

Meeting: Metro Policy Advisory Committee (MPAC)

Date: Wednesday, Feb. 27, 2013

Time: 5 to 7 p.m.

Place: Metro, Council Chamber

| 5 PM | 1. | | CALL TO ORDER | Loretta Smith, Chair |
|---------|-----|----|--|----------------------|
| 5:02 PM | 2. | | SELF INTRODUCTIONS & COMMUNICATIONS | Loretta Smith, Chair |
| 5:05 PM | 3. | | CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS | |
| 5:10 PM | 4. | | COUNCIL UPDATE | |
| 5:15 PM | 5. | ** | CONSIDERATION OF THE FEB 13, 2013 MINUTES | |
| | 6. | | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 5:20 PM | 6.1 | * | Local Jurisdictions' 2013 State Legislative Agendas – INFORMATION / DISCUSSION | All |

(Continued from Feb. 13 MPAC discussion)

Outcome: Continue discussion on local jurisdictions' priorities for the 2013 legislative session. Members will be informed of partner jurisdictions' state legislative priorities.
 Members who were not able to present at the Feb. 13 meeting should come prepared to share information on the legislative priorities their position represents.

5:30 PM 6.2 * Clean Energy Works Oregon – <u>INFORMATION</u>

Derek Smith, CEWO

 <u>Outcome</u>: MPAC members receive an overview of the organization and its activities designed to assist citizens upgrade their homes for energy efficiency.

6 PM 6.3 # Regional Air Quality Impacts of Diesel Engines – INFORMATION

Tim Lynch, Multnomah Co. Kevin Downing, DEQ

 Outcome: MPAC members understand the regional air quality impacts from diesel engines and examples of how local direct action can reduce diesel pollution from heavy trucks and equipment through agreements with private sector operators.

6:30 PM 6.4 # I-5 Bridge Replacement Project – INFORMATION

Heather Wills, CRC

 <u>Outcome</u>: MPAC members receive a status update on the I-5 Bridge Replacement project. This presentation will provide up-to-date information for members in preparation for meetings with the delegation in Washington, DC.

6:50 PM 7. MPAC MEMBER COMMUNICATION

7 PM 8. ADIOURN

Loretta Smith, Chair

- * Material included in the packet.
- ** Material will be distributed prior to the meeting.
- # Material will be distributed at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: <u>kelsey.newell@oregonmetro.gov</u>. To check on closure or cancellations during inclement weather please call 503-797-1700.

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2013 LEGISLATIVE AGENDA



Happy Valley Elected Officials

Lori DeRemer, Mayor Markley Drake, Council President Tom Andrusko, Councilor Michael Morrow, Councilor Tom Ellis, Councilor

City Manager Jason A. Tuck

HAPPY VALLEY COMMUNITY

Happy Valley was the fastest growing City in the State of Oregon in the 2000's and we continue the pace today. During that time our community has grown at a significant rate and we have had the opportunity to add a world class park, several hundred acres of natural areas, 5 new schools, a new City Hall, new Community Policing Center, and added a new Library. We are poised to accommodate over 10.000 new residents and thousands of new jobs.





GOVERNANCE

■ Property Tax Compression

Compression is an increasingly impactful reality the City is dealing with. Specifically, Real Market Value has fallen to below the Assessed Value level which creates a reduction in tax collections for the City and all the taxing districts including the Schools. Additionally, competition for revenue through regional taxes will create an equity issue throughout the region. Metro will take to the voters a natural area levy this spring at the amount of approximately .10/1,000 of assessed value. Although it does not seem like a lot of money it is 1/6 of our permanent rate so relatively it is a lot to the City. If passed, the levy will only be collected on the properties that are not in compression therefore creating the inequity in taxation.

■ Local Autonomy

The City of Happy Valley supports autonomy of local governments and opposes efforts to preempt local-government authority to work on behalf of the city's residents and businesses. The City seeks opportunities to restore municipal authority where it has previously been pre-empted by state law.

■ Voter Control – League of Oregon Cities

The League of Oregon Cities is pursuing a constitutional referral that would allow local voters the ability to consider a temporary tax outside of statewide limits. The amendment would not raise anyone's taxes, but would empower voters to authorize a tax for local operations. Voter control is about allowing citizens to make decisions about local matters locally. For cities, this means that city voters should be able to determine which services and programs are provided and how they pay for those services and programs.

■ Property Tax Reset – League of Oregon Cities

The League is pursuing a constitutional referral that would reset a property's taxable value to its sale price when a property is sold or set taxable value to market value when a new property is constructed. Property taxes in Oregon are largely based on a property's artificial taxable value. For older properties, the taxable value was pegged at a property's 1995 market value minus 10 percent. For newer properties, a ratio was applied at the time of construction to determine taxable value. The rate of growth in taxable value is then capped at 3 percent annually. As properties have appreciated in value, however, the artificial taxable value often has no correlation to a property's market value, leading to considerable inequities in tax liabilities between properties of a similar value.

■ State Shared Revenues / Unfunded Mandates

The City of Happy Valley supports the State Shared Revenue formula and opposes efforts to shift service-costs from the State to local governments, often referred to as "unfunded mandates." The City opposes efforts to reduce traditional "shared revenues", which include liguor, beer and wine, cigarette, 911 and Gas Tax that pay for essential local services.

■ System Development Charge (SDC) Partnership

The City has strong partnerships with the County and its service districts. The City is part of North Clackamas Parks & Recreation District, Clackamas County Sewer District #1, and are partners with Clackamas County on a Joint Transportation SDC. Due to the City's high growth and development rate the City provides the majority of the SDC's into the districts which benefits the entire district outside of the City. The City also contributes a larger percentage of tax revenue per square foot than the surrounding unincorporated area.

TRANSPORTATION INFRASTRUCTURE

■ Transportation

The City of Happy Valley supports multi-modal transportation options—including roadways, transit services and bike/ped alternatives—for residents, commuting workers and businesses. The priority projects for the City are:

Sunrise Corridor

162nd Ave. Improvements from Hwy 212 to Sunnyside Road 172nd Ave. Improvements North from Sunnyside to County Line 122nd/129th Pedestrian/Bike Lane Improvements

TriMet – Restore the service on the 157 Line and 155 Line

Maintenance Funding

■ Transportation Funding / C-4 Evaluation

Clackamas County and the City have extensive transportation needs for capital improvements and maintenance. Clackamas County Coordinating Committee (C-4) has been evaluating options for addressing this need over the last year. C-4 will continue with the evaluation into 2013. Currently the County does not have the funding mechanisms (Gas Tax, Vehicle Registration Fee, Utility Fee's, and Transportation Levy's) in place as our neighboring Counties do. Clackamas County will continue to struggle to compete for transportation funding and jobs as long as these transportation barriers are in place. Regional Flexible Funding is inadequate and typically is not targeted for use on capacity increasing project. State Gas Tax revenue is not keeping pace with maintenance which is creating a wider gap.

ECONOMIC & COMMUNITY DEVELOPMENT

■ Land Use and Development

The City of Happy Valley supports Oregon land-use law that calls for urban-development activities to occur in cities—areas with municipal governance and supporting infrastructure—and opposes efforts to encourage activities outside of cities that result in urban-level development.

■ Enterprise Zone, Strategic Investment Zone

The City of Happy Valley supports the creation of additional economic-development tools.

■ Eagle Landing

Eagle Landing is a mixed use development being planned to add 2 million square feet of residential and commercial to the City and a portion of unincorporated Clackamas County. The project is located within the Clackamas Regional Center with indirect access to the Green Max Line. Transportation funding would help make a connection to the light rail and surrounding areas and provide the public partnership component necessary to enable the creation of thousands of jobs.

■ Urban Growth Management Agreement (UGMA)

The City and County are in the process of updating our UGMA to reflect coordination responsibilities and to determine where the City's ultimate boundaries are going to be. It is essential the County support the work that has accomplished and recognize the need for the urban unincorporated area to join the adjacent cities. The City is capable and willing to accept the areas into the City and provide a high level of service that the County cannot provide. Revenue opportunities are being foregone at a detriment to the residents in these urban unincorporated areas.

■ Rock Creek Employment Center - Providence Hospital

Providence has purchased a 70 acre site in the Happy Valley Rock Creek Employment Center and plans to build a hospital and medical office campus in the future. Significant barriers exist due to the inadequate transportation network. Specifically, 162nd Avenue and the continuation of the **Sunrise Corridor** are necessary for the campus development and the remainder of the Rock Creek Employment Center. The creation of thousands of jobs is dependent upon these transportation improvements.

STRONG COMMUNITY SUPPORT FOR K-12 EDUCATION

North Clackamas School District

■ 6 new schools were built in the past four years:

Ardenwald, Scouters Mountain, Verne A. Duncan, Happy Valley Elementary, Happy Valley Middle School, and Rock Creek Middle School.

■ The City of Happy Valley supports efforts to improve the overall quality of K–12 education, and in particular to strengthen Science-Technology-Engineering-Math (STEM) education, as well as post-secondary education that prepare tomorrow's workforce.

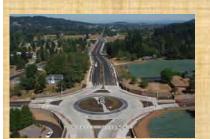
■ School Funding Issues

Seek an adequate State School Fund to avoid further reductions and provide North Clackamas the opportunity to return staff to the classroom.

Oppose programs that take away funding from restoring a full funded school year and restoring teachers.

Oppose any use of federal funds to supplant state and local resources.

Oppose any legislative mandates not accompanied by the appropriate funding to achieve the objectives of the legislation.







