



## Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)  
Date: Thursday, March 14, 2013  
Time: 7:30 to 9 a.m.  
Place: Metro Regional Center, Council Chamber

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- |                |           |   |  |
|----------------|-----------|---|--|
| <b>7:30 AM</b> | <b>1.</b> | <b>CALL TO ORDER, DECLARATION OF A QUORUM &amp; INTRODUCTIONS</b>   | <b>Carlotta Collette, Chair</b>          |
| <b>7:32 AM</b> | <b>2.</b> | <b>CITIZEN COMMUNICATIONS ON JPACT ITEMS</b>  | <b>Carlotta Collette, Chair</b>          |
| <b>7:35 AM</b> | <b>3.</b> | <b>UPDATES FROM THE CHAIR &amp; COMMITTEE MEMBERS</b>   | <b>Jason Tell, ODOT Region 1</b>         |
|                | *         | <ul style="list-style-type: none"><li>• Update on the ODOT, Region 1 State Transportation Improvement Program (STIP) 150 Percent List</li><li>• 2013 Legislative Update</li><li>• OMPOC Member Appointments</li></ul> |  |
| <b>7:40 AM</b> | <b>4.</b> | <b>* CONSIDERATION OF THE MINUTES FOR FEB. 14, 2013</b>   |  |
| <b>7:45 AM</b> | <b>5.</b> | Report Back on JPACT Washington, DC Trip – <u>DISCUSSION</u>  | <b>All</b>                               |
| <b>7:55 AM</b> | <b>6.</b> | Governor's 10-Year Energy Action Plan – <u>INFORMATION</u>  | <b>Margi Hoffmann, Governor's Office</b> |
| <b>8:20 AM</b> | <b>7.</b> | Climate Smart Communities Scenarios Project: Investment Choices – <u>INFORMATION /DISCUSSION</u>  | <b>Kim Ellis, Metro</b>                  |
| <b>9 AM</b>    | <b>8.</b> | <b>ADJOURN</b>  | <b>Carlotta Collette, Chair</b>          |

\* Material available electronically.

\*\* Material will be distributed in advance of the meeting.

# Material will be provided at the meeting.

*For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: [kelsey.newell@oregonmetro.gov](mailto:kelsey.newell@oregonmetro.gov).  
To check on closure or cancellations during inclement weather please call 503-797-1700.*

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## **2013 JPACT Work Program**

3/4/13

<b><u>March 14, 2013</u></b> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios project – Discussion on Investment Choices</li><li>• Governor’s 10-year Energy Action Plan – Information</li></ul> <b>Annual JPACT Washington, DC Trip</b> March 6-7, 2013	<b><u>April 4, 2013</u></b> <ul style="list-style-type: none"><li>• 2035 RTP Amendments – Information</li><li>• Climate Smart Communities – Health Impact Assessments</li><li>• Climate Smart Communities Scenarios project: presentation on the scorecard workshops – Information/discussion</li></ul>
<b><u>May 9, 2013</u></b> <ul style="list-style-type: none"><li>• Transit funding and the MTIP Process – Information</li><li>• 2035 RTP Amendments – Action</li></ul>	<b><u>June 13, 2013</u></b> <ul style="list-style-type: none"><li>• Regional Active Transportation Plan: Final Plan – Information</li></ul>
<b><u>July 11, 2013</u></b> <ul style="list-style-type: none"><li>• RFFA Step 1 Region-wide Programs - Information</li></ul>	<b><u>August 1, 2013</u></b> <ul style="list-style-type: none"><li>• Recommendation to STIP Committee on ODOT Enhance projects – Action</li><li>• Local Coordinating Committee RFFA Public Hearings Summaries – Information</li></ul>
<b><u>September 12, 2013</u></b> <ul style="list-style-type: none"><li>• RFFA projects – Action</li></ul>	<b><u>October 10, 2013</u></b>
<b><u>November 14, 2013</u></b>	<b><u>December 12, 2013</u></b>

### **Parking Lot:**

- Regional Indicators briefing
- Hole-in-the Air Rulemaking – Review Comment Letter
- RFFA Step 1 Region-wide program briefings

**Region 1 Project Selection Committee 150% Recommendation**

ID #	PROJECT NAME	REQUESTED FUNDS
E1	Crescent Connection: Cedar Hills Blvd - Denney Road	\$ 904,000
E6	S. Ivy Pedestrian & Intersection Improvements	\$ 743,636
E7	Wa Na Pa Streetscape Redevelopment	\$ 852,435
E9	OR47:OR8 Intersection Improvements	\$ 1,282,000
E11	US 26: Cornelius Pass Road to NW 185th Avenue*	\$ 2,571,533
E13	King City Sidewalk Infill	\$ 410,000
E15	Boones Ferry Rd: Oakridge Rd/Reese Rd - Madrona St	\$ 4,000,000
E16	Kellogg Creek Pedestrian/Bicycle Underpass and Multi-use Trail	\$ 865,850
E18	OR Highway 211 Bicycle and Pedestrian Safety Enhancements	\$ 320,000
E21	Connected Cully	\$ 2,877,641
E22	Downtown I-405 Pedestrian Safety and Operational Improvements	\$ 2,009,952
E23	N Broadway Safety Crossing Enhancement Project	\$ 1,389,458
E29	SE Foster Road Safety and Sidewalk Enhancement Project	\$ 2,243,997
E32	St. Johns Truck Strategy Phase II	\$ 2,927,890
E33	Sullivan's Gulch Trail Undercrossing of I-205	\$ 1,555,921
E37	Sandy Transit Operations Center Phase II Bus Barns	\$ 510,000
E40	US 26: Ten Eyck Rd/Wolf Dr - Vista Loop Sidewalks	\$ 1,140,000
E42	Fanno Crk Trail: Woodard Park - Grant Ave	\$ 900,000
E48	Kinsman Road: Boeckman Rd - Barber Street	\$ 2,230,000
E53	Otty St- 82nd Ave Realignment	\$ 1,422,894
E54	Union Mills Rd at OR213 Intersection Improvements	\$ 897,143
E55	AGA Rd: MP 0.0 - 0.3 Bike/Ped Improvements	\$ 512,500
E57	OR281 Curve Widening	\$ 3,185,000
E58	Hood River City Park and Ride	\$ 219,890
E60	Willamette Grnwy Trail: Chimney Park/Kelley Pt Park**	\$ 5,000,000
E61	NE 238th Dr: Halsey St to Glisan St Freight and Multimodal Improvements	\$ 7,859,340
E62	Sandy Blvd (Fairview City Limits - 210th Ave): Freight & Multi-modal Improve	\$ 1,269,328
E64	Historic Columbia River Highway State Trail: Shellrock Mountain Crossing	\$ 5,157,530
E67	I-205 SB: I-84 EB Entrance-ramp to Stark/Washington Auxiliary Lane	\$ 7,627,050
E69	I-205 Shared Use Path: Pedestrian Bridge at Johnson Creek	\$ 1,121,625
E70	I-5 NB: Lower Boones Ferry Exit-ramp	\$ 1,794,600
E71	I-5 SB: Lower Boones Ferry Exit to Lower Boones Ferry Entrance Auxiliary Lane	\$ 7,627,050
E72	OR 224-212 Corridor ITS	\$ 672,975
E73	OR 99 E Corridor ITS	\$ 3,140,550
E74	OR212 at Richey Road: Pedestrian / Bicycle / Trail Improvements	\$ 273,677
E76	US 26 ATMS/ITS	\$ 3,215,550
E81	Columbia_Alderwood_Cully**	\$ 4,000,000
E84	Barbur-99W Corridor Safety & Access to Transit	\$ 3,144,140
E85	Cornell-Evergreen-229th Corridor Safety & Access to Transit	\$ 583,244
E86	Highway 8 Corridor Safety & Access to Transit	\$ 1,520,741
E87	Powell-Division Corridor Safety & Access to Transit	\$ 2,982,745
E94	OR217: Allen-Denney Southbound Split Diamond	\$ 4,486,500
E95	U.S. 26: Cedar Hills Boulevard Interchange Area Improvements	\$ 1,435,680
<b>Grand Total</b>		<b>\$ 98,884,064</b>

\* Preliminary Engineering Only

\*\* Phased as developed by the Applicant

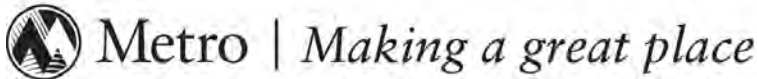
**Region 1 Project Selection Committee 150% Recommendation by Project Type**

ID #	PROJECT NAME	PROJECT TYPE	REQUESTED FUNDS
<b>Highway Mobility Projects</b>			
E9	OR47:OR8 Intersection Improvements	Highway Mobility	\$ 1,282,000
E11	US 26: Cornelius Pass Road to NW 185th Avenue*	Highway Mobility	\$ 2,571,533
E57	OR281 Curve Widening	Highway Mobility	\$ 3,185,000
E67	I-205 SB: I-84 EB Entrance-ramp to Stark/Washington Auxiliary Lane	Highway Mobility	\$ 7,627,050
E70	I-5 NB: Lower Boones Ferry Exit-ramp	Highway Mobility	\$ 1,794,600
E71	I-5 SB: Lower Boones Ferry Exit to Lower Boones Ferry Entrance Auxiliary Lane	Highway Mobility	\$ 7,627,050
E94	OR217: Allen-Denney Southbound Split Diamond	Highway Mobility	\$ 4,486,500
<b>Highway Mobility Totals</b>			<b>\$ 28,573,733</b>
<b>% of Funding</b>			<b>28.69%</b>
<b>ITS Projects</b>			
E72	OR 224-212 Corridor ITS	ITS	\$ 672,975
E73	OR 99 E Corridor ITS	ITS	\$ 3,140,550
E76	US 26 ATMS/ITS	ITS	\$ 3,215,550
<b>ITS Totals</b>			<b>\$ 7,029,075</b>
<b>% of Funding</b>			<b>7.06%</b>
<b>Non-Hwy Freight Connections Projects</b>			
E32	St. Johns Truck Strategy Phase II	Non-Hwy Freight Connections	\$ 2,927,890
E54	Union Mills Rd at OR213 Intersection Improvements	Non-Hwy Freight Connections	\$ 897,143
E61	NE 238th Dr: Halsey St to Glisan St Freight and Multimodal Improvements	Non-Hwy Freight Connections	\$ 7,859,340
E81	Columbia_Alderwood_Cully**	Non-Hwy Freight Connections	\$ 4,000,000
<b>Non-Hwy Freight Connections Totals</b>			<b>\$ 15,684,373</b>
<b>% of Funding</b>			<b>15.75%</b>
<b>Regional/State Trails Projects</b>			
E16	Kellogg Creek Pedestrian/Bicycle Underpass and Multi-use Trail	Regional/State Trails	\$ 865,850
E33	Sullivan's Gulch Trail Undercrossing of I-205	Regional/State Trails	\$ 1,555,921
E42	Fanno Crk Trail: Woodard Park - Grant Ave	Regional/State Trails	\$ 900,000
E60	Willamette Grnwy Trail: Chimney Park/Kelley Pt Park**	Regional/State Trails	\$ 5,000,000
E64	Historic Columbia River Highway State Trail: Shellrock Mountain Crossing	Regional/State Trails	\$ 5,157,530
<b>Regional/State Trails Totals</b>			<b>\$ 13,479,301</b>
<b>% of Funding</b>			<b>13.53%</b>
<b>Streetscape/Bike/Ped Connectivity Projects***</b>			
E1	Crescent Connection: Cedar Hills Blvd - Denney Road	Streetscape/Bike/Ped Connectivity	\$ 904,000
E6	S. Ivy Pedestrian & Intersection Improvements	Streetscape/Bike/Ped Connectivity	\$ 743,636
E7	Wa Na Pa Streetscape Redevelopment	Streetscape/Bike/Ped Connectivity	\$ 852,435
E13	King City Sidewalk Infill	Streetscape/Bike/Ped Connectivity	\$ 410,000
E15	Boones Ferry Rd: Oakridge Rd/Reese Rd - Madrona St	Streetscape/Bike/Ped Connectivity	\$ 4,000,000
E18	OR Highway 211 Bicycle and Pedestrian Safety Enhancements	Streetscape/Bike/Ped Connectivity	\$ 320,000
E21	Connected Cully	Streetscape/Bike/Ped Connectivity	\$ 2,877,641
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E48	Kinsman Road: Boeckman Rd - Barber Street	Streetscape/Bike/Ped Connectivity	\$ 2,230,000
E53	Otty St- 82nd Ave Realignment	Streetscape/Bike/Ped Connectivity	\$ 1,422,894
E55	AGA Rd: MP 0.0 - 0.3 Bike/Ped Improvements	Streetscape/Bike/Ped Connectivity	\$ 512,500
E62	Sandy Blvd (Fairview City Limits - 210th Ave): Freight & Multi-modal Improve	Streetscape/Bike/Ped Connectivity	\$ 1,269,328
E69	I-205 Shared Use Path: Pedestrian Bridge at Johnson Creek	Streetscape/Bike/Ped Connectivity	\$ 1,121,625
E74	OR212 at Richey Road: Pedestrian / Bicycle / Trail Improvements	Streetscape/Bike/Ped Connectivity	\$ 273,677
E84	Barbur-99W Corridor Safety & Access to Transit***	Streetscape/Bike/Ped Connectivity	\$ 3,144,140
E85	Cornell-Evergreen-229th Corridor Safety & Access to Transit***	Streetscape/Bike/Ped Connectivity	\$ 583,244
E86	Highway 8 Corridor Safety & Access to Transit***	Streetscape/Bike/Ped Connectivity	\$ 1,520,741
E87	Powell-Division Corridor Safety & Access to Transit***	Streetscape/Bike/Ped Connectivity	\$ 2,982,745
E95	U.S. 26: Cedar Hills Boulevard Interchange Area Improvements	Streetscape/Bike/Ped Connectivity	\$ 1,435,680
<b>Streetscape/Bike/Ped Connectivity Totals</b>			<b>\$ 33,387,693</b>
<b>% of Funding</b>			<b>33.52%</b>
<b>Transit Capitol Projects</b>			
E37	Sandy Transit Operations Center Phase II Bus Barns	Transit Capitol	\$ 510,000
E58	Hood River City Park and Ride	Transit Capitol	\$ 219,890
<b>Transit Capitol Totals</b>			<b>\$ 729,890</b>
<b>% of Funding</b>			<b>0.73%</b>

