



Metro Policy Advisory Committee  
**February 27, 2013**  
Metro Regional Center, Council Chambers

**MEMBERS PRESENT**

Amanda Fritz  
Bill Turlay  
Bob Grover  
Bob Stacey  
Doug Neeley  
Jerry Willey  
Jody Carson, *1<sup>st</sup> Vice Chair*  
Josh Fuhrer  
Loretta Smith, *Chair*  
Marilyn McWilliams  
Martha Schrader  
Maxine Fitzpatrick  
Sam Chase  
Wilda Parks

**AFFILIATION**

City of Portland  
City of Vancouver  
Citizen, Washington Co. Citizen  
Metro Council  
City of Oregon City, Clackamas Co. 2<sup>nd</sup> Largest City  
City of Hillsboro, Washington Co. Largest City  
City of West Linn, Clackamas Co. Other Cities  
City of Gresham, Multnomah Co. 2<sup>nd</sup> Largest City  
Multnomah County  
Tualatin Valley Water District, Washington Co. Special Districts  
Clackamas County  
Citizen, Representing Multnomah Co. Citizen  
Metro Council  
Citizen, Representing Clackamas Co. Citizen

**MEMBERS EXCUSED**

Andy Duyck  
Annette Mattson  
Charlie Hales  
Charlynn Newton  
Craig Dirksen  
Kent Studebaker  
Norm Thomas  
Steve Clark  
Steve Stuart  
Tom Imeson

**AFFILIATION**

Washington County  
David Douglas School Board, Governing Body of School Districts  
City of Portland  
City of North Plains, City in Washington Co. Outside the UGB  
Metro Council  
City of Lake Oswego, Clackamas Co. Largest City  
City of Troutdale, Multnomah Co. Other Cities  
TriMet Board of Directors  
Clark County  
Port of Portland

**ALTERNATES PRESENT**

Gretchen Beuhner  
Jennifer Donnelly  
John Hartsock  
Marc San Soucie

**AFFILIATION**

City of Tigard, Washington Co. Other Cities  
Oregon Dept. of Land Conservation and Development  
Boring Fire District, Clackamas Co. Special Districts  
City of Beaverton, Washington Co. 2<sup>nd</sup> Largest City

**STAFF:** Joe Montanez, Kelsey Newell, Robin McArthur, Nikolai Ursin, Andy Cotugno, Councilor Kathryn Harrington.

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

Chair Loretta Smith called the meeting to order and declared a quorum at 5:03p.m.

## **2. SELF INTODUCTIONS & COMMUNICATIONS**

All attendees introduced themselves.

## **3. CITEZEN COMMUNICATION ON NON-AGENDA ITEMS**

No citizen communication or non-agenda items were discussed.

## **4. COUNCIL UPDATE**

Councilor Sam Chase provided an update on the following items:

- The Regional Transportation Plan amendments are available for public review and a public comment period is open until April 8, 2013. JPACT and the Metro Council will vote on the proposed amendments in May. For more information, visit [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp);
- The Southwest Corridor Project Steering Committee has approved five project bundles that are available for public review. Each project bundle evaluates how well the transit, roadway, bike and pedestrian improvements would perform if built. For more information, visit [www.swcorridorplan.org](http://www.swcorridorplan.org);
- The City of Hillsboro was featured in the Huffington Post as one of 20 U.S. cities invited to compete in the Bloomberg Philanthropies' "Mayors Challenge". For more information and to cast your vote, visit [www.huffingtonpost.com/mayors-challenge](http://www.huffingtonpost.com/mayors-challenge).

Ms. Robin McArthur provided an update on the following items:

- Ms. Robin McArthur also stated that Metro has received 31 applications for Community Planning and Development Grants thus far. The official deadline for applications is April 18, 2013. For more information, visit [www.oregonmetro.gov/grants](http://www.oregonmetro.gov/grants).