HAPPY VALLEY DEMOGRAPHICS

Happy Valley Oregon **Population** (PSU 3/12)

14,337+

% Higher Education

44.80%

28.60%

Med. House Income

\$103,633 \$49,260

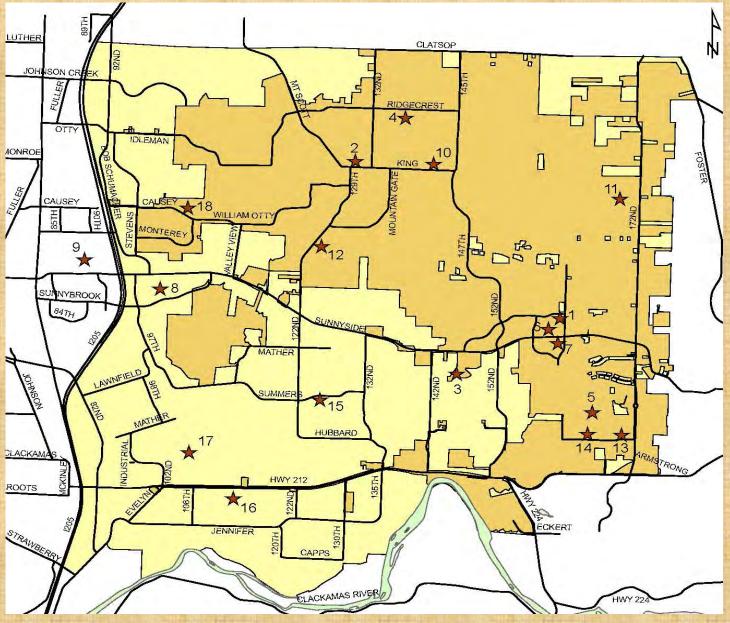
Persons per Household 2.45

Home Ownership

90.30%







Points of Interest



- 1. Happy Valley City Hall 16000 SE Misty Drive
- 2. Community Policing Center 12915 SE King Road
- 3. Sunnyside Library
 13793 SE Sieben Parkway
- 4. Happy Valley Park

 13770 SE Ridgecrest Road
- 5. Hoodview Park
 - 16223 SE Stadium Way
- 6. Happy Valley Town Center
 15861 SE Happy Valley Town
 Center Drive
- 7. Providence Medical Center 16160 SE Sunnyside Road
- 8. Kaiser Sunnyside Medical Center 10200 SE Sunnyside Road

- 9. Clackamas Town Center 12000 SE 82nd Avenue
- 10. Happy Valley Elem/Middle School 13865 SE King Road
- 11. Scouter's Mountain Elementary
 10811 SE 172nd Ave
- 12. Spring Mountain Elem. School 11645 SE Masa Lane
- 13. Verne A. Duncan Elem.

 14898 SE Parklane Drive
- 14. Rock Creek Middle School
 14897 SE Parklane Drive
- 15. Clackamas High School 14486 SE 122nd Avenue
- 16. Clackamas Industrial Area
 The industrial area is a
 regional distribution,
 warehousing and
 wholesale trade center
- 17. Camp Withycombe

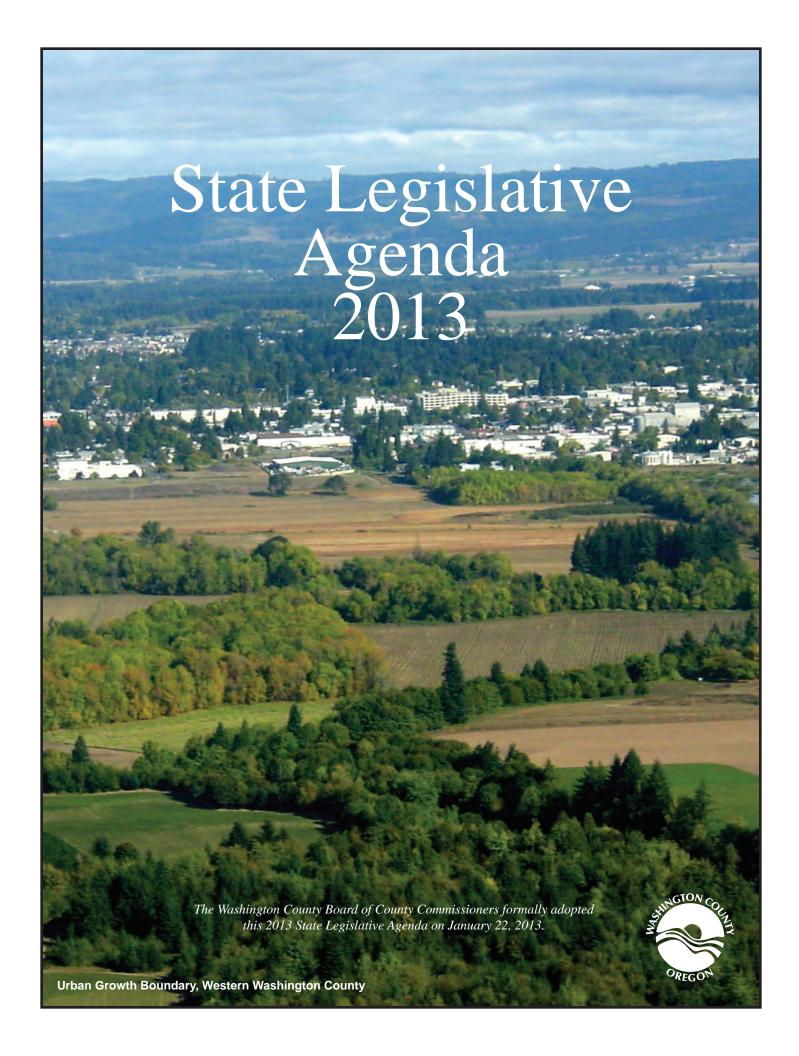
 10101 SE Clackamas Road
- 18. The Aerie at Eagle Landing 10220 SE Causey Ave.



City of Beaverton State Legislative Agenda-Highlights

as of 2/8/2013

- Support 9-1-1 Emergency Services' renewed and expanded funding. In conjunction with the League of Oregon Cities and other allies, Beaverton will work for funding and technology improvements to our 911 responders system.
- Support the League of Oregon Cities' proposed constitutional amendment referral that would enable local voters to raise a local option levy outside of statewide limitations. This amendment would not raise taxes, but would give local voters the opportunity to authorize a tax to support local operations.
- Support legislation that promotes job growth through creating, expanding and attracting local businesses. The City will partner with the League of Oregon cities, Metro, Port of Portland, Portland Business Alliance, and other allies to secure passage of bills that will help a wide range of industrial sites bring traded sector jobs to Oregon.
- Oppose any efforts to repeal local urban renewal authority.
- Oppose any efforts to create new County/unincorporated special districts providing urban services.
- Work with League of Cities to oppose extending the state prohibition against local gas taxes.
- Seek state funding opportunities for the Beaverton Community Health Partnership (BCHP). The
 partnership is working to establish an innovative system of co-located and integrated health
 care services to address the needs of the medically underserved while promoting the
 community's public health.
- Support strong funding for education, from K-12 through advanced degrees, to ensure educational excellence, the full potential of every student and a highly educated workforce for Beaverton.
- Oppose any legislative efforts to limit the City's ability to determine appropriate contracting criteria. Taxpayers deserve the most qualified and cost-effective use of their dollars when the City enters into contracts for professional services and construction projects.
- Support Connect Oregon, an important source of funds for transportation infrastructure to
 enhance/support economic development. Support increased and ongoing funding. Also
 expand Connect Oregon to include pedestrians, bikes and access to transit projects that the City
 of Beaverton can tap.
- Strengthen Court Revenue and Operating Structures to ensure that Beaverton Municipal Court has the right tools to adequately pay for its court functions and reasonable flexibility in court operation. As one of a few cities providing criminal and civil court services, Beaverton is often disproportionately impacted by revenue restructuring, as occurred in the 2011 legislative session. The city supports restoring fees that reflect the criminal services the city provides that is equitable with other entities providing criminal services. The city also supports bills that provide flexibility to municipal courts that provide criminal services.





Guiding Principles

General

Effective and efficient delivery of public services.

Remain accountable and responsive to the citizens of Washington County.

Maintain a sustainable quality of life for Washington County and the State of Oregon.

Funding

Fund programs which contribute to a healthy economy and higher quality of life, as expressed in the State's Strategic Vision.

Support the allocation of State funds to programs that meet the following criteria:

- Delivered locally and reward results, efficiency and effectiveness;
- Use a proportional formula based on the taxes and fees paid by county residents to determine the amount of funding;
- Represent an investment strategy to provide an identifiable return and prevent the need for more costly remedial expenditures; and
- Serve a clear public interest and no viable private sector alternative is available.

Support efforts that seek to balance the demands of a healthy economy and environmental stewardship using:

- Sustainable growth-management strategies;
- Dispute resolution options that facilitate outcome-based community solutions;
- Public and private partnerships; and,
- Results-oriented investments in public facilities and services.

Local Control

- View all public agencies as partner service providers.
- Support the ability of local governments to design, fund, and implement programs based on locally determined needs and priorities.
- Oppose unfunded assignment of new programs or shifts in service responsibilities.
- Oppose preemption, limits, or granting of exemptions to local tax sources.
- Preserve local governments' ability to opt out of the responsibility for service delivery of State of Oregon programs when funding is reduced.
- Preserve historic State revenue sharing agreements and local governments' ability to determine how these funds are used.





Economic Development

Gain-Share/Strategic Investment Program (SIP)

Support legislation that clarifies the Department of Administrative Services process to distribute 50% of income tax funds to taxing districts that have abated property taxes to attract and retain traded sector companies through the Strategic Investment Program (SIP)

Corporate Tax Policy

Promote tax policy that creates incentives for business development and reinvestment such as Oregon's single sales tax formula, which enables companies to calculate corporate income tax liabilities based on sales earnings in the state of Oregon.

Work Systems Inc.

Support the Governor's budget that increases funding for regional workforce initiatives managed by WorkSystems, Inc (WSI). WSI designs and coordinates workforce development programs and services delivered through a network of local partners.

Land Use

Area 93 Planning/Development

Introduce legislation transferring Area 93 from Multnomah County to Washington County.

Industrial Lands Development

Support legislation that provides funding for the preparation and development of industrial lands.

Urban and Rural Reserves

Support efforts to preserve the ability of local governments in the Portland metropolitan region to implement and manage the Urban and Rural Reserves planning and development process.

Urbanization

County Service District, additional services

Introduce legislation authorizing voter formation of County Service Districts (CSD) that combines planning and code enforcement with other services allowed under ORS 451.





Transportation

Columbia River Crossing(s)

Support the State of Oregon raising and dedicating new revenue to advance the process for constructing needed Columbia River bridge crossing(s). Oppose amendments to the legislation that:

- Cause adverse impacts on existing transportation revenue streams and projects in the region;
- Extend the current prohibition on taxing motor vehicle fuel by a city, county or other local government; and
- Extend the current prohibition on counties in the region imposing a Vehicle Registration Fee.

Drive Less Save More

Support continued funding of the Oregon Department of Transportation's "Drive Less Save More" program and the dedication of funds to provide education and awareness programs in the Portland metropolitan region.

Public Safety

Community Corrections Funding

Support a budget appropriation sufficient to avoid triggering the "opt-out" provision for counties supervising "local control" offenders in their Community Corrections Program.

Concealed Handgun License

Support legislation authorizing Oregon's sheriffs and public safety officers to revoke or deny a Concealed Handgun License (CHL) of individuals that have restraining orders and/or convictions for crimes of domestic violence.

Telephone Exchange Access Tax (911)

Support legislation to establish a 911-Access Fee or Service Tax on pre-paid cell phones.