\* Preliminary Engineering Only

\*\* Phased as developed by the Applicant

\*\*\* Also includes Transit Capital



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

February 14, 2013

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman  
Carlotta Collette, Chair  
Shirley Craddick  
Nina DeConcini  
Denny Doyle  
Charlie Hales  
Donna Jordan  
Kathryn Harrington  
Neil McFarlane  
Diane McKeel  
Roy Rogers  
Paul Savas  
Jason Tell  
Don Wagner  
Bill Wyatt

AFFILIATION

City of Vancouver  
Metro Council  
Metro Council  
Oregon Department of Environmental Quality  
City of Beaverton, representing Cities of Washington Co.  
City of Portland  
City of Lake Oswego, representing Cities of Clackamas Co.  
Metro Council  
TriMet  
Multnomah County  
Washington County  
Clackamas County  
Oregon Department of Transportation, Region 1  
Washington State Department of Transportation  
Port of Portland

MEMBERS EXCUSED

Shane Bemis  
Steve Stuart

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.  
Clark County

ALTERNATES PRESENT

AFFILIATION

STAFF: Evan Landman, Kelsey Newell, Ted Leybold, Andy Cotugno, Ramona Perrault, Robin McArthur

**1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS**

Chair Carlotta Collette called the meeting to order at 7:33 A.M. and declared a quorum.

**2. CITIZEN COMMUNICATIONS ON JPACT ITEMS**

There were none.

**3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS**

Chair Collette updated the committee on the 2013 legislative session, the MTIP process and the RTP amendment process:

- There has been a special joint legislative committee appointed to address the I-5 replacement bridge project. HB 2800 addresses funding for the bridge, committing Oregon

to a \$450 million contribution. The plan is to find the funds to service the debt on these bonds in ODOT's existing \$2 billion budget; in the 2015 session, the legislature may make an effort to look for new revenues to cover these bonds and other projects. The joint committee held a long hearing on Monday, February 11; comments were divided. Another hearing is expected Monday, February 18. Legislators are considering a number of amendments, but it is not year clear how it will be amended.

- Several bills relating to ConnectOregon are being discussed. Rep. Tobias Read has a bill, HB 2310, which would provide \$100 million in funding to ConnectOregon; last year, that program was funded at the \$40 million level. SB 260 is also related to ConnectOregon, but has no sponsor or dollar figure attached to it yet. ConnectOregon PLUS has a bill, SB 247, which dedicates 9% of lottery proceeds to a multimodal transportation fund, and 9% to a new alternative transportation mode fund.
- SB 258 makes JTA funding from under-budget transportation projects available to for reallocation to other projects.
- HB 2453 establishes a VMT tax on high mileage vehicles. No hearing is scheduled yet. Mayor Charlie Hales noted that there is a preemption of local authority that is about to expire, and the danger of the legislature taking that authority should be kept in mind.
- The MTIP applications are all due March 15<sup>th</sup>, including all the various Regional Flexible Fund projects. Public comment will begin mid-May, and final recommendations will be back to JPACT and the Metro Council in September.
- Metro will open a 45-day public comment period on February 22<sup>nd</sup> on proposed amendments to the RTP. Amendments will be presented to JPACT April 4<sup>th</sup>, return for adoption May 9<sup>th</sup>, and then proceed to the Metro Council for final adoption. Next week likes will be sent to JPACT members for the list and online comment tool.

Mr. Jason Tell of ODOT provided an update on the Region 1 STIP, ODOT's 2016-18 capital budget process. So far, over 90 projects have been received, and the STIP selection committee is preparing for a meeting later in February which will select the 150% list. Participants have been asked to develop their lists in coordination with other local jurisdictions. The deadline for the 150% list is March 15<sup>th</sup>. Chair Collette has so far been very impressed with the coordination and level of respect in this process, and is confident that they will end up with a list that has regional cohesion and gets everyone a share.

Mr. Neil McFarlane presented on TriMet's long-term financial challenges and 2014 budget process. With no changes to the current labor contract, TriMet faces a \$19 million deficit in FY 2017, forecast to grow to \$200 million by 2030. The agency predicts a 70% reduction in service by 2025 if these conditions persist. Mr. McFarlane emphasized that medical coverage is the key determining factor of this problem, not debt related to light rail. The committee discussed whether it would be possible to raise new revenue for TriMet, but that is unlikely to happen until TriMet can demonstrate that every new taxpayer dollar will go to increase new service. Councilor Collette emphasized that growing transit is critical to making the region's transportation work in the future.

Metro Councilor Kathryn Harrington shared information on the TV Highway Corridor Plan. This plan identifies existing and future multimodal transportation needs in the TV Highway Corridor Area between the Hillsboro regional center and the Beaverton regional center. A policy group was convened comprised of representatives from six partner agencies and jurisdictions: Mayors Jerry Willey and Denny Doyle of Hillsboro and Beaverton, Rian Windsheimer of ODOT, Councilor Harrington, and Alan Lehto of TriMet. They met three times over the last year. On February 4<sup>th</sup>, the group reviewed the final draft proposal, focusing on a list of projects set for a 15 year timeframe. As the next step, the local jurisdictions will adopt the plan through their TSPs; simultaneously, JPACT and the Metro Council will entertain a resolution of acceptance, with RTP project changes to be completed with an RTP update in the fall.

Mayor Doyle updated the group on the 5 packages of possible projects adopted by the SW Corridor Steering Committee last week. These packages focus on transit, bicycle and pedestrian infrastructure tied to economic development in the corridor's cities. An extensive outreach plan is being developed, and they have received quite a lot of public input at the meetings so far.

Commissioner Diane McKeel shared updates on the East Metro Connections Plan. The partners in the plan applied for a grant to move 238<sup>th</sup> Avenue project to project development, and are optimistic about beginning construction this year.

#### **4. CONSIDERATION OF THE MINUTE S FOR JAN. 10, 2012**

Motion: Commissioner Paul Savas moved and Mayor Doyle seconded to adopt the minutes as corrected.

Result: With all in favor, motion passed.

#### **5. Resolution No. 13-4412: Endorsing a Regional Position on Federal Transportation Policy – APPROVAL REQUESTED**

Mr. Andy Cotugno of Metro presented on the region's federal transportation legislative priorities. There is no opportunity for earmarking or specific recommendations, so this is high level messaging. At JPACT on January 10<sup>th</sup>, members clarified that the main message is the land use-transportation connection, and the main message being taken to DC is that transportation is important that the federal government should view it as an investment that helps the federal deficit, not as deficit spending. It also urges the reaffirmation of the traditional 50/50 federal-state funding partnership on transportation investment, and asks for the federal government to pursue a VMT fee.

Members discussed the wording of the section of the resolution calling for a more robust source of transportation revenue. They suggested that the bullet points dealing with a carbon tax be edited to reflect the connection between the costs of the carbon tax and the benefits to society of using it to fund alternatives to carbon-intensive transportation.

Motion: Mayor Doyle moved and Councilor Harrington seconded to adopt the Regional Position on Federal Transportation Policy.

Result: With all in favor and two abstained (Savas, DeConcini), motion passed.

**6. JPACT's Annual Washington, DC Trip – How to Present the Region – INFORMATION/DISCUSSION**

Ms. Olivia Clark of TriMet provided information on the upcoming JPACT trip to Washington, DC. A detailed briefing will be held at Metro at 5 P.M. on February 25. On March 6<sup>th</sup>, trip participants will meet with members of Congress in the Capitol visitors' center, to be followed by a reception at the Capitol. On March 7<sup>th</sup>, meetings are scheduled with staff from the different divisions of USDOT.

**7. Resolution No. 13-4413: Designation of Region's Special Needs Transit Funding Administrators – APPROVAL REQUESTED**

Mr. Ted Leybold of Metro presented on Resolution 13-4413, recommending that the Governor designate TriMet as the administrative agency for Region 1 to distribute 5310 special needs transportation funds, and to contract directly with FTA to utilize them. TriMet has already come to an agreement with SMART to split those funds. ODOT's public transit division also funds special needs transportation through flexing surface transportation program funding and through a state cigarette tax. Historically, ODOT has worked with TriMet to dispense these funds in this region, and TriMet has a demonstrated institutional capacity to act as the designated recipient of special needs transportation funding

Members discussed how rural areas outside the UGB, such as Sandy or Canby, access these funds. The state runs a program through which transit agencies in rural jurisdictions can apply for funds, competing with other rural agencies.

Motion: Mr. Neil McFarlane moved and Councilor Harrington seconded to recommend that the governor designate TriMet as the recipient of 5310 federal special needs transportation funds.

Result: With all in favor and one abstained (DeConcini), motion passed.

**8. Columbia River Crossing (CRC) Project Update – INFORMATION**

Ms. Patricia McCaig and Ms. Heather Wills of the Columbia River Crossing (CRC) updated JPACT on the project and its prospects in the current legislative session. The CRC project includes the replacement of the Interstate 5 Bridge over the Columbia River as well as expansion and improvement to 7 interchanges. The existing bridges were built in 1917 and 1958, and are seismically vulnerable. Additionally, the current bridge carries \$40 billion of freight annually, and truck traffic is forecast to double in the next 25 years.



Right now, the project is in the permitting phase. The CRC has submitted an application to the Coast Guard stipulating a bridge height of 116 ft, which they expect to be approved. This proposed height reduces the number of river users impacted by the span to 4, from 54 at the previous lower height. Project sponsors have adopted a work plan to develop a community enhancement fund, and are evaluating models from across the US, with a proposal expected to be completed by June 2014.

