

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, Nov. 22, 2013
Time: 9:30 a.m. to 12 p.m. (noon)
Place: Metro, Council Chamber

- | | | | |
|-----------------|-----------|---|--|
| 9:30 AM | 1. | CALL TO ORDER AND DECLARATION OF A QUORUM | Elissa Gertler, Chair |
| 9:32 AM | 2. | COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS <ul style="list-style-type: none">• 2016-2018 Regional Flexible Fund Allocation Retrospective Survey | |
| 9:35 AM | 3. | CITIZEN COMMUNICATIONS TO TPAC AGENDA ITEMS | |
| 9: 37 AM | 4. | ** CONSIDERATION OF THE TPAC MINUTES FOR NOV. 1, 2013 | |
| 9:40 AM | 5. | * Climate Smart Communities Scenarios Project: First Look at Results Part II – Report on scenarios’ cost analysis relative to fiscal, public health and social equity outcomes, and identify key policy areas to be the focus of discussion and input to shape draft preferred approach in 2014 – <u>INFORMATION / DISCUSSION</u> <ul style="list-style-type: none">• <i>Purpose:</i> Staff will present the draft cost analysis relative to fiscal, public health and social equity outcomes.• <i>Outcome:</i> TPAC provides input on how the cost analysis is communicated to JPACT and begins to identify policy areas for further discussion and input in 2014. | Kim Ellis, Metro |
| 10:25 AM | 6. | ** Draft Methodology for the Benefits and Burdens and Disparate Impact Analysis for the 2015-18 Metropolitan Transportation Improvement Program and 2014 Regional Transportation Plan – <u>INFORMATION / DISCUSSION</u> <ul style="list-style-type: none">• <i>Purpose:</i> To provide an overview of the draft methodology for conducting the Benefits and Burdens analysis and the Disparate Impact Analysis for the 2015-18 MTIP and the 2014 RTP.• <i>Outcome:</i> Gather feedback on key areas of the Benefits and Burdens analysis methodology and the Disparate Impact analysis methodology. | Grace Cho, Metro
Ted Leybold, Metro |

Continued on back...

- | | | | |
|-----------------|--------------|--|---|
| 10:55 AM | 7. ** | Westside Freight Access and Logistic Analysis –
<u>INFORMATION</u> | Derrick Olsen,
Greater Portland Inc.
Chris Maciejewski,
DKS Associates |
| | | <ul style="list-style-type: none"> • <u>Purpose</u>: To share key findings and recommendations from the Westside Freight Access and Logistics analysis. • <u>Outcome</u>: To raise TPAC’s awareness of the transportation needs and challenges for the Computer & Electronics Industry, a key regional industry. | |
| 11:25 AM | 8. * | Shortening the Timeframe for the Air Quality Conformity Analysis – <u>APPROVAL AND RECOMMENDATION TO JPACT</u> | Grace Cho, Metro |
| | | <ul style="list-style-type: none"> • <u>Purpose</u>: Request permission to utilize an EPA provision to shorten the air quality analysis timeframe. • <u>Outcome</u>: Request TPAC approval to shorten the air quality conformity analysis timeframe and recommend approval to JPACT. | |
| 11:45 AM | 9. | <u>ADIURN</u> | Elissa Gertler, Chair |

Upcoming TPAC Meetings:

- Friday, Jan. 3 from 9:30 a.m. to 12 p.m. (noon) at the Metro Regional Center, Council Chamber.
- Friday, Jan. 31 from 9:30 a.m. to 12 p.m. (noon) at the Metro Regional Center, Council Chamber.

- * Material available electronically.
- ** Material will be distributed in advance of the meeting.
- # Material will be distributed at the meeting.

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

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2013 -2014 TPAC Work Program

11/12/13

<p><u>Nov. 1, 2013 – Regular Meeting</u></p> <ul style="list-style-type: none">• Public engagement guide – Recommendation to JPACT• Willamette Falls Legacy Project: Community Conversation Forums – Information – Feedback• Climate Smart Communities Scenarios Project: First Look at Results – Review Scenarios Tested & Report out on estimated GHG emissions reductions, and land use, employment, transportation and environmental outcomes – Information / Discussion• Oregon Passenger Rail Study – Information	<p><u>Nov. 22, 2013 – Regular Meeting</u></p> <ul style="list-style-type: none">• Climate Smart Communities Scenarios Project: First Look at Results – Report on scenarios’ cost analysis relative to fiscal, public health and social equity outcomes, and identify key policy areas to be the focus of discussion and input to shape draft preferred approach in 2014 – Information/ discussion• Westside Freight Access & Logistics Analysis – Information• Draft Methodology for MTIP Equity Analysis – Information / discussion• 2016-2018 RFFA Retrospective Survey - Information
<p><u>Jan. 3, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none">• Streetcar Evaluation Methods Project – Information• 2014 Regional Transportation Plan Process Update and Draft Project List – Information• Presentation on Active Transportation Plan Work Group Refinements and RTP Edits – Information• Transportation Control Measure Substitution – Approval and Recommendation to JPACT• Climate Smart Communities Scenarios Project: Community Choices engagement update and identify key policy areas to be the focus of discussion and input to shape draft preferred approach in 2014 – Recommendation to JPACT Requested	<p><u>Jan. 31, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none">• Draft Metropolitan Transportation Improvement Program (MTIP) Analysis and Programming – Information• Statewide Transportation Strategy Vision and Implementation Work Plan – Information
<p><u>Feb. 28, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none">• Preview of Public Review Draft Regional Transportation Plan – Information• Preview of Public Review Draft Regional Active Transportation Plan and Draft Regional Transportation Plan, and Preliminary Air Quality Conformity Results – Information• Regional Travel Options Program Evaluation – Information	<p><u>March 28, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none">• Climate Smart Communities Scenarios: Preview of draft public engagement report and emerging ideas for draft preferred approach – Information and discussion

<p><u>April 25, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Recommendation on potential Refinements to RTP from Public Comments received to date – recommendation to JPACT requested • Preview Potential Refinements to ATP from Public Comments Received to Date – Information • Regional Travel Options Grant Program – Information • Climate Smart Communities Scenarios: Preview draft preferred approach – Recommendation to JPACT Requested 	<p><u>May 30, 2014 – Regular Meeting</u></p>
<p><u>June 27, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Adopt Regional Active Transportation Plan – Recommendation to JPACT Requested • Adopt 2014 Regional Transportation Plan – Recommendation to JPACT Requested • 2015-18 Metropolitan Transportation Improvement Program (MTIP) – Recommendation to JPACT Requested 	<p><u>July 27, 2014 – Regular Meeting</u></p>
<p><u>August 29, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios: Preview of public review draft preferred approach – Information <p>FYI: A 45-day comment period is planned from Sept. 3 to Oct. 18, 2014 on the public review draft preferred approach.</p>	<p><u>Sept. 26, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios: Preview of potential refinements from public comments received – Information
<p><u>Oct. 31, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios: Discussion of recommended preferred scenario – Discussion 	<p><u>Nov. 21, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios: Recommend Council adoption of recommended preferred scenario – Recommendation to JPACT requested

Parking Lot:

- Metropolitan Planning Area boundary update
- Travel model update
- Portland Metropolitan Scenario Planning Rule update
- Regional Infrastructure Enterprise update

**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**



Metro



**What the future
might look like
in 2035**

Scenario
A
Recent Trends
This scenario shows the results of implementing adopted plans to the extent possible with existing revenue.

Scenario
B
Adopted Plans
This scenario shows the results of successfully implementing adopted land use and transportation plans and achieving the current RTP, which relies on increased revenue.

Scenario
C
New Plans and Policies
This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

INVESTING IN GREAT COMMUNITIES

The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce greenhouse gas emissions by 20 percent from cars and small trucks by 2035.

There are many ways to reduce emissions while creating healthy, more equitable communities and a vibrant regional economy. Providing services and shopping near where people live, expanding transit service, encouraging electric cars and providing safer routes for walking and biking all can help.

