



Metro | Agenda

Meeting: Metro Technical Advisory Committee
 Date: Wednesday, March 2nd, 2011
 Time: 10 a.m. – 12:00 p.m.
 Place: **Metro Regional Center, Council Chambers**

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00 a.m.	CALL TO ORDER AND INTRODUCTIONS		Robin McArthur, Chair	
10:10 a.m.	1. 2011 MTAC Work Program <ul style="list-style-type: none"> • MPAC/MTAC Roles and Responsibilities • 2011 Agenda topics • Potential MPAC Bylaw changes <p><i>Objective: Understanding of work program elements for 2011</i></p>	Discussion	Robin McArthur/ John Williams	None
10:30 a.m.	2. Setting Greenhouse Gas Emissions Reduction Targets for Light Vehicle Travel in the Portland Region <p><i>Objective: Brief MTAC on state process used to establish GHG emissions/light vehicle travel. Receive input on target setting process.</i></p>	Information/ Discussion	Rob Zako, DLCD	In packet
11:10 a.m.	3. Creating Climate Smart Communities Using Scenarios <p><i>Objective: Brief MTAC on project, receive input on range of land use & transportation strategies identified & testing approach for this summer</i></p>	Discussion	Kim Ellis	In packet
Noon	ADJOURN			

MTAC meets on the 1st & 3rd Wednesday of the month. The next meeting is scheduled for March 16th, 2011.

For agenda and schedule information, call Alexandra Roberts at 503-797-1839, email: Alexandra.Roberts-Bullock@oregonmetro.gov. To check on closure or cancellations during inclement weather, please call 503-797-1700#.

 **Metro** | *Memo*

Date: February 17, 2011
To: TPAC, MTAC and interested parties
From: Kim Ellis, Principal Transportation Planner
Re: Setting Greenhouse Gas Emissions Reduction Targets for Light Vehicle Travel in the Portland Region

PURPOSE

Staff from the Department of Land Conservation and Development (DLCD), will brief TPAC and MTAC on the timeline and process for establishing metropolitan-level greenhouse gas (GHG) emissions reduction targets for light vehicle travel in Oregon's metropolitan areas, including the Portland region. Similar meetings are scheduled in Oregon's five other metropolitan areas - Salem/Keizer, Medford, Bend, Eugene/Springfield and Corvallis.

This is an opportunity for committee members to ask questions on the process and next steps, understand how the targets would apply to the Portland region and identify issues that should be addressed through the state rulemaking process.

BACKGROUND

In 2007, the Legislature established statewide goals for greenhouse gas emissions (GHGs) – calling for stopping increases in emissions by 2010; a 10 percent reduction below 1990 levels by 2020 and a 75 percent reduction below 1990 levels by 2050. The targets apply to all emission sectors, including energy production, buildings, solid waste and transportation.

Senate Bill 1059 (2010) and House Bill 2001 (2009) direct Oregon's Land Conservation and Development Commission (LCDC) to adopt rules by June 1, 2011 that set targets for metropolitan areas to plan for reductions in greenhouse gas (GHG) emissions from light vehicles (cars and light trucks).

The draft Metropolitan Greenhouse Gas Reduction Targets rule (with Metro region targets) will be released on April 1, 2011. LCDC will hold a public hearing on April 21, and is expected to adopt the rule and GHG emissions reduction targets on May 19, 2011, following a second public hearing.

Both bills anticipate that local governments in metropolitan areas will engage in land use and transportation scenario planning to evaluate and select a preferred scenario for achieving the adopted targets. HB 2001, which applies primarily to the Portland Metropolitan area, requires development and adoption of scenario plans. SB 1059, which applies to the state's other five metropolitan areas (Salem-Keizer, Eugene-Springfield, Rogue Valley, Bend and Corvallis), anticipates but does not require preparation of scenario plans at this time.

In addition to target rulemaking by LCDC, SB 1059 directs DLCD and the Oregon Department of Transportation (ODOT) to work together with local governments in metropolitan areas to produce several other products to support scenario planning and GHG reduction efforts. These include:

- Preparation by ODOT, Department of Environmental Quality (DEQ) and the Department of Energy (DOE) of estimates of future vehicle and fuel technology to inform the target setting rulemaking. (This is also required by HB 2001.)
- Development by ODOT and the Oregon Transportation Commission (OTC) of a statewide transportation strategy for GHG reduction. The OTC appointed an advisory committee to assist in this effort. Given the close relationship between the target rulemaking and the state strategy, several people are serving on both advisory committees.
- Preparation by ODOT and DLCD of guidance for scenario planning, including scenario planning guidelines and a toolkit of recommended practices and evaluation techniques for GHG reduction.
- A scenario planning funding report, completed in January 2011, which estimates the amount of funding that local governments in metropolitan areas will need to conduct scenario planning.
- A public education effort to inform the public about the need to reduce GHG emissions and the costs and benefits of reducing GHG emissions.

Metro's Climate Smart Communities Scenarios effort responds to the legislative mandates and will inform and be informed by each of the state-level activities.

For more information on the LCDC rulemaking effort go to:

http://www.oregon.gov/LCD/target_rulemaking_advisory_committee.shtml

For more information on the Oregon Sustainable Transportation Initiative go to:

<http://www.oregon.gov/ODOT/TD/TP/OSTI.shtml>

/Attachments

- Oregon Sustainable Transportation Initiative Key Activities and Decision Matrix (dated 12/10/10)
- LCDC Target Rulemaking Advisory Committee membership list
- DLCD memo: Target Rulemaking Issues and Draft Outline for Metropolitan Greenhouse Gas Target Rule (dated January 13, 2011)
- SB 1059 Target Rulemaking Summary of Issues (dated February 3, 2011)

Oregon Sustainable Transportation Initiative (SB 1059)
Key Activities and Decision Matrix
Through January 2012

Deliverable / Activity	Committees				Decision Maker	Estimated Completion
	STS TAC	STS PC	SP TAC	TRAC		
Statewide Transportation Strategy						
• Phase 1: Research and analysis of GHG emissions reduction from light vehicles	Review	Recommend	Brief	Brief		Mar-11
• Phase 2: Research and analysis of GHG emissions reduction from all vehicles. Adopt a Statewide Transportation Strategy to reduce GHG emissions from the entire transportation sector.	Recommend to PC	Recommend to OTC	SP TAC is done by Dec-11	TRAC is done by July-11	OTC	Jan-12
Agency Technical Report						Mar-11
• Estimate 1990 baseline VMT and GHG emissions in each metropolitan area	Review	Brief	Brief	Brief	ODOT	Mar-11
• Estimate average GHG emissions of vehicle fleet in 2035					ODOE/DEQ	
• Estimate vehicle fleet turnover rate through 2035					ODOT	
• Recommend percentage reduction GHG & VMT reductions for 2035 for each metropolitan area needed to meet state 2050 GHG reduction goals					ODOE/DEQ	
Scenario Planning Guidelines						
• Draft Report on Scenario Planning Guidelines	Brief	Brief	Recommend	Brief	DLCD/ODOT	Apr-11
Toolkit						
• Draft GHG Reduction Toolkit (Data Base)	All committee members will be invited to meetings.				ODOT/DLCD	Apr-11
Public Education and Outreach						
• Plan Approach		Brief	Brief	Brief	ODOT/DLCD	2011 →
Target Rulemaking						
• 2035 GHG targets for each metropolitan area	Brief	Brief	Brief	Recommend	LCDC	Jun-11
Financing Report						
• Financing Report	All committees will receive the final report.				ODOT/DLCD	Jan-11

Committees:

- Statewide Transportation Strategy Technical Advisory Committee (STS TAC)
- Statewide Transportation Strategy Policy Committee (STS PC)
- Scenario Planning Technical Advisory Committee (SP TAC)
- Target Rulemaking Advisory Committee (TRAC)

Committee Responsibilities:

- **Brief:** Committee members are informed about the progress of the task.
- **Review:** Committee assists agency staff in developing the task analysis and is responsible for providing input and comments.
- **Recommend:** Policy and advisory committees are briefed on the work of the technical committees and staff. The committees will provide direction or comment as needed, and are responsible for making recommendations to the appropriate bodies.