A bill, HB 2800, is moving through the legislature to commit to the \$450 million Oregon share of the project budget, conditional on Washington's approval of funds and a number of other triggers to be met by September 30, 2013.

Members discussed the prospects for new revenue in the 2015 legislative session. Prior to the 2009 Jobs and Transportation Act, a conscious effort went in to developing a package that resulted in new funding. This session, that didn't happen. Ms. McCaig said that if the legislature does not find new money in 2015, transportation projects statewide will be impacted by this commitment; it has yet to be seen whether this is idle chatter or a real commitment to find funding in 2015. Mr. Bill Wyatt expressed his hope that this would be a meaningful effort. The CRC has the potential to be an organizing principal for a transportation funding package, because without new revenue state funding for other projects could be jeopardized.

JPACT members considered the recent changes to the Clark Co. Commission, as well as the resolution to spend no Clark Co. money on the CRC project. Clark Co. is not required to fund the project in any way. Mr. Jack Burkman of the City of Vancouver affirmed that the Vancouver council is behind the process and acknowledges that light rail is required in the project.

The bill moving through the legislature does not specify the source of Oregon's \$450 million commitment. Members noted the importance of carrying the message of the CRC as a statewide project, so that ODOT region 1 does not have to absorb most of the burden of funding.

Mr. Don Wagner described the 17-year timeline of the project from its conception to today. Momentum for the project has ebbed and flowed, but Mr. Wagner mentioned that he had confidence from other megaprojects that this can be built.

## **9. ADJOURN**

Chair Collette adjourned the meeting at 9:04 A.M.

Respectfully submitted,



Evan Landman  
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 10, 2012

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

ITEM	Document type	Doc Date	Document Description	Document No.
3.0	Handout	N/A	The State of TriMet: Contract Reform Needed to Fund Service	021413j-01
3.0	Handout	N/A	TriMet Annual Report 2012-2013	021413j-02
5.0	Resolution	2/14/13	Resolution No. 13-4412	021413j-03
7.0	Resolution	2/14/13	Resolution No. 13-4413	021413j-04
8.0	Powerpoint	2/14/13	I-5 Bridge Replacement Project	021413j-05

[CLICK HERE FOR FULL REPORT](#)



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## 10-Year Energy Action Plan



**JOHN A. KITZHABER, M.D.**  
GOVERNOR

Dear Oregon,

Energy is THE issue of our time – both globally and here in Oregon – and no single issue will have a greater impact on our state’s economy, environment and quality of life in the coming decade. The central question is whether we will shape our energy future through intentional investment and development, or whether it will shape us.

Oregon has a track record of successfully pursuing clean energy policy, programs and practices to reduce energy use and promote renewable alternatives to fossil fuels. These public and private initiatives have made Oregon a national leader, but we continue to face a fundamental challenge: to develop a comprehensive energy strategy that meets the state’s carbon reduction, energy conservation and renewable energy goals and timetables, and that balances complex needs – including affordability and reliability – while enhancing our state’s economic objectives.

This 10-Year Energy Action Plan takes a practical approach to that challenge, focusing on specific initiatives that move the dial in the short term and can be scaled up over time. It is also an economic action plan, emphasizing priorities that can get Oregonians back to work on energy-related projects in urban and rural communities across the state.

**The 10-Year Energy Action Plan focuses on three core strategies:**

**1. Maximize energy efficiency and conservation to meet 100 percent of new electricity load growth.**

Oregon ranks fourth in the nation in energy efficiency.<sup>1</sup> Since 1980, Oregon households and businesses have realized energy efficiency and conservation savings equivalent to eight to ten power plants. The result has been lower energy bills, a cleaner environment, and a thriving local energy service industry that exports its technology and expertise to the world. To build on this success, to capture deeper, harder-to-reach efficiency and conservation opportunities, and to scale them community-wide, will require new data, new financing tools, rate design changes and trained workers. The Northwest Power and Planning Council’s 6<sup>th</sup> Power Plan states that the region can meet 85 percent of new load growth through energy efficiency and conservation.<sup>2</sup> This plan calls for Oregon to meet all new electric load growth through energy efficiency and conservation. We will start at home. Every occupied state-owned building will establish baseline energy use, undergo an energy audit and identify cost-effective retrofits in the next ten years, improving the performance of up to four million square feet of identified office space and using the state as a market driver for greater energy efficiency and conservation projects.

**2. Enhance clean energy infrastructure development by removing finance and regulatory barriers.<sup>3</sup>**

Since 2007, renewable energy development has resulted in more than \$5 billion investment in Oregon.<sup>4</sup> However, the state’s ability to attract new investment and pursue promising new technologies is hampered by three things: outdated and inadequate energy transmission and infrastructure; inefficient and disjointed local, state and federal regulatory processes; and limited public resources. The plan calls for the development of

<sup>1</sup> American Council for an Energy Efficiency Economy (ACEEE) 2012 State Scorecard

<sup>2</sup> Northwest Power and Conservation Council, Sixth Northwest Power and Conservation Power Plan, Feb. 2012.

<sup>3</sup> Or. Rev. Stat. § 468A

<sup>4</sup> Renewable Northwest Project, March 2011 release

a landscape level planning tool and streamlined permitting to give clean energy developers more certainty and predictability and to ensure the State's natural resources are protected. In addition, the plan calls for developing a new regional infrastructure bank to leverage public and private investment for infrastructure projects.

3. **Accelerate the market transition to a more efficient, cleaner transportation system.**

Transportation is the single largest contributor to Oregon's carbon emissions and a significant source of air toxics. Oregonians consume 1.5 billion gallons of gasoline and drive 39 billion miles every year. According to an analysis conducted by the Oregon Department of Energy from U.S. Census Bureau data, fuel costs average Oregonians nearly seven percent of disposable income; nearly double the cost ten years ago. This plan calls for focusing on achieving a 20 percent conversion of large fleets to alternative fuel vehicles over the next ten years.

Each of these initiatives are discussed in detail in the chapters ahead and will involve bolstering existing programs, pursuing regulatory changes, and capitalizing on opportunities for the state to be a market driver through creative finance, purchasing, planning and governance.

This plan is a central component of my strategy to position Oregon to be more competitive in the global economy of the 21st century. It provides a framework to move away from a boom/bust economic cycle that depletes our natural capital and leaves us vulnerable to fluctuations in global markets. This plan provides strategies to meld workforce development initiatives, higher education opportunities, and local job creation with clean energy priorities; spur investment while developing home-grown renewable energy resources; and keep capital circulating in our region through local sourcing and supply chains while reducing our dependence on carbon-intensive fuels and foreign oil.

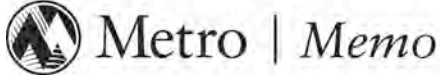
Many of the proposed goals and action items in this plan are ambitious. For example, the goal of meeting new electric load growth with conservation and energy efficiency will be particularly challenging, as will be the effort to secure a new, non-gas tax financing mechanism for multi-modal transportation infrastructure. I believe, however, that because the stakes are high for our state we must be bold in our vision and committed to a full and honest examination of these and other issues as we build the consensus necessary to secure our common future.

Finally, the 10-Year Energy Action Plan was created with input, advice and technical assistance from hundreds of Oregonians and organizations. A citizen task force met regularly for six months and made nearly 200 recommendations that have been synthesized and incorporated into the plan. I extend my sincere thanks to everyone who has participated in this process.

Sincerely,

A handwritten signature in dark ink, reading "John A. Kitzhaber". The signature is fluid and cursive, with the first name "John" being the most prominent part.

John A. Kitzhaber, M.D.,  
Governor



DATE: March 6, 2013

TO: MPAC, JPACT and Interested Parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Climate Smart Communities Scenarios Project – Phase 2 Investment Choices Scenarios Evaluation

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This memorandum outlines the approach staff will use to evaluate three scenarios for the Climate Smart Communities Scenarios Project during the summer of 2013. Findings from Phase 1, Phase 2 work and technical work group and advisory committee discussions have informed development of this approach.

The analysis will evaluate the effects of distinct land use and transportation policy and investment choices on the future of the Portland metropolitan region. The investment choices-focused approach is based on the premise that by helping communities implement their local visions and plans for main streets, downtowns and employment areas, citizens and businesses will experience all the benefits of increased transportation and housing choice, jobs, equity, cleaner air and water, and access to nature along with the added benefit of a reduction in greenhouse gas emissions from cars and small trucks.

The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

The results of the analysis will be released in October 2013 - launching the third, and final, phase of the project. Phase 3 will use the analysis results to stimulate a regional discussion aimed at deciding which elements from each of the three scenarios should go forward into a preferred land use and transportation scenario for the Metro Council to adopt in December 2014.

The Metro Council, Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee on Transportation (JPACT) will be asked to support moving forward with the evaluation in May 2013.

#### **ACTION REQUESTED**

- Identify questions committee members would like answered through the evaluation.
- Provide input on the draft assumptions suggested for each scenario.

JPACT and MPAC will have an opportunity to continue this discussion on April 4 and 10, respectively. MPAC and JPACT will be requested to make a recommendation on the assumptions and questions to be addressed in the evaluation on May 8 and 9, respectively.

## OVERVIEW OF PHASE 1 AND 2 – UNDERSTANDING AND SHAPING LAND USE AND TRANSPORTATION CHOICES

All the work in the Planning and Development Department (e.g., East Metro Connections Plan, Southwest Corridor Plan, Regional Active Transportation Plan, Industrial Lands Readiness effort, TOD program) is focused on implementing the Region 2040 Growth Concept. The Climate Smart Communities Scenarios Project has the same focus: implementation.

Working together with city, county, state, business and community leaders, Metro is researching how land use and transportation policies and investments can be leveraged to help us create great communities, support the region's economy and meet goals for reducing greenhouse gas emissions. The adopted land use plans and zoning of cities and counties across the region are the foundation for the scenarios to be tested, with a goal of creating a diverse yet shared vision of how we can keep this region a great place for years to come – for everyone – and meet state greenhouse gas emissions goals.

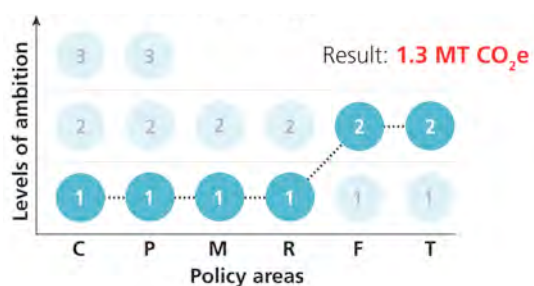
### PHASE 1: UNDERSTANDING OUR LAND USE AND TRANSPORTATION CHOICES

Phase 1 focused on understanding the region's choices for reducing greenhouse gas emissions from cars and small trucks. Staff tested 144 different combinations of land use and transportation policies (called scenarios) to learn what it might take to meet the region's greenhouse gas emissions reduction target. More than 90 scenarios met or exceeded the target. In addition, staff found that current plans and policies together with advancements in fleet and technology get the region close to the target.<sup>1</sup>

A range of choices exist to meet the region's state greenhouse gas emissions reduction target and most of the strategies under consideration are already being implemented to varying degrees in communities to achieve other important economic, social and environmental goals.

Staff also conducted sensitivity analysis of the Phase 1 scenarios to better understand the GHG emissions reduction potential of individual strategies.<sup>2 and 3</sup> Assuming adopted community plans and national fuel economy standards, the most effective individual strategies for reducing greenhouse gas emissions were found to be:

- **Fleet and technology** advancements
- **Transit** service expansion
- **Pricing of transportation** (e.g., fuel price, pay-as-you-drive insurance, parking fees, mileage-based fee, and carbon fee)



**Current plans and policies together with advancements in fleet and technology get the region close to the state target of 1.2 MT CO<sub>2</sub>e per capita.**

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<sup>1</sup> Understanding Our Land Use and Transportation Choices: Phase 1 Findings (January 2012).

