

# Metro Policy Advisory Committee (MPAC) agenda

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Wednesday, June 28, 2017 5:00 PM Metro Regional Center, Council chamber

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1. Call to Order, Introductions, Chair Communications (5:00PM)
2. Citizen Communications (5:10 PM)
3. Council Update (5:15 PM)
4. MPAC Member Communications (5:20 PM)
5. Consent Agenda (5:25 PM)
  - 5.1 Consideration of May 10, 2017 Minutes [17-4833](#)  
Attachments: [May 10, 2017 MPAC Minutes](#)
  - 5.2 Consideration of June 14, 2017 Minutes [17-4834](#)  
Attachments: [June 14, 2017 MPAC Minutes](#)
6. Information/Discussion Items
  - 6.1 Taking the High Road: Building a Foundation for Better Communities through Smarter Infrastructure (5:30 PM) [COM 17-0030](#)  
Presenter(s): Dena Belzer, Strategic Economics  
Attachments: [MPAC Worksheet](#)  
[Metro Speaker Series Flier](#)
8. Adjourn (7:00 PM)

## Upcoming MPAC Meetings:

- *Wednesday July 12, 2017*
- *Wednesday July 26, 2017*
- *Wednesday August 9, 2017*

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ៗ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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## 2017/2018 MPAC Work Program

*As of 6/20/17*

*Items in italics are tentative; **bold** denotes required items*

<p><b><u>Wednesday, June 28, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Taking the High Road to More and Better Infrastructure in the United States – Information/Discussion (Dena Belzer, Strategic Economics; 60 minutes)</li> </ul>	<p><b><u>Wednesday, July 12, 2017</u></b></p> <ul style="list-style-type: none"> <li>• 2030 Regional Waste Plan Values – Information/Discussion (Matt Korot and Marta McGuire, Metro; 30 min)</li> <li>• Update on Equitable Housing Grant Project Scopes – Information/Discussion (Emily Lieb, Metro; 30 min)</li> <li>• 2018 RTP: Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 30 min)</li> </ul>
<p><b><u>Wednesday, July 26, 2017</u></b></p>	<p><b><u>Wednesday, August 9, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Regional Business Food Scraps Policy Update (Jennifer Erickson/Pam Peck, Metro; 30 min)</li> </ul>
<p><b><u>Wednesday, August 23, 2017</u></b> – cancelled</p>	<p><b><u>Wednesday, September 13, 2017</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP: Digital Mobility (Tyler Frisbee, Metro; 45 min)</li> <li>• <i>Regional Funding/Investment Opportunities for Equitable Housing – Information/Discussion (Emily Lieb, Metro; 60 min)</i></li> </ul>
<p><b><u>Wednesday, September 27, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>What’s new in housing development around the region? (1/2) – Information/Discussion (2 city reps TBD; 60 min)</i></li> <li>• <i>Expectations for Cities Proposing Residential Urban Growth Boundary Expansions – Information/Discussion (Ted Reid, Metro; 30 min)</i></li> </ul>	<p><b><u>Wednesday, October 11, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>Broker perspectives on residential market dynamics – Information/Discussion (TBD; 45 min)</i></li> <li>• <i>Expectations for cities proposing residential urban growth boundary expansions – Recommendation (Ted Reid, Metro; 30 min)</i></li> <li>• <i>2018 RTP: Project Update and Transportation Resiliency – Information/Discussion (Kim Ellis, Metro; 45 min)</i></li> </ul>

<p><b><u>Wednesday, October 25, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>What's new in housing development around the region? (2/2) – Information/Discussion (3 city reps TBD; 90 min)</i></li> </ul>	<p><b><u>Wednesday, November 8, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>Housing Data and Storytelling Resources and Initiatives – Information/Discussion (Emily Lieb, Metro; 60 min)</i></li> <li>• <i>Greater Portland Pulse Housing Data Hub (Liza Morehead and Sheila Martin, PSU Institute of Portland Metropolitan Studies; 45 min)</i></li> </ul>
<p><b><u>Wednesday, November 22, 2017 – cancelled</u></b></p>	<p><b><u>Wednesday, December 13, 2017</u></b></p> <ul style="list-style-type: none"> <li>• <i>Anti-Displacement Strategies: Panel Discussion (multiple; 90 min)</i></li> </ul>
<p><b><u>Wednesday, December 27, 2017 – cancelled</u></b></p>	<p><b><u>Wednesday, January 10, 2018</u></b></p>
<p><b><u>Wednesday, January 24, 2018</u></b></p>	<p><b><u>Wednesday, February 14, 2018</u></b></p>