Law Libraries

Support efforts to improve law library service delivery and funding options that can stabilize the program.

Court Services

Support efforts to restore funding lost during the 2011 legislative session when court fees were standardized across the state.

Housing

Agricultural Workforce Housing

Support legislation to extend the existing property tax credit for agricultural worker housing beyond 2014.

Emergency Housing Account and State Homeless Assistance Program

Support appropriation for the Emergency Housing Account (EHA) and State Homeless Assistance Program (SHAP) to help keep at-risk families in their homes and homeless families in stable off-the-street housing.



Revenue and Taxation

Timber Dependent Counties

Support efforts to provide budget stability and job creation in Oregon's timber dependent counties.

Property Tax

Support legislative efforts that:

- Enable property tax reform; and
- Provide local governments and voters with the ability to determine local needs and ensure revenue stability when evaluating local option levies.

Senior Property Tax Deferral

Support legislation to extend access to the Senior Property Tax Deferral Program for those with disabilities and individuals over the age of 62 with less than \$40,500 household income.

Health and Human Services

Coordinated Care Organization (CCO)

Support continued implementation of CCO legislation to include retaining the county's role in service delivery and receiving an equitable share of funding for service delivery.



2013



State Legislative Agenda



Wilsonville City Council

Tim Knapp, Mayor

Richard Goddard, Councilor Julie Fitzgerald, Councilor Scott Starr, Council President Susie Stevens, Councilor

City Appointed Management

Bryan Cosgrove, City Manager Michael Kohlhoff, City Attorney

CITY OF WILSONVILLE, OREGON / SOUTH METRO AREA REGIONAL TRANSIT (SMART)

Mark Ottenad, Public/Government Affairs Director 503-570-1505 • ottenad@ci.wilsonville.or.us Greg Leo, Public Affairs Consultant, The Leo Co. 503-804-6391 • greg@theleocompany.com 29799 SW Town Center Loop East Wilsonville, OR 97070 www.ci.wilsonville.or.us



Acting on behalf of the residents and businesses of the City of Wilsonville, the City Council adopts this legislative agenda to guide municipal policy positions in the 2013 session of the Oregon Legislative Assembly.

Wilsonville City Council, February 4, 2013



1. GOVERNANCE

■ Local Autonomy

1.1 The City of Wilsonville supports autonomy of local governments and opposes efforts to preempt local-government authority to work on behalf of the city's residents and businesses. The City seeks opportunities to restore municipal authority where it has previously been preempted by state law.

■ State Shared Revenues / Unfunded Mandates

1.2 The City of Wilsonville supports the State Shared Revenue formula and opposes efforts to shift service-costs from the State to local governments, often referred to as —unfunded mandates." The City opposes efforts to reduce traditional —shared revenues," which include liquor, beer and wine, cigarette, and 9-1-1 taxes that pay for essential local services.

2. TRANSPORTATION & TRANSIT INFRASTRUCTURE

■ Transportation

- 2.1 The City of Wilsonville supports multi-modal transportation options—including roadways, transit services and bike/ped alternatives—for residents, commuting workers and businesses.
- 2.2 The City of Wilsonville supports strategies and plans that maintain or increase the traffic-handling capacity of I-5 and local streets for the movement of freight and conduct of commerce.

■ Transit

2.3 The City of Wilsonville supports access to increased transit services that

provide residents and commuting workers with an affordable option for personal mobility.

2.4 The City of Wilsonville supports expanded Westside Express Service (WES) commuter rail transit service for full-day and Saturday service and extension of service to Salem.



3. ECONOMIC & COMMUNITY DEVELOPMENT

■ Land Use and Development

3.1 The City of Wilsonville supports sustainable, smart-growth" concepts that include objectives such as compact urban development, the conservation of valuable resource lands and the protection of prime agricultural soils outside the urban growth boundary.



- 3.2 The City of Wilsonville supports Oregon land-use law that calls for urban-development activities to occur in cities—areas with municipal governance and supporting infrastructure—and opposes efforts to encourage activities outside of cities that result in urban-level development.
- 3.3 The City of Wilsonville supports initiatives that reclaim industrial —brownfield" sites in urban settings for productive re-use and that assists cities to develop existing industrial lands. These kinds of initiatives maximize the benefit from existing public resources and reduce the need for urban-growth boundary expansions to accommodate industrial development.
- 3.4 The City of Wilsonville supports making the state —Enterprise Zone" designation available to more cities and the creation of additional economic-development tools.

■ Workforce Development

- 3.5 The City of Wilsonville supports policies that encourage institutions of higher education to site and operate successfully in Wilsonville in order to provide more comprehensive workforce development opportunities for future and current employees of industrial employers.
- 3.6 The City of Wilsonville specifically supports the legislative bonding-authority request of the Oregon Institute of Technology (OIT), also known as —Oregon Tech," that facilitates the university's consolidation of Portland-area campuses to Wilsonville at a lower cost to Oregon taxpayers.
- 3.7 The City of Wilsonville supports efforts to improve the overall quality of K–12 education, and in particular to strengthen Science-Technology-Engineering-Math (STEM) education, as well as post-secondary education that prepare tomorrow's workforce.

4. ENVIRONMENTAL IMPACT

4.1 The City of Wilsonville supports the protection of the environment and important natural resources for the benefit of human health, quality of life for citizens, recreational opportunities, and wildlife habitat.



FAST FACTS: City of Wilsonville & South Metro Area Regional Transit (SMART)

■ Population: One of Oregon's fastest growing cities

For the past 10 years, Wilsonville has been one of Oregon's fastest growing cities with population over 10,000. Wilsonville's 2013 population is estimated at 20,515.

| <u>Jurisdiction</u> | 2000 Census | 2010 Census | % Change |
|-----------------------|-------------|-------------|----------|
| City of Wilsonville | 13,991 | 19,509 | 39.4% |
| Portland metro region | 1,444,219 | 1,789,580 | 23.9% |
| State of Oregon | 3,421,399 | 3,831,074 | 11.9% |

■ SMART Transit: Ridership of over 350,000 per year

SMART provides transit services six days per week for hundreds of commuting workers and residents.

SMART works with other transit providers and communities, including with TriMet for WES (Westside Express Service) commuter trains to Washington County, and provides service to Portland, Salem and Canby.

■ Education & Workforce Development: *High-quality skills-training*

Oregon Institute of Technology (OIT), or OregonTech, the state's premier university of advanced engineering and applied-technology studies, consolidated four Portland area campuses to one campus located in



Wilsonville in the former InFocus building, located adjacent to Rockwell Collins and FLIR. OregonTech works closely with Wilsonville's high-tech employers and with area high schools to promote Science-Technology-Engineering-Math (STEM) curriculum.

Clackamas Community College (CCC) has a Wilsonville campus that features a nationally recognized utility-training center conjunction with Portland General Electric and PacifCorp. Customized training classes for area businesses can be provided at the Wilsonville campus or at an employer's industrial site.

Strong Community Support for K-12 Education

West Linn-Wilsonville School District, one of Oregon's top-ranked school districts, serves Wilsonville north of the Willamette River with three elementary schools, a middle school, high school, special charter high school and an environmental studies center.



Canby School District serves Charbonneau area south of the Willamette River.

West Linn-Wilsonville School District

■ Employment: Family-wage industrial jobs

Wilsonville's 800-plus businesses provide approximately 20,000 jobs with half of these positions in high-wage industrial occupations of manufacturing, primarily in technology and software, or wholesale distribution.

Total annual private-sector payroll in Wilsonville is over \$900 million annually—an 80% increase since 2000—that generates a total direct/indirect regional economic impact of over \$2.2 billion per year.

Top-10 Private-Sector Wilsonville Employers

Sorted descending by Number of Full-Time Equivalent (FTE) jobs

| Bu | <u>siness</u> | <u>Type</u> | <u>FTE</u> |
|-----|-----------------------------------|-------------|------------|
| 1. | Xerox Corporation | M | 1,350 |
| 2. | Mentor Graphics Corporation | M | 1,020 |
| 3. | Tyco Electronics–Medical Products | M | 570 |
| 4. | Rockwell Collins | М | 490 |
| 5. | Sysco Food Services of Portland | D | 485 |
| 6. | FLIR Systems | М | 375 |
| 7. | Fry's Electronics, Inc | R | 235 |
| 8. | Fred Meyer / Kroger | R | 230 |
| 9. | Rite Aid Distribution Center | D | 220 |
| 10. | Kinetics Climax Inc | M | 170 |

Employer Type: D=Distribution; M=Manufacturing; R=Retail





Clean Energy Works Oregon (CEWO) creates jobs and saves energy. CEWO accomplishes this 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 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.

What CEWO has accomplished to date

Since 2009, Clean Energy Works has achieved:

Home energy retrofits

300 Jobs created

\$42 million Total economic activity

\$1 million Annual citizen energy savings

CEWO's delivery system includes:

52 Contractors

5 Lenders (Umpqua Bank, SELCO Credit Union, Advantis Credit

Union, Pacific Crest Federal Credit Union, Craft3)

8 Geographic regions covering 82% of the State's population

What CEWO would do with a \$10 million investment

5,000 Home energy retrofits

500 Iobs created

\$74 million Total economic activity

\$2 million Annual citizen energy savings

Achieve self-sufficiency through transaction-based revenue

The growth model (after State investment)

For every \$1 Dollar of earned income, CEWO leverages

\$8 Private capital \$1 Utility investment

The full market opportunity in Oregon

600,000 Oregon homes needing energy retrofits

60.000 Iobs created

\$8 billion Total economic activity

Materials following this page were distributed at the meeting.

Gresham City Council 2013 Legislative Priorities

ABOUT GRESHAM

The City of Gresham is the fourth largest city in Oregon and the second largest in the Portland metropolitan area. Gresham has a diverse population of over 100,000 that is made up of long time residents, young professionals, families, and new immigrant communities. Over the last twenty years, Gresham has experienced rapid growth and transformed from a rural, farming community to a burgeoning urban area that provides a high quality of life for its residents and business community.

The City has taken a visionary land-use direction by creating three exciting neighborhood districts along the MAX light rail line. These districts offer unique opportunities for urban development and redevelopment. The City is working hard to implement two significant urban growth boundary expansion areas that will include vibrant new urban neighborhoods and critical industrial and employment development for the City, region, and state.

The City takes a proactive, creative, and assertive approach to identify ways to improve the quality of life for our citizens and the image of our community.