<sup>2</sup> Memo to TPAC and interested parties on Climate Smart Communities: Phase 1 Metropolitan GreenSTEP scenarios sensitivity analysis (June 21, 2012).

<sup>3</sup> Memo to TPAC and interested parties on Climate Smart Communities: Updated Draft Scenario Options Framework (June 26, 2012).

The reductions found for each strategy individually do not reflect synergistic benefits that could come from combining various strategies. It is also important to note that while some strategies did not individually achieve significant GHG reductions, such as increasing walking or bicycle mode share or participation in marketing and incentives programs, they remain important elements to complement more effective strategies such as transit service expansion and building walkable downtowns and main streets as called for in community plans.

To date, no evaluation has been conducted on the potential financial, political, social equity, environmental or economic implications of the different strategies; these implications will be considered as part of the summer 2013 evaluation.

## **PHASE 2: SHAPING OUR LAND USE AND TRANSPORTATION CHOICES**

Phase 2 is focused on shaping future choices for the region to advance implementation of community visions and meet the region's greenhouse gas emissions reduction target.

The Climate Smart Communities Scenarios Project made significant progress in 2012 and early 2013:

- **Engaged local governments and other stakeholders to share project information and early findings.** From January to September 2012, Metro councilors and staff shared the Phase 1 findings and other project information through briefings to city councils, county boards, county-level coordinating committees, state commissions, Metro advisory committees, regional and state conferences and other meetings. Staff also regularly convened a local government staff technical working group in 2012. The work group provided technical advice to Metro staff, and assistance with engaging local government officials and senior staff.
- **Convened workshops with community leaders on the public health, equity/environmental justice, and environmental outcomes that are most important to consider in the scenario evaluation process.** Reports documenting the Environmental and Equity/Environmental Justice workshops can be downloaded from the project website – [www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios). The public health report will be made available in the next month.
- **Partnered with business associations to host a series of focus groups to understand their challenges, opportunities and priorities.** The first four focus groups have been held in partnership with the Columbia Corridor Association, the East Metro Economic Alliance, the Clackamas County Business Alliance and the Westside Economic Alliance and Wilsonville and Greater Hillsboro Chambers of Commerce. The two remaining focus groups will be held in the next month and include small business owners in partnership with the Portland Business Alliance, and developers. A summary report will be prepared upon completion of the focus groups in April.
- **Developed a community investment choices frame to guide development of three alternative scenarios to be tested in Summer 2013.** The project's technical work group continues to serve an important advisory role to staff and helped develop the framework.
- **Researched eight case studies to spotlight local success stories and the innovative strategies they have implemented to achieve their local visions and that will also help reduce greenhouse gas emissions.** Staff expects to complete the case studies in April in consultation with local planning staff.
- **Convened workshops with local staff to affirm visions for future community development using Envision Tomorrow to make sure the latest information on local land use goals is**



**incorporated into the project.** Southwest Corridor project staff used Envision Tomorrow to develop the draft land use vision for the corridor last fall. All of these assumptions will be used as land use inputs in the scenarios we test this summer.

Several of these activities have been extended into early 2013 given the time it has taken to effectively engage local communities in work sessions, business leaders in focus groups and complete other activities.

## **WORK AHEAD IN 2013**

To stimulate thinking about our choices for the future and the possibilities they present, three scenarios will be tested in 2013. Findings from Phase 1, Phase 2 work and technical work group and advisory committee discussions have informed development of this approach.

The approach is based on the premise that by helping communities implement their local visions and plans for main streets, downtowns and employment areas, citizens and businesses will experience all the benefits of increased transportation and housing choice, jobs, equity, cleaner air and water, and access to nature along with the added benefit of a reduction in greenhouse gas emissions from cars and small trucks.

Staff will request a recommendation on the assumptions to test and the questions to be addressed in the evaluation in May 2013. With regional support, staff will move forward with the evaluation, using the agreed upon key outcomes to measure – e.g., economic, fiscal, equity, community and environmental outcomes.

## **OVERVIEW OF INVESTMENT CHOICES TO BE TESTED IN PHASE 2**

### **Background**

The three alternative scenarios to be evaluated are conceptual in nature, and are not intended to represent a preferred scenario or future Metro Council, Oregon Transportation Commission (OTC), local government or TriMet policy intentions. The scenarios to be tested will draw from the policies tested in Phase 1 and bear greater resemblance to realistic, yet ambitious policy alternatives than the 144 scenarios tested in Phase 1 of the project. The proposed approach is consistent with OAR 660-044-0040, which requires the region to evaluate at least 3 scenarios – a reference case scenario that reflects implementation of existing adopted comprehensive plans and transportation plans and at least two alternative land use and transportation scenarios for meeting greenhouse gas reduction targets.

The adopted land use visions (as expressed in local plans and zoning codes) of cities and counties across the region are the foundation for the scenarios to be tested. The analysis will consider transportation investments together with different levels of funding, advancements to clean fuels and vehicle technologies and, to the extent possible, updated community visions identified through the Southwest Corridor Plan, East Metro Connections Plan and local planning and periodic review activities currently. The analysis will inform development of a preferred land use and transportation scenario and identification of the policies, tools, investment and actions needed to implement it. It is important to emphasize that the preferred scenario developed in 2014 will likely include elements from all 3 scenarios tested.

### **Purpose**

The purpose of scenario planning is to test a range of potential futures that reflect choices policymakers, businesses and individuals might make. The CSCS investment scenarios analysis is intended to provide policy makers with better information about the implications and tradeoffs of different land use and transportation policy and investment choices, relative to the region's shared equity, economy, environmental and community goals.

Major objectives of the analysis are to:

- Test distinct investment policy choices that frame the boundaries of the political landscape and public opinion to better understand the effect of different levels of investment on public health, travel behavior, development patterns, equity, the economy, the environment and greenhouse gas emissions.
- Evaluate the relative effect and cost of different investment choices in order to recommend what combinations of investments, tools and strategies are needed to best achieve community visions and state greenhouse gas emissions reductions.
- Provide recommendations to guide development of a preferred land use and transportation scenario.

### General Construct and Scope

This analysis will examine three conceptual futures for their ability to serve forecast 2035 population and employment growth and meet state greenhouse gas emissions reduction targets. Each of the three scenarios is based on a “What if” policy-theme focus, resulting in a distinct mix and level of transit service, bike, pedestrian, road, system and demand management strategies that are linked to pricing strategies (revenues) assumed within in each scenario.

The three scenarios represent what the region could look like in 2035, if various transportation and land use strategies are pursued, and what it could mean for how we live, how we work and how we get around. The adopted land use plans and zoning codes of cities and counties across the region are the foundation for the scenarios to be tested. **Figure 1** shows the general construct and timeline for this analysis.

**Figure 1. Climate Smart Communities Investment Scenarios Construct and Timeline**



Each scenario is initiated by a “what if” question:

- **Scenario A (Recent Trends)** - What if we implement adopted plans with existing revenues?

*Purpose: This scenario follows the funding trends of the past decade and shows the results of limiting community investments to existing revenues.*

Scenario A represents what the future could look like if recent trends continue and we implement adopted plans with existing revenues (e.g., gas tax, payroll tax and existing local sources like urban renewal district (URD), SDCs, TIFs that have been used to fund transportation investments). Scenario A assumes the region continues to rely on existing revenues, which continue to decline in their purchasing power over time due to rising costs, inflation and improved fuel economy of vehicles. In addition, some URD are set to expire between now and 2035. This future would reflect maintaining existing TriMet service with small increases targeted to address overcrowding and delays due to congestion. Other transportation investments would also be limited as an increasing share of the revenues available are spent on maintaining the transportation system in place today. An implication of limited community investment is that cities and counties are not able to achieve their adopted plans. This scenario is not expected to meet the greenhouse gas emissions target.

- **Scenario B (Adopted Plans)** - What if we implement adopted plans and raise additional revenues as called for in the adopted Regional Transportation Plan?

*Purpose: This scenario counters recent funding trends and shows the results of investing in a mix of transportation and land use strategies with revenues projected in the adopted RTP.*

Scenario B represents what the future could look like if we counter recent trends and are successful implementing adopted plans with additional revenues assumed in the 2035 Regional Transportation Plan. The scenario would assume the adopted RTP levels of transit, road, operations and bike/pedestrian investment, current adopted local land use plans and planned funding as adopted in the RTP (e.g., 1 cent per year gas tax increase, increases to vehicle registration fees, some increase in the payroll tax for transit). In this scenario, TriMet is able to restore and expand frequent bus service in priority corridors, consistent with Service Enhancement Plans. Scenario B assumes the 2035 RTP Financially Constrained System of projects and programs adopted by JPACT and the Metro Council in June 2010. An implication of this scenario is that with significantly more community investment, cities and counties are better able to achieve their adopted plans –as reflected in the regionally-reviewed 2035 growth distribution adopted by the Metro Council in November 2012. *This scenario may meet the greenhouse gas emissions target.*<sup>4</sup>

- **Scenario C (New Plans and Policies)** - What if we more fully achieve adopted and emerging plans, and pursue new policies and revenues to meet greenhouse gas emissions reduction targets and achieve other goals?

*Purpose: This scenario shows the results of more investment aimed at fully achieving adopted and emerging plans and greenhouse gas emissions reduction targets.*

Scenario C represents what the future could look like if we are able to fully implement adopted plans (including the full RTP) and additional transit, bike, pedestrian and road investments needed to support new plans such as the Southwest Corridor Plan, East Metro Connections Plan, the Regional Active Transportation Plan, and updated community plans identified through

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<sup>4</sup> The regionally-reviewed growth distribution will be used in this analysis. A draft growth distribution was used in Phase 1. In addition, the RTP financially constrained system state gas tax increase assumption of 1 cent per year increase was not fully evaluated in Phase 1. The state gas tax was assumed in the Level 2 pricing assumptions as a mileage-based fee. Many of the Phase 1 scenarios with Level 2 pricing met or exceed the state greenhouse gas emissions target.

local planning efforts. In this scenario, TriMet is able to further expand frequent and local bus service to more parts of the region with supporting land use. This scenario also reflects a policy area (transportation pricing) that Metro and the region have not examined in great detail and more work is needed to understand the effectiveness and the potential benefits and impacts pricing policies bring, including effects on households of modest means and businesses. This scenario presents an opportunity to test new revenue mechanisms like a bike fee, mileage-based fee or a carbon fee to maintain and operate the transportation system and fund needed investments or market incentives that help reduce GHG emissions. This scenario could also be designed to explore using the mileage-based fee to test the effect of transitioning from the state gas tax to a mileage-based fee. *This scenario is expected to meet or exceed the greenhouse gas emissions target.*

**The scenarios are cumulative and for research purposes. The scenarios do not represent future Metro Council, Oregon Transportation Commission (OTC), local government or TriMet policy intentions.**

### **Methodology**

The Investment Choices Scenarios Analysis is intended to be a starting point for developing a recommended land use and transportation scenario that meets the state greenhouse gas emissions reduction target. The understanding gained through this analysis will guide the design and analysis of a preferred scenario in Phase 3 of the project.

MPAC, JPACT and the Metro Council will provide direction on the assumptions to be tested in each of the scenarios and the questions to be addressed through the evaluation. The three scenarios will be developed and evaluated in the summer of 2013 using the Metropolitan GreenSTEP model, GIS analysis and workshops aimed at identifying the action needed to implement each scenario.

### **Evaluation**

While the technical evaluation of the investment scenarios will generate an array of data, the analysis will focus on reporting how each scenario responds to shared concerns about growth in the region as expressed in the Outcomes-Based Evaluation Framework endorsed by the MPAC and JPACT in June 2011. Performance of each scenario will be compared using a set of key indicators being developed based on input provided by business and community leaders in 2012 and early 2013, and the public through an Opt-In opinion survey.<sup>5</sup> The evaluation will consider public health, social equity, environmental, economic, financial, and political implications associated with each scenario.