Deliverables:

Statewide Transportation Strategy – The vision will describe the general characteristics of transportation systems, vehicle and fuel technologies and land use patterns likely to be necessary to achieve the reductions in the transportation sector greenhouse gas emissions. The strategy will recommend new policies or changes to existing policies which are necessary to carry out the vision. The 2050 vision is not a deterministic plan rather it plots out a general course of action. It is one step in an iterative process that also includes the monitoring of transportation and land use systems. There are two phases, with the first phase primarily in support of the technical report due to LCDC in March 2011. The second phase, development of the strategy is anticipated to be completed by January 2012.

Agency Technical Report – ODOT, DEQ, and ODOE will prepare estimates for 1990 light vehicle GHG emissions and forecast future 2035 vehicle fleet and fuel characteristics. This report provides the foundation for modeling of different policy scenarios. The report is due March 2011.

Scenario Planning Guidelines – The guidelines will provide a step by step guide for local governments' use in metropolitan area scenario planning. The guidelines will include goals and objectives and an image of how the transportation system and land use patterns would be organized so as to achieve the goal of reducing greenhouse gas emissions from light vehicles. It is anticipated that the first draft of this work will be completed by April 2011 and the final version by December 2011.

Toolkit - The toolkit is a database listing actions and programs local governments can implement to reduce transportation-related greenhouse gas emissions from light vehicles. It is anticipated the first draft of this work will be completed by April 2011 and the final version by March 2012.

Public Education and Outreach – SB 1059 identifies public education as a key component of the state's effort to address climate change. The legislation calls for educating the public about the need to reduce greenhouse gas emissions from motor vehicles with a gross vehicle weight rating of 10,000 pounds or less; and about the costs and benefits of reducing greenhouse gas emissions. Agency staff will develop the framework for a statewide public awareness program and work with local governments in metropolitan planning areas to support local communication and outreach efforts.

Target Rulemaking - LCDC is required to adopt rules setting greenhouse gas emission reduction targets for each of Oregon's metropolitan areas. The targets are to be used to guide land use and transportation scenario planning in metropolitan areas.

Financing Report – SB 1059 directed ODOT and DLCD to prepare a report to the 76th legislative assembly that outlines the cost to local metropolitan planning areas to conduct scenario planning.

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

Member

Affiliation

Gail Achterman	Oregon Transportation Commission
Terry Beyer	Oregon House of Representatives, District 12
Craig Campbell	AAA of Oregon/Idaho
Mark Capell	Bend City Council
Dan Clem	Salem City Council
Kelly Clifton	Portland State University
Carlotta Collette	Metro Council
Al Densmore	Medford City Council
Angus Duncan	Oregon Global Warming Commission
John Fregonese	Fregonese Associates
Don Greene	LCDC Citizen Involvement Advisory Committee
Tony Hyde	Columbia County Board of Commissioners
Mary Kyle McCurdy	1000 Friends of Oregon
Linda Modrell	Benton County Board of Commissioners
John Oberst	Mayor, City of Monmouth
Andrea Riner	Lane Council of Governments
Martha Schrader	Oregon Senate, District 20
Tom Schwetz	Lane Transit District
John VanLandingham	Land Conservation and Development Commission
Rick Williams	Lloyd Transportation Management Association
Ken Williamson	Environmental Quality Commission
Alan Zelenka	Eugene City Council





Oregon

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January 13, 2011

TO: Target Rulemaking Advisory Committee (TRAC)

FROM: Robert Cortright, DLCD Staff

SUBJECT: **Target Rulemaking Issues and Draft Outline for Metropolitan Greenhouse Gas Target Rule**

This memo outlines issues identified by the TRAC to be addressed or considered in target rulemaking. Following the issue section is a draft outline for a Metropolitan Greenhouse Gas (GHG) Target Rule to carry out the requirements of Senate Bill 1059 and House Bill 2001.

Target Rulemaking Issues

TRAC has identified or discussed the following issues to be addressed or considered in either the target rulemaking or in recommendations to LCDC. Staff proposes that these issues would be: (1) considered as the rule is drafted; (2) addressed in proposed rule language; and/or (3) addressed in TRAC recommendations to LCDC.

Staff is looking to the TRAC for the following actions:

- Review and discuss list of rulemaking issues
- Identify whether there are additional issues to be added
- Provide guidance on fine tuning the description of the issues

According to comments from the TRAC, target rulemaking should consider and/or address these issues:

- a. Be clear that the purpose of targets and scenario planning is to inform a broad, statewide policy discussion about the role changes to land use and transportation, in metropolitan areas, can play in meeting state goals to reduce GHG emissions.
- b. The differences in population growth among metropolitan areas so that the responsibility for achieving GHG reductions is equitably allocated.
- c. The differences in the ability of individual metropolitan areas to achieve GHG reductions considering existing development patterns, transportation systems, and other factors.
- d. The need to provide local governments with flexibility on the methods for achieving GHG reductions.
- e. A provision for LCDC to review and revise targets to reflect new information and the results of other efforts and actions to reduce GHG emissions.

- f. Acknowledge actions that local governments have already taken to accomplish GHG reductions.
- g. How to account for the amount of thru travel and regional travel (i.e. travel that begins or ends outside a metropolitan area) that occurs in each metropolitan area.
- h. Establishing methods and a baseline for measuring GHG emissions which enables local governments to readily compare existing plans and conditions (i.e. for 2010) with alternative scenarios as they conduct scenario planning.
- i. Provisions for local governments to consider the effect of congestion and congestion reduction measures in meeting GHG reduction targets.

Draft Rule Outline

Staff has developed an outline of a draft rule that responds to the statutory requirements and provides a framework for addressing the rulemaking issues which the TRAC has identified to date. The outline highlights major sections of the proposed rule and describes the details in each section of the rule. In developing the outline, staff made the following assumptions about the scope and structure of targets and target rulemaking:

- The rule would implement the target requirements of both House Bill 2001 and Senate Bill 1059. The rule would include separate provisions for the Portland metropolitan area and the other metropolitan areas. *This recognizes that the statutory basis for targets and the effect of adopted targets is different for the Portland metropolitan area than for the other five metropolitan areas in the state.*
- The rule would be limited to setting targets and describing how targets are to be measured. It would not set requirements for land use and transportation scenario planning.
- The rule would be structured to allow for individual targets for each metropolitan area. *GreenSTEP and the Agency Technical Report are expected to recommend percentage reductions for each metropolitan area.*
- Targets will be expressed as a per capita percentage reduction in GHG emissions from light vehicle travel in the year 2035. *Expressing targets in the form of a per capita percentage reduction is easier to measure. This measure also allows for a meaningful comparison between metropolitan areas, and is a way to meet the statutory requirement to consider differences in population growth rates when setting targets*
- Targets would be expressed in the form of reductions from 2010 emission levels. *Staff believes this is advisable because more complete data is available for 2010 than for 1990. Use of 2010 data will also make it easier for metropolitan areas to compare scenarios with current plans and conditions. Targets would be set at a level that is expected to meet the statutory requirement of a reduction compared to 1990 emissions.*
- The rule would include a requirement for LCDC to evaluate targets and consider changes to the targets based on new information. *Targets will be based on best information*

available at this time. A variety of efforts are underway at state and national levels to reduce GHG emissions, and new information about expected reductions from these efforts, and the results of scenario planning, should be considered and used to re-evaluate the targets.

Draft Outline for a Metropolitan Greenhouse Gas Target Rule

Purpose

Explains that the rule establishes targets for reducing GHG emissions from light vehicle travel in metropolitan areas as required by Senate Bill 1059 and House Bill 2001.

