



600 NE Grand Ave.  
Portland, OR 97232-2736  
oregonmetro.gov

## **METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes

April 28, 2021

### MEMBERS PRESENT

Carmen Rubio  
Christine Lewis  
Gerritt Rosenthal  
Bob Stacey  
Joe Buck  
Gordon Hovies

Linda Glover  
Peter Truax  
Lacey Beaty  
Steve Callaway  
Kathy Hyzy  
Mark Watson

Rachel Lyles Smith  
Don Trotter

Temple Lentz  
Vince Jones-Dixon  
Ed Gronke  
Terri Preeg Riggsby

Kathy Wai  
Elizabeth Kennedy-Wong

### AFFILIATION

City of Portland  
Metro Council  
Metro Council  
Metro Council  
City of Lake Oswego, Largest City in Clackamas County  
Tualatin Valley Fire & Rescue, Special Districts in  
Washington County  
City of Vancouver  
City of Forest Grove, Other Cities in Washington County  
City of Beaverton, Second Largest City in Washington County  
City of Hillsboro, Largest City in Washington County  
City of Milawaukie, Clackamas County  
Hillsboro School District Board of Directors, Governing Body of a  
School District  
City of Oregon City, Second Largest City in Clackamas County  
Clackamas County Fire District #1, Special Districts in  
Clackamas County  
Clark County  
City of Gresham, Second Largest City in Multnomah County  
Citizen of Clackamas County  
West Multnomah Soil & Water Conservation District, Special  
Districts in Multnomah County  
TriMet  
Port of Portland

MEMBERS EXCUSED

Ted Wheeler  
Brian Cooper  
Jim Rue  
Brian Hodson  
James Fage  
Martha Schrader  
Luis Nava  
Susheela Jayapal

AFFILIATION

City of Portland  
City of Fairview, Other Cities in Multnomah County  
Oregon Department of Land Conservation and Development  
City of Canby, City in Clackamas County outside UGB  
City of North Plains, City in Washington County outside UGB  
Clackamas County  
Citizen of Washington County  
Multnomah County

ALTERNATES PRESENT

Pam Treece  
Brett Sherman  
Kate Mohr

AFFILIATION

Washington County  
City of Happy Valley, Other Cities in Clackamas County  
City of King City, Other Cities in Washington County

OTHERS PRESENT: Adam Barber, Anthony Martin, Carol Chesarek, Colin Coepr, David Berniker, Erik Hesse, Jaime Huff, Jaimy Stasny, Jean Senechal Biggs, Jeff Gudman, Jeff Owen, Katherine Kelly, Kelsey Lewis, Megan McKibben, Jules Walters, Mona Schwatz, Nick Fortey, Tom Armstrong

STAFF: Roger Alfred, Jaye Cromwell, Connor Ayers, Kim Ellis, John Blasher, Marcia Sinclair, Beth Cohen, Elissa Gertler, Anne Buzzini, Ramona Perrault

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

Chair Steve Callaway called the virtual meeting to order at 5:03 PM.

2. **PUBLIC COMMUNICATIONS ON AGENDA ITEMS**

*There were none.*

3. **COUNCIL UPDATE**

Councilor Bob Stacey gave the Metro update. He informed MPAC members that Metro is partnering with Greater Portland Inc. to release a draft comprehensive economic development strategy in early May for a 30 day comment period. The plan is to be posted on the Metro website. The plan focuses on equity, resilience, and strong economic growth. He also gave an update on Supportive Housing Services. Three counties are in the process of submitting implementation plans for approval. Multnomah and Washington County's plans have been reviewed and recommended for approval by the oversight committee. Councilor Stacey reported that the Housing Bond oversight committee is preparing its first annual report and is preparing to come to the Metro Council in late May. He noted that Metro has begun to allocate Regional Flexible Funds. He concluded that the RID Patrol is working hard to clean up dumped garbage on public property. He noted that Metro is working to expand the RID Patrol and is working with community members to improve it.

4. **COMMITTEE MEMBER COMMUNICATIONS**

Councilor Vince Jones-Dixon thanked Councilor Stacey for rethinking the approach to RID Patrol and working to provide employment to those who were formerly incarcerated.

Mayor Joe Buck asked if there is a law stopping Metro from paying fair wages to incarcerated labor.

Councilor Christine Lewis clarified that the use of incarcerated labor was on a contract basis, so Metro did not control the wages that were paid. She noted that without the extra management of inmate labor, the cost of not using them is about the same.

Chair Callaway thanked Metro for providing use of the convention center for vaccinations.

5. **CONSENT AGENDA**

---

**MOTION:** Commissioner Terri Preeg Riggsby moved to adopt the consent agenda. Commissioner Carmen Rubio seconded the motion.

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

## 6. INFORMATION/DISCUSSION ITEMS

### 6.1 Regional Mobility Policy Update

Chair Callaway introduced the item by explaining that Metro and ODOT have been working to decide how “mobility” is defined in the region. This item is an opportunity for MPAC members to provide input. He introduced Metro Staff Kim Ellis and ODOT Staff Glen Bolen to present on the subject.