Planning-level cost estimates for each scenario will be developed by Metro, in partnership with ODOT and TriMet. In addition, project staff will convene workshops as part of the evaluation to identify feasibility and actions needed to implement the scenarios being evaluated.

### **Questions to Answer with the Evaluation**

The scenarios will help answer policy questions that forecasted growth and fiscal constraints in the region raise about our ability to protect the region's quality of life and economy for current residents and future generations and meet state targets for reducing greenhouse gas emissions, including:

- What will our choices cost and what can we afford?
- Which strategies are most effective for supporting community visions and reducing greenhouse gas emissions?
- What are the risks, opportunities and tradeoffs of our choices – considering public health, social equity, environmental, economic, financial, and political implications?

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<sup>5</sup> A series of scorecard workshops and business focus groups and an Opt-In survey will inform refinements.

## **OVERVIEW OF PHASE 3 - DEVELOPMENT AND SELECTION OF A PREFERRED LAND USE AND TRANSPORTATION SCENARIO**

Phase 3, the final phase of the process, will begin in Fall 2013 with release of the scenarios analysis results. The results of the analysis will be reported using an Outcomes-Based Evaluation Framework being refined by Metro staff based on input provided during a series of workshops and focus groups held with community leaders working to advance public health, equity and environmental justice, protection of the environment and economic prosperity in the region.

Release of the findings will kick-off a broader regional discussion aimed at identifying which policies, investments and actions should be included in a preferred scenario - likely drawing elements from each of the three scenarios tested in Phase 2. Policy recommendations that result from this discussion will provide direction to Metro, ODOT, TriMet and local agency staff on the draft preferred scenario to be analyzed in Spring 2014. A draft preferred scenario concept is anticipated by March 2014 to allow sufficient time to meet state timeline and scenario selection requirements.

A final preferred scenario is required to be selected by the end of 2014 after public review and consultation with local governments and state and regional partners. The preferred scenario will not result in a one-size fits all vision or implementation strategy. It will allow for local flexibility to support the differences among the region's cities and counties and seek to advance achievement of their of their unique goals and visions. The preferred scenario will also include regional and state implementation actions.

The preferred scenario will initially be implemented through amendments to Metro's Regional Framework Plan and 2040 Growth Concept in December 2014. Implementation through Metro's functional plans, local comprehensive plans, land use regulations and transportation system plans will occur through future actions as defined by Oregon Administrative Rules adopted by the Land Conservation and Development Commission.<sup>6</sup>

## **TIMELINE**

The timeline for the scenarios analysis and final adoption of a preferred scenario meets OAR 660-044-0040:

<b>February - April 2013</b>	Metro Council, MPAC, JPACT review investment choices scenarios construct and outcomes-based evaluation framework.  Newsfeeds on strategies under consideration are underway, and are available the project web site: <a href="http://www.oregonmetro.gov/climatescenarios">www.oregonmetro.gov/climatescenarios</a> . Complete business focus groups. Conduct Opt In on-line survey in April to gather input on investment priorities and priority outcomes to be evaluated, and build understanding of the project and strategies under consideration
<b>May 2013</b>	Metro Council, MPAC, JPACT confirm scenario assumptions to be tested and questions to be addressed in analysis.
<b>June-August 2013</b>	Project staff and technical work group analyze investment scenarios using Metropolitan GreenSTEP and GIS.

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<sup>6</sup> OAR 660-044-0040 and OAR 660-044-0045.

	Convene workshops to identify feasibility and actions likely to be necessary to implement scenarios.
<b>August-September 2013</b>	Project staff and technical work group report analysis results in CSCS Investment Choices Findings Report.
<b>October 2013</b>	Staff release CSCS Investment Choices Findings Report for regional discussion; begin phase 3.
<b>Oct. 2013 – March 2014</b>	Report back to communities, decision-makers and regional partners on the results and decide which elements should be included in a preferred scenario.
<b>March/April 2014</b>	MPAC, JPACT and Metro Council confirm draft preferred scenario concept.
<b>April-July 2014</b>	Consult with local governments, and state and regional partners on draft preferred scenario concept and implementation strategies.  Analyze draft preferred scenario using the regional travel demand model and Metropolitan GreenSTEP.
<b>Summer 2014</b>	Project staff prepare adoption package for public comment period.
<b>Fall 2014</b>	45-day public comment period on adoption package.
<b>December 2014</b>	MPAC and JPACT recommendation to the Metro Council on the preferred land use and transportation scenario  Metro Council takes action on recommended preferred land use and transportation scenario.

**CLIMATE SMART COMMUNITIES SCENARIOS PROJECT****Technical Work Group Members***March 6, 2013*

	<b>Name</b>	<b>Affiliation</b>	<b>Membership</b>
1.	Tom Armstrong	City of Portland	MTAC alternate
2.	Chris Deffebach	Washington County	TPAC & MTAC member
3.	Chuck Beasley	Multnomah County	MTAC member
4.	Lynda David	Regional Transportation Council	TPAC member
5.	Jennifer Donnelly	DLCD	MTAC member
6.	Denny Egner	City of Lake Oswego	MTAC member
7.	Karen Buehrig	Clackamas County	TPAC member
8.	Steve Butler	City of Milwaukie	Local government staff
9.	Jon Holan	City of Forest Grove	MTAC alternate
10.	Katherine Kelly/ Jonathan Harker	City of Gresham	TPAC member/MTAC member
11.	Nancy Kraushaar	City of Wilsonville	TPAC member
12.	Alan Lehto/ Eric Hesse	TriMet	TPAC/MTAC member TPAC/MTAC alternate
13.	Mary Kyle McCurdy	MTAC citizen/community group	MTAC member
14.	Ben Bryant	City of Tualatin	Local government staff
15.	Barbara Fryer	City of Beaverton	MTAC alternate
16.	Margaret Middleton	City of Beaverton	TPAC member
17.	Lainie Smith	ODOT	TPAC alternate and MTAC member
18.	Dan Rutzick/ Peter Brandom	City of Hillsboro	Local government staff
19.	Mara Gross	Coalition for a Livable Future	Community member

# CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



## The Road to 2040 Choices for our future

Nearly two decades ago, the residents of this region set a course for growth with the adoption of the 2040 Growth Concept – a plan for how the region grows over the next 50 years.

The vision for 2040 calls for each community to decide the best way to create vibrant downtowns, provide good jobs, and offer affordable housing and transportation choices for its residents. Together, these community visions encourage growth in downtowns, main streets and employment areas, and preserve farms, forestland and natural areas. They help build a strong regional economy, while celebrating and strengthening individual local character.

### Shaping the region with intention

The desired outcome of this shared vision is a region where people live, work and play in healthy communities with easy access to everyday needs. Where safe and reliable transportation choices connect people to jobs and goods to market. Where current and future generations benefit from the region's sustained economic competitiveness and resilience. Where everyone enjoys clean air, clean water and a healthy ecosystem. And where the benefits and costs of growth and change are equitably shared among all communities.

The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

**How we get there is up to you.**

Shared values for livable communities guide our policy and investment choices to create a unique sense of place and quality of life that attract people and businesses to the region and inspire generations to call this place home.

### Leadership on climate change

Because we have focused development where it makes sense – in downtowns, main streets and employment areas – and invested in transportation choices, we drive 20 percent fewer miles every day than other regions of a similar size.

By taking direction from the 2040 plan and working together with local communities as they develop and update community visions, we can grow in a more sustainable manner that reduces greenhouse gas emissions from transportation and improves the environment for healthier, more livable communities.

But there's more to be done.

# MAKING A GREAT PLACE







WHAT THE FUTURE MIGHT LOOK LIKE IN 2035

Scenario A  
RECENT TRENDS



This scenario follows the funding trends of the past decade and shows the results of limiting community investments to existing revenues.

How we live

Developers provide some new housing choices near transit and downtown areas.

How we get around

Streets in my community need repair. I often drive because transit is not available in my neighborhood. There are limited new pathways for biking and walking to get me to transit.

How we work

I look for ways to lower the fuel operating costs for my business while maintaining my delivery schedule and serving customers.

How we invest

We rely on existing revenues, many of which are declining (e.g., gas tax, payroll tax, federal funds). We spend an increasing share of that revenue on maintaining what we have.

What is a scenario?

A scenario is an example of what the future might look like, based on the choices we make today.

The scenarios presented are intended to serve as a starting point for gathering input on what choices should be tested in 2013.

Scenario B  
ADOPTED PLANS



This scenario counters recent funding trends and shows the results of investing in a mix of transportation and land use strategies with revenues projected in the adopted Regional Transportation Plan.

How we live

My community provides more housing choices, jobs and services near transit.

How we get around

Streets, highways and transit systems in my community are in good repair. Targeted investments make it easier to walk, bike or take transit to work and to meet my everyday needs.

How we work

I build on past cost saving measures to invest in new technologies and cleaner fuels to support my delivery and business needs.

How we invest

We partner with nearby city, regional and state leaders to increase existing revenues to properly maintain and expand streets, highways, transit, sidewalks and bike pathways.

Scenario C  
NEW PLANS AND POLICIES



This scenario shows the results of more investment aimed at fully achieving adopted and emerging plans and greenhouse gas emissions reduction targets.

How we live

More young people, seniors and families live close to services and transit because of the convenience this offers. I live close to where I work and can choose to drive or take another way.

How we get around

Streets, highways and transit systems in my community are in good repair. I can easily walk, bike and take transit to work and to meet my everyday needs.

How we work

I reinvest cost savings to create more jobs and further shift operations toward energy efficiency for my business and delivery needs.

How we invest

We work together with business and community leaders to find new ways to fund maintenance and make new investments in streets, highways, transit, sidewalks and bike pathways.

WE ALL HAVE CHOICES TO MAKE

The choices we make today will determine the future of the Portland metropolitan region. While we have worked together to create strong local communities and a region with an enviable quality of life, today's uncertain economy, limited resources, rising energy costs and a growing and diverse population have brought new challenges.

In collaboration with city, county, state, business and community leaders, Metro is researching how investments and transportation and land use policies can be leveraged to respond to these challenges and meet climate goals.

Scenario planning

To stimulate thinking about our choices for the future and the possible impacts they may have on how we live, travel and work, three scenarios will be tested in 2013 to help answer the questions:

- What will our choices cost and what can we afford?
- Which strategies are most effective for supporting community visions and reducing greenhouse gas emissions?
- What are the risks, opportunities and tradeoffs of our choices?

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT TIMELINE

UNDERSTAND CHOICES

2011-12

Research how strategies could impact community outcomes and GHG emissions

SHAPE CHOICES

Jan.-Sept. 2013

Develop and evaluate scenario options to learn how choices today impact our communities tomorrow

SHAPE PREFERRED SCENARIO

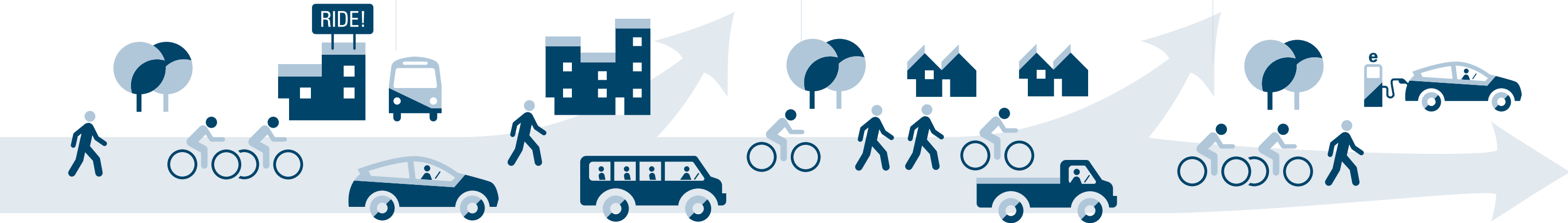
Oct. 2013-March 2014

Report back to communities and develop a preferred scenario

SELECT PREFERRED SCENARIO

April-Dec. 2014

Adopt a preferred land use and transportation scenario





## About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

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### Metro Council President

Tom Hughes

### Metro Councilors

Shirley Craddick, District 1  
Carlotta Collette, District 2  
Craig Dirksen, District 3  
Kathryn Harrington, District 4  
Sam Chase, District 5  
Bob Stacey, District 6

### Auditor

Suzanne Flynn

# New challenges call for new choices

## What choices are you willing to make to respond to these challenges?

### Clean fuels and technology

How can the region support state and federal efforts to transition to clean fuels and technology?

