

**METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes

May 10, 2017

Metro Regional Center, Council Chamber

**MEMBERS PRESENT**

Emerald Bogue  
Sam Chase  
Carlotta Collette  
Betty Dominguez  
Denny Doyle  
Amanda Fritz  
Mark Gamba (*Chair*)  
Jeff Gudman  
Gordon Hovies  
Nathan Phelan  
Martha Schrader  
Peter Truax

**ALTERNATES PRESENT**

Carrie MacLaren

**MEMBERS EXCUSED****AFFILIATION**

Port of Portland  
Metro Council  
Metro Council  
Citizen of Clackamas County  
City of Beaverton, Second Largest City in Washington County  
City of Portland  
City of Milwaukie, Other Cities in Clackamas County  
City of Lake Oswego, Largest City in Clackamas County  
Tualatin Valley Fire and Rescue, Special Districts in Washington County  
Peninsula Drainage District #1, Special Districts in Multnomah County  
Clackamas County  
City of Forest Grove, Other Cities in Washington County

**AFFILIATION**

Oregon Department of Land Conservation and Development

**AFFILIATION**

**OTHERS PRESENT:** Adam Barber, Jennifer Donnelly, Laura Kelly, Zoe Monehan, April Bertelsen, Chris Deffenbach, Karen Pulfa, Carol Chesarek, Eric Tressa, Kelly Betteridge

**STAFF:** Christopher Spencer, Nellie Papsdorf, Elissa Gertler, Kim Ellis, Elizabeth Mros-O'Hara, Frankie Lewington, Laura Odom, Alison Kean, Ernest Hayes, Jamie Snook, Emily Lieb, Tim Collins, Megan Gibb, Tom Kloster

**1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS**

MPAC Chair Mark Gamba called the meeting to order at 5:15 p.m. Chair Gamba proceeded to have attendees introduce themselves. Chair Gamba announced that the May 24, 2017 MPAC meeting had been cancelled and that the Low Income Fare Task Force would advocate for a low Income Fare program for TriMet riders in Salem on May 22, 2017. He introduced Mr. Ernest Hayes, Metro, to provide further information to MPAC.

**2. CITIZEN COMMUNICATIONS**

- *There was none*

**3. COUNCIL UPDATE**

- Councilor Carlotta Collette discussed the Willamette Falls River Walk design debut slated for June 3, 2017 at the Oregon Museum of Science and Industry (OMSI).
- Councilor Collette discussed Community Placemaking and Development Grants (CPDG) cycle, noting that the grants would strengthen the social fabric and benefit marginalized communities.
- Councilor Collette announced that the Arlene Schnitzer Auditorium sign was down for restoration.
- Ms. Emily Lieb, Metro staff, discussed Metro's Equitable Housing report. She discussed the tools and framework and work done building small coalitions leading the focus on small housing types and eliminating barriers to affordable housing.
- Ms. Lieb discussed the first strategy and tool of the framework to diversify market rate housing and infill development. She stated that housing may be moderately priced but still at market rate. She discussed concepts of lowering parking requirements for Accessory Dwelling Units (ADU's) or low income areas, as well as reducing system development charges (SDC's).
- Ms. Lieb explained the second strategy to leverage growth for affordability to incentivize the market for affordable units and policies such as inclusionary zoning and incentive based approaches. She discussed tax exemptions to stimulate development and partial property tax exemptions.
- Ms. Lieb discussed the third strategy to maximize and optimize resources to serve underserved communities by matching supply with the need for housing. She discussed federal low income tax credits and section 8 housing. She stated that tax credits were not enough to serve the community and that layered resources were necessary.
- Ms. Lieb mentioned local innovation fast track programs and general obligation bond with tax increment financing (TIF). She stated that City of Portland set 45% of TIF for affordable housing along with a construction excise tax.
- Ms. Lieb discussed mitigation and stabilization for communities by increasing and expanding home ownership and promoting renter protections. She discussed relocation requirements and efforts at eliminating the state ban on rent control. She added that rental displacement by acquiring market rate buildings to convert to market rate affordable housing was a tool that jurisdictions can currently use.