*Key points from the presentations included:*

Ms. Ellis noted that they are looking for feedback from MPAC members on potential elements of an updated mobility policy and approaches to measuring mobility. The project comes from the Regional Transportation Plan developed in 2018, which guides planning and design of roadways throughout the Portland metro area. She explained that the project will result in a recommended amendment to the RTP and Oregon Highway Plan.

Ms. Ellis stated that the current measure of mobility uses volume to capacity ratio, which affects decisions at local and state level. Concept plans are developed with this in mind. She noted it is also relevant to operational level. Ms. Ellis recognized that the mobility policy affects many areas but that this project focuses mostly on the system plan level and plan amendment level. She shared the overall project timeline, including what has been done and what will be done in the future. The goal is to complete the work by next March. She clarified that any new policy would not be final until it is adopted as part of the RTP and as part of ODOT’s highway plan.

Ms. Ellis explained that the 2040 Growth Concept is being used as the foundation. Under state law transportation plans must demonstrate adequacy to serve planned land uses. The updated mobility policy must advance 2040 goals as well as improve equity, safety, climate, and congestion goals. She noted that the Oregon Transportation Commission had adopted strategic action plan priorities of equity, a modern transportation system, and sufficient and reliable funding that align with and will be advanced through the project.

She gave an overview of other research that has been done which is included in fact sheets that provide examples of how the research has been applied. Key themes and observations from that work are included in a three page summary for members. Ms.

Ellis noted that the region has pursued a multi-modal transportation approach. There is broad support from ODOT and government partners to use multi-modal measures for evaluating transportation impacts. She acknowledged that it is important to be more holistic and consistent with plan amendments.

Ms. Ellis gave an overview of some of the feedback that has been provided through the RTP update and Get Moving Measure. Feedback included thinking about mobility in terms of getting places safely, affordably, and reliably. Another key thought was efficient freight movement and access to industry and ports.

Ms. Ellis commented that mobility means different things for different people and contexts. She also noted that how movement is changing in the region and will continue to change must be kept in mind as they plan. She then gave an overview of the Draft Mobility Policy key elements. The key elements included access, time efficiency, reliability, safety, and travel options. She then explained the mobility measures that had been identified for the project.

Ms. Ellis stated that the updated mobility policy must be equitable, include multiple measures for different contexts, and consistently inform different planning applications. She emphasized that different modes of transportation have different needs in different contexts. These different contexts change how mobility is measured. She gave examples of downtowns, industrial areas, and throughways as contexts where mobility is measured differently.

She gave a brief review of the screening process for determining what mobility measures would be used. The 12 measures selected were Multimodal Level of Service, Level of Traffic Stress, Pedestrian crossing index, system completeness, travel speed, accessibility to destinations, hours of congestion/duration of congestion, travel time reliability, vehicle miles traveled per capita, travel time, volume to capacity ratio for roadway links, and volume to capacity ratio at intersections. Ms. Ellis concluded by going over the next steps for the project before opening it up to questions with Mr. Bolen.

*Member Discussion Included:*

Mayor Rachel Lyles Smith asked for clarification on the different contexts that would be considered when talking about mobility. She also asked how roads that were primarily commute roads were being considered, which may not fit completely in the presented categories.

Ms. Ellis confirmed that they are wanting to identify and test measures depending on the users and function of facilities. She agreed that major travel coordinators are currently a gap in the update.

Mr. Bolen added that the RTP uses different measures depending on roadway classification, though there is not much of a difference.

Councilor Kathy Hyzy asked if there is consideration to measuring certain kinds of bottlenecks within the criteria being used.

Ms. Ellis noted that the traffic stress measure gets at measuring bottlenecks because it accounts for volume, number of lanes, and presence of sidewalks and pedestrian crossings. It is also being measured in other spaces being worked on by ODOT which this project can build off of.

Councilor Hyzy emphasized that the more transparent measures are about how they can applied to different levels, whether large or small scale, is what will make it useful to local governments. She also asked why certain crash measures were left out of the final list of measures.

Ms. Ellis agreed that they should better document why measures were left out. She explained that it was largely driven the fact that safety policies are already an overarching goal. The new policy would be in support of safety by using measures that are related to it rather than crash measures themselves.

Councilor Hyzy noted that there are air quality impacts that disproportionality impact disadvantaged communities.

Ms. Ellis acknowledged that this issue had come up and that it is difficult to address because it is an outcome of travel itself. Though it is being looked at, this affect is not being directly measured. Oregon law only requires them to look at adequacy which is not connected to air quality.

Mr. Bolen added that when cities do plan amendments with VC ratio it leads to auto focused solutions, which is why they are looking at using multimodal measures. This will hopefully lead to solutions that are more equitable and climate friendly.