Definitions

Defines key terms. *For example: metropolitan area, light vehicle travel within a metropolitan area, and GHG reduction target.*

GHG reduction target for the Portland metropolitan area

Identifies a GHG reduction target to guide Metro and local governments in the Portland metropolitan area as they conduct scenario planning as required by House Bill 2001. The GHG reduction target would be a percentage reduction in GHG emissions from light vehicle travel per capita in year 2035 from estimated year 2010 emission levels.

GHG reduction targets for other metropolitan areas

Identifies GHG reduction targets for Salem-Keizer, Eugene-Springfield, Bend, Rogue Valley, and Corvallis metropolitan areas as required by SB 1059, Section 5.

Targets - Specify a target for each metropolitan area expressed as a percentage reduction in GHG emissions from light vehicle travel per capita in the year 2035 from year 2010 emission levels.

Effect of targets - Make it clear that this rule does not require local governments to conduct scenario planning or to meet targets.

Method for estimating GHG emissions

Describes process for calculating GHG emissions for 2010 baseline and 2035.

Method for adjusting GHG targets to account for congestion and congestion relief.

Review and evaluation of GHG reduction targets

Requires LCDC to conduct a review of targets and to amend targets as appropriate to reflect new information and the results of other Senate Bill 1059 work.

Supporting Materials

- TRAC Report and Recommendation to LCDC
- Agency Technical Report
- Senate Bill 1059 and House Bill 2001
- MPOGHG Task Force Report

SB 1059 Target Rulemaking Summary of Issues
and proposal about where and how each issue will be addressed

TRAC Issue	Addressed in Rule	Addressed in Report	Comments
Clarity about role of targets. Be clear that the purpose of targets and scenario planning outside Portland Metro area is to inform a broad statewide policy discussion about the role of changes to land use and transportation in metropolitan areas to meet state goals to reduce GHG emissions.	✓	✓	Target rule will be clear that scenario planning to meet targets is not required at this time (except for Portland Metro).
Recognize regional differences in population growth. Acknowledge the differences in the rate of population growth among metropolitan areas since 1990 so that the responsibility for GHG reduction is equitably allocated.	✓	✓	Targets are likely to be expressed as <i>per capita</i> reductions. GreenSTEP and Agencies Technical Report will calculate expected reductions in each metropolitan area.
Acknowledge the differences in abilities across the metropolitan areas. Consider the differences in the ability and circumstances of metropolitan areas to achieve GHG reductions.	✓		Targets will be set for each metropolitan area. ATR should indicate potential differences in expected reductions among metropolitan areas.
Flexibility in GHG reduction methods. Provide for as much flexibility, for local government, as possible in the methods they choose to achieve light vehicle GHG reductions.	✓		Primarily addressed through Scenario Planning Guidelines.
Review of targets. Provide for a LCDC review of targets to consider new information and results of other efforts and actions to reduce GHG emissions.	✓		Rule will include a provision for LCDC to review targets and list factors to be considered.
Consideration of existing efforts. Acknowledge actions that local governments have already taken (since 1990) to reduce GHG emissions.	✓		Targets will be based on reductions from 1990 emission levels.
Accounting for through/regional travel. Consider amount of through and regional travel in each metropolitan area in setting reduction targets.		✓	Agencies Technical Report should include information on the relative amount of through and regional traffic in each metropolitan area.
Measurable baseline for reductions. Establish clear methods and baseline which will allow local governments to calculate how existing plans and proposed scenarios compare in meeting GHG targets.	✓		Target rule will likely set baseline year of 2005 or 2010 to allow comparison with existing plans.
Congestion reduction adjustment. Provide a method for local governments to consider effects of congestion and congestion reduction measures on GHG emissions.	✓		Statute requires ODOT, DEQ and ODOE to recommend a method for adjusting reduction targets to reflect.
Funding for scenario planning. Identify and provide sufficient resources for local governments to conduct scenario planning.			Addressed in Scenario Planning Financing Report.
Coordinate other state required plan updates. Need to describe how scenario planning will be integrated with other state and federal requirements for updates to land use and transportation plans.		✓	To be addressed in more detail in Scenario Planning Guidelines.

Metro | Memo

Date: February 23, 2011
To: MTAC and interested parties
From: Kim Ellis, Principal Transportation Planner
Re: Creating A Climate Smart Communities Strategy Using Scenarios

PURPOSE

The purpose of this agenda item is to share information about the Climate Smart Communities Scenarios Project, preliminary results of the statewide scenarios effort and receive input on the draft scenario approach and framework proposed for Phase 1 of the region's effort.

BACKGROUND

In 2007, the Legislature established statewide goals for greenhouse gas emissions (GHGs) – calling for stopping increases in emissions by 2010; a 10 percent reduction below 1990 levels by 2020 and a 75 percent reduction below 1990 levels by 2050. The targets apply to all emission sectors, including energy production, buildings, solid waste and transportation.

In 2009, the Legislature passed House Bill 2001, directing Metro to “develop two or more alternative land use and transportation scenarios” by January 2012 that are designed to reduce greenhouse gas emissions from light-duty vehicles. The legislation also mandates adoption of a preferred scenario after public review and consultation with local governments, and local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario. The Climate Smart Communities Scenarios effort responds to these mandates.

In 2010, the Legislature approved Senate Bill 1059, providing further direction to GHG scenario planning in the Metro region and the other five metropolitan areas in Oregon. Aimed at reducing GHG emissions from transportation, the legislation mandates several state agencies to work with stakeholders to develop a statewide transportation GHG emission reduction strategy, metropolitan-level GHG emissions reduction targets for cars and light trucks, guidelines for scenario planning, and a toolkit of actions to reduce GHG emissions.

In 2010, Metro's *Making the Greatest Place* initiative resulted in Council adoption of six desired outcomes, the Community Investment Strategy, urban and rural reserves and an updated Regional Transportation Plan. All of these actions provide the policy foundation for better integrating land use decisions with transportation investments to create prosperous and sustainable communities and meet state climate goals.

Work is underway at the state and regional level to respond to the legislative mandates and implement the 2010 Council actions.



The region's six desired outcomes – adopted by the Metro Council on December 16, 2010.

STATE RESPONSE – OREGON SUSTAINABLE TRANSPORTATION INITIATIVE¹

The Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) are leading the state response through the Oregon Sustainable Transportation Initiative (OSTI). A factsheet of the state activities is attached for reference.

A draft Technical Report will be released on March 1, 2011 to support Metro's work and the DLCD metropolitan-level target setting process. The Land Conservation and Development Commission (LCDC) is expected to adopt GHG emissions reduction targets for the Metro region on May 19, 2011; draft targets will be released on April 1, 2011.

DLCD staff will brief the Metro Technical Advisory Committee (MTAC) on the target setting process at the February 25 meeting, providing an opportunity for MTAC members to raise concerns and issues that should be considered as the target setting process moves forward.

REGIONAL RESPONSE – CLIMATE SMART COMMUNITIES SCENARIOS

The Climate Smart Communities Scenarios effort will build on the state-level work conducted to date and the 2010 Metro Council actions. The project presents an opportunity to learn what combination of land use and transportation strategies will be required to meet the state GHG targets and how well the strategies support local aspirations and all of the region's desired outcomes.

The project will use existing policy and technical advisory committees and lead to adoption of a "preferred" land use and transportation strategy by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council. The Metro Policy Advisory Committee (MPAC), JPACT and the Metro Council will make recommendations at key decision points based on input from Transportation Policy Alternatives Committee (TPAC), MTAC and the stakeholder engagement process.

■ Phase 1: Understanding the Choices (Scenario Framing and Research)

The first phase of regional-level scenario analysis will occur during Summer 2011 and focus on learning what combinations of land use and transportation strategies are required to meet the state GHG targets. Land use and transportation strategies (e.g. market incentives, mixed-use, transit supportive development and expanded transit service) as well as operational and pricing strategies (e.g. traffic signal timing, parking pricing and other user-based fees) will be evaluated through regional-level scenarios. Potential impacts and benefits will be identified through a comprehensive array of measures that link back to the six desired outcomes. The tools used for this analysis will limit the strategies, impacts and benefits that can be evaluated during this phase of the process.