#### **4. MPAC MEMBER COMMUNICATION.**

- Mayor Peter Truax stated that discussions on affordable housing and CPDG block grants as necessities to promote equitable housing. He promoted having conversations with collegial councilors and officials to promote the awareness of the importance of CPDG grants.
- Ms. Betty Dominguez advocated that members lobby for CPDG along with the Home Investment Fund, noting that both programs were slated to be cut.
- Ms. Carrie MacLaren stated that the City of Medford was looking at zombie houses and ways to repurpose housing. She asked if there were similar methods adopted by other jurisdictions.
- Councilor Sam Chase stated that there was a wide breadth of tools and ranges for housing affordability and asked about the method to identify tools and strategies that can apply to the Metro region. Ms. Lieb stated that there was \$2 million in planning grants with half of the funds for affordable housing and equity initiatives.

- Chair Gamba discussed vertical housing tax credits and local control. He asked on local jurisdictions can set their own parameters. Ms. Lieb confirmed with an example from City of Beaverton where they set zones with local control.
- Chair Gamba announced the opening for MPAC 2<sup>nd</sup> Vice Chair. He stated that there was a need for a nominating committee and that the position would be open to representatives in Multnomah County

## 5. **CONSENT AGENDA**

- **Consideration of the April 12, 2017 Minutes**
- **Consideration of the April 26, 2017 Minutes**

**MOTION:** Mayor Pete Truax moved, and Commissioner Amanda Fritz seconded, to approve the consent agenda.

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

## 6. **ACTION ITEMS**

### **6.1 Powell-Division Transit LPA and RTP Amendment**

Chair Gamba provided a brief update on the presentation. He stated that this was an update and a request for action. He explained that staff brought the Powell-Division Transit and Development Project's draft Locally Preferred Alternative Resolution and related 2014 Regional Transportation Plan Ordinance to MPAC for discussion in March. He stated that since that time, there was an official public comment period which closed at the end of March, and Metro Council held a public hearing. He explained that based on the input from project partners and the public, staff had revised the materials in the packet. He added that on April 19, 2017 MTAC considered the revised materials and recommended that MPAC recommend Metro Council's adoption. He stated that staff would provide a review and update on the edits to the draft materials presented on March 8 and request MPAC recommend that Metro Council adopt the Powell-Division Transit and Development Project's Locally Preferred Alternative resolution, and a concurrent ordinance to amend to 2014 Regional Transportation Plan. He then introduced Ms. Elizabeth Mros-O'Hara, Metro staff, to lead the presentation.

*Key elements of the presentation included:*

Ms. Mros-O'Hara stated that the last presentation for MPAC on the item was on March 8, 2017. She stated that the presentation today was on the LPA and changes to the Resolution and the RTP amendments following the public comment period. She stated that the LPA was about the mode of Bus Rapid Transit (BRT), the route from downtown Portland to Downtown Gresham with approximately 40 stations with improved stations, buses and lighting. She presented a map of the LPA area and noted that final selection of a Willamette River bridge was pending, with preference towards the Tillikum crossing with the Hawthorne bridge as a possibility.

Ms. Mros-O'Hara discussed the project beginnings as a transit and development project and that efforts to engage local communities was in depth. She stated that half of the steering committee members were from citizen groups focused on the Division BRT project, equitable housing, safety,

and improving active transportation in the corridor. She stated that the LPA was adopted by City of Gresham, City of Portland, and TriMet with ODOT support. She noted a concern over the lack of connection of the BRT line to Mount Hood Community College (MHCC) that resulted in a MOU for TriMet to partner with MHCC. She added that City of Portland had conditions of approval to serve the Powell area with community engagement, affordable housing, service enhancements, and equitable development.

Ms. Mros-O'Hara discussed the public and partner comment period, noting that there was a low amount of comments but heard from Oregon Health and Sciences University (OHSU) that they preferred a route over the Tillikum crossing. She added that they heard from citizens on clarifying the LPA and the approach with Powell. She then discussed the timeline, noting that an update was needed for the 2018 RTP with amendments in the 2014 RTP. She discussed ways to prioritize with regional discussions rather than reliance on the steering committee. She stated that they were on the timeline for adoption, with next steps to present to JPACT before a recommendation to Metro Council. She added that the overall timeline called for the design determination, the citizen advisory committee, then the decision making body while going through the environmental impact process.