Gresham City Council

Mayor Shane Bemis Karylinn Echols, Council President Josh Fuhrer Jerry W. Hinton Michael McCormick Mario Palmero Lori Stegmann

City Manager Erik Kvarsten

Government Relations Director
Ron Papsdorf
503-793-5023 (cell)
503-618-2806 (office)
ronald.papsdorf@greshamoregon.gov

www.GreshamOregon.gov

The City's priorities focus on ensuring Gresham has all the tools necessary to build a sustainable and livable community for our citizens.

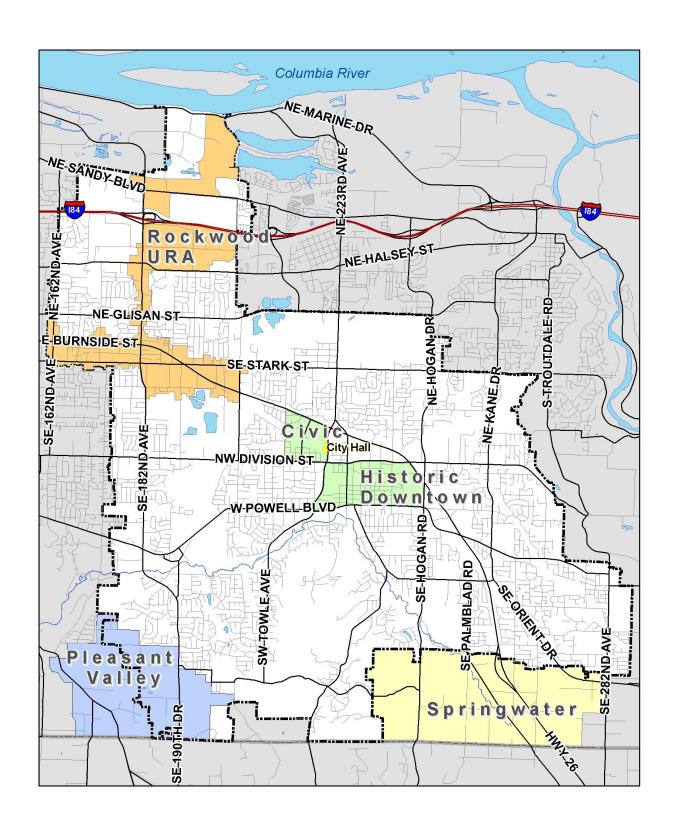
PRINCIPLES

- Support local control of taxes and revenues
- Oppose unfunded mandates
- Support efforts to stabilize local government funding
- Support local authority and decision-making
- Support economic development efforts especially job creation initiatives

KEY LEGISLATIVE PRIORITIES

- 1. Oppose efforts to reduce the proportionate share of revenue given to local government entities collected from the liquor, cigarette, and gasoline taxes.
- 2. Seek a legislative ballot referral for changes to assessed value limitations for new construction and transfer of property to address property tax inequities and local government revenue restrictions.
- 3. Seek the creation of a revolving loan or grant program for infrastructure development in urban growth boundary expansion areas.
- 4. Seek funding support for public arts facilities that support local economic development efforts, including the Gresham Center for the Arts.
- 5. Seek an adjustment to the rural and urban designations for the Strategic Investment Program (SIP).
- 6. Support retaining a meaningful Business Energy Tax Credit (BETC) program, especially for renewable energy manufacturing facilities.
- 7. Oppose efforts to impose prevailing wage requirements on private development projects receiving tax incentives.
- 8. Seek a local hiring preference for projects receiving local property tax abatements.
- 9. Support initiatives to increase the supply of development ready industrial lands.
- 10. Oppose legislation restricting the authority of cities to negotiate and collect adequate compensation from utility providers.
- 11. Seek the continuation of funding for east Multnomah County gang intervention services.

Gresham City Council 2013 Legislative Priorities





Metro Policy Advisory Committee

February 13, 2013

Metro Regional Center, Council Chambers

MEMBERS PRESENT AFFILIATION

Amanda Fritz City of Portland

Annette Mattson David Douglas School Board, Governing Body of School Districts

Bill Turlay City of Vancouver

Bob Grover Citizen, Washington Co. Citizen

Bob Stacey Metro Council Craig Dirksen Metro Council

Doug Neeley City of Oregon City, Clackamas Co. 2nd Largest City
Jerry Willey City of Hillsboro, Washington Co. Largest City
Jim Rue Oregon Dept. of Land Conservation and Development

Jody Carson, 1st Vice Chair City of West Linn, Clackamas Co. Other Cities

Loretta Smith, *Chair* Multnomah County

Marilyn McWilliams Tualatin Valley Water District, Washington Co. Special Districts

Martha Schrader Clackamas County

Maxine Fitzpatrick Citizen, Representing Multnomah Co. Citizen
Peter Truax, 2nd Vice Chair City of Forrest Grove, Washington Co. Other Cities

Sam Chase Metro Council

Wilda Parks Citizen, Representing Clackamas Co. Citizen

William Wild Oak Lodge Sanitary District, Clackamas Co. Special Districts

MEMBERS EXCUSED AFFILIATION

Andy Duyck Washington County
Charlie Hales City of Portland

Kent Studebaker City of Lake Oswego, Clackamas Co. Largest City

Michael Demalgalski City of North Plains, City in Washington Co. Outside the UGB

Norm Thomas City of Troutdale, Multnomah Co. Other Cities

Steve Clark TriMet Board of Directors

Steve Stuart Clark County

ALTERNATES PRESENT AFFILIATION

Josh Fuhrer City of Gresham Lise Glancy Port of Portland

Tyler Ryerson City of Beaverton, Washington Co. 2nd Largest City

STAFF: Joe Montanez, Kelsey Newell, Andy Cotugno, John Williams, Randy Tucker, Robin McArthur, Alison Kean Campbell, Andy Shaw, Ken Ray, Ina Zucker

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Loretta Smith called the meeting to order and declared a quorum at 5:06 p.m.

2. SELF INTODUCTIONS & COMMUNICATIONS

All attendees introduced themselves.

3. <u>CITEZEN COMMUNICATION ON NON-AGENDA ITEMS</u>

No citizen communication or non-agenda items were discussed.

4. **COUNCIL UPDATE**

Councilor Dirksen provided an update on the following items:

- On Jan 28, Metro purchased 22 acres to close a gap in the Canemah Bluff Natural Area. This
 purchase completes the 307-acre natural area in Oregon City. For more information, visit
 www.oregonmetro.gov.
- The elephants Lily and Tusko were purchased by the Oregon Zoo last week for \$400,000. The whole amount was paid for directly by the Oregon Zoo Foundation. For more information, visit www.oregonmetro.gov/zoo.
- Applications for this year's cycle of Regional Travel Options grants are due to Metro by Friday, Feb 22, 2013. The RTO program promotes better use of the region's biking, walking, and public transit infrastructure. For more information, visit www.oregonmetro.gov/rtogrants.

5. CONSENT AGENDA

- Consideration of the Jan. 23, 2013 Minutes
- MTAC Member Nominations

<u>MOTION:</u> Mr. William Wild moved, Councilor Jody Carson seconded, to approve the consent agenda.

<u>ACTION</u>: With all in favor and one abstained (McWilliams), the motion <u>passed</u>.

6. INFORMATION & DISCUSSION ITEMS

6.1 **2013 MPAC WORK PROGRAM**

Chair Smith overviewed the draft 2013 MPAC work program and solicited feedback and additional recommendations from members on what topics MPAC would like to consider in 2013. Members offered feedback and suggested further consideration on the following topic areas for MPAC:

- Adequate School Funding;
- Affordable Housing;

- Brownfields:
- I-5 Replacement Bridge Project and;
- Industrial Site Readiness.

6.2 METRO COUNCIL PLANNING AND DEVELOPMENT GRANTS

Mr. John Williams presented on Metro Community Planning and Development Grants. The purpose of the grants are for the Metro Council to encourage good planning that readies land for development, removes barriers to private investment in development and improves the livability of the region. Mr. Williams overviewed those eligible to receive grant funding, funding availability, and key dates and deadlines for the grants.

Additional information on grant eligibility, the evaluation process and application requirements are included in the Grants Application Handbook, available online at www.oregonmetro.gov/grants.

Commissioner Martha Schrader, on behalf of Clackamas Co. Chair, John Ludlow, distributed a letter requesting the Metro Council extend the grant application deadline.) Members expressed strong opposition to this request. (Letter included as a part of the meeting record

<u>MOTION:</u> Mayor Jerry Willey moved, Mayor Doug Neeley seconded, not to extend the CET grant application deadline.

<u>ACTION</u>: With all in favor and one opposed (Schrader), the motion <u>passed</u>.

6.3 METRO AND LOCAL JURISDICTIONS' 2013 STATE LEGISLATIVE AGENDA

Area 93

Ms. Robin McArthur introduced this topic by giving a brief overview on past issues affecting development of Area 93. Mr. Randy Tucker, Ms. Claudia Black, and Mr. Jim McCauley presented on Area 93 in further detail. Area 93 is located in Multnomah County, approximately 2.5 miles north of the U.S. Highway 26/Oregon 217 interchange. It is approximately 160 acres in size. Due to existing roads and natural features, the land area available for development is significantly less. Area 93 is isolated from other urbanized areas in Multnomah County by a rural reserve area approximately one-half mile in width. It is contiguous to urbanized Washington County on two sides.

The primary challenge behind developing Area 93 has been determining how to provide essential urban services such as water, sewer, parks, roads, and police protection. The preferred solution to advance development of Area 93 involves transferring the land into Washington County. This process includes bringing legislation before the Oregon legislature as well as a proclamation of approval from the governor.

Presenters also overviewed the planning and infrastructure cost of development, specific development anticipated for the area, and how soon development would begin. For more information please visit www.co.washington.or.us/area93.

Member discussion included:

- Members inquired if there had been any opposition to this proposal. Mr. Randy Tucker
 noted that there has been no opposition up to this point and the process has been quite
 efficient. Members were surprised there had not been any opposition.
- Members inquired about development of a master plan for the area. Mr. Jim McCauley noted that full scale planning will take place when the land is officially transferred into Washington Co.
- Members also expressed concern with the physical constraints of the area, noting the possible need for new infrastructure.

Metro Legislative Agenda

Mr. Randy Tucker gave an overview of Metro's Legislative Priorities for the 2013 Oregon State Legislative Session.

Highlighted priorities included:

- I-5 Replacement bridge over the Columbia River;
- Industrial site readiness:
- Oregon Convention Center headquarters hotel;
- Paint Stewardship Program;
- Property Tax reform;
- Service provision in unincorporated areas and;
- Willamette Falls Legacy Project.