The April 1 MPAC and JPACT Climate Leadership Summit is aimed at gathering input from elected officials and business and community leaders on the combinations of strategies to be tested. Findings and recommendations from the analysis will be reported to MPAC, JPACT and the Metro Council in Fall 2011 before being finalized for submittal to the Legislature in January 2012. The recommendations will also guide future phases of the project, as shown in Figure 1.

■ Phase 2: Shaping the Direction (Alternative preferred scenario analysis)

In 2012, Metro and local government staff will further analyze alternative regional-level scenarios that apply the lessons learned and recommendations from Phase 1 in a more tailored manner to develop a "draft" preferred land use and transportation scenario. This phase provides an opportunity to incorporate strategies and new policies identified through local and regional planning

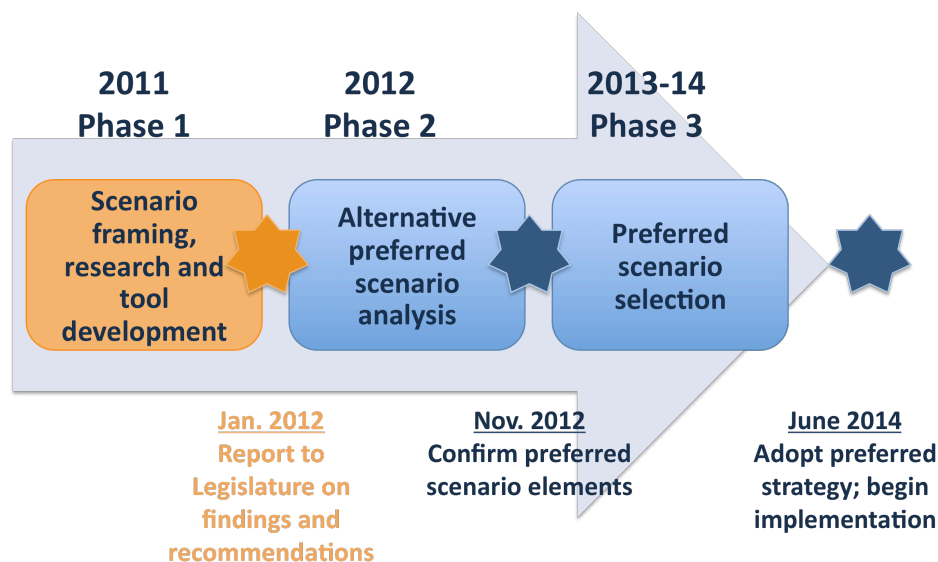
¹ For more information, go to <http://www.oregon.gov/ODOT/TD/TP/OSTI.shtml>

efforts that are underway in the region (e.g., SW Corridor Plan, East Metro Connections Plan, Portland Plan, and other local periodic review and transportation system plan updates). By the end of 2012, MPAC, JPACT and the Metro Council will be asked to confirm a “draft” preferred scenario that will be brought forward to the final phase of the process.

▪ **Phase 3: Building the Strategy and Implementation (Preferred Scenario Selection)**

The final project phase, in 2013 and 2014, will lead to adoption of a “preferred” land use and transportation strategy. The analysis in this phase will be conducted using the region’s most robust analytic tools and methods – the regional travel demand model, MetroScope and regional emissions model, MOVES. Additional scoping of this phase will occur in 2012 to better align this effort with mandated regional planning and growth management decisions. This phase will identify needed changes to regional policies and functional plans, and including updates to the Regional Transportation Plan and region’s growth management strategy. Implementation of approved changes to policies, investments, and other actions would begin in 2014 at the regional and local levels to realize the adopted strategy.

Figure 1. Climate Smart Communities Scenarios Process



A more detailed schedule that includes state coordination milestones is attached for reference.

NEXT STEPS

A goal of this effort is to further advance 2040 implementation, local aspirations and the public and private investments needed to build great communities and meet state climate goals. Addressing the climate change challenge will take collaboration and partnerships in the public and private sectors and focused policy and investment discussions and decisions by elected leaders, stakeholders and the public.

Work is underway to compile a toolbox of strategies to be evaluated and develop analytic tools and methods to support the scenario analysis to be conducted this summer. Staff is also conducting stakeholder interviews and opinion research to further inform the project’s communication and engagement strategy. The strategy is being coordinated with the state’s climate activities, other Metro climate activities and implementation of Community Investment Strategy.

A summary of upcoming discussions and milestones is provided for reference:

- **Feb. 22 – Council** work session on Climate Smart Communities scenarios approach and toolbox of strategies.
- **Feb. 23 – MPAC** discussion on several climate-related topics: the Climate Smart Communities scenarios process and opportunities for coordination; a report on the potential climate impacts to the region and actions local governments can take now; the Oregon Global Warming Commission 2020 Roadmap recommendations; and setting GHG emissions reduction targets for the Portland region.
- **Feb. 25 – TPAC** discussion on Climate Smart Communities scenarios approach, evaluation framework and toolbox of strategies; and LCDC setting GHG emissions reduction targets for the Portland region.
- **March 1 – ODOT releases Agency Technical Report**, describing the technology and fuels assumptions to be included in region’s scenario analysis.
- **March 2 – MTAC** discussion on Climate Smart Communities scenarios approach, evaluation framework and toolbox of strategies; and LCDC setting GHG emissions reduction targets for the Portland region.
- **March 3 – JPACT** discussion on the Climate Smart Communities scenarios approach, evaluation framework and toolbox of strategies; and LCDC setting GHG emissions reduction targets for the Portland region.
- **March 9 – MPAC** discussion on the Climate Smart Communities scenarios approach, evaluation framework and toolbox of strategies.
- **March 25 – TPAC** discussion on evaluation framework and toolbox of strategies.
- **March 29 - Council** discussion on the Climate Smart Communities scenarios approach, evaluation framework and toolbox of strategies.
- **April 1 – JPACT and MPAC Climate Leadership Summit** to learn about opinion research and local case studies and provide input on the combinations of land use and transportation strategies to be tested during the summer.
- **April 1 – DLCD releases draft Metropolitan Greenhouse Gas Emissions Reduction Targets** rule and GHG emissions reduction target for Metro region and other metropolitan areas.
- **April 6 – MTAC** discussion on evaluation framework and toolbox of strategies.
- **April 12 - Council** work session to ask questions and provide comments to DLCD staff on the draft Metropolitan Greenhouse Gas Emissions Reduction Targets rule and Metro region targets. LCDC is expected to act on the draft rule at their May 19 meeting.
- **April 13 - MPAC** discussion on April 1 summit and scenarios evaluation approach.
- **April 14 - JPACT** discussion on April 1 summit and scenarios evaluation approach.
- **April 20 – MTAC** recommendation to MPAC on scenarios evaluation approach and strategies to test.
- **April 29 – TPAC** recommendation to JPACT on scenarios evaluation approach and strategies to test.
- **May 11 - MPAC** direction on scenarios evaluation approach and strategies to test.
- **May 12 - JPACT** direction on scenarios evaluation approach and strategies to test.
- **June – Aug. –** Scenarios development and evaluation with technical committees.

/Attachments

- Oregon Sustainable Transportation Initiative Overview (*dated February 1, 2011*)
- Discussion Draft Phase 1 Scenario Approach and Framework (*dated February 23, 2011*)
- Climate Smart Communities Scenarios Schedule (*dated February 4, 2011*)

February 1, 2011

Reducing Greenhouse Gas Emissions in the Transportation Sector — Oregon Sustainable Transportation Initiative Overview —

The Oregon Sustainable Transportation Initiative (OSTI) is an integrated statewide effort to reduce greenhouse gas emissions (GHG) from transportation while considering ways to improve the built environment for healthier, more livable communities and greater economic opportunity. The effort is the result of several pieces of legislation including HB 2001 and SB 1059, passed by the 2009 and 2010 Oregon Legislatures. OSTI is being led by the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD), in consultation with the Department of Environmental Quality (DEQ), the Oregon Department of Energy (DOE), and stakeholder committees. The effort is designed to help the state meet its 2050 goal of reducing GHG emissions by 75 percent below 1990 levels by curbing emissions from light vehicle travel and transportation.