The goal of the Climate Smart Communities Scenarios Project is to engage community, business, public health and elected leaders in a discussion with their communities to shape a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

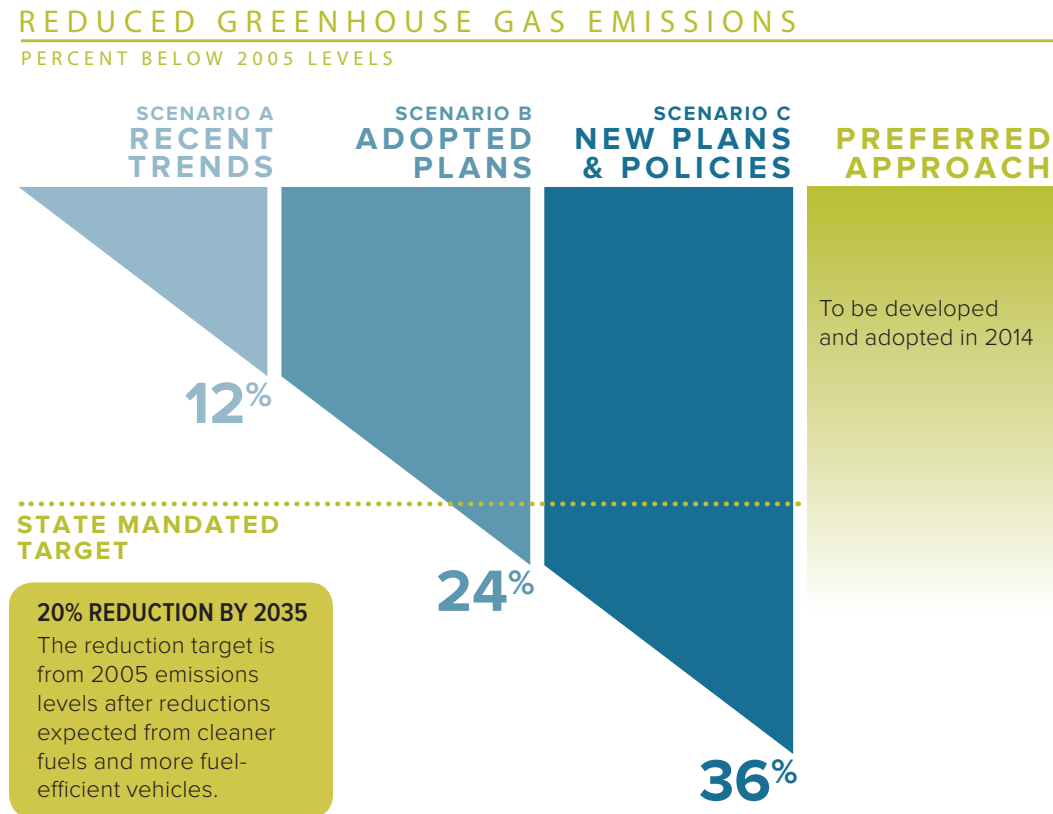
To realize that goal, Metro evaluated three approaches – or scenarios – over the summer of 2013 to better understand how best to support community visions and reduce greenhouse gas emissions. The results will be used to frame the regional discussion about which investments and actions should be included in a preferred approach for the Metro Council to consider for adoption in December 2014.

WHAT HAVE WE LEARNED SO FAR?

Adopted plans can meet the target

Our early analysis indicates that adopted local and regional plans can meet our target for reducing greenhouse gas emissions – if we make the investments and take the actions needed to implement those plans.

This is good news, but there is more work to be done.



WHAT DOES THIS MEAN FOR YOUR COMMUNITY?

We're in this together

Local, regional state and federal partnerships are needed to make the investments and take the actions necessary to create great communities while reducing greenhouse gas emissions.



What are the challenges to realizing your community visions?

At both the local and regional levels, we face many challenges in carrying out our adopted plans. The Climate Smart Scenarios Project provides an opportunity to work together to build on existing efforts and address these challenges.

Financial

- Funding
- Market demand and lending practices
- Costs and affordability

Civic

- Public acceptance
- Political will
- Governance structures

Regulatory

- Existing codes and regulations
- Alignment of federal, state and local policies

Sources: Regional policy and technical advisory committees, community and business leaders. Scenarios Project Strategy Toolbox (October 2011), Phase 1 Findings (January 2012) and Community Case Studies (Spring 2013)

WHAT INVESTMENTS AND ACTIONS BEST SUPPORT YOUR COMMUNITY VISION?

Each community is unique

Most of the investments and actions under consideration are already being implemented to varying degrees across the region to realize community visions and other important economic, social and environmental goals.

A one-size-fits-all preferred approach won't meet the needs of our diverse communities. A combination of investments and other actions will help us realize our shared vision for making this region a great place for generations to come.



INVESTMENTS AND ACTIONS THAT REDUCE EMISSIONS	WHO HAS A ROLE?			
	FEDERAL	STATE	REGIONAL	LOCAL
✓ completed ● in progress SUPPORTING LAND USE VISIONS				
✓ Adopt 2040 Growth Concept			○	
✓ Adopt local zoning and comp plans				○
✓ Manage urban growth boundary			○	
● Update community visions if desired				○
MAXIMIZING ENERGY EFFICIENCY				
✓ Adopt Federal fuel economy standards	○	○		
● Shift to lower carbon fuels	○	○		
● Shift to low emissions vehicles	○	○	○	○
● Expand access to electric vehicle technology	○	○	○	○
● Expand access to car-sharing				○
● Use a market-based approach to manage parking				○
● Use technology and "smarter" roads to manage traffic flow and boost efficiency		○	○	○
● Provide information and incentives to expand use of low carbon travel options		○	○	○
INVESTING IN COMMUNITIES				
● Maintain streets, highways, bridges and transit		○	○	○
● Make streets and highways more safe, reliable and connected		○	○	○
● Make transit more convenient, frequent, accessible and affordable		○	○	○
● Make walking and biking more safe and convenient		○	○	○
● Provide schools, services and shopping close to neighborhoods				○

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.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

Metro Council President

Tom Hughes

Metro Council

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

WHAT'S NEXT?

November and December 2013 The analysis results are reported back to the Metro Council, regional advisory committees and county-level coordinating committees

January to April 2014 Community and business leaders, local governments and the public are asked to weigh in on which investments and actions should be included in the region's preferred approach

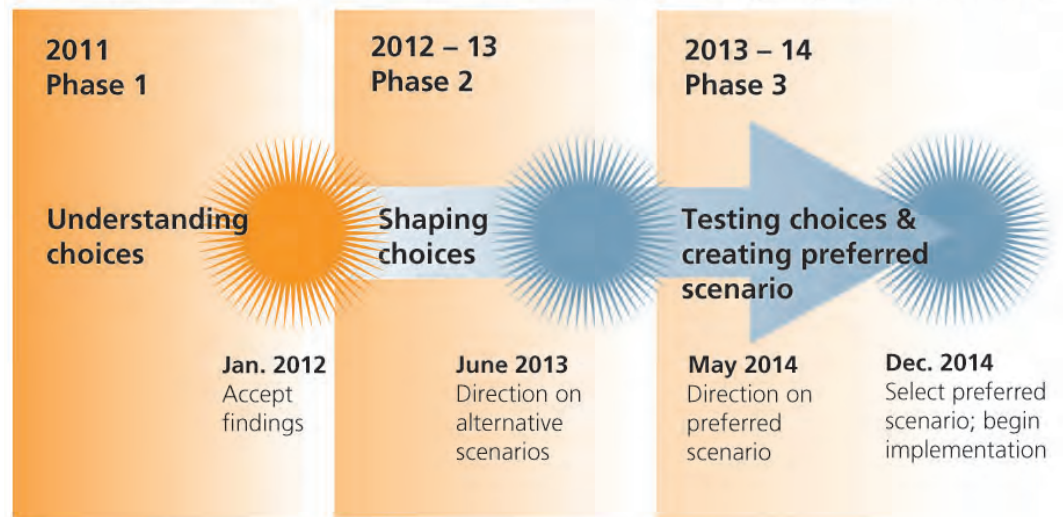
May 2014 The Metro Council is asked to provide direction to staff on the draft preferred approach

Summer 2014 Evaluation period for preferred approach

September 2014 Final public review of preferred approach

December 2014 Metro Council considers adoption of preferred approach

Climate smart communities scenarios project timeline



WHERE CAN I FIND MORE INFORMATION?

www.oregonmetro.gov/climatescenarios

Visit the project website to learn more about existing community efforts and their challenges, and to download other publications and reports.

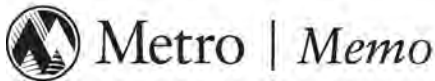
For email updates, send a message to climatescenarios@oregonmetro.gov

MAKING A GREAT PLACE



NOV. 12, 2013

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Date: November 15, 2013
To: Transportation Policy Advisory Committee
From: Grace Cho, Assistant Transportation Planner
John Mermin, Senior Transportation Planner
Subject: 2014 RTP Update: Shortening the Air Quality Conformity Analysis

Introduction

The air quality conformity determination is a regional emissions analysis which compares future emissions from transportation activities to a state allocated emissions budgets. The air quality conformity determination is a component of the long-range regional transportation plan (RTP) and the metropolitan transportation improvement program (MTIP). As a federal designated maintenance area, an air quality conformity analysis must be conducted for the RTP and the MTIP in order to allow projects to be eligible and receive federal transportation funding.