## **5. CONSENT AGENDA**

- **Consideration of the Feb. 13, 2013 minutes**

MOTION: Ms. Marylyn McWilliams moved, Councilor Jody Carson seconded, to approve the consent agenda.

ACTION: With all in favor, the motion passed.

## **6. INFORMATION & DISCUSSION ITEMS**

### **6.1 Local Jurisdictions' 2013 State Legislature Agendas**

MPAC Members from Wilsonville, Happy Valley, Beaverton, Gresham and Washington County made available their State Legislative Agendas.

## 6.2 Clean Energy Works Oregon

Mr. Derek Smith presented on Clean Energy Works Oregon. The goal of Clean Energy Works Oregon (CEWO) is to create jobs and save energy. CEWO accomplishes this goal by making it easy for citizens to upgrade their homes for energy efficiency. CEWO optimizes public investments by matching them with existing utility energy efficiency incentive funds and by leveraging private dollars. By creating a one-stop shop for homeowners to find contractors and financing, CEWO scales and grows the energy efficiency upgrade industry much faster than it would otherwise. CEWO is currently seeking a \$10 million state investment to capture the full market opportunity in Oregon. For more information, visit [www.cleanenergyworksoregon.org](http://www.cleanenergyworksoregon.org).

Member discussion included:

- Members inquired as to how a \$10 million state investment would be spent. Mr. Smith stated that these funds would go towards operation costs. He stated that with this investment, CEWO would be able to charge transaction fees which would allow them to expand their volume of clients;
- Members expressed concerns about seismic retrofitting. Mr. Smith stated that with a state investment, CEWO would expand its services to include seismic and radon retrofitting. Mr. Smith stated that FEMA and EPA dollars would help expanding into those services as well;
- Members expressed concerns about accountability of administrative costs, performance, and quality. Mr. Smith stated that CEWO is very focused on greater return for the public investment. Smith stated that CEWO administers quality control checks at the end of every project. Mr. Smith also noted that they focus heavily on customer education to ensure maximum energy savings and that customers voluntarily provide their utility bills as to track efficacy of the home's retrofit;
- Members inquired if CEWO works with equity organizations. Mr. Smith noted that CEWO works with good wage groups, minorities and veterans. He also stated that CEWO works locally to hire contractors;
- Members inquired as to how CEWO works with the homeowner. Mr. Smith stated that there is an energy audit that takes place, followed by a projected list of upgrades and costs. Smith noted that he considers CEWO to be the connective tissue for local contractors, construction workers, and a variety of other contracting bodies - bringing them together to achieve the goals of CEWO;
- Members inquired about loans, rebates and incentives. Mr. Smith stated that most projects cost around \$12 thousand and that the incentives are the energy savings from the home's retrofit;
- Members inquired as to how CEWO differs from Energy Trust or PCI. Mr. Smith considers CEWO a delivery vehicle of services and that CEWO enlists the service of those companies to carry out the goals of CEWO.

## 6.3 Regional Air Quality Impacts of Diesel Engines

Mr. Tim Lynch, Mr. Kevin Downing, and Ms. Moriah McGrath, presented on the impacts of diesel engine emissions on public air quality and public health. Diesel engines power the economy, but are harmful to public health. Diesel particulates are known carcinogens that cause respiratory disease, heart disease, even death and the smaller the diesel particulate, the greater the health hazard. Often, race, geography, income and occupation are major factors in air quality. Most diesel emissions come from freight trucks and the Portland/Multnomah Clean Diesel Partnership has

secured \$2 million in federal and state grant funding to support diesel retrofits for city and county vehicles. The retrofits are expected to reduce 7.74 tons of diesel particulate matter and save more than \$8 million in community health costs. The Oregon Clean Diesel Partnership also aims to reduce harsh diesel emissions by burning cleaner fuel, burning fuel cleaner, and burning less fuel. For more information, contact Kevin Downing, [downing.kevin@deg.state.or.us](mailto:downing.kevin@deg.state.or.us).