OSTI has four main focus areas under development:

I. STS: Statewide Transportation Strategy

This process will develop Oregon's vision for transportation systems, vehicle and fuel technologies and urban form that reduce transportation sector greenhouse gas emissions. The STS vision will aid the state in the achievement of its greenhouse gas emission reduction goals.

II. Rulemaking

HB 2001 (2009) Sections 37 and 38 directed the Land Conservation and Development Commission (LCDC) to adopt rules setting GHG emission reduction targets for the Portland metropolitan area served by Metro. SB 1059 (2010) directed LCDC to adopt rules setting GHG emission reduction targets for the other Oregon metropolitan areas served by metropolitan planning organizations (the Bend, Corvallis, Eugene-Springfield, Rogue Valley and Salem-Keizer regions). LCDC has convened a Target

Rulemaking Advisory Committee (TRAC) to assist in the development of targets that will be used to guide land use and transportation scenario planning in these areas.

Rules will set targets for reducing emissions from light vehicles (10,000 pounds or less) traveling in each of the state's metropolitan areas through the year 2035 and must be adopted by June 1, 2011. By March 1, 2011, ODOT, DEQ and DOE are required to provide technical estimates and recommendations to LCDC to inform this rulemaking effort.

III. Scenario Planning Guidelines

The Scenario Planning Technical Advisory Committee (SP TAC) is in the process of developing guidelines to help metropolitan areas with their land use and transportation planning, including a step-by-step technical guide to addressing GHG emissions reduction targets. This involves establishing a transportation and land use vision, goals and approaches for reducing GHG emissions from light vehicles.

Through scenario planning, metropolitan areas will be able to evaluate different ways to accommodate expected population and employment growth through 2035. They will be asked to identify a preferred approach that best reduces GHG emissions, while meeting a full range of community livability objectives.

IV. Toolkit

The toolkit will provide metropolitan areas and local governments with a comprehensive listing of programs and actions that can be implemented to reduce GHG emissions from light vehicles. The toolkit will allow each metropolitan area to select the most appropriate tools to meet local needs. In addition, the toolkit will include information on analysis tools such as modeling that can be used in scenario development and outreach, and will touch on public education and engagement techniques.

Reducing Greenhouse Gas Emissions in the Transportation Sector

— Oregon Sustainable Transportation Initiative Overview —

Stakeholder involvement

Coordination of the focus areas is being accomplished with the use of software and technology that supports cross-agency and multiple partner collaboration and communication. There is a strong focus throughout the development of OSTI on stakeholder involvement, including representation on advisory committees by staff from local jurisdictions, advocacy organizations and businesses. ODOT and DLCD are also working closely with Metro to link to work on HB 2001 Sections 37 and 38 with the work being done under SB 1059.

Timeline

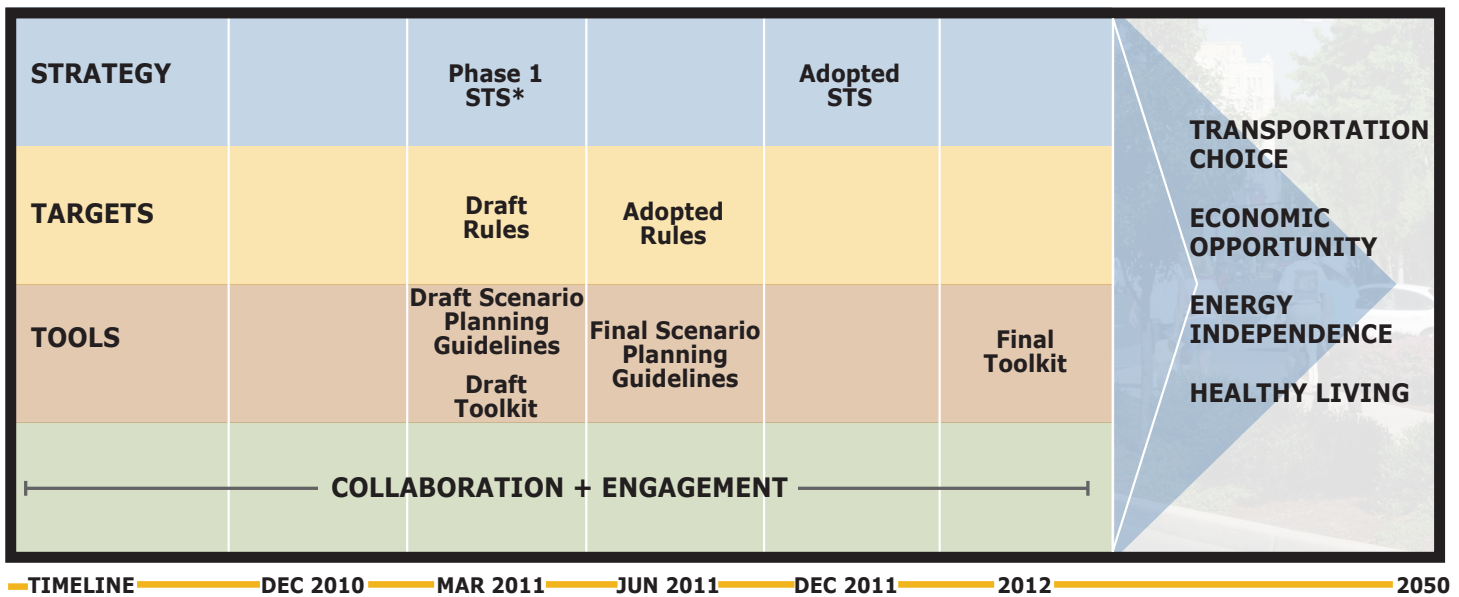
Many of the requirements of SB 1059 and the Target Rulemaking required by HB 2001 Sections

37 and 38 are being implemented through OSTI simultaneously. Key dates include:

- **March 2011:** ODOT, DEQ and DOE provide LCDC with information necessary to determine proposed GHG emissions reductions targets for 2035.
- **June 2011:** LCDC adopts rules setting targets for each region served by a metropolitan planning organization.
- **December 2011:** Statewide Transportation Strategy is adopted.
- **March 2013:** ODOT and DLCD give a joint report to the Legislature on the progress of OSTI and meeting reduction targets.

For more information and to sign up for updates visit: www.oregon.gov/ODOT/TD/TP/OSTI.shtml

Oregon Sustainable Transportation Initiative Summary at a Glance



The Oregon Sustainable Transportation Initiative (OSTI) is an integrated statewide effort to create healthy, livable communities while reducing greenhouse gas emissions (GHG) from transportation. The effort includes ongoing work in a number of different areas.

STS: Statewide Transportation Strategy

This process will develop Oregon’s vision for transportation systems, vehicle and fuel technologies and urban form that reduce transportation sector greenhouse gas emissions. The STS vision will aid the state in the achievement of its greenhouse gas emission reduction goals.

* Phase 1 includes light vehicle transportation within metropolitan areas and Phase 2 includes all transportation within the state including long distance and freight.

Rulemaking

The rules will set GHG reduction targets for each of Oregon’s six metropolitan areas (the Bend, Corvallis, Eugene-Springfield, Portland, Rogue Valley and Salem-Keizer regions). These will be adopted by the Land Conservation and Development Commission (LCDC) in June 2011.

Scenario Planning Guidelines

The guidelines will provide step-by-step assistance for local governments to use in creating their own plans to meet GHG reduction targets.

Toolkit

The toolkit will be a resource of actions and programs local governments can adopt to facilitate transportation-related GHG reductions.

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

DISCUSSION DRAFT Phase 1 Scenario Approach and Framework

PHASE 1. UNDERSTANDING CHOICES

(JAN. – DEC. 2011)

SCENARIO FRAMING AND RESEARCH

WHAT IS A SCENARIO?