Background

To conduct a regional air quality analysis Metro's travel demand model staff builds and maintains a series of transportation networks to feed into a regional emissions model. Known as analysis years, these networks must meet federal air quality requirements. Typically, Metro models three transportation networks for air quality analysis purposes (base year, final year of maintenance plan, and horizon year), but in preparation for the 2014 RTP update and the 2015-2018 MTIP, federal requirements dictate five transportation networks will need to be constructed. This adds significant workload to the relatively minor update of the 2014 RTP.

Federal and State Requirements

For the purposes of air quality analysis, federal regulations require the analysis years meet the following requirements:

- The analysis years may be no more than 10 years apart;
- The first analysis year may be no more than 10 years from the base year used to validate the transportation demand planning model;
- The final year of maintenance plan must be an analysis year if it is in the timeframe of the transportation plan and conformity determination;
- The last year of the transportation plan's forecast period must be the horizon year; and
- If the timeframe of the conformity determination has been shortened under paragraph (d) of this section, the last year of the timeframe of the conformity determination must be a horizon year.

Based on the federal requirements, the following analysis years for the 2014 RTP update were identified:

Year	2010	2017	2024	2032	2040
Reason for Selection	Base year to validate the travel demand model	Final year of maintenance plan/attainment year	Analysis years may be no more than 10 years apart		Horizon year/final year of plan

Shortening the Analysis Timeframe

Recognizing the workload balance, staff investigated any alternative solutions which would streamline the number of transportation networks which would need to be created. In consultation

with EPA staff, areas with approved maintenance plans may elect to shorten the timeframe of the conformity analysis to the end of the maintenance plan.¹ Shortening the conformity determination to the end of the maintenance plan means the air quality analysis would be conducted through the year 2017, which is the final year of the approved maintenance plan. Utilizing the shortened conformity horizon would be applicable for all air quality analysis moving forward.

However, recognizing that a 2017 conformity determination would not allow for a long-term picture of air quality impacts, staff proposes conducting an air quality analysis for both 2017 and 2040. Therefore, the shortening of the conformity timeframe would not have an impact on the air quality outcomes, as the region would still aim to meet or go below the emissions budget allocated by the state for 2040.

If the shortened conformity analysis is utilized, the following analysis years for the 2014 RTP update were identified:

Year	2010	2017	2040
Reason for Selection	Base year to validate the travel demand model	Final year of maintenance plan/attainment year	Horizon year/final year of plan

Process

In order to utilize the provision in EPA’s conformity rules to shorten the air quality analysis timeframe, Metro must meet three main process requirements: 1) consult with local and state air quality agencies; 2) solicit public comments; and 3) consider feedback on such comments.

After consultation with EPA staff, the solicitation of public comments is permitted to follow the typical public comment process used by the MPO for air quality methodology actions. Based on the results of the consultation, the following proposed process approach has been identified to shorten the air quality conformity determination timeframe.

Proposed Activity	Engagement	Justification/Rationale	Applicable EPA Rule/Provision
Consultation with DEQ on proposed shortened conformity timeframe	DEQ staff	EPA rules require MPOs consult with state and local air quality agencies regarding shortening the conformity timeframe. Full interagency consultation is not required and formal approval from state and local air quality agencies is not required. DEQ would not need to take this through any of its processes, unlike the TCMs.	Consultation with state and local air quality agencies
Consultation and request of approval from	TPAC	Notification of an action is provided to the TPAC interested parties list a week in advance of the meeting.	Solicitation of public comments

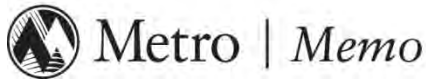
¹ The Transportation Conformity rules provision §93.106(d)(3) states: “For areas that have an adequate or approved CAA section 175A(b) maintenance plan, the MPO may elect to shorten the timeframe of the conformity determination to extend through the last year of such maintenance plan after consultation with state and local air quality agencies, solicitation of public comments, and consideration of such comments.”

TPAC		EPA also states MPOs should follow normal process for public participation regarding conformity actions. Since a formal public comment period is not conducted for conformity methodology approval, the approach to ask for approval from TPAC is sufficient. Opportunity for public comment is available at the TPAC meeting.	
Review comments received and refine shortened conformity timeframe (if appropriate)	N/A	Metro staff will take the comments made at the TPAC meeting and refine the proposed approach for shortening the conformity timeframe in the materials presented before JPACT and Metro Council.	Consideration of public comments.
Approval by MPO board and Metro Council on the streamlined air quality conformity determination method	JPACT and Metro Council	EPA suggests receiving approval from the MPO board and governing body of the shortened conformity analysis methodology.	MPO board and governing body approval

Request

Metro staff requests TPAC approval and recommendation to JPACT to utilize EPA provision §93.106(d)(3) to shorten the air quality analysis timeframe.

Materials following this page were distributed at the meeting.



Date: November 19, 2013
To: TPAC members and Interested Parties
From: Dan Kaempff, Senior Transportation Planner
Grace Cho, Assistant Transportation Planner
Subject: 2016-18 RFFA Retrospective – Proposed Approach

Introduction

To introduce the 2016-2018 Regional Flexible Fund Allocation (RFFA) retrospective process regional and provide TPAC members an outline of what to expect in the coming weeks.

Background

At the completion of a Regional Flexible Fund Allocation (RFFA) process, Metro conducts a retrospective to gather an understanding of what aspects of the process were successful and what elements of the process could be changed to make it more effective. With the recent adoption of the 2016-2018 RFFA recommendations, staff will be conducting a retrospective on the most recent allocation process. The retrospective helps provide direction for the policy framework for future cycles of the regional flexible fund allocation. The 2016-18 Regional Flexible Funds Allocation policy framework is available for reference on [Metro's website](#).

2016-2018 Regional Flexible Funds Retrospective Approach

Metro proposes taking a two part approach to the 2016-2018 RFFA retrospective. The first part will include an online survey. The survey will be distributed to 2016-2018 RRFA participants, TPAC members, JPACT members, and to select interested parties who commented on the RFFA nominated projects and process. The survey will ask a number of qualitative questions about the process, outcomes, and looking forward to future RFFA processes. Some example questions include:

- How useful were the technical tools and materials (e.g., the resource guide) that Metro provided to local jurisdictions for the RFFA process?
- To what extent does the RFFA policy align with the objectives and visions outlined in the Regional Transportation Plan (RTP)?
- What are your suggestions for encouraging better collaboration across jurisdictions?
- What types of process direction and support should Metro provide to sub-regional committees?

The second part of the approach is to hold a set of facilitated discussions and one-on-one interviews assessing the online survey results. Following the online survey, Metro staff will return to TPAC with the survey results and hold a facilitated discussion with TPAC members to dig into the survey results and gather further input. In parallel with the facilitated discussion at TPAC, Metro staff will also be holding one-on-one interviews with select JPACT members and policymakers to discuss more in-depth the online survey results. As the final part of the approach, Metro staff will be holding a facilitated discussion at JPACT which will summarize the online survey results, the comments from TPAC members, and the one-on-one interviews. The JPACT discussion will focus on gathering any additional input on future regional flexible fund allocation processes. All the feedback will be developed into a report for use with the next regional flexible fund allocation policy framework update.

Timeline

The following table illustrates the general timeline Metro staff anticipates conducting the 2016-2018 RFFA retrospective.

2016-2018 RFFA Retrospective Timeline

Activity	Timeframe
Introduce 2016-2018 RFFA retrospective approach	November 2013
Conduct online survey	December 2013
Facilitated discussion of survey results (TPAC)	January 2014 (December or January meeting of TPAC)
One-on-one interviews with JPACT members and policymakers	January 2014
Facilitated discussion of survey and interview results with JPACT	February 2014
2016-2018 RFFA retrospective report	February 2014

Next Steps

TPAC members should anticipate seeing an email asking members to participate in the online survey. TPAC members are also welcome to suggest community members to participate in the survey.



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
November 1, 2013
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig
Mike Clark
Chris Deffebach
Courtney Duke
Adrian Esteban
Elissa Gertler, Chair
Carol Gossett
Nancy Kraushaar
Katherine Kelly
Margaret Middleton
Cora Potter
Satvinder Sandhu
Karen Schilling

AFFILIATION

Clackamas County
Washington State Department of Transportation
Washington Co.
City of Portland
Community Representative
Metro
Community Representative
City of Wilsonville, representing Cities of Clackamas Co.
City of Gresham, representing Cities of Multnomah Co.
City of Beaverton, representing Cities of Washington Co.
Community Representative
Federal Highway Administration
Multnomah Co.