### Community investment

How do we pay for investments needed to realize our shared vision for walkable communities, job creation, and affordable housing and transportation choices?

### Transit

How much frequent transit should the region provide and what areas should be a priority? What other investments are needed to complement this strategy?

## LOOKING AHEAD

### Developing a preferred scenario

Working together, cities, counties and regional partners will decide which elements from each of the three scenarios should go forward into one preferred scenario for the region to adopt in December 2014.

Considerations for developing a preferred scenario include:

- costs and benefits across public health, environmental, economic and social equity goals
- financial implications
- public support and political will.



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ONLINE PANEL

Join Metro's online opinion panel today at [www.optinpanel.org](http://www.optinpanel.org) and be entered to win a \$100 gift card.

Shaping our choices for the future – a starting point for gathering input on what choices to test

A scenario is an example of what the future might look like based on the choices we make today. The three scenarios presented are intended to serve as a starting point for gathering input on what choices should be tested in summer 2013.

An analysis of the scenarios will stimulate a discussion about our choices for the future and the possible impacts they may have on how we live, travel, work and invest in our communities. Working together, cities, counties and regional partners will decide which elements from each of the three scenarios should go forward into one preferred scenario for the region to adopt in December 2014. Considerations for developing a preferred scenario will include: costs and benefits across public health, environmental, economic and social equity outcomes, financial implications, public support and political will.

The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

NOTE: The scenarios are cumulative and for research purposes. The scenarios do not represent future Metro Council, Oregon Transportation Commission, TriMet or local government policy intentions.

WHAT THE FUTURE MIGHT LOOK LIKE IN 2035


	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Purpose	This scenario follows the funding trends of the past decade and shows the results of limiting community investments to existing revenues.	This scenario counters recent funding trends and shows the results of investing in a mix of transportation and land use strategies with revenues projected in the adopted Regional Transportation Plan.	This scenario shows the results of more investment aimed at fully achieving adopted and emerging plans and GHG emissions reduction targets.

LESS

INVESTMENT AND POLICIES

MORE

FLEET AND TECHNOLOGY ASSUMPTIONS

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
<div>Fleet and technology</div> <div></div>	Target rulemaking assumptions will be used for all three scenarios.		
	Vehicle and Fuel Characteristics		Target Rulemaking Assumption
	Auto fuel economy (miles per gallon)		68
	Light truck fuel economy (miles per gallon)		48
	Auto fuel economy—plug-in hybrids in charge sustaining mode (miles per gallon)		81
	Light truck fuel economy—plug-in hybrids in charge sustaining mode (miles per gallon)		56
	Proportion of autos that are plug-in hybrids or electric vehicles		8%
	Proportion of light trucks that are plug-in hybrids or electric vehicles		2%
	Plug-in hybrids battery range (miles)		35
	Electric vehicles battery range: auto and light truck (miles)		175
	% reduction in fuel carbon intensity from current levels		20%
	Electric power sources compared to current Renewable Portfolio Standard		Meet
	Average vehicle replacement rate (years)		8

LAND USE ASSUMPTIONS

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Land use plans and zoning	Local land use plans and zoning as adopted by cities and counties for downtowns, main streets and employment areas will be the same for all three scenarios.		
Growth captured in UGB	TBD	As reflected in 2035 Regional Growth Distribution adopted by the Metro Council in November 2012.	Southwest Corridor Plan land use vision and other city and county planning efforts underway (if available).
Public/private investment	TBD		TBD


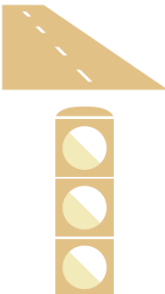

See reverse for more information






	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Purpose	This scenario follows the funding trends of the past decade and shows the results of limiting community investments to existing revenues.	This scenario counters recent funding trends and shows the results of investing in a mix of transportation and land use strategies with revenues projected in the adopted Regional Transportation Plan.	This scenario shows the results of more investment aimed at fully achieving adopted and emerging plans and GHG emissions reduction targets.


TRANSPORTATION ASSUMPTIONS

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
<div>Transit</div> <div></div>	<div>Operations and maintenance</div> <ul style="list-style-type: none"><li>Maintain existing TriMet service with small increases targeted to address overcrowding and delays due to congestion</li><li>Implement SMART and C-TRAN plans</li></ul> <div>Capital</div> <ul style="list-style-type: none"><li>Extend MAX to Milwaukie</li><li>Powell/Division BRT</li><li>Extend MAX to Vancouver, WA</li><li>Close Portland streetcar loop</li></ul>	<div>Operations and maintenance</div> <ul style="list-style-type: none"><li>Restore and expand frequent bus service in priority corridors, consistent with Service Enhancement Plans</li></ul> <div>Capital</div> <ul style="list-style-type: none"><li>Streetcar extension along priority corridors</li><li>Additional transit priority and pedestrian/bike access to transit projects</li></ul>	<div>Operations and maintenance</div> <ul style="list-style-type: none"><li>Expand frequent bus service coverage to all major arterials with supporting land use connecting regional and town centers, consistent with TriMet Service Enhancement Plans</li><li>Expand local bus service coverage and connections to frequent bus service and high capacity transit, consistent with TriMet Service Enhancement Plans</li></ul> <div>Capital</div> <ul style="list-style-type: none"><li>Cascadia rail connections to Eugene, Salem and Vancouver B.C.</li><li>High capacity transit: Southwest Corridor and AmberGlen</li><li>WES service frequency improvements</li><li>Bus rapid transit serving I-205 and Tualatin-Valley Highway corridors</li><li>Other Portland streetcar extensions</li><li>Additional transit priority and pedestrian/bike access to transit projects</li></ul>
<div>Streets and highways</div> <div></div>	<div>Operations and maintenance</div> <ul style="list-style-type: none"><li>Fall behind on fixing potholes and repairs</li><li>Implement 50% of regional TSMO strategic plan to achieve 10% delay reduction</li></ul> <div>Capital</div> <ul style="list-style-type: none"><li>I-5 Bridge Replacement</li><li>2016-18 STIP and MTIP projects</li></ul>	<div>Operations and maintenance</div> <ul style="list-style-type: none"><li>Keep up with fixing potholes and repairs</li><li>Implement full regional TSMO strategic plan to achieve 20% delay reduction</li></ul> <div>Capital</div> <ul style="list-style-type: none"><li>Adopted RTP including: I-5 Bridge Replacement, Sunrise Project from I-205 to 172<sup>nd</sup> Avenue, US 26 widened to 6 through lanes to Cornelius Pass Road and interchange improvements at US 26, OR 217, I-205, Troutdale/I-84 and I-84/I-5</li></ul>	<div>Operations and maintenance</div> <ul style="list-style-type: none"><li>Keep up with fixing potholes and repairs</li><li>Expanded TSMO strategic plan achieves 35% delay reduction</li></ul> <div>Capital</div> <ul style="list-style-type: none"><li>I-5/OR 217 interchange (Phase 2)</li><li>State RTP project list</li></ul>
<div>Bike and pedestrian</div> <div></div>	<ul style="list-style-type: none"><li>Investments are limited with no dedicated funding; X% of regional system completed</li><li>Complete 2016-18 STIP and MTIP projects</li></ul>	<ul style="list-style-type: none"><li>Complete adopted RTP bike and pedestrian projects; X% of regional system completed</li></ul>	<ul style="list-style-type: none"><li>Complete 100% of regional bike and pedestrian networks, including regional trails, further targeting short trips and access to transit and centers</li></ul>

EDUCATION AND INCENTIVES ASSUMPTIONS

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
<div>Education and incentives</div> <div></div>	<ul style="list-style-type: none"><li>10% of households practice ecodriving and participate in travel options programs</li><li>20% of employees participate in commute programs</li><li>1% of households participate in car-sharing</li><li>10% of vehicle owners use pay-as-you-drive insurance</li></ul>	<ul style="list-style-type: none"><li>20% of households practice ecodriving and participate in travel options programs</li><li>20% of employees participate in commute programs</li><li>2% of households participate in car-sharing</li><li>10% of vehicle owners use pay-as-you-drive insurance</li></ul>	<ul style="list-style-type: none"><li>40% of households practice ecodriving and participate in travel options programs</li><li>40% of employees participate in commute programs</li><li>4% of households participate in car-sharing</li><li>10% of vehicle owners use pay-as-you-drive insurance</li></ul>

PRICING ASSUMPTIONS

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
<div>Pricing</div> <div></div>	<div>Existing revenues at 2012 levels</div> <div>Fuel use and emissions fees</div> <ul style="list-style-type: none"><li>Federal gas tax = 18 cents/gallon</li><li>State gas tax = 30 cents/gallon</li><li>Local gas tax = 1-2 cents/gallon</li></ul> <div>Vehicle travel fees</div> <ul style="list-style-type: none"><li>I-5 Bridge toll</li></ul> <div>Other transportation fees</div> <ul style="list-style-type: none"><li>Payroll tax and farebox recovery</li><li>Parking fees in downtown Portland, OHSU campus and the Lloyd district</li><li>Other federal, state and local revenues at existing levels</li></ul>	<div>Revenues assumed to fund adopted RTP</div> <div>Fuel use and emissions fees</div> <ul style="list-style-type: none"><li>Federal gas tax = 18 cents/gallon</li><li>State gas tax = 55 cents/gallon</li><li>Local gas tax = 1-2 cents/gallon</li></ul> <div>Vehicle travel fees</div> <ul style="list-style-type: none"><li>I-5 Bridge toll</li></ul> <div>Other transportation fees</div> <ul style="list-style-type: none"><li>Payroll tax and farebox recovery</li><li>Parking fees in more locations served by high capacity transit</li><li>Other federal, state and local revenues at RTP levels</li></ul>	<div>New and expanded revenues</div> <div>Fuel use and emissions fees</div> <ul style="list-style-type: none"><li>Federal gas tax = 18 cents/gallon</li><li>Carbon fee = \$20-50/ton</li><li>Local gas tax = 1-2 cents/gallon</li></ul> <div>Vehicle travel fees</div> <ul style="list-style-type: none"><li>I-5 Bridge toll</li><li>VMT fee = \$.03-.15/mile</li></ul> <div>Other transportation fees</div> <ul style="list-style-type: none"><li>Payroll tax and farebox recovery</li><li>Parking fees in new locations served by high capacity transit</li><li>Bicycle fee</li></ul>



**The region's six desired outcomes** – endorsed by city and county elected officials and adopted by the Metro Council in December 2010

## Climate Smart Communities Scenarios Project

### Background

In 2007, the Oregon Legislature established statewide goals to reduce carbon emissions – calling for a halt to rising emissions by 2010, a 10 percent reduction below 1990 levels by 2020, and a 75 percent reduction below 1990 levels by 2050. The goals apply to all sectors, including energy production, buildings, solid waste and transportation.

In 2009, the Legislature passed House Bill 2001, directing the Portland metropolitan region to “develop two or more alternative land use and transportation scenarios” by January 2012 that are designed to reduce carbon emissions from cars, light duty trucks and SUVs. The law 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 Project responds to these mandates.

For years, the region has followed the 2040 Growth Concept to grow the kind of vibrant communities where transit, jobs and services are close to neighborhoods. The policies and initiatives that have protected farmland also reduced driving and the growth of carbon emissions. Together, these policies and actions provide the foundation for better integrating land use decisions with transportation investments to create prosperous and sustainable communities and to meet state climate goals.