A scenario is a possible future, representing a hypothetical sequence of possible events or set of circumstances. Scenarios are often used to help see the potential impacts of different land-use and transportation decisions on future generations and their quality of life. Scenarios can be created around a set of themes or stories to test what might happen if the strategies assumed in the scenario are implemented. Scenarios can foster an understanding of the opportunities and challenges that the future might hold to inform development of a preferred strategy or course of action. Scenarios can also help manage uncertainty because scenarios are a range of possible futures.

The scenarios to be tested in this phase are for discussion and research purposes only, and do not represent a Metro Council, JPACT or MPAC endorsed policy proposal.

GUIDING PRINCIPLES:

- **Local and Regional Aspirations:** Start with local aspirations and 2010 actions.¹
- **Show Cause and Effect:** Provide sufficient clarity to discern cause and effect relationships between policy levers.
- **Plausible:** Explore a range of possible futures to show the benefits and impacts of different choices.
- **Understandable:** Organize to be easily communicated so decision-makers and stakeholders can understand clear choices and tradeoffs.
- **Meet State Climate Goals:** Demonstrate what is required to meet state climate goals.
- **Outcomes-based and Focused on Making a Great Place:** Demonstrate how strategies affect realization of local and regional aspirations, as measured by progress toward the six desired outcomes.



The region's six desired outcomes – adopted by the Metro Council on December 16, 2010.

WHAT WE HOPE TO ACCOMPLISH:

- Learn what combinations of land use and transportation strategies are required to meet the state GHG targets.
- Show potential impacts and benefits through a comprehensive array of measures that link back to the six desired outcomes.
- Learn how well the strategies support local aspirations and the region's desired outcomes.
- Identify the potential risks and tradeoffs associated with different strategies and implications for the region and state.
- Report findings and make recommendations to the 2012 Legislature and future project phases.

DRAFT

DEFINING THE SCENARIOS:

- This approach would create scenarios for analysis using a metropolitan-level GreenSTEP model, with support from Envision Tomorrow, a sketch planning tool, the regional travel demand model and MetroScope.
- The first phase is not about 'picking a winner' from the set of scenarios evaluated, but to explore a range of possible futures and then discuss and agree on the associated opportunities, challenges and implications for the region and state.
- Scenario inputs will be based on different combinations of strategies and levels of implementation or investment, reflecting MPAC, JPACT and Metro Council direction.
- Scenarios will be created by applying different levels of implementation or investment.
 - Level 1 will serve as a "Reference Case" scenario – representing the most likely scenario given current plans, trends and policies.
 - Levels 2 and 3 represent progressively higher levels of implementation or investment for the strategies being tested.
 - Agreement is needed on how many levels should be evaluated for each category, and on what combination of strategies should be assumed within each level.
- Each scenario is intended to reduce the light vehicle travel greenhouse gas (GHG) emissions estimated from the Reference Case.
- The scenarios will be developed and analyzed with input from Metro's technical advisory committees during the summer 2011. Results will be presented to decision makers and stakeholders in the Fall 2011.

¹ In 2010, Metro's Making the Greatest Place initiative resulted in Metro Council adoption of six desired outcomes, the Community Investment Strategy, urban and rural reserves and an updated Regional Transportation Plan. All of these actions provide the policy foundation for better integrating land use decisions with transportation investments to create prosperous and sustainable communities and meet state climate goals.

DISCUSSION DRAFT Phase 1 Scenario Approach and Framework

This table is for discussion and research purposes only, and does not represent a Metro Council, JPACT or MPAC endorsed policy proposal.

- The table provides a framework for identifying regional-level scenario inputs for each GreenSTEP category.
- Each category includes a set of inputs that represent land use and transportation strategies that the GreenSTEP model is able to test. Each level represents an increased amount of implementation or investment.
- Agreement is needed on how many levels should be evaluated for each category, and on what combination of strategies should be assumed within each level.
- Scenarios would be created, reflecting different implementation/investment levels for each category of inputs.
- Each scenario is intended to reduce the light vehicle travel greenhouse gas (GHG) emissions estimated from the Reference Case (Level 1).

Green STEP Category	Implementation/Investment Levels			Potential GreenSTEP Inputs (indicated in bold)
	Level 1	Level 2	Level 3	
URBAN				Households in mixed-use areas with well-connected “complete” streets and active transportation networks ² (percent)
				Urban growth boundary expansion
				Bicycle travel (mode share)
				Workers paying parking fees (percent)
				Household daily parking fees
				Bus and rail transit expansion (percent)
PRICING ³				Fuel use and emissions fees ⁴
				Vehicle travel fees ⁵
				Pay-as-you drive insurance
MARKETING				Households participating in individualized marking programs (percent)
				Workers participating in employer-based demand management programs (e.g., transit fare reduction, carpool matching and other carpool programs, compressed work week) (percent)
				Households participating in ecodriving (percent)
ROADS				Incident management (percent of delay addressed)
				Freeway and arterial lane-mile capacity (e.g., traffic signal timing and other system management strategies, physical expansion, and bottleneck removal)
FLEET				Households participating in carsharing (percent)
				<i>TBD in State Agency Technical Report</i>
TECH				Level 2 and Level 3 inputs to be defined in State Agency Technical Report (includes fuel economy , carbon intensity of fuels , and electric vehicles and plug-in hybrids market shares)

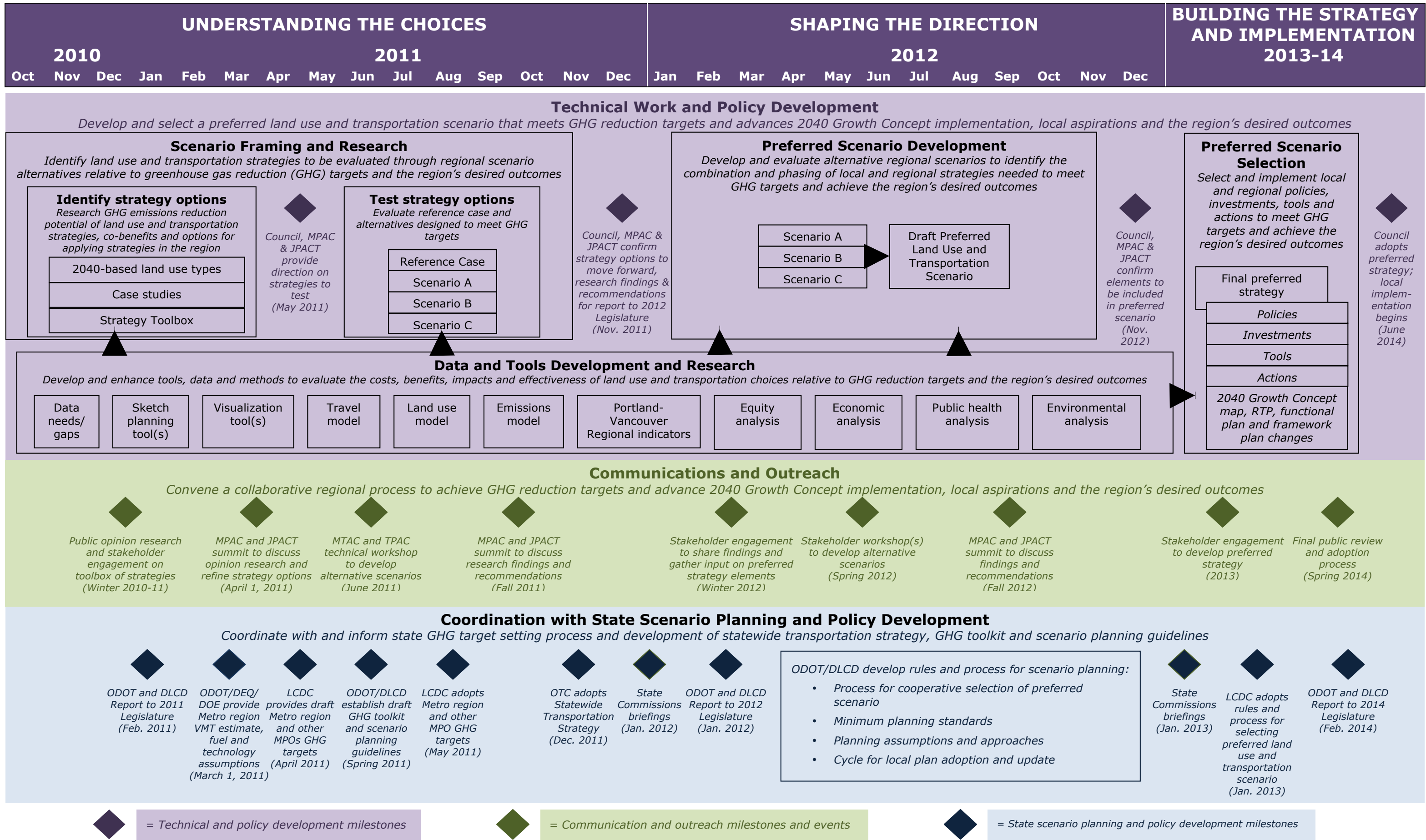
² Existing zoning and forecasted population and employment held constant across all scenarios.

