

Metro

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Metro

Minutes

Tuesday, May 16, 2017

2:00 PM

Metro Regional Center, Council Chamber

Council work session

2:00 Call to Order and Roll Call

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

Councilors Excused: Councilor Tom Hughes

Deputy Council President Kathryn Harrington called the Metro Council work session to order at 2:04 p.m.

2:05 Chief Operating Officer Communication

Mr. Scott Robinson, Deputy Chief Operating Officer, informed Council that Mr. Scott Winn would be speaking for a racial equity series from June 25th and June 26th, 2017 at Metro. Mr. Robinson stated that invites had been sent out and that Mr. Winn was a lecturer who has extensive experience on racial equity issues.

Mr. Dan Moeller, Conservation Program Director for Parks and Nature, provided a briefing on the ongoing Title 10 update process. According to Mr. Moeller, Title 10 code governs the use of natural areas and management of wildlife quality and protected habitat. Also, the code verifies whether the system rules reflect the current system of today and the public is able to connect to the natural areas with proper access and resources. Mr. Moeller indicates that an advisory board would discuss the current set of system tools and also deliberate upon other rules that Metro may implement. Community based organizations and other community stakeholders would be part of that advisory board; the board would provide feedback to Metro Staff. Staff would then take code feedback to the Council for further framework development. Mr. Moeller shared that there would be members from the advisory board that were not from the region i.e. were outside of the urban growth boundary (UGB). Mr. Moeller emphasized the importance of regional representation of the advisory board. Formal engagement of the advisory committee would take place in

June 2017 whereas a technical review of the Title 10 code would take place later in the summer. Also, the Office of Metro Attorney (OMA) would advise Parks and Nature on code language and refinement of proposed code changes. Additional work sessions would place before Council would adopt the potential code update in March 2018.

Mr. Roger Gonzalez, Council Policy Coordinator, shared the response letter from Council President Hughes in regards to the proposed sending of Metro waste to the Covanta-Marion waste-to-energy facility. Mr. Gonzalez stated that a health impact inspection was currently underway, though it would be not conducted quickly enough in lieu of a formal response. The letter would include information on the health assessment and other developmental updates regarding the Covanta facility.

Mr. Andy Shaw, Government Affairs Manager, stated that Land Use Bill 2095 passed from the Senate's Business and Transportation Committee. Mr. Shaw indicated that sponsors from Metro and regional jurisdictions testified on behalf of the bill. The recreational immunity bill had a hearing last week; though the hearing went positively, there was still work on getting it passed from the Senate Policy Committee. According to Mr. Shaw, Senate Bill 1008 (clean diesel) would likely struggle to pass due to its supposed connection to the transportation package and provisions being removed or modified. The Joint Transportation Committee held a second hearing on the state transportation package. Mr. Shaw recalled that the committee discussed implementing an excise tax on new vehicles to fund bottlenecks and additional multi-modal projects. Mr. Shaw noted that shifting surcharge authority to local control (from State imposed tax) was concerning because the package may be referred for a vote. Mr. Shaw recalled that certain interest groups representing trucking associations were weary of an additional weight/mile tax alongside regional surcharges.

Work Session Topics:

2:10 Southwest Corridor Equitable Development Strategy

Ms. Malu Wilkinson, Investment Areas Manager, recalled that the Southwest Corridor Plan (SWCP) would provide constituents access to jobs and schools. Equity was an important component of the plan and it would shape the framework of the plan in order to incorporate existing Metro Policy on regional equity. Thus, Metro staffs were focusing on three major areas in order to effectively develop the SWCP: partnerships, planning, and implementation. Ms. Wilkinson noted that major projects, such as light rail, acting as public investments catalyzed private development. Though not always, Ms. Wilkinson indicated that high capacity transit could be the largest public investment in an area. As a developmental strategy, Metro staff was focusing on leveraging resources at all levels to maximize public benefit and return. Moreover, Ms. Wilkinson emphasized the alignment of local, regional state, and federal (among other) investment strategies to maximize benefits. Ms. Wilkinson highlighted that the Light Rail Draft Environmental Impact Statement (DEIS) would be prepared in late 2017. As a component of the Economic Value Atlas, a pilot project for the SWCP would be implemented over the next two years. Mr. Brian Harper, Senior Regional Planner, shared with Council that Metro staff had been working on formulating a proposal for a Federal Transit Administration (FTA) Transit-Oriented Development (TOD) grant worth \$895,000. Mr. Harper acknowledged that there were five major components for the SWCP work program:

- Partnerships and community profiles
- Corridor and Subarea analysis
- Strategy Development and Implementation
- Present Status Coordinate
- Regional Application

In regards to partnerships and community profiles, Mr. Harper noted that as part of equitable housing research, data on where households making less than half of median

income could afford rent was analyzed. Also, prior work done on analyzing where households making median income could afford homes was a part of the developmental framework. Mr. Harper indicated that without understanding accessibility to work and school, formulating policy related to equitable housing would be incomplete. Furthermore, Mr. Harper recalled that there was analysis conducted to determine what wages would allow for households in the corridor to enjoy the region's standard quality of life. Mr. Harper mentioned that the percent of income spent on housing for a family earning \$69,000 was part of the corridor and subarea analysis. Mr. Harper noted that the percent of income spent on housing was moving towards the "less affordable" range and this was in reference to data from 2013. Mr. Harper wanted to showcase how the SWCP could be applied regionally as its framework is consistent with regional trends for housing, work, and school accessibility. Mr. Harper then highlighted the intended outcomes from the TOD grant:

- Southwest Corridor Equitable Development Strategy (SWEDS): With guidance from Council, identify the investments and policies to mitigate displacement and promote equitable development at a corridor-wide level in response to population and employment growth through 2040.
- Community-Driven Implementation: Advisory groups, based off policy direction from SWEDS, would deliver pilot project proposals for corridor-wide implementation.
- Regional Quality of Life standard: Analysis of what housing options, jobs, education, and services need to be physically and financially accessible to allow people with the opportunity to enjoy the region's standard quality of life.