**Upcoming events:**

- February 2018: RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)
- June 5 Equitable Housing Lunch and Learn- Transit-Oriented Development: Challenges and Opportunities for Affordable Housing

**Parking Lot:**

- Presentation on health & land use featuring local projects from around the region
- Greater Portland, Inc. update
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- Washington County Transportation Futures Study
- System development charges (SDCs)
- City of Portland inclusionary housing
- Economic Value Atlas



**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

**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

**ALTERNATES PRESENT**

Carrie MacLaren

**AFFILIATION**

Oregon Department of Land Conservation and Development

**MEMBERS EXCUSED**

**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 discuss 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 indentify 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 the 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



**METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes

June 14, 2017

Metro Regional Center, Council Chamber

**MEMBERS PRESENT**

Emerald Bogue  
Sam Chase  
Carlotta Collette  
Betty Dominguez  
Denny Doyle (*1<sup>st</sup> Vice Chair*)  
Mark Gamba (*Chair*)  
Jeff Gudman  
Kathryn Harrington  
Gordon Hovies  
Larry Morgan  
Nathan Phelan  
Martha Schrader  
Ty Stober  
Peter Traux

**ALTERNATES PRESENT**

Jennifer Donnelly  
Carrie MacLaren  
Jackie Manz  
Anthony Martin

**MEMBERS EXCUSED**

Amanda Fritz  
Craig Prosser

**AFFILIATION**

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

**AFFILIATION**

Oregon Department of Land Conservation and Development  
Oregon Department of Land Conservation and Development  
City of Lake Oswego, Largest City in Clackamas County  
City of Hillsboro, Largest City in Washington County

**AFFILIATION**

City of Portland  
TriMet

**OTHERS PRESENT:** Colin Rowan, Ken Gibson, Trent Wilson, Adam Barber, Taylor Steenblock, Brenda Perry, Gretchen Buehner, Ken Anderton, Shannon Stadey, Shirley Craddick, Robert Liberty

**STAFF:** Elissa Gertler, Ernest Hayes, Nellie Papsdorf, Miranda Mishan, Frankie Lewington, Craig Beebe, Roger Alfred, Emily Lieb

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

MPAC Chair Mark Gamba called the meeting to order at 5:12 p.m. Chair Gamba proceeded to have attendees introduce themselves.

**2. CITIZEN COMMUNICATIONS**

There was none.

### **3. COUNCIL UPDATE**

- Councilor Kathryn Harrington announced that the Farmington Paddle Launch on the Tualatin River would open on June 24. Councilor Harrington explained that the Farmington Paddle Launch was part of the Tualatin River water trail which provided river access every five miles. She acknowledged that the project was funded by the voter approved bond measure from 2006 as well as a grant from Oregon Parks and Recreation.
- Councilor Harrington announced the celebration of a groundbreaking ceremony for the Hyatt Regency Portland at the Oregon Convention Center on Friday, July 14 at 10a.m.. Councilor Harrington noted that the hotel was part of an effort to bring more tourists to the greater Portland area, and that it was expected to attract up to six national conventions a year to the city.
- Councilor Harrington discussed the work done with mayors and county commissioners on the Urban Growth Readiness taskforce. She explained that they made recommendations to the Metro Council for improving the urban growth boundary review process. Councilor Harrington noted that following a successful house vote in April, the Oregon Senate approved H.B. 2095 on May 23.
- Councilor Harrington provided a brief overview of Metro's recent transportation efforts, including a current opening for projects through the third week of July.
- Councilor Harrington then turned to the Regional Snapshot sheet, explaining that the June Regional Snapshot highlighted transportation, including findings and information about the Portland metropolitan region, and elsewhere. She emphasized the content of the snapshot, including videos of real life stories about how people get around, and how people do their work.
- Ms. Elissa Gertler, Metro Planning and Developing Director, explained that Ms. Dena Belzer of Strategic Economics would provide a talk on infrastructure investments opportunities at the June 28 MPAC meeting. Ms. Gertler also mentioned that there was a focus on housing at the West Side Economic Alliance meeting on June 29. .