³ Reflected as the cost per mile to drive. Fuel price held constant across all scenarios, reflecting market trends.

⁴ Carbon fee, gas tax, or other instruments could be used.

⁵ Vehicle miles traveled fee or other instruments could be used.

Climate Smart Communities Scenarios Schedule



Materials following this page were distributed at the meeting.



Metro | Memo

Date: Oct. 12, 2010
 To: Prep-MPAC
 From: Kelsey Newell
 Subject: Proposed updates for the MPAC bylaws

Over the past year MPAC members and Metro staff have identified a series of inefficiencies with the MPAC member appointment and recruitment processes, and roles and responsibilities for the Chief Operating Officer and Council President.

Below is a list of the issues identified, proposed amendments, and the sources from which the comments were received. The recommendations are a starting point for further discussion by Prep-MPAC and ultimately the entire committee.

<u>Issue Identified</u>	<u>Proposed Amendment</u>	<u>Source</u>
<p>Currently, the Bylaws call for the representatives from the small cities of Clackamas, Multnomah and Washington counties to be designated for a term, no less than two years, and that the member and alternate terms be staggered to ensure continuity between transitions.</p> <p>Many MPAC representatives have served long terms, some predating the formal formation of MPAC (i.e. Former Forest Grove Mayor Richard Kidd). From a records standpoint, it has been difficult for staff to confirm when members were first appointed and the duration of their initial appointment. Consequently it is difficult to track the number of two-year terms served, etc.</p>	<p>Revise the MPAC Bylaws, Article III, Section 2.b to read:</p> <p><u>“Members and alternates from the cities of Multnomah, Clackamas, and Washington Counties, other than those directly entitled to membership, will be appointed jointly by the governing bodies of those cities represented. The member and alternate will be from different jurisdictions. The member and alternate will be appointed to designated terms of length to be determined by the appointing authority, but not for a period of not less than two years, serve until either he or she leaves office or he or she is replaced by an appointment by the governing bodies of those cities represented. The member and alternate may be reappointed. Terms of the member and alternate will be staggered to ensure continuity. In the event the member’s position is vacated, the alternate will automatically become the member and complete the original term of office and serve until the governing bodies of those cities represented have appointed or reappointed representatives.</u></p> <p><i>The proposed amendments would streamline the current process by allowing the member and alternate to serve until leaving their agency and/or removed by the governing body.</i></p>	<p>Metro staff</p>

<u>Issue Identified</u>	<u>Proposed Amendment</u>	<u>Source</u>
<p>According to the Bylaws, the counties' special district representatives must be appointed by the special district caucus. Difficulty in scheduling these meetings and limited interest and participation from special district members makes the current process highly inefficient.</p> <p>Furthermore, the Special Districts Association of Oregon has asked that the Bylaws specify that the organization act as a coordinator to solicit nominations from all districts within individual counties by either a mail or e-mail ballot to district directors for a vote on the nominees. And allow special district managers to be an alternate when the elected director representative is unable to attend.</p>	<p>Revise the MPAC Bylaws, Article III, Section 2.c to read:</p> <p>Members and alternates from the special districts with territory in Multnomah, Clackamas, and Washington Counties will be appointed by special district caucus. <u>jointly by the governing bodies of those districts represented. The member and alternate will be from different organizations.</u> The member and alternate will appointed to designated terms of length to be determined by the appointing authority, but for a period not less than two years. <u>serve until either he or she leaves the district or he or she is replaced by an appointment by the governing bodies of those districts represented.</u> The member and alternate may be reappointed. Terms of the member and alternate will be staggered to ensure continuity. In the event the member's position is vacated, the alternate will automatically become the member and complete the original term of office. <u>serve until the governing body of those districts represented have appointed or reappointed representatives.</u></p> <p><i>Removing reference to the special district caucus allows the districts to convene a nomination and appointment process in any form, including hard copy and electronic ballot. It also streamlines the process, allowing for members to serve until leaving their agency and/or removed by the governing body. The proposed revisions maintain consistency with the small cities representatives.</i></p> <p><i>This recommendation does <u>not</u> specify that the SDAO serve as coordinator or speak to who should be eligible to serve as a representative. This discussion should be reserved for further MPAC discussion.</i></p>	<p>Kelly Ross Greg Baker</p>
<p>The Metro Council is represented on the Committee with three non-voting liaison delegates appointed by the Metro Council President. Currently, the Council President does not appoint the Council delegates based on their representation within the Metro boundary.</p>	<p>Revise the MPAC Bylaws, Article III, Section 2.d to read:</p> <p>Metro Council delegates will be appointed by the Metro Council President and will represent each county in the region. The delegates may be removed by the Council President at any time.</p> <p><i>The proposed amendment would update the Bylaws to be consistent with Metro's current practice.</i></p>	<p>Metro staff</p>



Date: Tuesday, February 15, 2011
To: MPAC
From: John Williams, Deputy Director of Community Development
Subject: Proposed MPAC Bylaws Changes

During the past year, MPAC members and staff have identified potential changes that MPAC might want to consider making to the MPAC bylaws. Attached is a memo from Kelsey Newell concerning the MPAC recruitment and appointment process. Also attached are proposed changes to the MTAC member recruitment and appointment process. As you know, each year MPAC must approve the list of MTAC members. Staff is proposing some minor changes to MTAC's membership and the bylaws governing MTAC to help ensure that MTAC fulfills its technical assistance role to MPAC.

Background

- MTAC is established in MPAC's bylaws and nominations are subject to annual approval by MPAC. Metro Council does not have a role in approving MTAC positions (unlike TPAC).
- MPAC bylaws establish 35 positions including one non-voting Planning Department member as chair. Attendance by public representatives remains strong, attendance by others has faltered in some cases.

Proposed changes (see attachment for full membership list)

- Replace three private utility positions (currently designated for electric, natural gas and telecommunications) with one. The utility representative can bring in others as needed and be responsible for sharing a private utility view about working together towards a more sustainable future.
- Specifically designate a water provider position instead of the current, more general, special district position. A water provider has traditionally been the representative anyway, and it's the service most applicable to many of the topics we'll be taking on.
- Add a new position for a parks provider to strengthen the representation of parks, trails and natural areas in making a great place considerations.
- Broaden the ability to solicit representatives from the commercial and industrial development community by eliminating the requirement to solicit nominations for this position only from the Association of General Contractors.
- Re-title the "architect association" and "landscape architect" positions to "mixed use development" and "green infrastructure" to emphasize the types of expertise we need.

With your concurrence, we propose to ask the Office of Metro Attorney to review the MPAC bylaws and to prepare formal amendments to the bylaws for MPAC and Metro Council consideration. In addition to the bylaw changes, we're planning for greater participation of MTAC members in MPAC presentations with the goal of bringing a broader view of the issues for MPAC consideration.