Councilor Hyzy expressed appreciation for that being a part of the report and explained how this was an issue she often runs in to. Certain criteria make it more difficult to sell people on and acquire funding for projects that will result in a system that is viable and will accomplish their climate, safety, and equity goals.

Councilor Jones-Dixon asked about the role of emerging technologies in relation to travel.

Ms. Ellis answered that currently they are limited in their ability to forecast these emerging technologies and emphasized the importance of flexibility. She noted that there is Metro staff working to understand emerging trends.

Chair Callaway asked for Ms. Ellis to further differentiate mobility elements and measures.

Ms. Ellis answered that elements are the outcomes that are trying to be reached and measures determine how well we are doing to reach those outcomes.

Chair Callaway expressed a wish for emissions to be included as a policy element so that they can better achieve climate and climate justice goals.

Ms. Ellis noted that the overarching policies of the RTP already deal with climate actions.

Mr. Bolen noted that the goal is to get people affectively to where they want to go while achieving the goals of the RTP.

Chair Callaway noted the difficulty of assigning shares of system enhancement without the volume capacity ratio.

Ms. Ellis agreed that the nexus of proportionality is important, which case studies will be looking at more closely. The goal of them is to show that there alternatives to mobility measurements.

Chair Callaway thanked Ms. Ellis and Mr. Bolen for their presentation.

## **6.2 Parks and Nature Bond Refinement**

Chair Callaway introduced Councilor Lewis to explain the next agenda item.

Councilor Lewis explained that Metro is excited to present a report on the Parks and Nature Bond. She acknowledged that many have been turning to nature for comfort during the pandemic. The bond will provide funds to Metro and to regional partners through the local share. She concluded by introducing Metro Staff John Blasher, Beth Cohen, and Marcia Sinclair.

### *Key points of the presentation included:*

Mr. Blasher described the position of Metro's parks in relation to others in the region. He gave an overview of some of the parks and facilities operated by Metro. He gave a history of how bond measures have been used to fund a nature focused regional parks system over the last three decades. He shared some of the places where funds have gone to protect nature in the region. In 2019 voters voted to invest \$475 million dollars to protect fish and wildlife, improve water quality, and allow people access to nature. The bond has goals of advancing racial equity, preparing for climate change, and basing decisions on meaningful engagement.

Ms. Cohen explained that the current phase of bond refinement means engaging with communities to determine how funds will be invested. There are six programs that the bond will fund, which are land acquisition and restoration, Metro park improvements, community grants, local share, trails, and large scale community visions. So far progress

---

made has included safety and accessibility at Metro sites, the creation of an oversight committee, the launch of the local share program, and partner and stakeholder engagement. She gave an overview of each of the program areas and explained where the refinement process is for each program.

Ms. Cohen concluded by introducing Ms. Sinclair to explain the local share program. The local share includes \$92 million which will invest in local projects to meet community needs. The projects must meet bond and program criteria. Criteria include projects being built with meaningful community engagement, sharing bond proceeds equitably, climate resiliency requirements, and a focus on nature.

Ms. Cohen listed upcoming engagement opportunities for the summer and fall of 2021 and opened it up for questions.

*Member Discussion Included:*

Chair Callaway noted that one jurisdiction in Washington County had done extensive community outreach which resulted in basketball courts being high on the priority list. He noted that the focus on nature requirement meant the results of that outreach could not be fulfilled by the local share program.

Ms. Sinclair agreed that there are a lot of requirements for the bond which makes it challenging. She clarified that while the bond does not prohibit the park from happening, but it cannot be used for the basketball court because it is a source of funding focused on nature. She also noted that there is an expectation that the local share would not be the sole source of funding for a project.

Chair Callaway gave an example of community engagement successfully leading to a park feature and expressed hopes for considering projects with a lot of outreach even if they do not completely meet requirements. He asked if there are enough staff at Metro to help cities through the process of applying for grants.

Ms. Sinclair acknowledged that Metro staff had been furloughed and noted that jurisdictions are in various stages for their projects. This would mean that as projects come in, it is currently anticipated that Metro staff will not be overwhelmed. She stated that Metro is open to a workshop or other forms of engagement with jurisdictions.

Chair Callaway emphasized that the more specificity there is with bond requirements, the better the applications that are turned in will be.

Ms. Sinclair thanked Chair Callaway for feedback and stated that she is working to create a clear submittal packet for partners that is as clear as possible.

Councilor Lewis stated that Metro is committed to building the natural assets of the region.



Mayor Peter Truax thanked Metro for the work that they have done on both presentations tonight. He noted that former Vice President Walter Mondale died since the last MPAC meeting, as well as Congresswoman Elizabeth Perce.

7. **ADJOURN**

Chair Callaway adjourned the meeting at 6:47 PM.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Connor Ayers".

Connor Ayers  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 28, 2021**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
<b>6.1</b>	Presentation	04/28/21	Regional Mobility Policy Update Presentation	042821m-01
<b>6.2</b>	Presentation	04/28/21	Parks and Nature Bond Refinement Presentation	042821m-02