MEMBERS EXCUSED

Steve Entenman
Scott King
Alan Lehto
Dean Lookingbill
Heather McCarey
Dave Nordberg
Rian Windsheimer

AFFILIATION

Community Representative
Port of Portland
TriMet
Southwest Washington Regional Transportation Council
Community Representative
Oregon Department of Environmental Quality
Oregon Department of Transportation

ALTERNATES PRESENT

Phil Healy
Eric Hesse

AFFILIATION

Port of Portland
TriMet

STAFF: Taylor Allen, Andy Cotugno, Mia Hart, Ted Leybold, Lake McTighe, John Mermin, Kelsey Newell, Cassie Salinas, Kim Smith, Patty Unfred.

1. CALL TO ORDER, DECLARATION OF A QUORUM

Chair Elissa Gertler declared a quorum and called the meeting to order at 9:36 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Gertler stated Metro is recruiting a Director of Planning and Development and asked members to provide feedback.

Ms. Lake McTighe of Metro provided an update on the Regional Active Transportation Plan (ATP) and Regional Transportation Plan (RTP) WorkGroup. The WorkGroup was formed to guide review and further refinement of the ATP and updates in the RTP. Three focus groups will address design guidelines and network concepts, policies and performance targets, and funding and implementation. Ms. McTighe noted that comments from the group thus far have provided constructive and valuable feedback. Ms. McTighe reminded members to update their associated organizations and groups and encouraged feedback.

Mr. John Mermin of Metro provided a summary of the Regional Transportation Functional Plan (RTFP) and compliance deadlines. The RTFP was adopted in 2010 and a window was provided to local jurisdiction to request more time last fall. Mr. Mermin will email a link to apply for an extension and the deadline to apply is November 15.

Mr. Ted Leybold of Metro provided an overview of the Oregon Statewide Transportation Options Plan, a statewide transportation options plans. Mr. Leybold highlighted the timeline and four-step process outlined in the handout provided to members and available in the meeting packet. The plan will work to integrate with the statewide plan and regional programs. Mr. Leybold encouraged members to sign up for project updates and stated any related concerns can be passed on to him to bring to the stakeholder advisory committee.

3. CITIZEN COMMUNICATIONS ON TPAC ITEMS

There were none.

4. CONSIDERATION OF THE MINUTES FOR SEPTEMBER 27, 2013

MOTION: Ms. Karen Schilling moved, Mr. Eric Hesse seconded, to adopt the Minutes for September 27.

RESULT: With all in favor, the motion passed as amended.

5. PUBLIC ENGAGEMENT GUIDE: RESOLUTION NO. 13-4476

Ms. Patty Unfred of Metro introduced the Public Engagement Guide. Federal requirements under Title VI state the public involvement guide for transportation must be updated every four years. This year, the Public Engagement Guide update uses a broader approach for guidelines and best practices agency-wide. A daylong training on November 18 will provide an overview of requirements for Title VI and environmental justice. The training is for staff at Metro, local jurisdictions, and community partner organizations.

Ms. Cassie Salinas of Metro provided an overview of the Public Comment Report process and results. The 45-day public comment period began August 12th and closed September 30th. 1,466 comments were received. The Public Comment Report outreach approach included newsletters, emails, community events, multicultural and community media outreach, outreach to tribal government, and posts on social media. TPAC and MTAC members were generally in support of the

guide and provided suggestions for improvement, such as additional detail surrounding coordination and outreach to local cities, counties, engagement committees, and broadened regional outreach.

Key themes from public comments include building awareness about Metro in communities, building relationships with community-based organizations, and engaging the public through multiple channels. The Public Engagement Guide was revised based on public comments and feedback from engagement committees. Revisions include additional information in tools and techniques, descriptions of how to reach communities with limited English-language proficiency, methods of engaging youth, descriptions about Metro's diversity action plan, and a description of environmental justice. Resolution No. 13-4476 will be brought to JPACT on November 14 for final recommendation and Council on November 21 for approval.

Member comments included:

- Members asked if neighborhood coalitions were included in public outreach efforts and asked clarifying questions surrounding outreach efforts in East Multnomah County. Ms. Salinas stated neighborhood coalitions were not directly contacted, but council reached out to several. Ms. Unfred stated the Public Engagement Review Committee includes members of the community and local representatives who assisted in community outreach in areas with less public outreach.
- Members expressed the appreciation of the work completed on the Public Engagement Guide and outreach efforts.
- Mr. Phil Healy asked clarifying questions about the deadline for new federal requirements and how this will impact existing projects. Ms. Unfred stated the federal requirements will only be used for new projects.
- Members asked if survey results and comments can be disaggregated by location or demographics. Ms. Unfred stated the results are available sorted by county and sorting by zip code is feasible.
- Members asked clarifying questions related to engagement strategies based on demographics, such as senior citizens. Ms. Unfred stated guiding questions are provided to develop a strategy within distinct communities and demographics, which require different tools and techniques.

MOTION: Ms. Carol Gossett moved, Ms. Chris Deffebach seconded, to approve **Resolution No. 13-4476**, For the Purpose of Updating the Public Engagement Guide, Formerly the Public Involvement Policy for Transportation Planning, to Conform to Federal Public Engagement Requirements and Establish Guidelines For Inclusive Public Engagement.

RESULT: With all in favor, the motion passed.

6. WILLAMETTE FALLS LEGACY PROJECT: COMMUNITY CONVERSATION FORUMS

Ms. Christina Robertson-Gardiner of the City of Oregon City introduced the Willamette Falls Legacy Project. The Willamette Falls Legacy Project is an initiative centered on the redevelopment of the Blue Heron property, a 23-acre historic and traditionally industrial site in Oregon City along the

Willamette River. The redevelopment will be through the support of private investment and formed through the community's vision. Ms. Robertson-Gardiner showed a short informational video about the historic significance of Willamette Falls (https://www.youtube.com/watch?v=J_nDAId0smE).

The Willamette Falls Legacy Project is a public-private partnership between City of Oregon City, Metro, Clackamas County, State of Oregon, and Bankruptcy Trustee, in addition to working with ODOT to rezone from industrial to mixed use. The project vision was developed through fall 2013, concept alternatives are under discussion through the winter, and the Framework Master Plan will be developed early 2014 to provide a framework balancing flexibility and certainty for development.

The Willamette Falls Legacy Project defines four core values. Ms. Robertson-Gardiner provided an overview of each of the four core values and a summary of the site layout and visions for specific areas:

- Historical and cultural interpretation: the site is a historic land of Grand Ronde tribes, paper mill, and historic floodplain. Goal of the project include reconnecting the site with downtown Oregon City and transforming industrial buildings to support economic development.
- Public access: the site is 23 acres total and eight acres are available for redevelopment. The plan will work to improve public access by reconnecting to Main Street, providing access to Willamette Falls, creating riverfront trails, and establishing public space through redeveloped warehouses.
- Healthy habitat: supporting natural environment through habitat restoration. Visions include a green roof, providing access to riverfront trail and Willamette Falls.
- Economic redevelopment: supporting local lighting, outdoor, and technology industries; supporting economic development through mixed use visions for food, education, and the arts.

Ms. Robertson-Gardiner encouraged members to visit the Willamette Falls Legacy Project website at <http://www.rediscoverthefalls.com>. An opt-in survey is available on the website through November 15.

Member comments included:

- Members discussed plans and highlighted concerns related to multimodal transportation and connecting downtown. Members acknowledged the importance of engaging TriMet in transit plans and expressed interest in coordinating with a 99E tunnel for Oregon passenger rail plans. Ms. Robertson-Gardiner commented she is applying for Multimodal and Mixed-Use Area designation and addressed improving bicycle and pedestrian access in coordination with 99E. Separately, Ms. Robertson-Gardiner acknowledged the complexities related to redeveloping 23 acres of industrial land adjacent to good rail and highway access.
- Members asked about engaging Native American tribes in the vision and planning process. Ms. Robertson-Gardiner stated the project has engaged several tribes that have historic ties to Willamette Falls and highlighted working with the Grand Ronde Council specifically to develop a project vision.
- Members inquired about the specific purpose of the Willamette Falls Legacy Project presentation to TPAC member. Ms. Robertson-Gardiner stated the presentation is

informational and the purpose is to build awareness surrounding the project and vision, stay well informed, and have a visceral understanding for future investment decisions.

7. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT – FIRST LOOK AT RESULTS

Ms. Kim Ellis of Metro provided an overview of the Climate Smart Communities Scenarios Project and early results from the Phase 2 evaluation Metro is working with local, county, state, business, and community leaders to research how land use and transportation policies and investments can be leveraged to help reduce greenhouse gas emissions and support healthy communities. Phase 3, November 2013 to May 2014, will shape the draft preferred scenario through examining Phase 2 results and facilitating a Community Choices discussion. Council will be asked to select a preferred approach in December 2014 for the Land Conservation and Development Commission to review early 2015.

Ms. Ellis provided a summary of the three scenarios and key assumptions to achieve local and regional plans through 2035:

- Scenario A shows results of implementing adopted local and regional plans to the extent possible with existing revenue;
- Scenario B shows the results of successfully implementing adopted local land use and transportation plans and the current RTP, which relies on increased revenue;
- Scenario C shows the results of pursuing new policies and revenue sources, additional investment, and realizes the Southwest Corridor vision.

Metro used the GreenSTEP model to compare and evaluate the following outcomes across the three approaches: greenhouse gas emissions, housing and jobs, travel, access to transit and destinations, and air quality. Results show Scenario B and Scenario C both exceed the greenhouse gas target of 20 percent reduction by 2035. Ms. Ellis highlighted results of the evaluation:

- Land use planning and investment reduces vehicle miles traveled (VMT) per capita, and helps address traffic congestion that is expected to increase due to population and job growth;
- Investment helps maintain air quality due to fewer gas air pollutant emissions from reduced VMT;
- Investment provides better access to transit in peak and off-peak hours with increased investment. Most new households located in areas near schools, shopping and services, however, nearly one-third of new households locate in areas that are not close to these community destinations;
- Location of housing development responds to incentives and access and new jobs responds to traffic congestion and access.

Ms. Ellis summarized early takeaways. Past planning and investments to implement the 2040 Growth Concept vision make greenhouse gas reduction target attainable. More work is needed to realize local and regional visions, which are essential to meet the reduction target along with supporting regional transit growth.

Member comments included:

- Members asked clarifying questions about the parking assumptions in Scenario B and Scenario C. Ms. Ellis stated the GreenSTEP model treats parking management the same by using pricing as a proxy to represent a range of parking strategies that may be implemented in a community – from establishing the minimum or maximum amount of parking to be provided to pricing parking on a daily or hourly basis. She indicated additional research is necessary.
- Members suggested improvements to the Investing in Great Communities brochure, including the graphic detailing percent reduction of greenhouse gas emissions and language adjustments in the “challenges” section. Members suggested revisions to the brochure to more clearly show the “preferred” approach could exceed the 20 percent reduction target and that it would be developed in 2014.
- Members discussed defining the preferred approach and emphasized the importance of focusing on the benefits of each scenario, in addition to cost. The preferred approach should consider additional benefits and criteria beyond the 20 percent reduction target.
- Mr. Eric Hesse explained the timeline related to TriMet’s Service Enhancement Plans and how the SEPs were incorporated in the scenarios recognizing that the planning work is not yet completed.
- Members discussed key takeaways from the Phase 3 evaluation related to the Southwest Corridor land use vision, including increase in access to services.
- Members asked several questions related to new funding sources and the associated behavioral effects associated with a carbon tax and mileage-based road user fee. Ms. Ellis confirmed there is a behavioral effect that results in fewer greenhouse gas emissions per capita and discussed options to demonstrate the behavioral effect through sensitivity testing.
- Members discussed existing transit and land use assumptions in the scenarios and inquired about a strategic analysis of transit connections outside the urban growth boundary. Ms. Ellis stated that access to transit use was only examined inside the urban growth boundary because the scenarios did not include service to the urban reserve areas assumed to be developed by 2035.
- Members expressed concern surrounding equitable investment spread across the region, specifically related to investing in areas with people of color or low income. Ms. Ellis stated staff is developing a map detailing areas with no access, partial access, and good access for low-income households in the scenarios.
- Members suggested Ms. Ellis emphasize there is not a one-size-fits-all approach for further discussions and committee presentations.

8. OREGON PASSENGER RAIL STUDY

Mr. David Knowles of CH2MHill provided an overview and update on the Oregon Passenger Rail, a tier one study for improving existing passenger rail service in the Willamette Valley. The project will select a reasonable option to improve intercity passenger rail service between Eugene-Springfield and Portland-Vancouver, WA. Mr. Knowles clarified that the study is funded by the High Speed Rail Program, however the study itself is not the best vehicle to promote high-speed rail from Eugene to Portland. Corridor concepts were developed from a broad range of ideas for rail route alignments based on public input and evaluated to develop preliminary alternatives. Evaluation criteria consisted of seven goals: improving mobility and access; protection of freight rail and

safety; cost-effectiveness; affordability and equity; compatibility with the State of Washington; supporting quality of life; the environment.

Mr. Knowles provided an overview of the evaluation for Section A, Section B, and Section C, which included a summary of alternatives evaluation, evaluation results, and performance and cost comparison. Section A runs from Eugene-Springfield to north of Albany, Section B runs north of Albany to north of Wilsonville, and Section C runs north of Wilsonville to Vancouver, WA. Mr. Knowles highlighted mobility and cost effectiveness of each alternative scenario and summarized the concept screenings. A tunnel in Southwest Portland was evaluated to create infrastructure to support high speed rail, but additional evaluation is required for cost effectiveness. Cascadia High-Speed Rail was evaluated and found to be incompatible with vehicle technology across all three sections. Mr. Andy Cotugno of Metro clarified that the current stage in the project involves evaluating and narrowing which corridor decision will have an environmental impact statement and advance.

Mr. Scott Richman of David Evan Associates highlighted themes from community advisory groups' comments including: the importance of regional connectivity and enhanced multimodal connections; interest in red alternative; support for both higher speed rail on new alignment and incremental improvements; desire for publically owned tracks and concern about relationships with UP; concern surrounding dividing properties and restricting access to rural and farm lands.

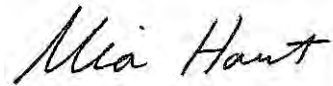
Member comments included:

- Members asked clarifying questions related to the Southwest Portland tunnel for high-speed rail. Mr. Knowles clarified that the tunnel is a concept plan and noted considerations of coordinating the tunnel with the Southwest Corridor Plan.
- Members asked if there is a corridor for each segment and stated concern surrounding a freight-based tunnel. Mr. Knowles stated the decision could be a mixture of rail alignments.

9. **ADJOURN**

Chair Gertler adjourned the meeting at 12:03 p.m.

Respectfully Submitted,

A handwritten signature in black ink that reads "Mia Hart". The signature is written in a cursive, flowing style.

Mia Hart
Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
	Agenda	11/1/13	Revised 110113 TPAC Agenda	100113t-01
2	Handout	11/1/13	Regional Transportation Functional Plan Compliance Deadlines	100113t-02
2	Handout	Aug 2013	Oregon Transportation Options Plan	100113t-03
5	PPT	N/A	Public Engagement Guide	100113t-04
6	Handout	N/A	Willamette Falls Legacy Project Comment Form	100113t-05
6	PPT	N/A	Willamette Falls Legacy Project	100113t-06
7	Memo	10/29/13	Climate Smart Communities Scenarios Project: First Look at Results and Next Steps	100113t-07
7	PPT	10/29/13	Climate Smart Communities Scenarios Project: First Look at Results and Next Steps	100113t-08
8	PPT	11/1/13	Oregon Passenger Rail	100113t-09

OVERVIEW OF SCENARIO ASSUMPTIONS

November 22, 2013



INTRODUCTION

The Portland metropolitan region is an extraordinary place to live. Our region has vibrant communities with inviting neighborhoods. We have a diverse economy and a world-class transit system. The region features beautiful scenery, parks, trails and wild places close to home.

Over the years, the communities of the Portland metropolitan area have taken a collaborative approach to planning that has helped make our region one of the most livable in the country. Because of our dedication to planning and working together to make those plans a reality, we have set our region on a wise course for managing growth – but times are changing. An increasingly diverse and growing population, a changing climate, rising energy costs, aging infrastructure, and other social and economic challenges demand new kinds of leadership and thoughtful deliberation and action.

PROJECT BACKGROUND

The 2009 Oregon Legislature required the Portland metropolitan region to develop an approach to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent by 2035 while at the same time the region expects to welcome nearly 490,000 new residents and more than 365,000 new jobs within the region's urban growth boundary.