Member discussion included:

- Members inquired about MPAC's role in the development of the legislative agenda. Mr. Randy Tucker stated the legislative agenda had already been approved and finalized; however, MPAC had developed a regional legislative agenda in the past.
- Members inquired about specific recommendations on funding sources as it relates to industrial site readiness. Mr. Tucker noted that the legislation in the works does not mention any specific funding sources.
- Members emphasized a need to simplify the process of industrial site readiness as opposed to putting all of the focus on funding sources.
- Members expressed concerns about minimizing the impact on I-205 as legislation is finalized with the I-5 Replacement Bridge project. Mr. Tucker stated legislators who have expressed this exact concern are working on amending the legislation currently under consideration to establish a process for addressing impacts to I-205.
- Members also expressed concerns about potential formula changes as it relates to funding for counties and that the size and scope of the I-5 project could hurt funding for other projects in the surrounding areas.
- Mr. Tyler Ryerson gave a brief overview of the City of Beaverton's legislative agenda and highlighted a few key areas that did or did not match up with Metro's legislative agenda.

6.4 **GOVERNOR'S LAND USE PACKAGE**

Mr. Jim Rue presented on Revising Oregon's Urban Growth Management Program. Oregon has been relatively successful in increasing the efficiency of land use in our urban areas. This has meant conservation of farm and forest lands for our agricultural and forest products industries and lower costs for roads, sewer and water systems in growing areas. Due to the complexity of the Urban Growth management system, citizens have become frustrated with the significant effort required to update long range urban area plans. This led to the formation of a collaborative team to work with the Department of Land Conservation and Development to design key changes to the states Urban Growth Management program.

Desired outcomes of this collaboration include:

- Encourage continued improvement in urban efficiency, and assist cities to create well-functioning communities that are desirable places to live and work;
- Make it easier to carry out planned development within existing urban areas;
- Reduce the time and expense of urban growth boundary (UGB) amendments, and make amendments more predictable, particularly for smaller cities;
- Reduce the time and expense of urban growth boundary (UGB) amendments, and make amendments more predictable, particularly for smaller cities and;
- Continue to conserve important farm and forest lands and other resources.

Mr. Rue continued by noting 4 House Bill drafts that are currently being discussed in the Legislature, addressing key Urban Growth Management issues.

- HB2253 relating to Population Forecasting;
- HB2254 relating to Residential Growth;
- HB2255 relating to Employment Growth;
- HB2256 relating to Growth within and adjacent to existing urban areas.

Member discussion included:

- Members expressed the importance of population forecasting and;
- Members expressed concerns with local option levees.

7. MPAC MEMBER COMMUNICATION

- Members discussed MPAC's advisory role to the Metro Council. Members stated that MPAC should have had a more active role in determining areas of legislative focus for Metro.
 Councilor Bob Stacey stated that the Metro Council does not want to disregard the thoughts of other officials in the group, but rather, the Metro Council finds constructive ways to dialogue on what issues effect fellow governments.
- Ms. Robin McArthur noted that MPAC has played a crucial role in advising the Metro Council
 on specific areas such as brownfields, but ultimately, the Metro Council has final say on its
 legislative priorities.

 Ms. Annette Matteson stated that while school funding is not directly listed as a legislative priority, the issues that are listed, (property tax reform, conservation and recycling programs, non-highway transportation funding, PERS reform, and combating Section 8 discrimination), all deeply affect the schools in the region.

8. ADJOURN

Chair Smith adjourned the meeting at 6:58 p.m.

Respectfully Submitted,

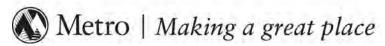
Joe Montanez Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR FEBRUARY 13, 2013

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

| <u>Item</u> | Doc. Type | <u>Doc. Date</u> | Doc. Description | Doc. Number |
|-------------|-----------|------------------|---------------------------------------|-------------|
| 5.0 | Handout | 2/11/13 | Revised MTAC Nominations | 21313m-01 |
| 6.1 | Handout | 2/12/13 | MPAC Work Program | 21313m-02 |
| 6.2 | Handout | 2/12/13 | Planning and Development Grants | 21313m-03 |
| 6.2 | Handout | 9/12 | Planning and Development Grants | 21313m-04 |
| 6.2 | Handout | 2/13/13 | Clackamas Co. CET Letter | 21313m-05 |
| 6.3 | Handout | NA | Metro Legislative Priorities | 21313m-06 |
| 6.3 | Handout | 2/11/13 | Area 93 Overview | 21313m-07 |

| 6.4 | Handout | 12/4/12 | Oregon's Urban | 21313m-08 |
|-----|---------|---------|----------------|-----------|
| | | | Growth | |
| | | | Management | |
| | | | Program | |



2013 MPAC Tentative Agendas

As of 2/21/13

Items in italics are tentative; **bold** denotes required items

MPAC Meeting

Wednesday, Feb. 27, 2013

- 2013 State legislation: MPAC members update group on their priorities Discussion
- Clean Energy Works Oregon Information
- Regional Air Quality Impacts of Diesel Engines Information
- I-5 Bridge Replacement Project Information

MPAC Meeting

Wednesday, March 13, 2013

- Legislative Update –Information
- Climate Smart Communities Scenarios project: investment choices – Information/discussion
- Climate Adaptation Presentation (building community resilience to future climate impacts (Kent Snyder – ACSI; Tim Lynch – Multnomah County Office of Sustainability; Kari Lyons-Eubanks – Multnomah County Environmental Health; Vivek Shandas – PSU

FYI: National League of Cities Congressional City Conference

March 9 to 13, 2013

MPAC Meeting – Canceled

Wednesday, March 27, 2013

MPAC Meeting

Wednesday, April 10, 2013

- Legislative Update –Information
- Update from MPAC members who attended the National League of Cities conference – Discussion
- Climate Smart Communities Health Impact Assessment – Information
- Climate Smart Communities Scenarios project: presentation on the scorecard workshops – Information/discussion

FYI: Best Practices Trip - Atlanta, GA

April 9 to 12, 2013

MPAC Meeting

Wednesday, April 24, 2013

- Update from MPAC members who attended the Atlanta Best Practices trip – Discussion
- 2014 Urban Growth Report and growth management decision present draft timeline
- Brownfields presentation by City of Portland, continued MPAC discussion of policy recommendations to advance brownfields remediation in region.
- Large site industrial site readiness further discussion of policy recommendations and update on 2013 state legislation.
- 2035 RTP Amendments Information
- Institutional Food Buying Alliance presentation by Multnomah County, Clackamas County, private sector representatives – Information/ Discussion

MPAC Meeting – Canceled due to Joint MPAC/JPACT Summit on May 3, 2013

Wednesday, May 8, 2013

<u>Joint MPAC/JPACT Climate Smart Communities Summit</u> *May 3, 2013*

MPAC Meeting

Wednesday, May 22, 2013

- Legislative Update –Information
- Joint Summit recap
- Presentation on health & land use featuring local projects from around the region
- Community Investment Initiative Development Readiness Pilot Program – Preliminary Results – Information

MPAC Meeting

Wednesday, June 12, 2013

- Legislative Update –Information
- Presentation on the final draft of the Regional
 Active Transportation Plan Information
- Community Investment Initiative update
- Metro Planning & Development grants update
- Affordable Housing Opportunities, tools and strategies – Discussion

MPAC Meeting

Wednesday, June 26, 2013

MPAC Meeting

Wednesday, July 10, 2013

MPAC field trip?

MPAC Meeting

Wednesday, July 24, 2013

• Consider cancellation

MPAC Meeting

Wednesday, Aug. 14, 2013

- Metropolitan Export Initiative
- SW Corridor Plan

MPAC Meeting

Wednesday, Sept. 11, 2013

 Discuss next steps on brownfields/large site industrial if needed

MPAC Meeting

Wednesday, Sept. 25, 2013

MPAC Meeting

Wednesday, Oct. 9, 2013

- 20-year population and employment forecasts
- Climate Smart Communities: Phase II Findings update/discussion

MPAC Meeting

Wednesday, Oct. 23, 2012

Topics TBD

| MPAC Meeting | MPAC Meeting |
|--------------------------|---|
| Wednesday, Nov. 13, 2012 | Wednesday, Dec. 11, 2012 |
| Topics TBD | Climate Smart Communities: Final check-in for 2013 update/discussion |

Parking Lot:

- Equitable distribution of transit services in the region
- Presentation on Metro Council work plan for 2013
- Simplify the development process, particularly for difficult sites (brownfields)
- Equity indicators in the region
- Affordable housing
- Apartments without parking



REVISED, 2/25/13

Date: Monday, Nov. 5, 2012

To: MPAC Members and Alternates

From: Kelsey Newell

Subject: 2013 MPAC Meeting Schedule

Below is the 2013 MPAC meeting schedule. All MPAC meetings will be held from 5 to 7 p.m. in the Metro Council Chamber.

| Wednesday, Jan. 9, 2013 | Regular MPAC meeting |
|---------------------------|----------------------|
| Wednesday, Jan. 23, 2013 | Regular MPAC meeting |
| Wednesday, Feb. 13, 2013 | Regular MPAC meeting |
| Wednesday, Feb. 27, 2013 | Regular MPAC meeting |
| Wednesday, March 13, 2013 | Regular MPAC meeting |
| Wednesday, March 27, | Regular MPAC meeting |
| Wednesday, April 10, 2013 | Regular MPAC meeting |
| Wednesday, April 24, 2013 | Regular MPAC meeting |
| Wednesday, May 8, 2013 | Regular MPAC meeting |
| Wednesday, May 22, 2013 | Regular MPAC meeting |
| Wednesday, June 12, 2013 | Regular MPAC meeting |
| Wednesday, June 26, 2013 | Regular MPAC meeting |
| Wednesday, July 10, 2013 | Regular MPAC meeting |
| Wednesday, July 24, 2013 | Regular MPAC meeting |
| Wednesday, Aug. 14, 2013 | Regular MPAC meeting |
| Wednesday, Sept. 11, 2013 | Regular MPAC meeting |
| Wednesday, Sept. 25, 2013 | Regular MPAC meeting |
| Wednesday, Oct. 9, 2013 | Regular MPAC meeting |
| Wednesday, Oct. 23, 2012 | Regular MPAC meeting |
| Wednesday, Nov. 13, 2012 | Regular MPAC meeting |
| Wednesday, Dec. 11, 2012 | Regular MPAC meeting |