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

- Councilor Jeff Gudman provided comments on the urban and rural reserves process, noting that Metro would be moving forward with the Stafford triangle urban reserve recommendation after 15 years of debate. Councilor Gudman explained that there was a five party agreement between Metro, Clackamas County, and the Cities of West Linn, Lake Oswego and Tualatin for the guiding and governance in Stafford. Councilor Gudman celebrated the agreement, saying it was a triumph of good governance.
- 1<sup>st</sup> Vice Chair Denny Doyle announced that June 15 would be the first outdoor concert outside of Beaverton City Hall.

### **5. CONSENT AGENDA**

- **CONSIDERATION OF MAY 10, 2017 MINUTES**

*Member discussion included:*

- Ms. Emerald Bogue mentioned that she had a few corrections to the May 10 minutes regarding her comments on the Port of Portland on page 7. She asked if the vote could be delayed until the changes were made.
- Chair Gamba agreed that the vote on the May 10 minutes would be rescheduled for the June 28 MPAC meeting.

## **6. INFORMATION/DISCUSSION ITEMS**

### **6.1 Update on Gresham Vista Business Park Community Development and Planning Grant**

Chair Gamba explained that the item was intended to provide information on Metro’s Community Development and Planning Grant to the City of Gresham to support implementation of eco-industrial strategies between the City of Gresham and the Port of Portland, the owner of the business park. Chair Gamba then introduced Ms. Shannon Stadey, the Economic Development Director at the City of Gresham and Mr. Ken Anderton, Industrial Development Program Manager at Port of Portland.

*Key elements of the presentation included:*

Ms. Shannon Stadey began the presentation with a brief history of the project and it’s representation of the long-standing relationship between the City of Gresham and the Port of Portland. She explained that the Port purchased the park in 2011 and an agreement was made to jointly market the park. Mr. Ken Anderton provided background on the term “ecoindustrial,” and explained that it referenced a focus on the site’s life cycle. He added that sources of power and increased productivity were two additional focuses of an eco-industrial park. Mr. Anderton continued with a discussion of some of the considerations leading up to the building of the park in Gresham, including the many questions about storm water systems and the way that the system had to be tied into existing infrastructure in Gresham, and the benefits and trade-offs that were a part of the decisions made, especially with regard to road access. Mr. Anderton discussed the construction of the park and the sustainability aspect of the planning process.

Ms. Stadey discussed the purpose of the grant, received in September 2014, saying that it was being utilized to engage with six eco-industrial strategies. She explained that these strategies included connectivity within the park, green development incentives, development standards, eco-industrial market analysis and study and a feasibility study around an eco-industrial concierge concept. Ms. Stadey discussed the overarching goal of the park, saying that it was focused on creating a signature brand from different perspectives, supporting the industries in both Gresham and the county. She discussed the ways in which it was a collaborative effort to identify and work toward making Gresham Vista Business Park (GVBP) the most attractive area for sustainable development and attracting innovative industries and promoting triple bottom line benefits on industrial sites. Ms. Stadey explained that other goals included connectivity and accessibility as well as investment return, development and operational advantages, and the creation of a strong brand identity. Ms. Stadey mentioned that it was important for the project to represent community values, and to look at the environmental performance as it related to utilities.

Ms. Stadey provided an overview of GVBP, explaining that in the 222 acre park, 203 acres are zoned industrial with a couple of parcels zoned commercial. Mr. Anderton discussed the focus on connectivity between the park and transit nodes in the area.

Mr. Anderton discussed lessons learned from the GVBP project. He noted that developers were most concerned with costs and explained that funding often determined whether or not a green building would be built. He explained that it was important to incentivize green development and added that market forces dictated incentives.

Mr. Anderton discussed the eco-industrial concierge, noting that the position acted as a match-maker for developers to recycle their excess goods. He explained that studies ultimately revealed that that GVBP was too small to for the concept to be feasible. He noted that despite this, similar exchanges between companies were beginning to happen organically.

Mr. Anderton described the development standards which were a part of the development of the park, including some more stringent standards than what was called for by the City of Gresham.

Mr. Anderton discussed the general lessons learned, and explained and that it was important to be adaptive, and that having a good partner was crucial. In addition, he explained that knowing the science and being well prepared was key. Mr. Anderton also explained that a lot was learned about connectivity, and the different requirements from each subtenant required flexibility and compromise.

Ms. Stadey discussed the positive outcomes and key takeaways of the project, noting that the bottom line standard was critical throughout the project. She also emphasized that the opportunity they had to work closely with other groups allowed them to build a rapport, and building that relationship allowed for moving forward with a common goal and common interest.

