley Craddick, Sam Chase, Carlotta Collette, and Kathryn Harrington

Councilors Excused: None

Council President Tom Hughes called the Metro Council work session to order at 2:02 p.m.

1. CHIEF OPERATING OFFICER COMMUNICATION

Chief Operating Officer Martha Bennett updated the Council on the disincorporation of the City of Damascus and the development of plans for convening citizens and providing public services after disincorporation. Ms. Bennett then brought to attention upcoming tours of Chehalem Ridge as a part of community engagement for the Chehalem Ridge Nature Park master plan. Ms. Bennett continued with a discussion of the recent Willamette Falls Legacy Partners Meeting and the progression of the development of Willamette Falls concept designs and design alternatives.

2. SW CORRIDOR PLAN UPDATE

Councilor Bob Stacey mentions the Environmental Impact Statement (EIS) associated with the development of the Southwest Corridor. Chris Ford from Metro's Planning Department led the presentation. Mr. Ford mentioned that since the last meeting there had been a National Environmental Policy Act (NEPA) review and recommendations were made and developed. Recommendations include moving away from the development of bus rapid transit (BRT) in favor of developing a light rail transit line. This recommendation was based on a federal government request to plan for population growth and ridership in the year 2025. Mr. Ford highlighted the greater number of people that can fit on a light rail line and its ability to accommodate growth over time, while BRT is not predicted to be effective in serving the population past 2025. Other benefits include lower operating costs, better reliability, and greater ridership due to speed and attractiveness. Mr. Ford also recommended that the proposal to connect the light rail line to Portland Community College Sylvania (PCC Sylvania) should not be adopted. This recommendation is due to the predicted ridership gains to be less than the costs of serving the area, the potential for

PCC Sylvania to expand over track line areas, the cost prohibitive nature of constructing a tunnel, and the negative perception from the local community.

Chris Ford continued the discussion by discussing the proposed range of alternatives to the Environmental Review (ER). Mr. Ford mentioned that there are other projects grouped into the Southwest Corridor Project that may need to be looked at individually in deciding if the ER is federally required due to receiving of federal funding. Other issues include designating a continuous bicycle pathway, connecting to downtown Tigard or Bridgeport, and changes to Ross Island Bridge. Mr. Ford also mentioned needing updates to the Purpose and Need to take into consideration local and regional goals. He mentioned that the next steps include developing a draft EIS and continuing public scoping as mandated by NEPA in ER.

Council Discussion:

Councilor Kathryn Harrington questioned the strength of the Purpose and Need statement in its focus on promoting diversity, equity and inclusion (DEI) in the region and would like to see it expanded further. Chris Ford admitted that the document will need to more clearly express DEI goals and that the public will be granted an opportunity to comment during the scoping period. Councilor Harrington then brought up the documents ability to address urban greenspaces. Mr. Ford stated that this would present an opportunity to address options for mitigation. Councilor Craddick inquired about the similarities of the SW Corridor plan to the Powell-Division plan. Malu Wilkinson from Metro's Planning Department answered by highlighting how the projects are distinct in terms of the communities they address and the layout of their respective areas. Councilor Craddick also inquired if they experience challenges in receiving local funding what the set-back would be. Ms. Wilkinson answered by stating the project will continue but set-backs would be to the timeline of events. Councilor Stacey thanked Councilors Collette and Harrington for highlighting DEI objectives and the importance of attracting diverse communities in all actions moving forward. Councilor Dirksen commented that challenges include the corridor running through multiple jurisdictions and communities and that there is in turn, not a single plan that is being discussed. Councilor Collette also inquired if distinguishing the project from other high capacity transit plans is a strong emphasis of the project. Ms. Wilkinson stated that the strong foundation and the focus of equity and greenspaces are the critical pieces that make the project investible by federal partners. Councilor Chase questions the pace of the timeline. Councilor Dirksen stated that the length of time to develop the project is partially addressed by the preliminary planning already completed by the City of Portland, downtown Barbur, and downtown Tualatin, and that Metro's task is to regionally link these separate plans together. Council President Tom Hughes reflected on other cities and their respective transportation planning goals and stated he is confident the project will become a model that would not be possible without a strong regional authority to encourage jurisdictional coordination.

3. COUNCILOR LIAISON UPDATES AND COUNCIL COMMUNICATION

Councilor Shirley Craddick began by discussing a project with Multnomah County in constructing and expanding sidewalks and roads in the City of Wood Village. Construction is slated for fall and the community of Wood Village is proactive in the project. This project is planned in order to expand road connectivity to the Wood Village town center. Councilor Craddick continued by mentioning recent activity with the Green Enhancement Committee in selecting projects to fund.

Councilor Kathryn Harrington expressed thanks to Council President Hughes for the recent appointment of a new member to the Metro Policy Advisory Committee (MPAC) to represent Washington County. Councilor Harrington then mentioned her participation in a tour of Chehalem Ridge and the progression of logging in the area.

Councilor Craig Dirksen passed out a letter to the Oregon Department of Transportation (ODOT) expressing concern over the distribution of funding. Councilor Craddick mentions the importance of testifying in court if necessary, to which Councilor Dirksen concurs.

Councilor Sam Chase gave an update on the Home for Everyone Committee, which aims to address homelessness with combined effort from the City of Portland and Multnomah County. Both jurisdictions committed 15 million in funds going forward. Councilor Craddick mentions difficulties in the past of addressing homelessness due to differing definitions of "homeless" between the two jurisdictions.

Councilor Collette mentions her recent appointment as the Metro Liaison for the Willamette Falls Legacy Project and gave a design update, as well as advancements in the economic development project.

Councilor Bob Stacey gave additional input on methods to address infrastructure for homeless families referencing the Portland for Everyone Housing Coalition, and their attempts to rezone middle housing and creating limits to housing development on single family lots. He mentioned that residents seems to be against such limitations but mentions that it has worked successfully in Seattle, WA. Councilor Carlotta Collette mentions that the redevelopment of several existing historical structures into multi-family dwellings have been successful and could serve as a model.

4. ADJOURN

Seeing no further business, Council President Tom Hughes adjourned the Metro Council work session at 4:01 p.m.

Respectfully submitted,



Christopher Spencer, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JULY 12, 2016

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2.0	PowerPoint	07/12/2016	SW Corridor Plan Update PowerPoint	071216cw-01
3.0	PowerPoint	07/12/2016	Letter to Oregon Department of Transportation	071216cw-02