GOING FORWARD AN ASSET FOR OREGON'S ECONOMY







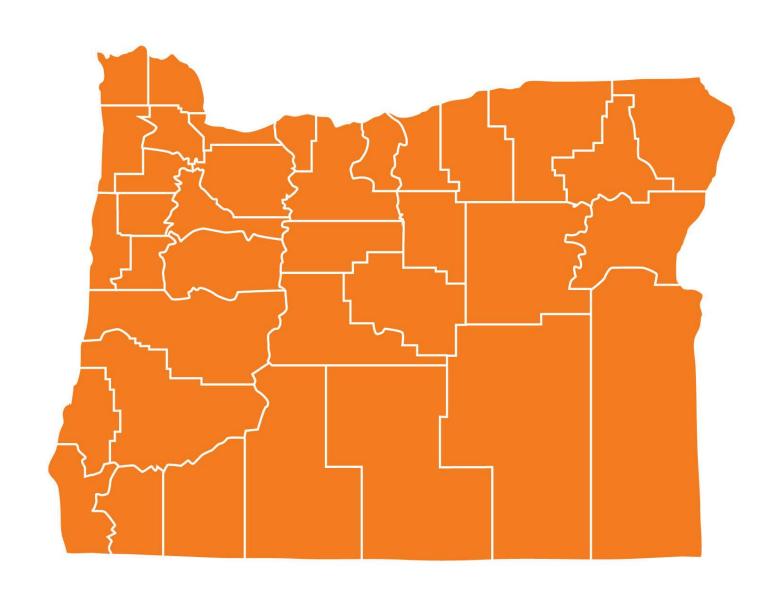




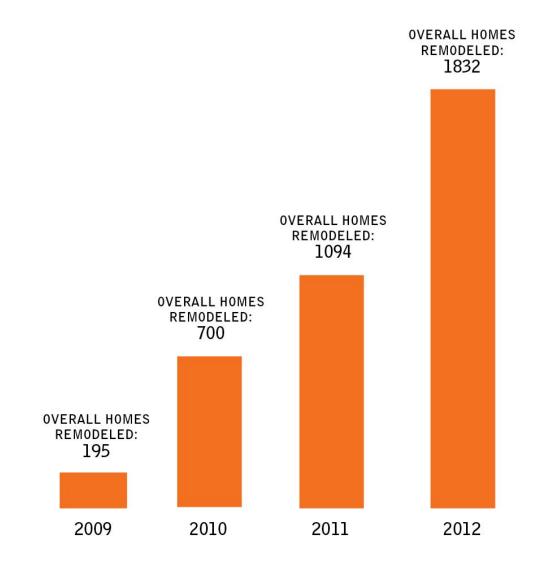
90+% customer satisfaction

- + Vetted contractors
- + Flexible financing options
- + Excellent service
- + Independent inspection

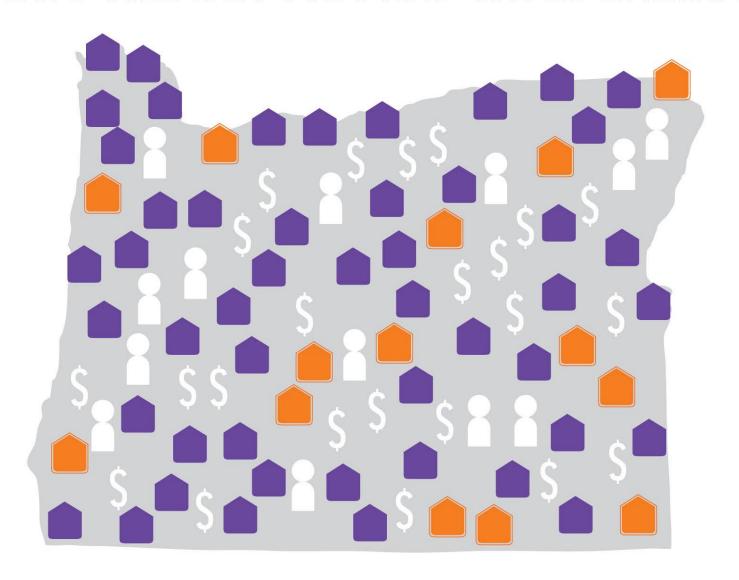
CEWO CURRENT AND FUTURE SERVICE AREAS



HOME PERFORMANCE REMODELS



CEWO CREATES JOBS AND SAVES ENERGY

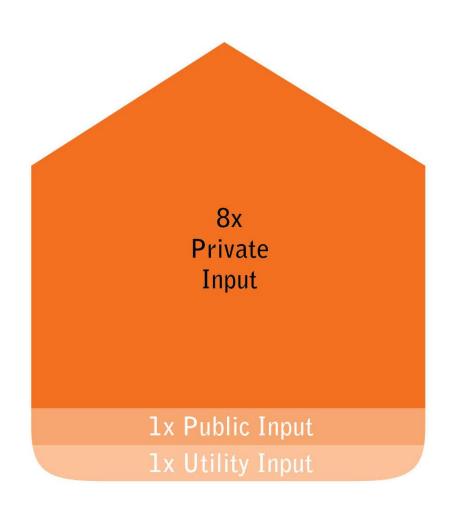






600,000 homes 60,000 jobs \$8 billion economic development \$175 million in annual citizen utility expense savings 94 million therms 500 million kWh annually

WHAT IT TAKES TO POWER CEWO



WHAT IT TAKES TO POWER CEWO



GOING FORWARD AN ASSET FOR OREGON'S ECONOMY



Addressing Regional Air Quality Through Clean Diesel



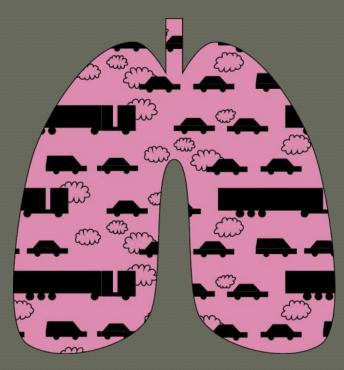
Tim Lynch
Office of Sustainability

Moriah McSharry McGrath
Office of Policy and Planning, Health Dept.

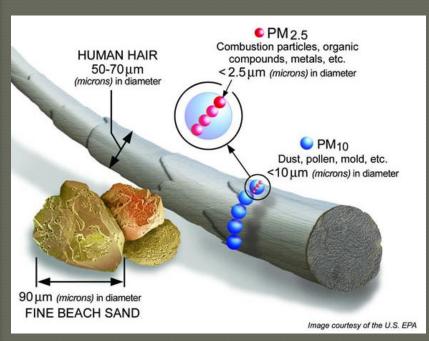


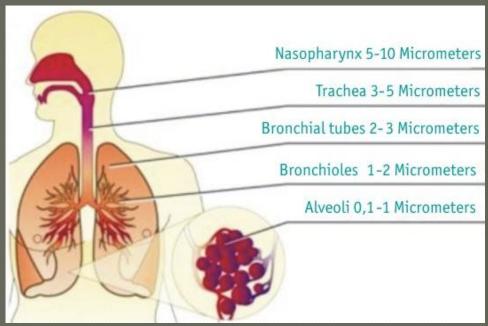
Kevin Downing Clean Diesel Program

- Diesel engines power the economy, but are harmful to our health
 - Inhalable gases
 - Inhalable particles
- Diesel particulate is a known carcinogen
- Other health concerns:
 - Respiratory disease
 - Heart disease
 - Disability and death



 The smaller the particle, the greater the health hazard.





- Air quality is an equity issue.
 - Physiological differences
 - Difference in exposure rates
 - Race
 - Income and occupation
 - Geography

 Our region has high exposures to air toxins and inequitable exposures based on geography, race, and income.

Portland Air Toxics **Solutions**



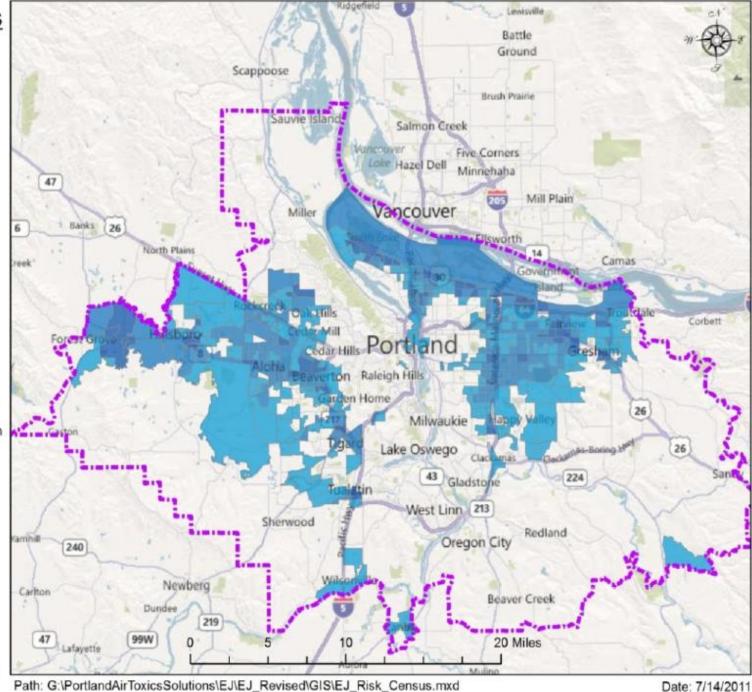
Quality

Note: Average minority population per block group in the PATS study area is 25%. Block groups with above the average minority population are shaded.

2010 Census % minority by block group

4 - 15 16 - 24 25 - 35 36 - 49 50 - 87 PATS Study Area

Reference: Census 2010 and American Community Survey ESRI base data



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Portland Air Toxics Solutions