*Member discussion included:*

- Ms. Dominguez asked what work was needed on bridge selection. Ms. Mros-O'Hara responded that an analysis is needed for determining mix with traffic with a low impact for infrastructure changes. Ms. Dominguez commented on the congestion noticeable on the Hawthorne Bridge.
- Chair Gamba asked about affordable housing and land banking. He discussed the commitment to the number of affordable housing units on the corridor. Mr. Radcliffe Decaney, City of Portland, responded that it was not land banking but that the Portland Housing Bureau was observing the corridor to purchase properties that become available, earmarking 300 units on the corridor between zero and five years.
- Ms. Dominguez asked when the commitments to affordable housing units would start. Mr. Decaney responded that it had already begun but the information is pending release from the housing bureau.
- Commissioner Amanda Fritz commented on the East Portland action plan and linked the project to Barbur Boulevard and Pacific Highway on the potential for redevelopment and transit improvements.

MOTION: Mayor Denny Doyle moved, and Mayor Peter Truax seconded, to recommend adoption of the Powell-Division Transit LPA and RTP Amendment to Metro Council.

ACTION: With all in favor, the motion passed.

## **6.2 2018 RTP Update: Building the RTP Investment Strategy**

Chair Gamba provided a brief update on the presentation. He stated that this item was an action item for the 2018 Regional Transportation Plan update. He stated that MPAC was being asked to make a recommendation to Metro Council on building a draft RTP investment strategy. He stated that the recommendation to Metro Council is focused on the RTP Policy Framework, which included the updated vision and current adopted goals for the transportation system in the region, and the RTP Evaluation Framework and process that would be used to assess and refine the initial draft

investment strategy. He added that both parts were a starting point and would guide building the RTP investment strategy with further opportunities for MPAC to review. He noted that MTAC made a recommendation for MPAC's consideration and that pending action on MPAC and JPACT's recommendation, Metro would issue a "call for projects" to update the region's transportation investment priorities for the 2018 Regional Transportation Plan. He then introduced Ms. Kim Ellis, Metro staff, to lead the presentation.

*Key elements of the presentation included:*

Ms. Ellis stated that the purpose for the presentation was to ask for recommendation to Metro Council on the 2018 RTP Update: Building the RTP Investment Strategy on the investment priorities both near and long term for the region. She stated that MTAC made a recommendation with feedback on the vision statement. She stated that the RTP was required to be updated every four years and that having projects in the plan establishes eligibility. She noted that the RTP worked to advance regional growth and goals and that they are working on building a draft investment strategy. She discussed challenges highlighted at the leadership forums and discussion groups with the RTP technical work groups, as well as in local communities. She added that the RTP addressed each issue through policy and implementation and that it provides a strong policy foundation. She noted that 1,200 projects were identified in the past.

Ms. Ellis discussed two key pieces of the framework, the policy framework and the evaluation framework. She explained that the policy framework and asked for approval on the draft vision statement. She highlighted feedback from the prior MPAC meeting that brought together ideas and engagement activities while showing a broader set of goals for outcomes for the future. She noted that the vision statement was refined to include context with transparency and accountability along with suggestions from MTAC, TPAC and JPACT. She then discussed the evaluation framework and stated that staff would work with local partners to update the investment priorities. She explained that there were new measures from last year to meet the broad set of goals and equity transportation measures. She stated that the third level was to test initial evaluation and pilot level projects to garner feedback and lessons learned.

Ms. Ellis discussed the overall process and the work through the call for projects. She stated that they were working to update the project list within financial targets between June and July 2017 and to develop findings and recommendations. She noted that there would be policy refinements, further discussions from leadership forums, changes to the draft investment strategies, a public review and comment period with an adoption process to follow. She explained the funding process and the funding constraint and stated that the funding level represented what was reasonable to assume, a second level of investment with the overall funding level and final draft funding targets with call for projects. She stated that the financial analysis found a constrained forecast with 13% less available due to increasing local revenue spent on maintenance projects and decreasing revenue from a static gas tax and increasing fuel efficiency of automobiles. She added that TPAC recommended to JPACT that the initial round of call for projects double the constrained forecast. She explained that it was important to highlight the constrained investment priorities to demonstrate compliance with federal requirements. She added that further discussions on raising revenues would continue and that the recommendation today was to approve the vision statement and the current policy framework as the starting point with updates to the policy and testing of new evaluation measures for pilot projects.

*Member discussion included:*

- Mayor Truax stated his appreciation for the clarification of the vision statement and the inclusion of context with accountability and transparency.
- Ms. Dominguez stated her appreciation for the updated vision statement and the description of revenue sources.

