



METRO COUNCIL WORK SESSION
Meeting Minutes
February 24, 2015
Metro Regional Center, Council Chamber

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

Councilors Excused: None

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

1. CHIEF OPERATING OFFICER COMMUNICATION

Chief Operating Officer Martha Bennett updated the Council on the following items:

- Ms. Bennett provided an update on the status of cities and counties within the Urban Growth Management Functional Plan Compliance Status report. There are 11 jurisdictions within the plan and 10 of them are currently in compliance with Title's 1, 3, 4, 6, 7, 11, and 13 as of the December 31st 2014 deadline. Of these jurisdictions, Forest Grove, Lake Oswego, Sherwood, Troutdale and Washington County have completed their Transportation System Plans (TSPs) and are now in compliance with the Regional Transportation Function Plan (RTFP). The jurisdictions of Happy Valley and West Linn have requested extensions until 2015, Portland and Wood Village have requested extensions till 2016, and Damascus and Multnomah County have requested extensions till 2017. All six of these jurisdictions were found to meet the requirements for requesting extensions. The City of Damascus is currently not in compliance with any of these titles and does not have a voter-approved comprehensive plan or TSP. A comprehensive plan has been developed for the March 2015 ballot, but in the event this plan also fails the City is requesting an extension until December 31st, 2017.
- Councilor Harrington inquired about the reasons for the City of Sherwood to request an extension until December 31st, 2021 on area 61, under Title 11: Planning for New Urban Areas. Ms. Bennett followed up on Councilor Harrington's question, stating that she will request more information on the issue.
- Councilor Harrington also noted that in Appendix D, it is difficult to understand whether the jurisdictions are in compliance with RFTP 2010 or RFTP 2014.
- Ms. Bennett updated that Saturday, February 28th, Metro will have staff participating in the Polar Plunge to raise money for the special Olympics in Oregon.
- Ms. Bennett reminded Council members that the February 26th Council Meeting is canceled.

2. INFORMATIONAL BRIEFING ON RESOLUTION NO. 15-4606, FOR THE PURPOSE OF AUTHORIZING THE CHIEF OPERATING OFFICER TO EXECUTE A DECLARATION OF COOPERATION IN SUPPORT OF THE COLUMBIA RIVER LEVEE REPAIR AND ACCREDITATION OREGON SOLUTIONS PROCESS

- Mr. Cotugno of Metro briefed the Metro Council on the status report and effort underway to address certification and accreditation of the Columbia River levees from Rivergate to Troutdale. The accreditation of the levee system in Peninsula Drainage Districts 1 and 2 expired in 2013 and is scheduled to expire in the Multnomah County Drainage District and Sandy Drainage Improvement Company in 2017. Oregon Solutions addresses this issue in its Columbia Levee Improvement Project. Metro has direct interest in the status of the Columbia River Levees as the property owner of the Expo Center and Blue Lake Park, which are both protected by levees along the Columbia River. The levees also protect the Portland International Airport and heavily industrialized lands important to the regional and state economy. A Resolution authorizing execution of a Declaration of Cooperation in support of the Columbia River Levee repair and accreditation constitutes an agreement of support for a common governance structure for Peninsula 1 & 2 to coordinate with the Multnomah County Drainage District and the Sandy River Drainage Improvement Company. Resolution No. 15-4606 is a statement of this agreement.
- Mr. Reed Wagner of the Multnomah County Drainage District (MCDD) provided a history and background information of the Drainage Districts. The Drainage Districts were created in 1916 for an opportunity for farmers to have longer growing seasons. After the 1948 Vanport flood that destroyed the City of Vanport Oregon, the U.S. Army Corps of Engineers required the full construction of the levees along the Columbia River in north Multnomah County. Since major flooding events such as Hurricane Katrina and Sandy, there have been policy shifts in accreditation and certification of levees. At present the lands within the Columbia River Levee system are not identified as a Special Flood Hazard Area (SFHA) by FEMA, and property owners are not required to purchase flood insurance through the National Flood Insurance Program (NFIP). If the levee system loses its accreditation and FEMA maps them as a SFHA, provisions of the NFIP become effective. This would require property owners to purchase flood insurance and local governments to adopt special restrictions for building in the floodplain. The cost of insurance would be very high and without it in a designated SFHA, property owners would lose access to commercial credit for development investments, leading to economic consequences for existing developed property and restrictions on the ability to develop property.
- Mr. Steve Greenwood of Portland State University added that the region within the levees holds 10% of Oregon's economy and de-accreditation and decertification would severely impact the private sector. He mentioned that evidence suggests that the status of the levees systems are in better shape and that this is a less significant issue than what was originally thought.

Council Discussion:

- Councilor Harrington requested a redlined version of the packet. She also noted the importance of public outreach and stated that more effort needs to be done to let the public know why this region is vital and why certification and accreditation are important.
- Councilors inquired about the importance of bringing the districts together under one governance structure and if there is any specific direction or role for Metro to take in this

process. Mr. Wagner responded that by consolidating the districts makes accreditation much easier. Metro is currently helping determine the economic benefits of this project for this region. What FEMA is looking at is the size of the levees and how they would function in a high water event, while the Army Corps of Engineers focuses on the houses, businesses and people protected by the levees. The goal of this project is to focus on the FEMA related needs of the project.

- Councilor Chase inquired about how far floodwaters would reach if there was a breach in the levees. Mr. Wagner replied that the floodwater would inundate an area up to the Columbia River Slough.
- Councilor Harrington noted that the impacts of flooding are far reaching and that more than just the flooded region is affected economically.

3. FEDERAL TRANSPORTATION POLICY OPTIONS DISCUSSION

- Mr. Cotugno expressed the importance of an updated, multi-modal transportation system for the region and the connection to economic growth and prosperity, community livability and environmental sustainability. While the state and local governments have increased their level of investment, the federal government has not increased their overall share of investment and their share of investment is shrinking as a percent of the total. Key policy messages from the Portland region to the congressional delegation are to substantially increase the level of federal investment in all parts of the multi-modal surface transportation system.

Council Discussion:

- Councilor Dirksen indicated that the Joint Policy Advisory Committee on Transportation (JPACT) would need to be briefed on the policy options.
- Councilor Harrington requested there be an overview statement on what the positive impacts of funding a multi-modal transportation system would have on the economy and public health.
- Councilor Chase indicated that there should be a greater emphasis on the Climate Smart Communities project.

4. COUNCIL LIAISON UPDATES AND COUNCIL COMMUNICATION

- President Hughes discussed important senate bills in the 2015 Oregon Legislative Session with Councilors. The discussion included updates on the status of various bills that would impact Metro and the stance Metro should have towards these bills.

Seeing no further business, Council President Tom Hughes adjourned the Council work session at 4:16 p.m.

Respectfully submitted,

Metro Council Work Session

Feb. 24, 2015

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A handwritten signature in cursive script that reads "Botond Kovacs". The signature is written in black ink and has a fluid, connected style.

Botond Kovacs, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEB. 24, 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	Report	02/24/15	2014 Compliance Report	022415cw-01
1.0	Handout	02/24/15	Places Enterprising	022415cw-02
2.0	Map	02/24/15	Columbia River Drainage Districts	022415cw-03
3.0	Handout	02/24/15	Portland Region Position on Federal Transportation Policy Funding	022415cw-04
3.0	Handout	02/24/15	DRAFT Proposed-Regional Transportation System of Mutual Interest Definition & Funding Eligibility	022415cw-05
3.0	Memo	02/20/17	DRAFT Framework for discussing definition of a Regionally Significant System	022415cw-06