State of Oregon Department of Environmental Quality

Above benchmark

All sources

1 - 5

6 - 10

11 - 20

21 - 40

41 - 60

61 - 80

81 - 120

121 - 170

Less than 1

Census 2010 % Minority

4 - 15

16 - 24

25 - 35

23-3

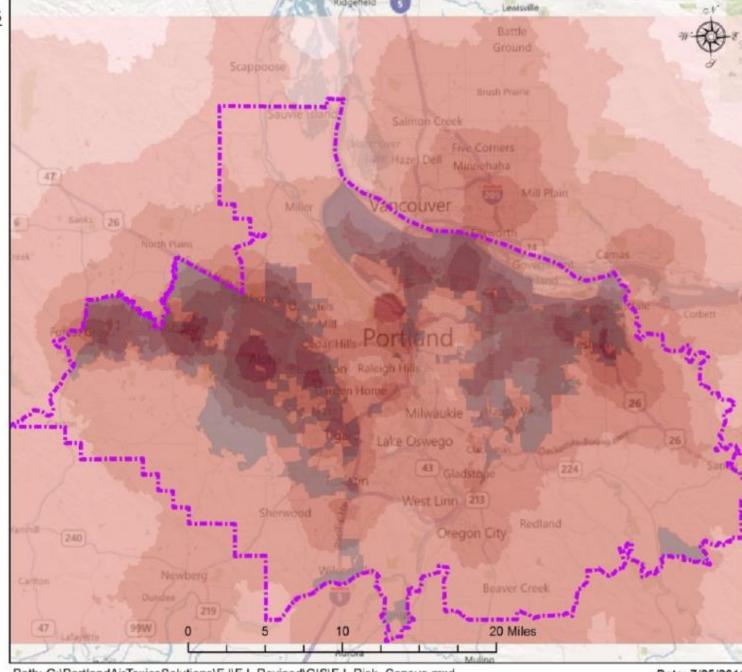
36 - 49

50 - 87

PATS Study Area

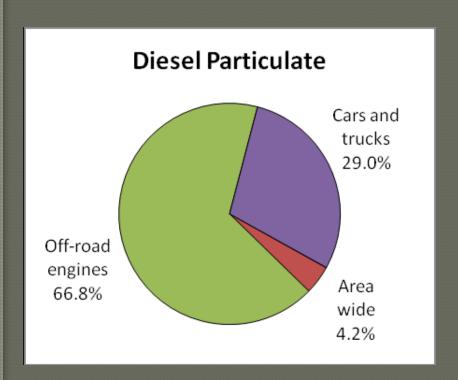
PATS Study Area

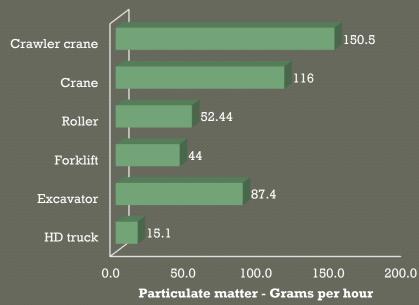
Reference: Census 2010 and American Community Survey ESRI base data



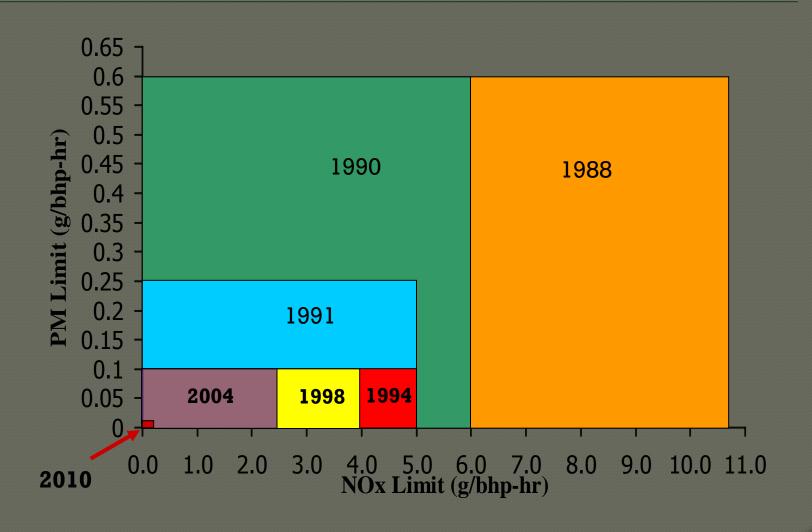
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Source of PM Emissions

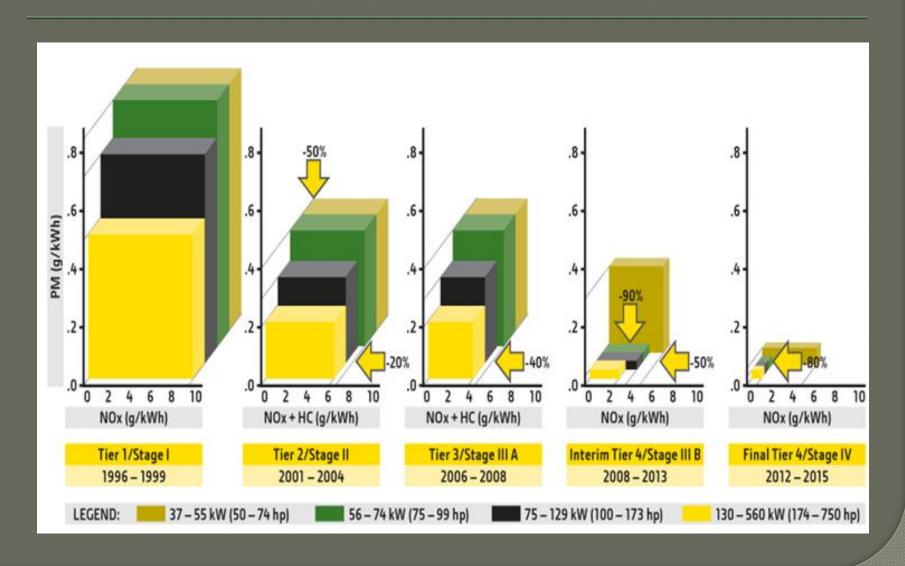




EPA Highway Emission Standards

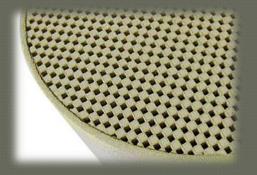


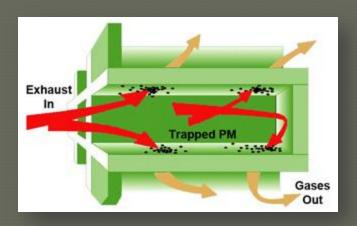
EPA Non-Road Emission Standards



Existing Equipment Retrofits

Can reduce PM and gases by 90%+







Portland/Multnomah Clean Diesel Partnership











- Secured ~\$2 million in federal/state grant funding to support:
 - Retrofits of City/County public fleets
 - Private contractor education and fleet retrofits
 - Development of clean diesel contracting policy

Accomplishments

- 150+ City/County public fleet retrofits
- Piloted clean diesel contracting language
- Significant outreach to contractors
- Lifetime public health benefits:
 - Reduction of 7.74 tons diesel particulate matter.
 - Over \$8 million in avoid community health costs

East County Courthouse Project



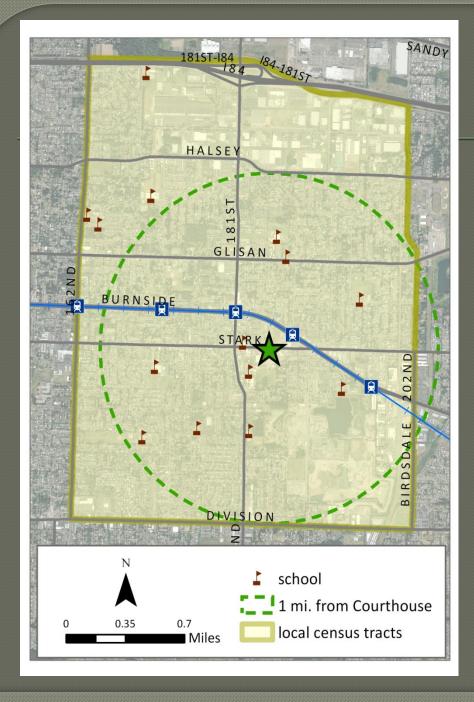




Parrish Excavating, Inc.

Making Good Impressions Worth Remembering

Hansen Drilling Co.



Project Area

Health Equity:

- 28% under 18
- 28% living in poverty
- 39% non-white

Worker Health

Technical and Financial Assistance

- Burn cleaner fuel
- Burn fuel cleaner
- Burn less fuel

Burn Cleaner Fuel

Biodiesel

Natural Gas

Propane

Electric







Burn Fuel Cleaner

Retrofit existing vehicles with clean diesel technology





Burn Less Fuel

Reduce idling

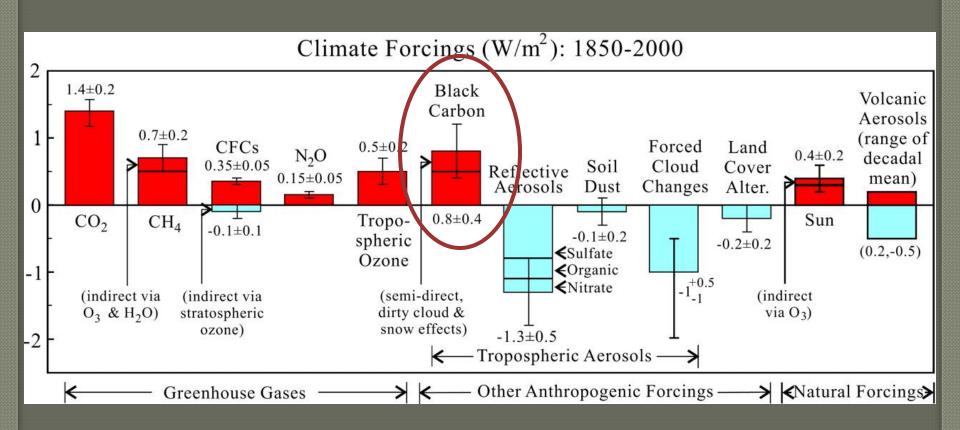
Improve fuel economy

Upgrade engines to reduce fuel consumption

Other Regional/State Projects



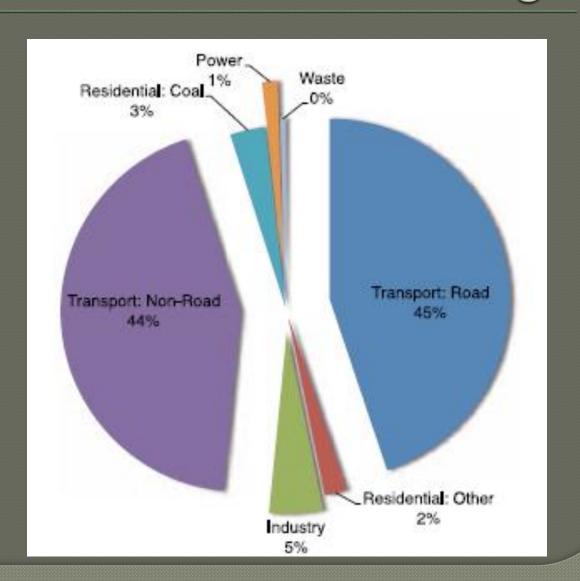
Black Carbon & Climate Change

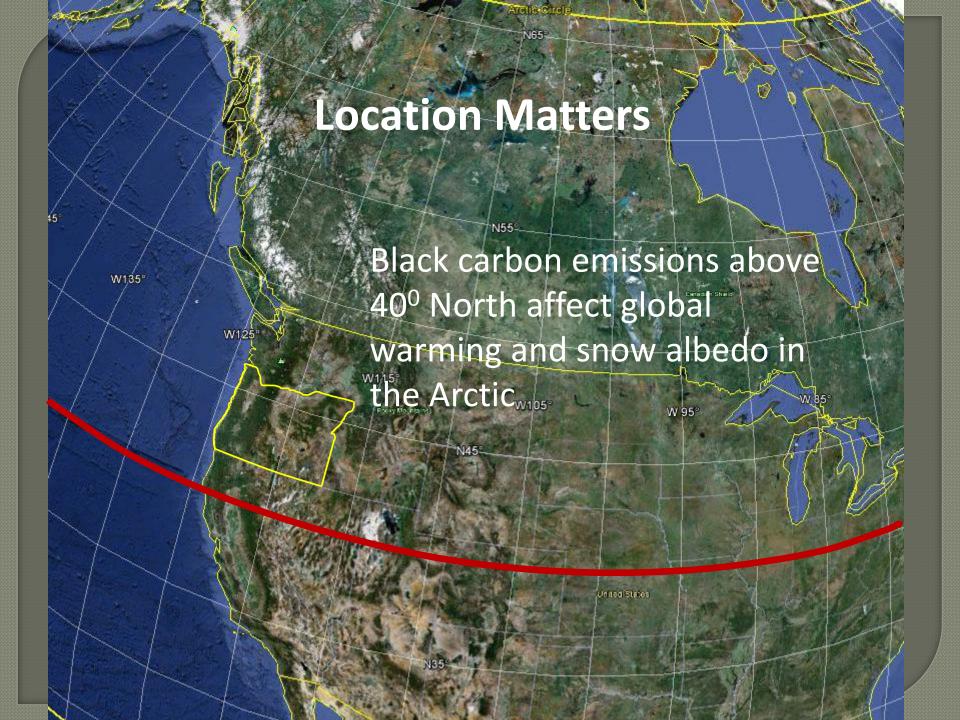


Black Carbon & Climate Change

U.S. Black Carbon Emissions –

Diesel as major source





Policy/Funding Opportunities

- EPA/DEQ funds to support local initiatives
- Leverage West Coast Collaborative
- Policy options:
 - Clean diesel contracting requirements
 - LEED clean diesel construction credit

Q&A / Contact Information

For more information, contact:

Kevin Downing, Oregon DEQ

503.229.6549 or downing.kevin@deq.state.or.us

Moriah McGrath, Mult Co. Health Dept.

503.988.3663 x24021 or moriah.mcgrath@multco.us

Tim Lynch, Mult Co. Office of Sustainability

503-988-4094 or tim.j.lynch@multco.us



I-5 Bridge Replacement Project

Metro Policy Advisory Committee
Heather Wills
February 27, 2013













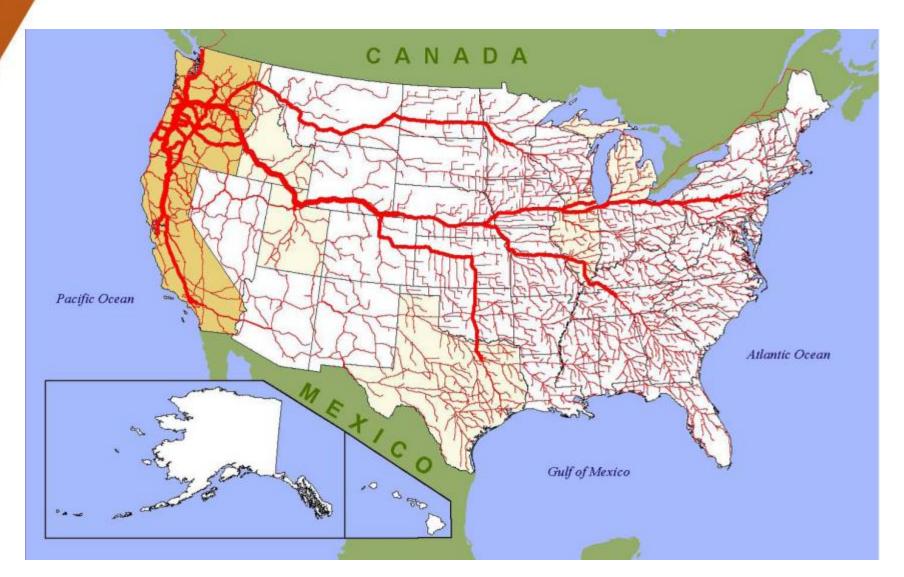
A project of national significance

- Critical link between Canada and Mexico dependent on an old, vulnerable bridge
- Connects interstate system with access to deep water shipping, upriver barging, two ports, two waterlevel rail lines, and air transport.
- One of the worst freight bottlenecks in the nation
- \$40 billion in freight crosses bridge; \$71 billion by 2030



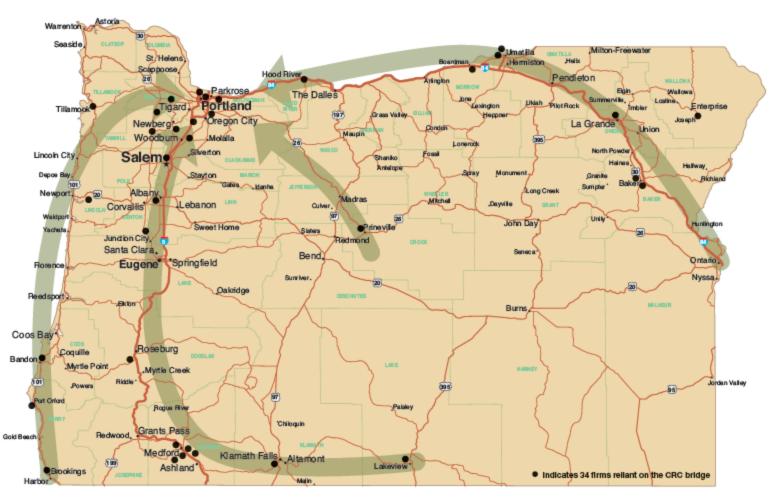


Oregon truck flows





Oregon business depends on transportation









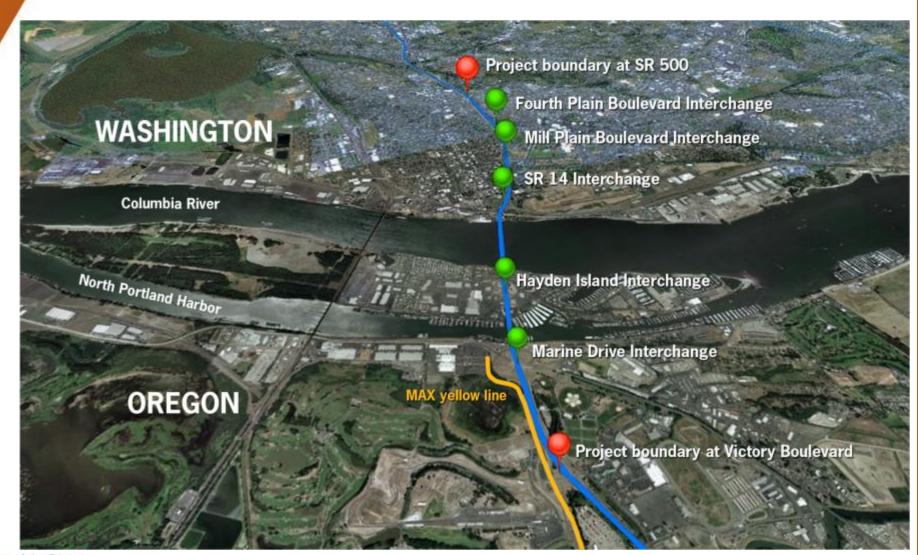
Seismic stability



*Illustrations, not to scale. Exaggerated vertical proportion of



I-5 bridge project area





Long-term solution



- Replace I-5 bridge
- Improve safety and capacity in 5-mile corridor and interchanges
- Connect light rail to Vancouver
- Improved pedestrian and bicycle connectivity



Public process to develop solutions



- 2001 2002
 I-5 Transportation and Trade Partnership
- 2005 2008
 39-member CRC Task Force



- 2008 2011
 Project Sponsors Council and citizen advisory groups
 - Vancouver Working Group
 - Vancouver Transit Advisory Committee
- More than 32,000 people engaged at over 1,100 events



Project construction cost estimates and fund sources



| Oregon Roadway and Interchanges | Cost | Funding Source | |
|--|------------------|-----------------------------------|--|
| Oregon Roadway and Interchanges Total | \$595 million | State and/ or federal funds | |

| Columbia River Bridge and Approaches | Cost | Funding Source |
|--|------------------|---|
| Columbia River Bridge and Approaches Total | \$1.2 billion | Tolls and State or Federal funds |

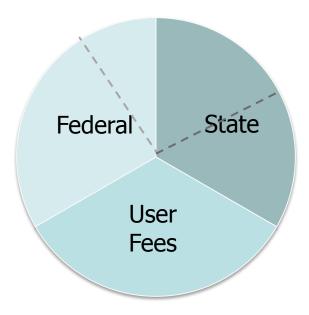
| Light Rail Transit Extension | Cost | Funding Source |
|---------------------------------|---------|-------------------|
| Light Rail Transit | \$850 | FTA New |
| Extension Total | million | Starts |

| Washington Roadway and Interchanges | Cost | Funding Source |
|--|------------------|-----------------------------------|
| Washington Roadway and Interchanges Total | \$435 million | State and/ or Federal Funds |

| Targeted Columbia River Crossing Funding Sources | Amount (billions) |
|--|-------------------|
| FTA New Starts (light rail) | \$0.85 |
| FHWA | \$0.4 |
| Tolls | \$0.9 - \$1.3 |
| OR/WA | \$0.9 |
| TOTAL FUNDING SOURCES | \$3.05 - \$3.45 |



Funding sources



| Federal | User Fees | State |
|---------------------------------|---|---------------------------------------|
| FTA (\$850 M) FHWA (\$400 M) | Toll revenue (\$900 M - \$1.3 B) TIFIA (loan to leverage tolls) | Washington (\$450 M) Oregon (\$450 M) |



Project schedule

- Final Environmental Impact Statement
- Federal Record of Decision
 - Legislative review (2012)
 - Transportation commissions sign agreement for bi-state toll setting process
 - Legislative review (2013)
 - Project permitting
 - Property acquisition process begins
 - Submit application for transit Full Funding Grant Agreement
 - Begin early construction activities
 - Begin bridge construction
 - Earliest pre-completion tolling could begin
 - ─ New southbound I-5 bridge opens
 - Light rail service begins
 - New northbound I-5 bridge opens
 - Demolition of old bridges begins



2011 2012 2013 2014 2015 ······

2019 2

Columbia River CROSSING

www.ColumbiaRiverCrossing.org

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