The Climate Smart Communities Scenarios Project will illustrate how different investments and policies can protect farms, forestland and natural areas, create healthy, livable neighborhoods, and grow the regional economy while reducing greenhouse gas emissions from cars and small trucks. Building toward a future that reflects what is important to us means making priority investments that drive a strong economy, support the unique character of our

communities and ensure everyone has access to the opportunities that create the quality of life for which our region is known.

We know that investing in quality infrastructure is essential to a functioning, vibrant economy and healthy, livable communities. Past experience and analysis indicate that investments in centers, corridors and employment areas are an effective means of attracting growth to these areas in support of community visions and values. Investments can take the form of urban renewal, expanding transit service, building new sidewalks, bikeways or street connections, managing parking, travel option programs, and other tools. Removing barriers to more efficient use of land and existing infrastructure can also help local governments achieve their desired community visions.

Yet the Portland metropolitan region is not making the investments necessary to support our growing population or achieve community visions. The cost of building the needed public and private facilities is estimated to be \$27 to \$41 billion. Traditional funding sources are expected to cover only half that amount. The existing transportation system is overburdened and underfunded, and cannot not meet current or future needs of the region.

As the region's economy, labor and housing markets begin to recover in the aftermath of the Great Recession, lack of investment over the last 20 years in the systems that support our communities is undermining our region's ability to take advantage of opportunity. We're investing less in infrastructure today than at any time in our history. Infrastructure, such as roads, highways, sewer and stormwater networks, and school facilities, is not being maintained or replaced as it ages. We also need to complete gaps in our region's transit, walking and biking networks. At a time when state and federal resources needed to address our aging infrastructure are scarce, we have a unique opportunity to find a better way to support our communities, attract new business, and grow the economy. The same kinds of investments that can help address these needs

can also help achieve our greenhouse gas emissions reduction goals.

To better understand the possibilities and challenges facing the region, the Climate Smart Communities Scenarios Project evaluated three scenarios in Summer, 2013. Each scenario reflects choices about how and where the region invests to implement locally adopted plans and visions. They illustrate how different levels of leadership and investment could impact how the region grows over the next 25 years and how those investments might affect different aspects of livability for the region – creation of living-wage jobs, access to transit and jobs, housing, air quality, public health and greenhouse gas emissions.

The results of the analysis will be used to frame a regional discussion about which investments and actions should be included in a preferred approach. Working together, cities, counties and regional partners will decide which elements from each of the three scenarios evaluated should go forward into a preferred approach for the region to adopt in December 2014. Through this collaborative effort, we can identify how the region should work together to implement the approach that is adopted and develop new kinds of leadership and the local, regional, state and federal partnerships needed to invest in communities to make local and regional plans a reality.

WHAT WE TESTED

While most assumptions are tailored to each scenario, several assumptions were the same for all three scenarios:

- Comprehensive plans and zoning as adopted by cities and counties across the region.
- Vehicle and fuel assumptions that were developed by three state agencies (ODOT, ODEQ and ODOE), and assumed by the Land Conservation and Development Commission when setting the region’s per capita GHG emissions reduction target in 2011. The assumptions were developed based on the best available information and current estimates about improvements in technologies and fuels.
- Federal gas tax at 18 cents per gallon (2012 level).

THREE APPROACHES THAT WE EVALUATED IN 2013

Scenario A	RECENT TRENDS This scenario shows the results of implementing adopted plans to the extent possible with existing revenue.
Scenario B	ADOPTED PLANS This scenario shows the results of successfully implementing adopted land use and transportation plans and achieving the current RTP, which relies on increased revenue.
Scenario C	NEW PLANS & POLICIES This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

Timeline

The following table illustrates the general timeline Metro staff anticipates conducting the 2016-2018 RFFA retrospective.

2016-2018 RFFA Retrospective Timeline

Activity	Timeframe
Introduce 2016-2018 RFFA retrospective approach	November 2013
Conduct online survey	December 2013
Facilitated discussion of survey results (TPAC)	January 2014 (December or January meeting of TPAC)
One-on-one interviews with JPACT members and policymakers	January 2014
Facilitated discussion of survey and interview results with JPACT	February 2014
2016-2018 RFFA retrospective report	February 2014

Next Steps

TPAC members should anticipate seeing an email asking members to participate in the online survey. TPAC members are also welcome to suggest community members to participate in the survey.

Scenario

A

RECENT TRENDS

Reference case

Given the uncertainties facing our region today, it is difficult to predict future trends and conditions. With that limitation in mind, the starting point for the scenarios analysis is the reference scenario. This scenario is a projection of how the region would grow if current local government transportation and land-use plans are followed through to 2035 with existing revenues and policies.

Land use and urban form

- Current zoning is maintained.
- Future Metro urban growth boundary expansions through the year 2035 add about 28,000 acres, in keeping with falling behind on the investments needed to attract growth in the region's centers, corridors and employment areas. This represents an accelerated schedule for making the region's adopted 50-year land supply available for development.
- Neighboring cities grow at rates that are similar to historic rates.

Public and private development incentives and fees

- Public incentives for housing decline from today limiting the ability of public agencies to partner with the private sector to build investments.
- Significant urban growth boundary expansion is coupled with higher developers fees in these areas to help urban reserves to be ready for development, recognizing limited public funding is available to fund needed infrastructure in these areas.
- Areas with paid parking in place today remain the same. This includes portions of the Portland Central City – Downtown Central Business District, Lloyd District, and

the River District/Northwest. No other parking strategies are implemented throughout the region.

Transportation revenues

Limited investment is made in the region's transportation system as funding levels stay the same as they are today for the period 2010 to 2035. Only projects with committed funding were included in the analysis.

Key road and highway investments

- The Sellwood Bridge replacement is completed.
- Interchanges in the I-84, OR 217 and US 26 corridors and at the junction of I-205/I-84 are improved.
- Auxiliary lanes are added on I-5 and I-205 at the junctions of I-5/I-205 and I-205/Powell/Washington and I-205/I-84, respectively.
- US 26 West is widened to six through lanes.
- Shute Road and 185th Avenue are widened to seven lanes to improve access from the Intel campus to US 26.
- The Sunrise project connection from I-205 to Southeast 122nd Avenue is built.
- Existing programs aimed at improving traffic operations and reducing delay continue at existing programmatic levels. Investments include timing traffic signals to be coordinated and implementing programs to clear breakdowns and accidents quickly on the region's highways.

Regional transit investments

- Portland-to-Milwaukie light-rail transit is constructed and Milwaukie light rail feeder bus service is provided.
- The Portland streetcar CL line loop is completed.
- 2010 levels of TriMet and South Metro Area Rapid Transit (SMART) service is maintained with small increases in TriMet service targeted to address overcrowding and delays due to congestion.

Complete streets and active transportation investments

- New street connections and widening of existing major streets are limited to projects with committed funding.
- Limited bicycle and pedestrian investments reflecting that existing revenues are largely dedicated to transit, road and highway investments.

Education and incentive programs

- Employer Outreach programs are funded at existing levels and focused on encouraging large employers (100 or more employees) to promote transit use, flexible work hours, carpooling, walking and bicycling in their workforce.
- Metro's Regional Travel Options (RTO) program continues to support operation of the Drive Less Connect program and provides technical assistance to Transportation Management Associations (TMAs) in the region, including the Lloyd District TMA, Westside Transportation Alliance and Swan Island TMA at existing program levels.
- Participation in carsharing programs grows.

Scenario **B** **ADOPTED PLANS**

This scenario is a projection of how the region would grow if current local transportation and land-use plans are followed through to 2035 with the revenues anticipated in the 2035 Regional Transportation Plan.

Land use and urban form

- Current local zoning is maintained.
- Future Metro UGB expansions through the year 2035 add nearly 12,000 acres, in keeping with the regional growth distribution adopted by the Metro Council in November 2012.
- Assumptions for neighboring cities are the same as Scenario A.

Public and private development incentives and fees

- Public incentives for housing grow and are available in more areas than today.
- Developers pay similar fees as exist today, but less than Scenario A.
- Funding for public infrastructure (capital costs as well as costs of maintenance and upgrade) is available in all urban reserve areas added to the urban growth boundary to accommodate new jobs and housing.
- A market-based approach to parking management is implemented in all regional centers, station communities and town centers served by high capacity transit.

Transportation revenues

Significant investments are made to the transportation system reflecting the \$14 billion (2014\$) in funding assumed in the 2035 RTP financially constrained system for the period 2010 to 2035. Funding sources include:

- an increase of one cent per gallon per year in the statewide gas tax for system

- operations and maintenance.
- a \$15 increase of the state vehicle registration fee every eight years to pay for system expansion.
- continuation of past local and federal funding levels to pay for system expansion
- tolling on the I-5/Columbia River Bridge crossing to help pay for the I-5 Bridge Replacement project.
- An increase in the payroll tax to pay for reinvestment and expansion of transit service.