Member discussion included:

- Members inquired about the use of alternative energy freight trucks. Mr. Downing stated that some companies use all electric freight trucks and an increased number of companies are incorporating hybrid trucks into their fleets. Some train companies have incorporated hybrid train cars as well;
- Members inquired about coal generated electricity. Mr. Downing noted that a large volume of Portland's electricity comes from hydropower, but regardless of where electric comes from, it still has benefits over diesel;
- Members inquired as to how our bodies rid inhaled diesel particulates. Ms. McGrath stated that she did not know;
- Members inquired about the cost of diesel retrofits. Mr. Downing stated that cost varies depending on the engine size, but normally a retrofit project costs approximately \$15 thousand. He also noted that the public payback benefits for these projects are less than a year;
- Members inquired as to how bicyclists are affected by diesel emissions. Mr. Downing stated the majority of particulate exposure comes from commuting in ones vehicle. He also stated that heavier breathing in a strong diesel emissions area will increase the number of diesel particulates one inhales;
- Members inquired about clean diesel engines. Mr. Downing stated that modern diesel cars have a less of an environmental impact than gasoline cars;
- Members inquired as to what is being done to reduce greenhouse gas emissions mandated by the Climate Smart Communities program. Mr. Downing stated that burning cleaner fuel, burning fuel cleaner, and burning less fuel all align with the goals of Climate Smart Communities.

#### 6.4 **I-5 Replacement Bridge Project**

Ms. Heather Mills presented on the I-5 Replacement Bridge Project. The I-5 bridge connects the interstate system with access to deep water shipping, upriver barging, two ports, two water level rail lines, and air transport. However, this critical route is one of the worst freight bottlenecks in the nation. The proposed long-term solution includes replacing the existing bridge with a new, multimodal, 5-mile span of interchanges, light rail lines, and improved pedestrian and bicycle connectivity. The project is due for completion and opening in 2020. For more information, visit [www.columbiarivercrossing.org](http://www.columbiarivercrossing.org).

Member discussion included:

- Members inquired if there was consideration of a separate structure for Hayden Island. Ms. Mills stated that a local connection does exist for Hayden Island traffic;
- Members asked about operation and management costs of the new bridge. Ms. Mills stated that there are several options for breaking down those costs, but nothing is certain at this point;

- Members expressed concerns that tolling the new bridge will increase traffic on I-205. Ms. Mills stated that after a new toll opens; traffic in the area decreases for a year. After that year, traffic will return to normal levels, despite the toll.

**7. MPAC MEMBER COMMUNICATION**

Chair Loretta Smith mentioned the following items:

- MPAC summer trips ideas;
- A Metro Council liaisons update about the League of Oregon Cities Washington D.C. trip;
- Congratulated Mayor Jerry Willey and the City of Hillsboro for being a finalist in the Bloomberg Philanthropies’ Mayors Challenge.

**8. ADJOURN**

Chair Smith adjourned the meeting at 7:03 p.m.

Respectfully Submitted,



Joe Montanez  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR FEBRUARY 27, 2013**

The following have been included as part of the official public record:

<u>Item</u>	<u>Doc. Type</u>	<u>Doc. Date</u>	<u>Doc. Description</u>	<u>Doc. Number</u>
6.1	Handout	N/A	City of Gresham Legislative Priorities	22713m-01
5.0	Handout	2/20/13	MPAC Minutes 2/13/13	22713m-02
N/A	Handout	2/21/13	2013 MPAC Work Program	22713m-03
N/A	Handout	2/25/13	2013 MPAC Mtg. Calendar	22713m-04
6.2	Power Point	N/A	Clean Energy Works Oregon	22713m-05

6.3	Power Point	N/A	Regional Air Quality Impacts: Diesel Engines	22713m-06
6.4	Power Point	N/A	I-5 Replacement Bridge	22713m-07