Proposed MTAC Position Summary

Position Categories	Recruitment approach/contacts	Total # of positions
Citizen Representatives	County Coordinating Citizen Chairs	3
Local Jurisdictions		
<ul style="list-style-type: none"> • City <i>(including Vancouver)</i> • County <i>(including Clark Co.)</i> 	Mayor and Planning Director County Chair and Planning Dir.	10 4
State Agencies	Directors and staff	2
<ul style="list-style-type: none"> • ODOT • DLCD 		
Service Providers		6
<u>Special Districts</u> <ul style="list-style-type: none"> • Water¹ • Parks² • School Districts <u>Other Providers</u> <ul style="list-style-type: none"> • Utilities³ • Port of Portland • TriMet 	Water Providers Consortium Parks providers in region All school districts Power & electric companies Executive Director Executive Director	
Private Economic Development Association	Geographically-based associations (Westside Economic Alliance, Clackamas County Business Alliance, etc.)	1
Public Economic Development Association	Regional Partners	1
Other Organizations:		7
<ul style="list-style-type: none"> • Land Use • Environmental • Housing Affordability • Residential • Mixed Use • Commercial/Industrial⁴ • Green infrastructure & design 	Coalition for a Livable Future (CLF) & land use organizations CLF & environmental organizations CLF & affordable housing organizations Home Builders Association American Institute of Architects Commercial Real Estate Economic Coalition (CREEC), Associated General Contractors (AGC), National Association of Industrial and Office Properties (NAIOP) American Society of Landscape Architects	
Plus Non-voting Chair		1
	Total MTAC Positions	35

¹ Proposed bylaw change: Special District Water Provider position created from more general special district position

² Proposed bylaw change: New Special Districts (Parks Providers) position created to represent parks, trails & natural areas

³ Proposed bylaw change: Replace 3 private utility positions with 1 private utility position (member can bring in other utility views as needed)

⁴ Proposed bylaw change: Broaden solicitation from commercial/industrial industry by expanding recruitment from only AGC

Metro | Memo

Date: February 16, 2011
To: Metropolitan Policy Advisory Committee (MPAC)
From: Robin McArthur, AICP, Planning and Development Department Director
John Williams, Deputy Director of Community Development
Subject: MPAC/MTAC topics for 2011

This memo recommends general topic areas for MPAC/MTAC discussion in 2011. We will evolve work program details with direction from you, the Metro Council and its recommending bodies.

OVERVIEW

We are very pleased to usher in a new era. Over the past five years, Metro has worked with you and many others to establish an outcomes-based policy and planning framework encompassing transportation, land use and community development elements to guide decisions in the region over the next 20+ years.

It's time to turn our full attention to implementation efforts.

Our efforts will support the Council's vision and its six Desired Outcomes:

- Vibrant communities
- Economic prosperity
- Safe and reliable transportation
- Clean air and water
- Regional climate change leadership
- Equity



The Planning and Development Department will prioritize its resources in a way that best supports development on the ground consistent with shared local and regional aspirations. Consequently, we must develop a better understanding of the development needs of communities throughout the region.

MPAC and MTAC are well suited to advise us on how to do that. We need to target infrastructure investments to foster climate smart and economically viable communities, to integrate parks, trails and open spaces into the fabric of community life, and to create shovel-ready employment areas.

SPECIFIC PROJECTS

Projects and programs MPAC and MTAC will address in 2011 include:

- Climate Smart Communities scenarios development: Developing a regional land use and transportation strategy to reduce carbon emissions while advancing the Region 2040 Growth Concept and local aspirations.
- Integrated Corridor Planning: Southwest Corridor and East Metro Connections Plan: Developing integrated community investment strategies in these areas to leverage private investment through the use of scarce public dollars.

- Community Investment Initiative: Developing innovative financial solutions to address our region's infrastructure challenges.
- Intertwine System Development: Coordinating regional parks, trails and natural areas system development in order to identify funding priorities and opportunities.
- Urban Growth Boundary: Recommendation to the Metro Council to address regional 20-year capacity needs for jobs and housing. This will follow up on the 2010 Capacity Ordinance (adopted December 2010) and Urban and Rural Reserves decisions.
- Industrial and employment areas: Recommending programs and projects to create development-ready land for job creation in industrial and employment areas. Includes follow-up to MPAC employment subcommittee work and on the recently released "Eco-Efficient Employment Areas" toolkit.
- Downtowns, main streets and station communities: Identifying and implementing programs and projects to catalyze development in the region's downtowns, main streets and station communities. These efforts will implement the updates to the Regional Framework Plan (policy guidance) and Regional Functional Plan (code language) adopted in December 2010.
- Greater Portland Vancouver Indicators Project: Developing metrics to measure regional and local success.
- Affordable housing/equity: Following up on MPAC's recommendations to consider affordable housing and equity issues in our policy and investment decisions.
- Solid Waste Road Map: Consider how long-term plans to deal with the region's solid waste may be integrated into community development.

POLICY GUIDANCE

Metro Council

The Metro Council provides policy direction on all our projects and programs. It also adopts legislation to implement decisions within its purview. It seeks input from MPAC and other stakeholders on policy initiatives, programs and investments needed to develop downtowns, mainstreets and employment areas consistent with the Region 2040 Growth Concept.

MPAC and MTAC

After a busy 2010, MPAC will have fewer formal votes on legislative actions in 2011 (the urban growth boundary decision being the main exception). The topics listed in this memo will require MPAC to think creatively about how to implement a community investment strategy at the regional and local level. A main theme of the year will be identifying investment options. Working with the Joint Policy Advisory Committee on Transportation (JPACT), MPAC will advise the Council on:

- What combination of land use and transportation actions are needed to address green house gas emissions targets?
- What should Metro and its local partners do to create jobs?
- How can we target regional and local investments toward shared outcomes?
- How can we be sure that the benefits of growth are distributed equitably across the region?
- What effect will our actions have on low income and minority segments of the community and their transportation and housing choices?

Recognizing that integrated transportation and community development investments are needed to leverage results on the ground, staff will strive to increase coordination between JPACT and MPAC. MTAC will play a key role in advising MPAC on these topics.

<p>Similar to the existing appointment process for special districts, the school board member and alternate must be appointed by a caucus or organization of the school boards in the Portland metro region. Additionally, the member and alternate must represent different districts. Again, due to time constraints and limited staff support, school board representatives have proposed that Metro manage the solicitation of potential representatives and coordinate the appointment process for the school districts.</p> <p>Additionally, representatives have recommended that the board's representation be revised to one member and two alternates; with each representing one of the three counties.</p>	<p>Revise the MPAC Bylaws, Article III, Section 2.i to read:</p> <p><u>The member and alternate from the school boards in the Metro Region will be appointed jointly by the governing bodies of the school districts represented. will be appointed by a caucus or organization of school boards from districts within the Metro region. If there is no caucus or organization of school boards within the region, the Executive Officer will facilitate the appointment by the school boards. The member and alternate will be from different districts.</u> The member and alternate will be appointed to designated terms of a length determined by the appointing authority, but for a period of no less than two years. <u>serve until either he or she leaves office or he or she is replaced by an appointment by the governing bodies of those school districts represented.</u> The member and alternate may be reappointed. <u>Terms of the member and alternate will be staggered to ensure continuity. The members and alternate will be from different school districts in the Metro Region. In the event the member's position is vacated, the alternate will automatically become the member and complete the original term of office. serve until the governing bodies of those school districts represented have appointed or reappointed representatives.</u></p> <p><i>The proposed revisions would remove reference to a caucus and board organization and allow the school districts to convene a nomination and appointment process in any form, including hard copy and electronic ballot. The proposed revisions maintain consistency with the special districts and small cities representatives. Additionally staff has removed the text regarding the Executive Officer – as Metro no longer maintains this position.</i></p> <p><i>This recommendation does <u>not</u> specify that Metro coordinate the appointment process. Additionally, while staff doesn't foresee any issues with appointing one member and two alternates – with a representative from each of the three counties, this discussion should be reserved for further MPAC discussion.</i></p>	<p>Dilafruz Williams Ruth Adkins</p>
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