*Member discussion included:*

- Councilor Sam Chase asked if air quality was an issue. Mr. Anderton noted that there were attempts to mitigate air quality concerns by making sure that vehicles entering the park did not have to queue but could turn off their engines. He also explained that tight restrictions were placed on the types of vehicles and their emissions in the park, and that these restrictions were put in place based on public feedback.
- Ms. Betty Dominguez asked if there had been any concerns about noise. Ms. Stadey noted that the city had noise ordinance which controlled noise in the area. Ms. Stadey explained that noise was a part of the public outreach, and that project staff were very connected with local neighborhoods to make sure that any citizen concerns were addressed. Mr. Anderton discussed the importance of the compromises made between the community and the developers during the construction process.
- Councilor Larry Morgan asked if this strategy would be used again moving forward or if it was unique to this particular site. Mr. Anderton explained that it was unique to the site, but added that it was also part of a particular development culture which focused on mitigating impact. Ms. Stadey added that the overall strategy was geared toward making use of the natural habitat and considering the ways to be innovative and green above and beyond what the code required.



- Councilor Anthony Martin asked about storm water system development and existing requirements. Mr. Anderton discussed some of the early ideas regarding stormwater, including retention ponds, which were determined not to be appropriate for the site.. He noted that the geotechnical analysis allowed for more innovative development with regard to stormwater, and while some of the mechanisms were a little more expensive than other options they were the most beneficial long-term.

- **6.2 Build Small Coalition and ADU Initiative Update**

Chair Gamba introduced the item as part of a new coalition that had been launched as part of Metro's Equitable Housing Initiative to advance the development of small homes, including accessory dwelling units and cottage clusters. Chair Gamba noted that the presentation would include both an update on the purpose of the coalition, and how Metro staff was working with stakeholders to establish priorities, as well as an update on a pilot project at Portland State University's (PSU) Institute for Sustainable Solutions, which was looking to accelerate the development of accessory dwelling units (ADUs) in Portland.

*Key elements of the presentation included:*

Ms. Emily Lieb, Metro staff, discussed the background of the coalition, and explained that part of the focus of the initiative was identifying strategies for diversifying housing and ensuring that the coalition met a wider range of needs. Ms. Lieb noted that the coalition was focused on the lower end of missing middle housing, and was a cross sector stakeholder group working together to identify strategies for addressing missing middle housing. Ms. Lieb elaborated on the history of the coalition and why it was formed, noting that it was geared toward reducing environmental impact and making more efficient use of land. She explained that the coalition included a full range of developers, advocates, builders, architects and jurisdiction staff. In addition, Ms. Lieb noted that they would welcome more participation from interested jurisdiction staff.

Ms. Lieb explained some of the coalition's accomplishments since 2008 and its future goals and priorities. She noted that by late summer they hoped to have a prioritized work plan for 2017-2018. Ms. Lieb explained that priorities included creating incentives for high performance ADUs, education and awareness initiatives, and creating a website profiling ADU projects and information for homeowners who were considering building an ADU. Ms. Lieb discussed the priority of having education tracks focused on ADUs at the Portland Homeowner's Association convention, as well as creating a space efficient housing options regulatory toolkit, and looking into opportunities to think of creative code and regulatory changes to encourage these strategies.

Mr. Robert Liberty from PSU's Institute for Sustainable Solutions provided background on the institute and its goals in connecting the research and intellectual capacities of PSU faculty with the experience of students and the possibility for direct applications. Mr. Liberty noted that the institute only funded and supported applied research, leading to work that directly benefitted the community. He noted that the partnerships and international scope of the institute were key to its success, as well as the opportunities it provided for students.

Mr. Liberty discussed some of the history of zoning and red-lining in Portland and the United States, including attempts to use zoning to separate communities by income. He noted that while Oregon took the issue on, the situation remained imperfect, despite re-zoning efforts lead by Metro. Mr. Liberty discussed challenges faced by housing including rent inflation and population growth, as well as changes in demographics. He also noted the importance of the focus on affordability and age friendly cities. Mr. Liberty explained that over the course of the past five decades, there had been an increase in large houses housing fewer people, and he discussed how smaller homes were more energy efficient.

Mr. Liberty detailed some of the challenges faced by the ADU project. He noted that it was expensive, largely due to labor costs.. Mr. Liberty noted that more supply of ADUs in the market would allow for rent moderation. He explained that another challenge faced by the project was the role of the landlord, and unwillingness to take on the role as it was difficult and requires a lot of responsibility, especially those associated with being a landlord. Mr. Liberty mentioned that the project was also considering how ADUs might be used as a strategy against gentrification, and how they might be useful in ensuring equity and helping people without homes. Mr. Liberty outlined those involved in taking on these challenges, including for profit and non-profit groups, government agencies, developers, designers, as well as PSU faculty and students from a variety of departments and areas of study.