MOTION: Ms. Betty Dominguez moved, and Ms. Emerald Bogue seconded, to recommend the updated investment priorities to Metro Council.

ACTION: With all in favor, the motion passed.

## **7. INFORMATION/DISCUSSION ITEMS**

### **7.1 2018 RTP: Regional Freight Strategy Update**

Chair Gamba provided a brief update on the presentation. He stated that this item was informational only, intended to build on previous updates to the modal plans that came to MPAC as part of the 2018 RTP update. He then introduced Mr. Tim Collins, Metro staff, to lead the presentation.

*Key elements of the presentation included:*

Mr. Collins stated that the purpose of the presentation was to inform MPAC on the freight policy framework and freight strategies. He explained that the Portland region serves as the gateway for imports and exports in the state and that work was being done on enhancing how the regional freight strategy impacts movement of goods. He discussed work done with the Regional Freight Workgroup to update performance measures. He added that the workgroup consisted of representatives from local jurisdictions and the freight community.

Mr. Collins explained that the 2010 RTP provided goals for the regional freight plan. He stated that the goals would not be changes and that this was an opportunity to observe how the RTP frames the multimodal freight network. He added that all streets in the region are used to deliver goods but not all have a regional freight function. He displayed main roadways and intermodal connectors on a map.

Mr. Collins discussed policies to guide implementation and ways to reduce delays and to increase reliability. He mentioned new measures that would observe truck hours in delay and protections to industrial lands and freight access. He noted the attachments in the packet that identify constraints and challenges, ODOT freight highway bottlenecks, freight access to industry, and measures for congestion. He stated that they developed ways to address regional freight needs with strategies designed to address issues through system management and capacity improvements. He discussed methods such as adjusting signal timing for the flow of trucks and to target capacity to include configurations and key jumps. He then addressed challenges to freight rail and marine transit. He discussed grade separations around industrial areas and rail projects with restricted track capacity.

Mr. Collins highlighted future updates by referring to the regional freight network map. He stated that work was being done on updating the map with new information on the national highway freight network. He discussed freight funding through the FAST Act as an opportunity for grants

and future developments with JPACT and MTAC review. He then asked MPAC for feedback and concerns as they relate to freight movement of goods.

*Member discussion included:*

- Ms. Dominguez stated that the East Metro Connection was a concern for freight. Mr. Collins confirmed stated that work was being done to identify north-south routes on the freight map.
- Mayor Truax commented on the freight map on an area near Forest Grove that had a connecting road between Highway 47 and Martin Road. He stated that ODOT places a roundabout on the intersection that increased freight traffic. He asked if it would be possible to update the map to reflect freight traffic and improvements to safety at the intersection.
- Mr. Gordon Hovies commented on Terminal Six at the Port of Portland. He stated that it was currently void and that there was freight congestion due to freight on the highway.
- Ms. Emerald Bogue stated that the Port of Portland has four marine terminals with Terminal Six being the best known. She stated that the terminal was leased to ICTSI in 2011 and that the terminal lost container service (Hanjin) in 2015 largely due to labor issues between the terminal operator and the union performing the work. Ms. Bogue explained that the lack of container service was detrimental to the terminal operator (ICTSI) and the regional as a whole. She continued, saying that because of this, the Port of Portland and ICTSI mutually agreed to terminate the lease in early 2017 – providing enough resources for the Port of Portland to carefully plan for the future of Terminal Six within the context of global shifts in the container industry. Ms. Bogue also discussed the Port of Portland's launch of a process for engaging industry leaders in crafting a path forward for Terminal Six that meets the needs of our region within the constraints of the global container industry. She announced the opportunity for a tour of Terminal Six to MPAC, should the body be interested.
- Chair Gamba stated that I-205 and Abernethy Bridge was not depicted as a delay area on the freight map. Mr. Collins responded that this was a large item for discussion on the bottleneck project but was not included as it was not the location for where there was a bottleneck for a large portion of a day.

**ADJOURN**

MPAC Chair Mark Gamba adjourned the meeting at 6:44 p.m.

Respectfully Submitted,



Christopher Spencer  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 10, 2017**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>6.1</b>	PowerPoint	05/10/2017	Powell-Division Transit and Development Project	051017m-01
<b>6.2</b>	PowerPoint	05/10/2017	Building the RTP Investment Strategy	051017m-02
<b>6.3</b>	PowerPoint	05/10/2017	2018 RTP: Regional Freight Strategy	051017m-03