



METRO COUNCIL WORK SESSION
MEETING SUMMARY
Nov. 5, 2013
Metro, Council Chamber

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

Councilors Excused: Councilor Carlotta Collette

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

1. ADMINISTRATIVE/COUNCIL AGENDA FOR NOV. 7, 2013/CHIEF OPERATING OFFICER COMMUNICATION

Chief Operating Officer Martha Bennett provided an update on the following:

- The Nov. 7 Council agenda will be revised to add consideration and vote on a resolution to renew the Historic Cemeteries Advisory Committee. The revised agenda and legislation will be available for council and the public by close of business Nov. 5.
- Ms. Bennett is scheduled to meet with all councilors prior to the Metro Council retreat on Nov. 14. Ms. Bennett would like feedback on Councilor goals over the next 18 months.
- A lunch and site visit of the Expo Center has been scheduled for the Metro Council on Nov. 14. Ms. Bennett encouraged councilors to attend.

Councilors recommended that a visual that outlined the agency's activities and decision points over the next 18 months be developed prior to the Nov. 14 retreat.

2. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: FIRST LOOK AT RESULTS – REVIEW SCENARIOS TESTED AND REPORTOUT ON ESTIMATED GREENHOUSE GAS EMISSIONS REDUCTIONS, AND LAND USE, EMPLOYMENT, TRANSPORTATION AND ENVIRONMENTAL OUTCOMES

Councilor Craig Dirksen provided introductory remarks and facilitated the Climate Smart Communities Scenarios project work session. In 2009, the Oregon State Legislature mandated that the Portland metropolitan area reduce its greenhouse gas emissions for light occupancy vehicles by 20 percent below 2005 levels by 2035. The reductions are in addition to reductions the state assumed would come from cleaner fuels and more fuel-efficient vehicles. The project is now entering its third and final phase, and on schedule to meet the December 2014 deadline for Council adoption of a preferred scenario. Councilor Dirksen stated that Metro staff has finished the evaluation of the three illustrative scenarios and is now in the process of sharing the early results with project partners. The analysis indicates that, if achieved, Scenario B, adopted local and regional plans, can meet the 20 percent reduction target. That stated Councilor Dirksen clarified that a preferred scenario has not been selected, and in fact is likely to be a combination of all three

scenarios tested. The purpose of the Nov. 5 work session was to review what was tested in phase 2, and receive information on the estimated greenhouse gas emissions reductions, and land use, employment, transportation and environmental outcomes in advance of the November Metro Policy Advisory Committee and Joint Policy Advisory Committee on Transportation meetings. In addition, the work session was an opportunity for councilors to provide suggestions on the project engagement strategy and project briefing schedule.

Councilor Dirksen welcomed Commissioner Jerry Lidz of the Land Conservation and Development Commission to share a few words prior to staff's presentation. Commissioner Lidz was designated as the LCDC liaison to the Climate Smart Communities project in May. Commissioner Lidz thanked the Metro Council for its vision and leadership in the region, and stated that he believed Metro was on task and on target. He highlighted three areas the Commission will look for in their review of the region's adopted preferred scenario: (1) the region has followed the process set out in the administrative rules; (2) the region has confidence that the preferred scenario selected can be implemented and achieve the greenhouse gas emissions reduction target; and (3) Metro has received buy-in from local jurisdictions and can carry out the plans necessary to implement the preferred scenario. Commissioner Lidz understood that implementation of the preferred scenario would require additional funds, and stated that he supports helping the region advocate that at the Oregon Legislature. Per Councilors' request, Commissioner Lidz will ask the commission to draft a letter to the Council and regional advisory committees outlining the above. In addition, he will be present at both the Dec. 11 MPAC and Dec. 12 JPACT meetings to listen to the committee discussions.

Councilor Dirksen welcomed Ms. Kim Ellis for staff's presentation. Ms. Ellis reminded the Council of the three scenarios – and their key assumptions – tested:

- **Scenario A**, the base case, which relies on existing resources to implement adopted local and regional plans through 2035;
- **Scenario B**, which relies on new funding to achieve local and regional plans through 2035 as called for the Regional Transportation Plan adopted in 2010; and
- **Scenario C**, which relies on new policies and resources to achieve local and regional plans and realize the Southwest Corridor vision through 2035.