Mr. Liberty elaborated on the project's desired outcomes, beginning with the broader goal of system change. He explained that they sought to address enough problems so that government and non-profit intervention would provide a greater supply and achieve sustainability, affordability and equity issues.

Mr. Liberty presented some of the prototypes and the ways that students working on the project built homes around families and budgets. The prototypes covered a significant range of price, size and use, and Mr. Liberty discussed that there was potential to reduce the costs of assembly and delivery.

*Member discussion included:*

- Councilor Kathryn Harrington highlighted the ADU tour coming up in September. She explained that the tour provided inspiration for using less in terms of stuff and space. Councilor Harrington asked about the efforts involved in examination and analysis done to measure and map the priority one sites in the City of Portland. Mr. Liberty explained that a graduate student in geography working part time with an instructor did the examination and analysis, in conjunction with a team.
- Councilor Harrington asked if there were other jurisdictions in the region who were interested and if PSU was considering additional partnerships. Ms. Lieb explained that there was an opportunity to build on research models, but currently they were working with PSU to understand what the next steps or research might be.
- Councilor Carlotta Colette asked if either of the models were going to be released as building plans or if there was a plan to build some of the models. She seconded Councilor Harrington's recommendation of the ADU tour and the Build Small Live Large Conference. Mr. Liberty responded by explaining that next steps for the project include testing the systems Mr. Liberty discussed that the goal was to test the prototype in cost, review financing for people without home equity, and explore options for minimal interventions for affordable housing.

- Councilor Anthony Martin asked if Mr. Liberty could speak to home owner’s associations which were more prevalent in suburban areas than in cities, as well as how building codes might restrict ADUs. Mr. Liberty discussed opposition to this kind of development.. He noted that he understood some of the objections but emphasized that ADUs created many benefits, outweighing the costs. Ms. Lieb noted that in terms of regulatory setbacks, garage conversion requirements were one example of a potential difficulty in some jurisdictions.
- Ms. Betty Dominguez explained that East Portland was tackling many housing issues and that she was curious about bringing the concept to East Portland and doing more outreach. Mr. Liberty explained that East Portland posed more challenges for equity but more opportunities for wealth. He elaborated by saying that there was a need for financing and participants. Ms. Dominguez suggested that it could also be a push for affordable housing and an anti-gentrification effort. Mr. Liberty noted that standardized designs have the benefit of mass-production, and that while there was frequent debate about whether modular units were cheaper, standardized designs could help reduce costs..
- Chair Gamba suggested that Mr. Liberty and Ms. Lieb return to MPAC in the future to further discuss the ADU program.

### **7.1 Comments on U.S. Army Corps of Engineers Final Disposition Study for Willamette Falls Locks**

Chair Gamba explained that Metro and Clackamas County staff, along with other Willamette Falls Locks project partners were asking for MPAC’s approval to send a letter on their behalf submitting comments to the Army Corps of Engineers on the recently released Final Disposition Study for the Willamette Falls Locks.

MOTION: Councilor Jeff Gudman moved, and 1<sup>st</sup> Vice Chair Denny Doyle seconded to accept the revised draft of the letter.

*Member discussion included:*

- Councilor Harrington asked for context to the changes to the letter. Mr. Trent Wilson, Clackamas County staff, explained that the Clackamas County Coordinating Committee (C4) made edits to the letter, adding stronger language with the intent of encouraging the Army Corps to support the work on the Willamette Falls Locks.

ACTION: With all in favor, the motion passed.

### **7.2 Appointment of MPAC 2<sup>nd</sup> Vice Chair**

Chair Gamba elaborated on the appointment, saying that the MPAC Nominating Committee convened at the last meeting to appoint a member to fill the 2<sup>nd</sup> Vice Chair vacancy. He explained that the committee consisted of himself, 1<sup>st</sup> Vice Chair Mayor Doyle, and Mr. Nathan Phelan of the Peninsula Draining District #1. Chair Gamba and the committee proposed that Councilor Larry Morgan of the City of Troutdale fill the vacancy.

MOTION: 1<sup>st</sup> Vice Chair Denny Doyle moved, and Mr. Nathan Phelan seconded, to approve the candidate, Councilor Larry Morgan, as MPAC 2<sup>nd</sup> Vice Chair.