### State response

#### Oregon Sustainable Transportation Initiative

The Oregon Department of Transportation and the Department of Land Conservation and Development are leading the state response through the Oregon Sustainable Transportation Initiative. An integrated effort to reduce carbon emissions from transportation, the initiative will result in a statewide transportation strategy, toolkits and specific performance targets for the region to achieve.

### Regional response

#### Climate Smart Communities Scenarios Project

The Climate Smart Communities Scenarios Project builds on state efforts and existing plans underway in the Portland metropolitan area. The project presents an opportunity to work together to learn what will be required to meet the state carbon goals and how well the strategies support the region's desired outcomes.

A goal of this effort is to further advance implementation of the 2040 Growth Concept, local plans and the public and private investments needed to create jobs, build great communities and meet state climate goals. Addressing the climate change challenge will take collaboration, partnerships and focused policy and investment decisions by elected leaders, stakeholders and the public to identify equitable and effective solutions through strategies that create livable, prosperous and healthy communities.

Metro's policy and technical advisory committees will guide the project, leading to Metro Council adoption of a “preferred” land use and transportation strategy in December 2014.

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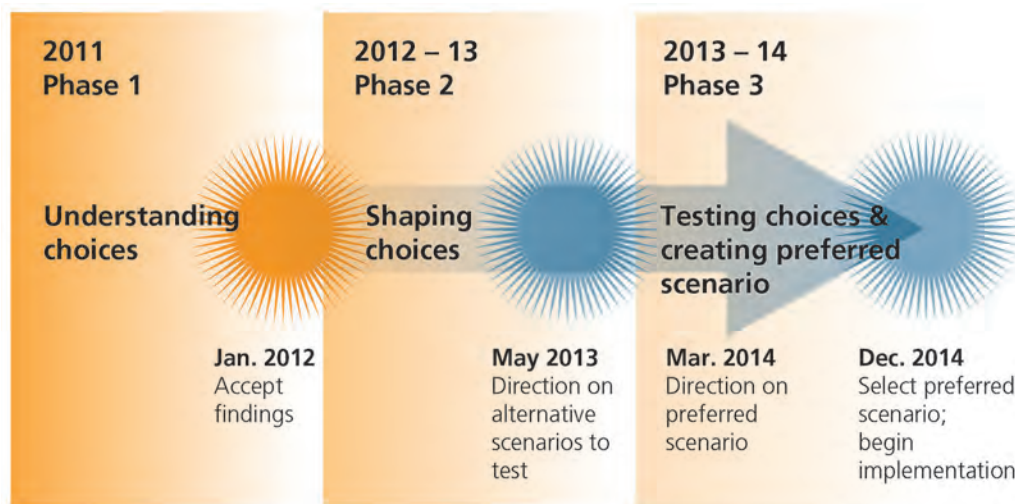
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## Climate Smart Communities Scenarios Project timeline



### Phase 1

#### Understanding the choices

Working closely with cities and counties, Metro studied regionwide combinations of strategies, called scenarios, in 2011. The work focused on learning what combinations of land use and transportation strategies could potentially meet the region's emissions target. Strategies included transportation operational efficiencies that can ensure faster, more dependable business deliveries; more sidewalks and bicycle facilities; more mixed use and public transit-supportive development in centers and transit corridors; more public transit service; incentives to walk, bike and use public transit; and user-based fees.

Regional policy advisory committees reviewed findings and recommendations from the analysis in fall 2011 before accepting them for submittal to the Legislature in January 2012.

### Phase 2

#### Shaping the direction

In 2012-13, the region is designing more customized alternative scenarios that apply the lessons learned from Phase 1. This phase provides an opportunity to incorporate strategies and new policies that reflect community aspirations identified through local and regional planning efforts already underway (e.g., SW Corridor Plan, East Metro Connections

Plan, Portland Plan, and other local land use and transportation plan updates).

This work will involve leaders from local governments as well as businesses, equity and environmental justice, and environmental leaders. By May 2013, Metro's policy committees will be asked to provide direction on three scenarios to be tested later that year. Testing will help cities, counties and community partners decide which elements in the three options should go forward into one scenario for the region to adopt in 2014.

### Phase 3

#### Building the strategy and implementation

The final project phase during 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 – Metropolitan GreenSTEP, the regional travel demand model, MetroScope and the regional emissions model, MOVES.

This phase will identify needed changes to regional policies and functional plans, and include updates to the Regional Transportation Plan and the 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.



**What is the Climate Smart Communities Scenarios Project all about?**

Working together with city, county, state, business and community leaders, Metro is researching the most effective combinations of land use and transportation policies and strategies to help us create great communities and meet Oregon's targets for reducing greenhouse gas emissions. Adopted in 2009, House Bill 2001 requires the Portland metropolitan region to develop a land use and transportation plan that will reduce greenhouse gas emissions from cars and light duty trucks (excluding freight vehicles) to help meet state goals for a healthy environment.

Policies that for years have protected farm and forestland and preserved air quality have also reduced how much we drive, resulting in lower emissions compared with other regions. Through December 2014, Metro and local partners will study scenarios that represent what the area could look like in 2035 if various transportation and land use strategies are pursued. In the largest sense, the project is as much about where we invest to keep this region a great place to live, work and prosper as it is about reducing greenhouse gas emissions.

**Why is this important?**

Many of the policies and actions that can reduce greenhouse gas emissions – planning and building walkable, transit-friendly communities, facilitating advances in technology (cleaner fuels and more fuel-efficient vehicle and engine designs), and making investments in infrastructure and public awareness programs – will not only reduce harmful emissions, they will create great local communities, support good jobs and a resilient regional economy and help the region meet state greenhouse gas emissions reduction targets.

**Why should I care about greenhouse gas emissions?**

Greenhouse gas (GHG) emissions reductions are part of the state's plan to protect public health, lower energy consumption and reduce the need for driving. Carbon emissions affect the air we breathe and the state has initiated a number of actions to respond to this public health challenge. In 2007, the Oregon Legislature adopted House Bill 3543, setting statewide greenhouse gas reduction goals that apply to all sectors — energy production, buildings, solid waste and transportation.

The first state laws to implement carbon emissions reduction goals focused on the transportation sector, which accounts for approximately 25 percent of the overall emissions in Oregon. Adopted in 2009, House Bill 2001 requires the Portland metropolitan region to develop and adopt a land use and transportation plan that will reduce greenhouse gas emissions from cars and light duty trucks (excluding freight vehicles) to meet these goals.

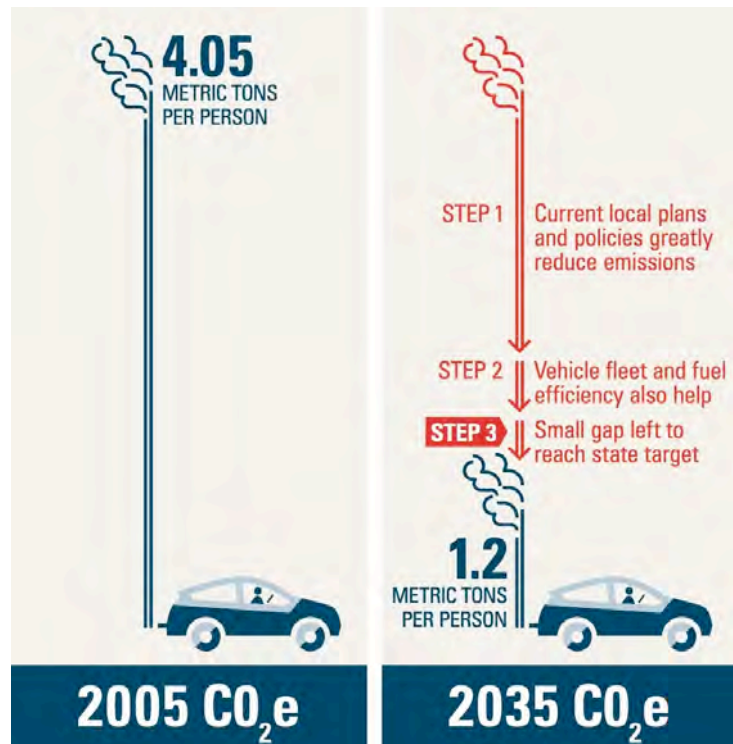
**How much do we have to reduce emissions, and by when?**

HB 2001 directs Metro to develop combined land use and transportation plans, called scenarios, that show what policies and investments are needed to accommodate growth while reducing emissions. The

## Frequently Asked Questions (FAQ)

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law requires the region to adopt a preferred scenario after public review and consultation with local governments, and local governments are required to implement the scenario through their plans. In 2011, the state land use agency - the Land Conservation and Development Commission - adopted greenhouse gas emissions reduction targets for the year 2035 for each of Oregon's six metropolitan areas. The target for the Portland metropolitan region calls for cutting roadway tailpipe emissions to 1.2 metric tons per person by 2035.



The good news is that implementing current local plans and realizing advancements in cleaner fuels and more efficient vehicles (Steps 1 and 2) are expected to reduce emissions to 1.3 metric tons per person by 2035. Metro and local communities will need to continue working together to make those current plans a reality, and additional investment and policy action will be needed to meet the region's target. In November 2012, the Land Conservation and Development Commission adopted additional rules that provide more details as the region selects a scenario to meet the state target by December 31, 2014.

The Climate Smart Communities Scenarios Project will demonstrate to Oregonians and the nation that carbon reduction targets set by the state can be achieved while producing outcomes of equal importance to residents: clean air and water, vibrant communities, transportation choices, equity, and economic prosperity.

### **Why is it a *regional* target as opposed to a target for every city and town in the region?**

Vehicle travel in the region includes a combination of local travel (trips that begin and end within the region) plus trips that pass through the region, or that begin or end outside the region. In addition, residents of one community often work, shop or go to school in another city or county. That's why the Land Conservation and Development Commission, the state agency responsible for setting the Portland area's carbon reduction target, set the goal at a regional level rather than community by community.



## Frequently Asked Questions (FAQ)

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### Does that mean that Metro is going to create one solution for the whole region?

There is no single solution to meet the state's greenhouse gas reduction goals. Communities will each have a role to play and a way to reduce emissions their own way. Different policies, actions, investments and technology improvements will combine to form a solution that will be implemented at state, regional and local levels. Local solutions will vary community by community.

### Where are we in the project?

The project has three phases. Phase 1 focused on understanding choices. In this phase, all policy options that help reach the targets were open for consideration.



In Phase 2 the climate scenarios project team integrates community input from local government officials, community and business leaders, and the Metro Council to define the alternatives and strategies to be further evaluated. All will be tested in 2013, so cities, counties and community partners can decide which elements of the three should go forward into one scenario for the region to adopt in 2014.

Phase 3 is about building the strategy and defining how best to implement it. Metro, in partnership with local community and business leaders, will develop and recommend the preferred land use and transportation scenario and strategies needed to support implementation. In 2014, the region must adopt a scenario that supports local goals but also meets the emissions reduction target adopted for the region.

## Frequently Asked Questions (FAQ)

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### What do you mean by policies and strategies?

During Phase 1 analysis the team evaluated six categories of policies that could be evaluated using a new modeling tool called GreenSTEP, as seen below:



With as many as five different strategies in each of six categories, and including up to three levels of ambition in each category, the team analyzed 144 different combinations, called scenarios.

### What is GreenSTEP?

GreenSTEP is an innovative modeling tool that supports scenario planning at the state and metropolitan area levels. It was developed at the request of the Oregon Global Warming Commission. Standard urban travel models are concerned only with forecasting traffic volumes on specific roadways in urban areas. GreenSTEP models account for household vehicle travel, energy consumption and greenhouse gas emissions regardless of where the travel occurs. But GreenSTEP can also calculate household vehicle travel, household walk and bicycle trips, amounts of money households spend on vehicle travel, and more.

Because it is a new type of model, GreenSTEP has been and continues to be peer-reviewed by state, national and international modeling experts. It is recognized by the U.S. Department of Transportation and by the American Association of State Highway and Transportation Officials.