Her presentation detailed how the scenarios compared across each of the following outcomes: greenhouse gas emissions, housing and jobs, travel, access to transit and destinations, and air quality. Highlighted early takeaways included:

- Past planning and investments to implement the 2040 Growth Concept vision make the 20 percent target attainable;
- More work is needed to realize local and regional visions;
- Investing in local communities, and growing the transit system across the region are essential to successfully meeting the reduction target; and
- Each community in the region is unique– a one-size-fits-all-approach will not fit work as the region's preferred approach.

Ms. Ellis is scheduled to present the findings from the remainder of the outcomes tested, health, social equity and fiscal outcomes, at the December 10 work session. (Presentation included as part of the meeting record.)

Council discussion

- Councilors were interested in the possibility of isolating each of the scenarios' variables and completing a sensitivity analysis to determine which variables may have a bigger impact in moving the needle in reducing GHG emissions. Councilors stated that this level of analysis would be helpful in constructing the region's preferred scenario. Staff indicated that this type of analysis was conducted for the Phase 1 scenarios and may be sufficient to inform development of the region's preferred scenario. The Phase 1 sensitivity work identified expanded transit and pricing of transportation as the most effective at reducing greenhouse gas emission after fleet and technology. This information will be shared at upcoming regional advisory committee meetings and the next work session.
- Councilors were interested in sharing the draft preferred scenario, when available, with LCDC for their evaluation and comment. Councilors were interested in receiving the commission's comments prior to the region's fall/winter 2014 decision. Staff stated that consultation with the Dept. of Land Conservation and Development and Oregon Dept. of Transportation staff would continue, and stated that staff would confirm if this approach would be possible while still allowing the region to meet the December 2014 deadline.
- Councilors discussed how to message the early results to local elected officials and partners. Councilors suggested that additional information may not be needed, but simply time to discuss and absorb the modeling results, and other CSC information provided to date, such as the 8 local case studies, the Phase 1 Findings Report and the Strategy Toolbox.
- Councilors recommended that additional briefings with local city councils be held in 2014. In addition, councilors expressed in the importance of participating in meetings scheduled with local elected partners.
- Councilors offered suggestions on how to present the findings to local elected partners. Councilors identified three key messages: (1) Great news, the region is poised to take already developed local plans and achieve the GHG reductions that put the region on track to meet the Kyoto Protocol of 1992; (2) the region will achieve the reductions by implementing local plans that have been developed and supported by elected officials and the public over the past 10+ years; and (3) the region can meet the state's mandate but needs the Oregon Legislature to provide local communities, transit providers and ODOT with tools and resources needed to help build a transportation system that supports community plans and visions and a vibrant economy.
- Councilors recommended the *Reduced Greenhouse Gas Emissions* graphic in the *Investing in Great Communities* brochure (Attachment 4) be revised. Councilors stated that the graphic gives the perception that the preferred approach has been selected and limits the region's actions to simply meeting the state's mandated 20 percent reduction target. Councilors stated that the region may decide to implement a preferred approach that exceeds the mandate in reducing GHG emissions.
- Additional discussion included clarifying questions about the scenarios assumptions related to transit providers, federal fuel economy standards, and the types of public incentives assumed for housing. Staff offered to schedule additional time with Councilors interested in learning more about the scenarios assumptions and methodology.

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3. BREAK

The Metro Council worked through their scheduled break.

4. COUNCIL LIAISON UPDATES

Councilor Kathryn Harrington provided a brief update on Regional Active Transportation Plan's implementation activities and regional engagement to date, and highlighted the 2014 April Oregon Active Transportation Summit. (Handout included as part of the meeting record.)

5. COUNCILOR COMMUNICATIONS

Councilor updates included the recent City of Cornelius Main Street/Downtown workshop with Michelle Reeves, Center Cultural annual gala, and CSC scenario briefings with Washington County representatives.

6. ADIURN

Seeing no further business, Council President Tom Hughes adjourned the Council work session at 3:54 p.m.

Respectfully submitted,



Kelsey Newell, Regional Engagement & Legislative Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOV. 5, 2013

Item	Topic	Doc. Date	Document Description	Doc. Number
	Agenda	11/5/13	Revised Nov. 5 agenda	110513cw-01
2.0	Handout	10/29/13	Revised Attachment 5, Climate Smart Communities Overview of Scenario Assumptions	110513cw-02
2.0	PowerPoint	11/5/13	CSC Scenarios Project – First Look at Results	110513cw-03
4.0	Handout	11/2013	Regional Active Transportation Plan – Nov. 2013 Council Liaison Update	110513cw-04

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