Mr. Harper highlighted that at the center of the SWEDS partner consortium, the SWEDS Project Oversight Committee (SPOC) would report directly to Metro staff. This

committee would be made up of regional stakeholders, though the list was not yet finalized. Alongside the SPOC, there would be an additional three advisory groups:

- The equity and housing advisory group would provide guidance on housing conditions, indicators, strategies, and actions.
- The business and workforce advisory group would provide guidance on business and workforce conditions, along with alignment with related economic and workforce development activity.
- The finance and investment advisory group: Property investment guidance, early guidance on property acquisition, and disposition associated with light rail construction.

There would be an additional two bodies that would oversee the SWCP:

- SW Corridor Plan Committee and Leadership: Would review overall SWEDS project goals
- Metro Council: Review of overall SWEDS project deliverables.

Council Discussion:

Councilor Dirksen noted that the Southwest Corridor area is job rich and that future development needs to take into account accessibility to employment and schools; he highlighted that Portland State University and George Fox University required effective transportation systems in order for underdeveloped and underrepresented communities to attend higher education. Councilor Chase appreciated the work plan and the equitable strategy associated with the SWCP. He emphasized that housing is a major cost for many families in the corridor subarea and that general public transportation and accessibility to employment was a major factor related to the equity component of the plan and overall work program for the SWCP. Councilor Harrington

requested clarity on what outcome the respective advisory committees would participate in. She also interested in the regional quality of life standard component of the work plan and wanted to know where it stood in the current project timeline. Also, Councilor Harrington requested more information on the amount of development the SWCP would take place in the Washington and Multnomah County areas.

3:00 Metro Attorney Communication

Ms. Alison Kean, Metro Attorney, noted that Metro had completed its steps on the Oregon Convention Center Hotel bonds project and now the wait was on the developer to finalize their finances. Ms. Kean indicated that a bond rating presentation had been conducted; she indicated that Metro was aiming for a AA- bond rating. A final negotiation would take place later in the year and would include an amendment to the Development and Finance Agreement. Ms. Kean shared with Council that she had attended a Oregon Women Lawyers (OWL) event at the federal council; the topic was women in general counsel. Ms. Kean indicated that Mr. Roger Alfred was working on the Stafford intergovernmental agreement (IGA). Ms. Kean also indicated that election code would be modified in the near future for Council consideration. According to Ms. Kean, current Metro code was not consistent with state law which was a major reason for the code to be modified. Ms. Kean shared that OMA staff was working on a model housing covenant for the TOD program. Mr. Alfred was working on finalizing an IGA between several cities for equitable housing programs. Request for Proposal (RFP) for transportation and disposal sites were being reviewed on behalf of the Solid Waste department, according to Ms. Kean. Lastly, Ms. Kean added that an IGA between local jurisdictions was being drafted for the Willamette Falls project.

3:10 Councilor Liaison Updates and Council Communication

Mr. Shaw shared with Council that the document

highlighting the frame for regional-local surcharge funding decision making was not up-to-date based off of recent feedback from state legislators. Mr. Shaw highlighted that the goal for administering the surcharge should fall under Metro control with additional advisory bodies made up of regional jurisdictions participating in fund allocation. Also, local participation in bringing forth projects was being investigated to allow for flexibility in project allocation. Mr. Shaw highlighted consistency with local, regional, and state land use and transportation plans, and allowed uses of anticipated resources available for congestion improvement plans in order to maintain a balance in regional needs and funding capabilities. Mr. Shaw shared these criteria (among others) to showcase the framework for creating a system that would not alienate the needs of a particular jurisdiction. Mr. Shaw recounted that there was general reservation about the Council's role in approving or rejecting project funding proposals. However, Mr. Shaw recounted that Metro did not have a history of rejected initiatives that were vetted by coordinating advisory committees and oversight of the Joint Policy Advisory Committee on Transportation (JPACT). As for the language in the proposed transportation bill, Mr. Shaw indicated that staff was making sure that Metro representation was being honored so that the bill is not modified or altered in such a way that would undermine the authority and vision of Metro.

Councilor Stacey requested more information on the allocation criteria in regards to the 150% of funding being divided between the coordinating committees. He noted that reviewing allocation targets i.e. population growth, equity, travel demands etc would be useful in determining how respective jurisdictions received funding for particular projects.

3:20 Adjourn

Seeing no further business, Deputy Council President Hughes adjourned the Metro Council work session at 4:22 p.m.

Respectfully submitted,

Amaanjit Singh

**EXECUTIVE SESSION ORS 192.660(2)(F), TO CONSIDER INFORMATION OR RECORDS
THAT ARE EXEMPT BY LAW FROM PUBLIC INSPECTION.**