Key road and highway investments

- The I-5/Columbia River Bridge Replacement is constructed, and I-5 North is widened to six through lanes.
- Additional interchange investments are made in the I-5, I-205, I-84, OR 217 and US 26 corridors.
- Programs and investments aimed at improving traffic operations and reducing delay are also expanded, including the expansion of real-time traveler information on-line and through the growing Smartphone app industry.

Regional transit investments

- Columbia River Crossing light rail from Milwaukie to Clark College via downtown Vancouver is constructed.
- Portland to Lake Oswego streetcar, Burnside/Couch streetcar to Hollywood Transit Center and the Eastside streetcar loop (using the Milwaukie LRT bridge) are completed.
- Bus service routes and operations are adjusted to serve all new capital projects.

Complete streets and active transportation investments

- New street connections that further build out the regional street grid and arterial street expansion are constructed throughout system.
- Major streets are widened or retrofitted with wider sidewalks, safer street crossings, improved bus stops, bikeways, transit signal priority at intersections and other multi-modal designs.
- On-street bicycle and pedestrian projects, such as bicycle lanes, cycle tracks, bicycle boulevards, sidewalks and crossing improvements are constructed.
- Off-street regional trail projects are constructed, such as the Lake Oswego to Portland trail, South waterfront Willamette Greenway trail, Fanno Creek (Red Electric) trail, Beaverton Creek Trail, Westside trail, Bronson Creek trail, Council Creek trail, Tonquin trail, Columbia Slough trail, Scouter's Mountain trail, the Sunrise Project trail and Springwater trail, Oregon City Loop trail, a segment of the E. Buttes Loop trail, and the Gresham-Fairview trail.
- Freight rail and street extensions and expansions focused on serving industrial areas are constructed.

Education and incentive programs

- Car-sharing and Metro's Regional Travel Options (RTO) program is expanded throughout the region, particularly in areas served by high capacity transit.
- ODOT successfully launches a statewide EcoDrive Campaign, focusing on giving commercial drivers training in fuel-efficient driving practices. The campaign targets public agencies and private, commercial companies who maintain a fleet of cars and/or trucks, providing them with materials to teach their employees on ways to improve fuel efficiency through vehicle maintenance and driving techniques.

Scenario

C

NEW PLANS & POLICIES

Land use and urban form

- Current local zoning is maintained, but additional zoned capacity is assumed in keeping with the Southwest Corridor land use vision adopted by the Southwest Corridor Steering Committee in 2013. The vision identified additional residential and employment capacity to be added to areas of southwest Portland, Tigard, Tualatin and Sherwood.
- Future Metro UGB expansions through the year 2035 add nearly 12,000 acres, in keeping with the regional growth distribution adopted by the Metro Council in November 2012.
- Assumptions for neighboring cities are the same as Scenario A.

Public and private development incentives and fees

- Public incentives for housing grow and are available in more areas than Scenario B. New locations served by high capacity transit are assumed to provide incentives to attract more housing and jobs in these areas.
- Developers pay similar fees as exist today, the same as Scenario B.
- Funding for public infrastructure (capital costs as well as costs of maintenance and upgrade) is available in all urban reserve areas added to the urban growth boundary to accommodate new jobs and housing.
- In addition to the parking assumptions in Scenario B, a market-based approach to parking is also implemented in locations within .25-mile of where one or more frequent bus service routes intersect. Frequent bus lines have 15-minute or better service all day everyday.

Transportation revenues

Significant investments are made to the transportation system reflecting the \$20.8 billion (2014\$) in funding assumed in the 2035 RTP State System for the period 2010 to 2035. In addition to the financially constrained system funding sources, this includes:

- The equivalent of a \$2 per year increase in the state vehicle registration fee through 2035 to pay for system expansion.
- Creation of a local/regional vehicle registration fee equivalent to \$1 per year to pay for system expansion.
- Creation of local street utility fees where they do not currently exist to pay for system maintenance and operations.
- a \$.03 per mile road use fee in lieu of at statewide gas tax beginning in 2015 to pay for system maintenance and expansion.
- a \$50 per ton carbon fee beginning in 2015 to pay for system expansion.
- the equivalent of a .02 increase in the TriMet payroll tax to pay for additional expansion of transit service.

Key road and highway investments

- Investments assumed in Scenario B.
- The Sunrise project extension from Southeast 122nd to Southeast 172nd Avenue is built.
- Operational improvements are made in the I-5 South and I-205 corridors.
- Programs and investments aimed at improving traffic operations and reducing delay are also expanded to clear breakdowns and accidents quickly on the region's arterials.
- Additional interchange investments are made at the junctions of I-5/OR 217, I-5/72nd and US 26/185th Avenue.

Regional transit investments

- Investments assumed in Scenario B.
- An extension of light rail transit from Portland to Tigard via Barbur Boulevard is constructed.
- High capacity transit serving AmberGlen in Hillsboro and the Powell/Division, I-205,

McLoughlin Boulevard and Tualatin-Valley Highway corridors is provided.

- Other Portland Streetcar extensions are completed, including: Broadway/Weidler Streetcar, Northeast MLK Streetcar, linking Portland State University to the Oregon Museum of Science and Industry (OMSI) to Northeast Killingsworth, and Northwest 19th/20th Streetcar.
- Bus service routes and operations are adjusted to serve all new capital projects. In addition, all headways are 30-minute or better, either through overlapping service or straight frequency on a single line. Frequent service lines have a minimum of 10-minute headway or better.
- A locally-developed transit Service Enhancement Plan (SEP) for each part of the region is fully implemented building on the plan developed for the westside in 2012.
- Westside commuter rail operations are expanded to all-day service with 15-minute peak and 15 off-peak headways.

Complete streets and active transportation investments

- Additional new street connections that build out the regional street grid and arterial street expansion are constructed throughout system.
- Major streets are widened or retrofitted with wider sidewalks, safer street crossings, improved bus stops, bikeways, transit signal priority at intersections and other multi-modal designs.
- On-street bicycle and pedestrian projects, such as bicycle lanes, cycle tracks, bicycle boulevards, sidewalks and crossing improvements are constructed.
- The draft regional Active Transportation Plan (August 2013) recommended pedestrian and bicycle networks are completed, including the spiderweb bicycle network. The spiderweb network encompasses diagonal bicycle parkways radiating from the Portland central city that are connected by circular bicycle parkways that connect nearly all town centers.

- Off-street regional trails in Scenario B are constructed in addition to other trails, such as the Turf to Surf Rail with Trail, the Willamette River shared-use path in Oregon City, the Trolley Trail Bridge, completion of the St. John's segment of the Willamette Greenway, the northern railroad crossing segment of the Gresham-Fairview trail, and the East Buttes Loop Trail.

Education and incentive programs

- Car-sharing, employer outreach programs and Metro's Regional Travel Options (RTO) program are expanded throughout the region, particularly in new areas served by high capacity transit and frequent bus service.
- Real-time traveler information is provided on-line and through the growing Smartphone app industry.
- ODOT successfully expands its statewide EcoDrive Campaign to individual drivers, as evidenced by growth in participation in the region.

Phase 2: 2010 base year and alternative scenario inputs

The inputs are for research purposes only and do not represent current or future policy decisions of the Metro Council.

		2010	2035		
		Base Year Reflects existing conditions	Scenario A Recent trends	Scenario B Adopted plans	Scenario C New plans and policies
Strategy					
Community design	Households in mixed use areas (percent)	26%	36%	37%	37%
	Urban growth boundary expansion (acres)	2010 UGB	28,000 acres	12,000 acres	12,000 acres
	SOV trips under 10 miles that shift to bike (percent)	9%	10%	15%	20%
	Transit service (daily revenue miles)	73,000 miles	80,000 miles	91,000 miles (RTP Financially Constrained)	159,000 miles (RTP State + more transit)
	Work/non-work trips in areas with parking management (percent)	13% / 8%	13% / 8%	30% / 30%	50% / 50%
Pricing	Pay-as-you-drive insurance (percent of households participating)	0%	20%	40%	100%
	Gas tax (cost per gallon 2005\$)	\$0.42	\$0.48	\$0.73	\$0.18
	Road user fee (cost per mile 2005\$)	\$0	\$0	\$0	\$0.03
	Carbon emissions fee (cost per ton)	\$0	\$0	\$0	\$50.00

The inputs are for research purposes only and do not represent current or future policy decisions of the Metro Council.