ODOT and Metro worked together to develop a metropolitan area version of GreenSTEP used to support Phase 1 of the climate scenarios project. This version allows planners to evaluate prospective policies at a much finer level of geographic detail than is possible with the state level version.

**What has been learned so far?**

The Phase 1 findings are summarized below:

1. Current local and regional plans and policies are ambitious and provide a strong foundation for meeting the region's greenhouse gas target.
2. The reduction target is achievable but will take additional effort and new strategic actions.
3. Most of the strategies under consideration are already being implemented to varying degrees in the region to achieve the 2040 Growth Concept vision and other important economic, social and environmental goals.
4. A range of policy choices exists to reduce greenhouse gas emissions; the best approach is a mix of strategies.
5. Community design and pricing play a key role in how much and how far people drive each day and provide significant greenhouse gas emissions reductions.
6. Fleet, technology and pricing strategies provide similar significant greenhouse gas emissions reductions but no single strategy is enough to meet the region's target.
7. Road management and marketing strategies improve system and vehicle efficiency and reduce vehicle travel to provide similar, but modest greenhouse gas emissions reductions.

You can download a pdf of the complete Phase 1 Findings Report at

<http://www.oregonmetro.gov/climatescenarios>

**How will social equity and environmental justice be considered and achieved? Will Metro make sure that the region's most vulnerable populations – low-income households, communities of color, older adults and children, people with disabilities and households with limited English proficiency - benefit from the climate scenarios project?**

We all want a region that provides good jobs, safe and reliable transportation, livable neighborhoods, and access to the opportunities that create the quality of life for which our region is known – for everyone. As part of the project, Metro is creating a “scorecard” to measure how well the chosen scenarios work to advance environmental justice and equity along with other desired outcomes. The scorecard will include a set of environmental justice and equity outcomes that the region desires, along with ways to measure each outcome. A variety of evaluation measures will be used to assess the scenario options, including housing and transportation costs, access to jobs and affordable housing and transportation choices, air quality, implementation costs, vehicle miles traveled, freight costs, and so on. Housing and transportation costs in particular will help determine the effect of certain policy actions on vulnerable communities.

Phase 2 outreach includes discussions with organizations working to advance equity and environmental justice in the region to provide guidance to this aspect of the process. Project outreach will also include

opportunities for community leaders to help identify what strategies should be included in the preferred scenario and how best to implement the strategies being considered to ensure the preferred scenario advances equity and environmental justice in the region.

**What about the business community? How will business and economic interests be considered? Will Metro make sure that the region's preferred approach creates jobs and supports the area's economic competitiveness?**

The community engagement strategy described for equity and environmental justice will also involve business leaders and business associations. Project outreach will include meetings with representatives from business sectors such as freight and building industries, shippers, ports, commercial and residential developers, small business owners, as well as the region's largest employers and business associations. Project outreach will also include opportunities for business leaders to help identify what strategies should be included in the preferred scenario and how best to implement the strategies being considered to ensure the preferred scenario advances job creation and economic prosperity in the region.

**How much is all this going to cost and who's going to pay for it?**

Cost will be one of many evaluation criteria used to guide the region's final selection and adoption of a preferred scenario in 2014. It will be a critical dimension in any discussion of implementation.

Phase 1 was intended to study a range of options to meet the target. With a variety of options still under consideration, it is not possible to estimate costs until a more specific direction is agreed upon.

Evaluation of costs as well as potential cost savings will occur in Phase 3. After Phase 3, the preferred scenario will be implemented through policies, actions and investments at the state, regional and local levels. An important outcome of the project will be documenting the investments and policies necessary to achieve local plans and visions, working together to realize those visions and finding ways to leverage or seek additional state and regional investment.

As the scenarios planning continues to be refined, policies and actions already being implemented as part of a community's planning process will likely become important building blocks in the final scenario's recommendation. The project is as much about investing in smart growth, healthy communities and a wonderful place to live and work as it is about reducing carbon emissions.

**How can I stay involved?**

There are many ways to stay involved in the development of the preferred scenario. Sign up to receive updates via e-mail about additional public events, forums, and web surveys at the project website at [www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios) or by calling 503.797.1551.

Materials following this page were distributed at the meeting.



## Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)  
Date: Thursday, March 14, 2013  
Time: 7:30 to 9 a.m.  
Place: Metro Regional Center, Council Chamber

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|----------------|-----------|---|--|
| <b>7:30 AM</b> | <b>1.</b> | <b>CALL TO ORDER, DECLARATION OF A QUORUM &amp; INTRODUCTIONS</b>   | <b>Carlotta Collette, Chair</b>          |
| <b>7:32 AM</b> | <b>2.</b> | <b>CITIZEN COMMUNICATIONS ON JPACT ITEMS</b>  | <b>Carlotta Collette, Chair</b>          |
| <b>7:35 AM</b> | <b>3.</b> | <b>UPDATES FROM THE CHAIR &amp; COMMITTEE MEMBERS</b>   | <b>Jason Tell, ODOT Region 1</b>         |
|                | *         | <ul style="list-style-type: none"><li>• Update on the ODOT, Region 1 State Transportation Improvement Program (STIP) 150 Percent List</li><li>• 2013 Legislative Update</li><li>• OMPOC Member Appointments</li></ul> |  |
| <b>7:40 AM</b> | <b>4.</b> | <b>* CONSIDERATION OF THE MINUTES FOR FEB. 14, 2013</b>   |  |
| <b>7:45 AM</b> | <b>5.</b> | Report Back on JPACT Washington, DC Trip – <u>DISCUSSION</u>  | <b>All</b>                               |
|                | 5.1       | ** Letter of support to nominate Bill Wyatt to the National Freight Advisory Committee – <u>APPROVAL REQUESTED</u>  | <b>Susie Lahsene, Port of Portland</b>   |
| <b>7:55 AM</b> | <b>6.</b> | * Governor's 10-Year Energy Action Plan – <u>INFORMATION</u>  | <b>Margi Hoffmann, Governor's Office</b> |
| <b>8:20 AM</b> | <b>7.</b> | * Climate Smart Communities Scenarios Project: Investment Choices – <u>INFORMATION /DISCUSSION</u>  | <b>Kim Ellis, Metro</b>                  |
| <b>9 AM</b>    | <b>8.</b> | <b>ADJOURN</b>  | <b>Carlotta Collette, Chair</b>          |

\* Material available electronically.

\*\* Material will be distributed in advance of the meeting.

# Material will be provided at the meeting.

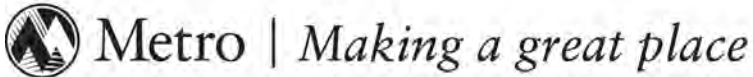
For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: [kelsey.newell@oregonmetro.gov](mailto:kelsey.newell@oregonmetro.gov).

To check on closure or cancellations during inclement weather please call 503-797-1700.

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March 14, 2013

Honorable Ray LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Dear Mr. Secretary:

On behalf of the Portland metropolitan region, I am writing to recommend the appointment of Bill Wyatt, the Executive Director of the Port of Portland, to the National Freight Advisory Committee.

I currently serve as the Chair of the Joint Policy Advisory Committee on Transportation (JPACT), which is comprised of 17 local elected and state agency officials that operate major transportation modes in the Portland, Oregon metropolitan region. JPACT is charged with coordinating the development of plans defining required regional transportation improvements, developing a consensus of governments on the prioritization of required improvements, and promoting and facilitating the implementation of identified priorities.

Under Bill's leadership, the Port of Portland plays a significant role in the economic prosperity of the Portland metropolitan region and the Pacific Northwest as a whole. As a consolidated port authority, it handles freight across several modes of transportation—water (both international and inland barging), air, rail, and truck. Most of this cargo is exported, as the Port of Portland serves as a national export gateway for grains, other food products, high-tech components, and bulk minerals. Directly related to its freight mission, the Port also owns and operates several industrial and commercial properties that generate large volumes of freight and employment.

Bill has served as Executive Director of the Port of Portland for almost 12 years. During that time, he has led the development of the Port and the Columbia River as significant freight gateways, including a \$200 million channel deepening project. He has managed this growth while collaborating with stakeholders in the Portland metropolitan region, the States of Oregon and Washington, and the Pacific Northwest. For example, Bill and the Port have actively and productively contributed to transportation planning and consensus-building as a member of JPACT. In addition, in past years, Bill served as Chief of Staff to Oregon governor Kitzhaber. Bill could bring to the National Freight Advisory Committee the direct operational and public policy experience of developing a freight gateway in the sustainable and collaborative framework for which Portland is noted.

Thank you for considering this recommendation for Bill Wyatt to be appointed to the National Freight Advisory Committee.

Sincerely,

A handwritten signature in blue ink, appearing to read "Carlotta Collette". The signature is fluid and cursive, with the first name "Carlotta" being more prominent than the last name "Collette".

Carlotta Collette, Chair  
Joint Policy Advisory Committee  
Portland Metropolitan Region



**CLIMATE  
SMART**  
COMMUNITIES  
SCENARIOS PROJECT

[www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios)

# Investment Choices Evaluation Approach

**Joint Policy Advisory Committee on Transportation**  
**March 14, 2013**

Kim Ellis, project manager



Metro | *Making a great place*

# Climate Smart Communities Scenarios Project

- Working together with city, county, state, business and community leaders
- Researching how land use and transportation strategies can be leveraged to
  - meet state targets for reducing carbon emissions
  - create great communities
- Required by Oregon law



# Where We've Been and Where We Are Headed

## PHASES 1 AND 2

Understand Choices  
2011-2012

Shape Choices  
Jan.-Sept. 2013

## PHASE 3

Shape Preferred  
Scenario  
Oct. 2013-Mar. 2014

Select Preferred  
Scenario  
April-Dec. 2014



**WE ARE HERE**



# 2012 MPAC/JPACT/Council direction

- Continue engaging local officials on project
- Engage community leaders on outcomes to evaluate
- Confirm local land use visions
- Compile case studies to showcase local visions and actions
- Conduct sensitivity testing of strategies
- Develop approach for testing three scenarios in 2013

# Three-part discussion

## March - Kick-off

- Investment choices to test
- Questions to answer
- Draft assumptions

## April - More discussion

- Local case studies
- Community leaders' input on outcomes to evaluate

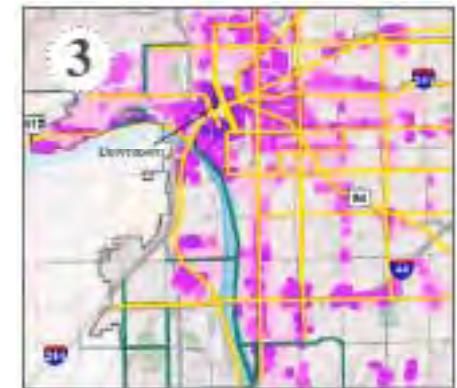
## May - Action

- Request support to move forward with evaluation



# What is a scenario?

- A possible future
- Used to test the effect of different investment choices
- Results will compare risks, opportunities and tradeoffs of choices



from [www.PlaniTulsa.org](http://www.PlaniTulsa.org)

# Investment choices evaluation approach



## INVESTMENT CHOICES TO TEST

Recent trends  
Adopted plans  
New plans and policies



## QUESTIONS TO ANSWER

Cost? What can we afford? Most cost-effective? Impact on public health, economy, business, social equity and the environment? Public support? Feasibility?



## OUTCOMES TO MEASURE

VMT, physical activity, delay, GHG emissions, air pollution, land consumption, housing and transportation costs by income, infrastructure costs, etc.

# Next steps

**Jan. – May**

Define scenario assumptions and questions to answer in the evaluation

**May**

Request JPACT, MPAC and Council support to move forward with evaluation

**Summer**

Conduct evaluation

**Oct. '13 –  
March '14**

Report findings and begin developing preferred scenario



# Today's discussion



1. What questions do you want answered in the evaluation?
2. What input do you have on the scenario assumptions?