ACTION: With all in favor, the motion passed.

**ADJOURN**

MPAC Chair Mark Gamba adjourned the meeting at 7:05 p.m.

Respectfully Submitted,



Miranda Mishan  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 14, 2017**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
3.0	Handout	6/14/2017	June Hotsheet	061417m-01
3.0	Handout	6/14/2017	June 2017 Regional Snapshot on Transportation	061417m-02
6.2	Handout	6/14/2017	Invitation to Build Small Live Large National Housing Summit	061417m-03
7.1	Handout	6/14/2017	C4 Updates to Comment on US Army Corps of Engineers Final Letter	061417m-04
7.1	Handout	6/14/2017	Map of Willamette Falls Locks	061417m-05

# MPAC Worksheet

**Agenda Item Title** Taking the High Road: Building a foundation for better communities through smarter infrastructure

**Presenter:** Dena Belzer, Strategic Economics

**Contact for this worksheet/presentation:** Rebecca Hamilton, [rebecca.hamilton@oregonmetro.gov](mailto:rebecca.hamilton@oregonmetro.gov)

## **Purpose/Objective**

The purpose of this agenda item is

a) to honor MPAC's request for educational speakers and events that introduce elected officials, stakeholders, the interested public and staff to new ideas, perspectives, solutions, and best practices in planning from across the nation; and

b) to facilitate a timely discussion on project prioritization for the 2018 Regional Transportation Plan Update with an emphasis on how taking the "High Road" approach to infrastructure planning, funding, and financing can help the region achieve multiple economic, social, and environmental benefits.

## **Background**

As Metro kicks off this next round of RTP planning, the region is grappling with multiple issues including:

- constrained resources;
- the need to work more closely with local communities to deliver not just better transit, but better future land uses;
- the desire to manage this process in light of the region's growing need for affordable housing;
- an explicit goal to reduce involuntary displacement of low income households along future transit corridors;
- using transit as a key strategy for connecting low and middle wage workers to a broader range of employment opportunities;
- the need to reduce greenhouse gases;
- the need to make our region more resilient in the face of changing climate conditions.

Guest speaker Dena Belzer of Strategic Economics will provide examples of how the "High Road" approach could be useful in developing a strategy that meets the region's infrastructure and mobility needs while making progress towards other goals such as job creation, affordable housing and climate resiliency.

## **Action Requested/Outcome**

Presentation and Q&A; no action is requested.

## **What has changed since MPAC last considered this issue/item?**

MPAC has not discussed this topic before.

## **What packet material do you plan to include?**

A PowerPoint presentation will be provided at the meeting.



# Taking the High Road

*Building a foundation for better communities through smarter infrastructure.*



*This event is a production of Metro's Regional Snapshot Speaker Series. Learn more about Snapshots at [oregonmetro.gov/snapshot](http://oregonmetro.gov/snapshot).*

## MPAC Meeting

**5 to 6 p.m. Wednesday, June 28**

**Council Chamber, Metro Regional Center**

The Regional Snapshot Speaker Series is pleased to present MPAC with a special presentation from **Dena Belzer**, the featured Spring 2017 speaker, in advance of her public presentation the following day.

Ms. Belzer is the co-author of the National Resource Defense Council's [\*High Road Infrastructure Project\*](#). The High Road vision challenges communities to see infrastructure investments as opportunities to deliver numerous economic, social and environmental benefits - such as jobs, improved mobility and climate resiliency.

Dena will engage MPAC in an interactive presentation about how greater Portland can take advantage of the 2018 Regional Transportation Plan Update to invest in infrastructure while laying the foundation for a better holistic future.



### Metro Regional Center

Council Chambers  
600 NE Grand Ave.,  
Portland. TriMet  
bus and MAX light  
rail Northeast  
Seventh Avenue  
stop. Covered  
bicycle parking is  
available near the  
main entrance.

### Dena Belzer

Ms. Belzer is the founder and president of Strategic Economics. She has over 30 years of experience working on economic and real estate issues ranging from regional growth management to individual development projects.

Dena collaborated with the Clinton Global Initiative and the White House's Build America Initiative to co-author the NRDC's *High Road Infrastructure Project*. She also worked on the Transit-Oriented Development strategy for the Portland metro area, among other local projects.



Dena received a Master in City and Regional Planning from the University of California at Berkeley and is president of the Board of Directors for the non-profit Community Economics.