Strategy		2010	2035		
		Base Year Reflects existing conditions	Scenario A Recent trends	Scenario B Adopted plans	Scenario C New plans and policies
Marketing and incentives	Households participating in eco-driving (percent)	0%	0%	30%	60%
	Households participating in individualized marketing programs (percent)	9%	30%	30%	60%
	Workers participating in employer-based commuter programs (percent)	20%	20%	20%	40%
	Car-sharing in high density areas (target participation rate)	One car share per 5000 vehicles	Twice the number of car share vehicles available	Same as Scenario A	Four times the number of car share vehicles available
	Car-sharing in medium density areas (target participation rate)	One car share per 5000 vehicles	Same as today	Twice the number of car share vehicles available	Same as Scenario B
Roads	Freeway and arterial expansion (lane miles added from 2010)	N/A	9 miles	81 miles (RTP Financially Constrained)	105 miles (RTP State)
	Delay reduced by traffic management strategies (percent)	10%	10%	20%	35%
Fleet	Fleet mix (percent)	auto: 57% light truck: 43%	auto: 71% light truck: 29%		
	Fleet turnover rate (age)	10 years	8 years		
Technology	Fuel economy (miles per gallon)	auto: 29.2 mpg light truck: 20.9 mpg	auto: 68.5 mpg light truck: 47.7 mpg		
	Carbon intensity of fuels	90 g CO ₂ e/megajoule	72 g CO ₂ e/megajoule		
	Plug-in hybrid electric/all electric vehicles (percent)	auto: 0%/1% light truck: 0%/1%	auto: 8%/26% light truck: 2%/26%		

**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**



www.oregonmetro.gov/climatescenarios

Climate Smart Communities Scenarios Project

First Look at Results – Part 2

Transportation Policy Alternatives Committee

Kim Ellis, project manager

November 22, 2013



Metro | *Making a great place*

Region's response to state target

- Working together with city, county, state, business and community leaders
- Researching how land use and transportation strategies can advance public and private investments that
 - support local visions and plans
 - create jobs and healthy communities
 - meet state targets for reducing carbon emissions



Where we've been & where we are headed

PHASES 1 & 2

Understand Choices
2011-2012

Shape Choices
Jan.-Oct. 2013

PHASE 3

Shape Preferred
Nov. 2013-May 2014

Adopt Preferred
Sept.-Dec. 2014



WE ARE HERE

First Look at Results

NOVEMBER – PART 1

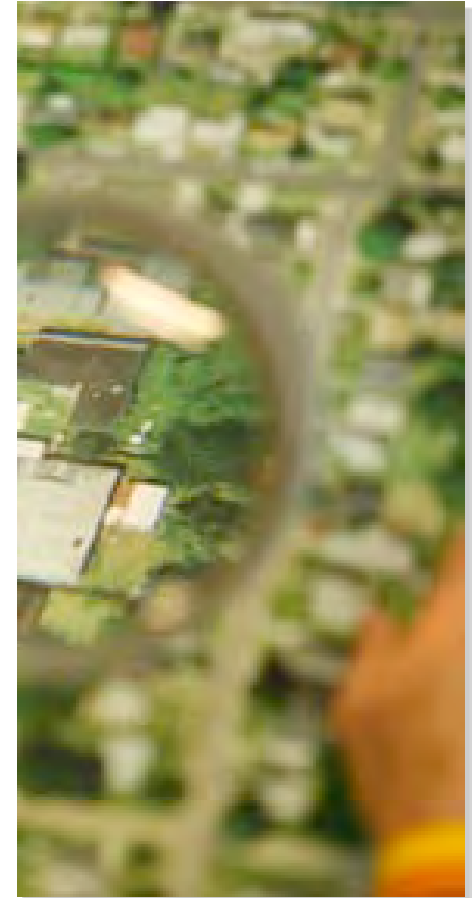
- Report emissions, travel, air quality, housing and job outcomes

NOVEMBER – PART 2

- Report costs relative to social and economic outcomes
- Identify policy areas for further discussion in 2014

DECEMBER & JANUARY – PART 3

- Report costs relative to health, social equity and fiscal outcomes
- Recommend policy areas for further discussion and input in 2014



What the future might look like in 2035

Scenario

A

RECENT TRENDS

This scenario shows the results of implementing adopted plans to the extent possible with existing revenue.

Scenario

B

ADOPTED PLANS

This scenario shows the results of successfully implementing adopted land use and transportation plans and achieving the current RTP, which relies on increased revenue.

Scenario

C

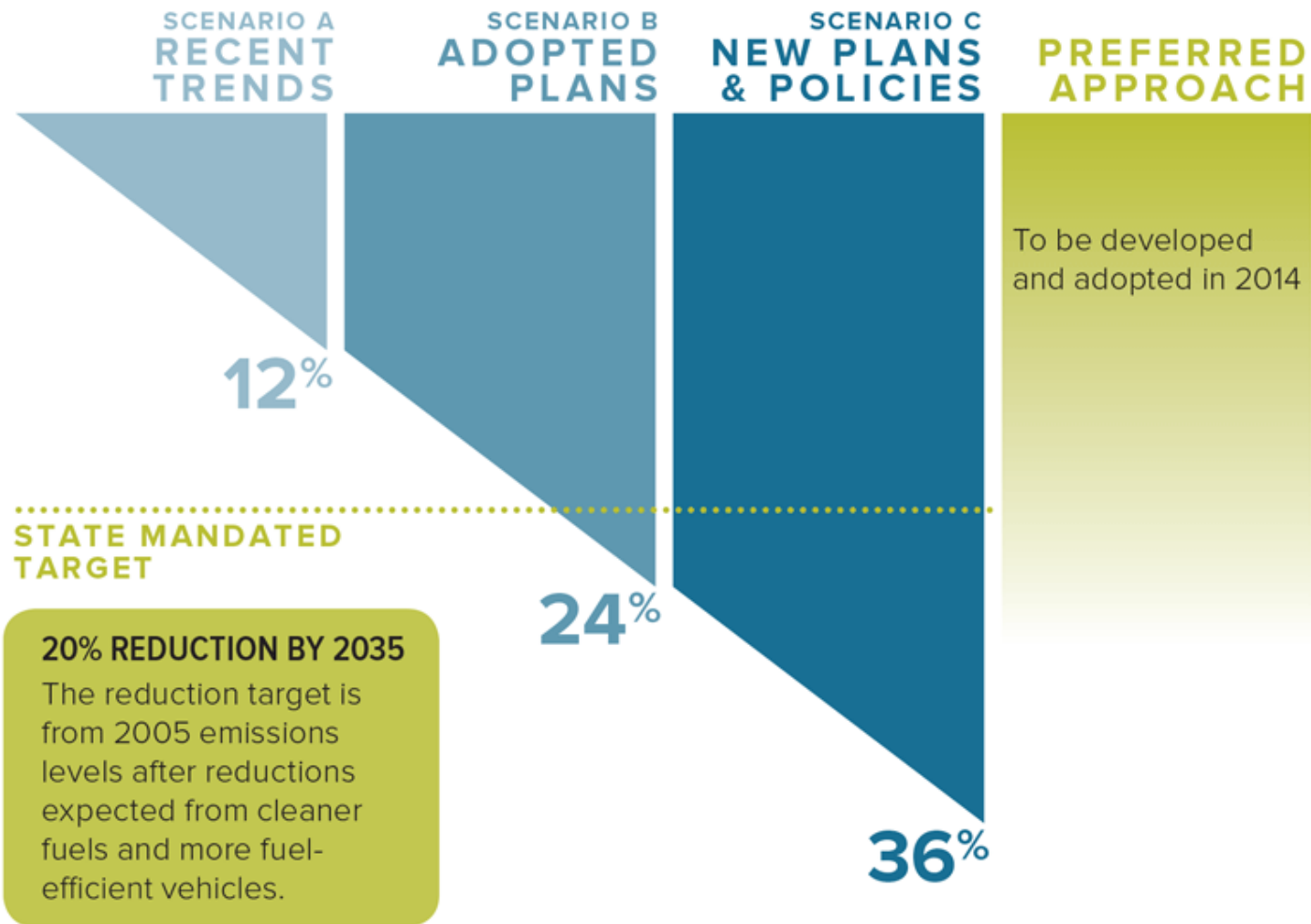
NEW PLANS & POLICIES

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

Scenarios approved for testing by Metro advisory committees and the Metro Council in May and June 2013

REDUCED GREENHOUSE GAS EMISSIONS

PERCENT BELOW 2005 LEVELS



WHAT WE LEARNED

PART 2

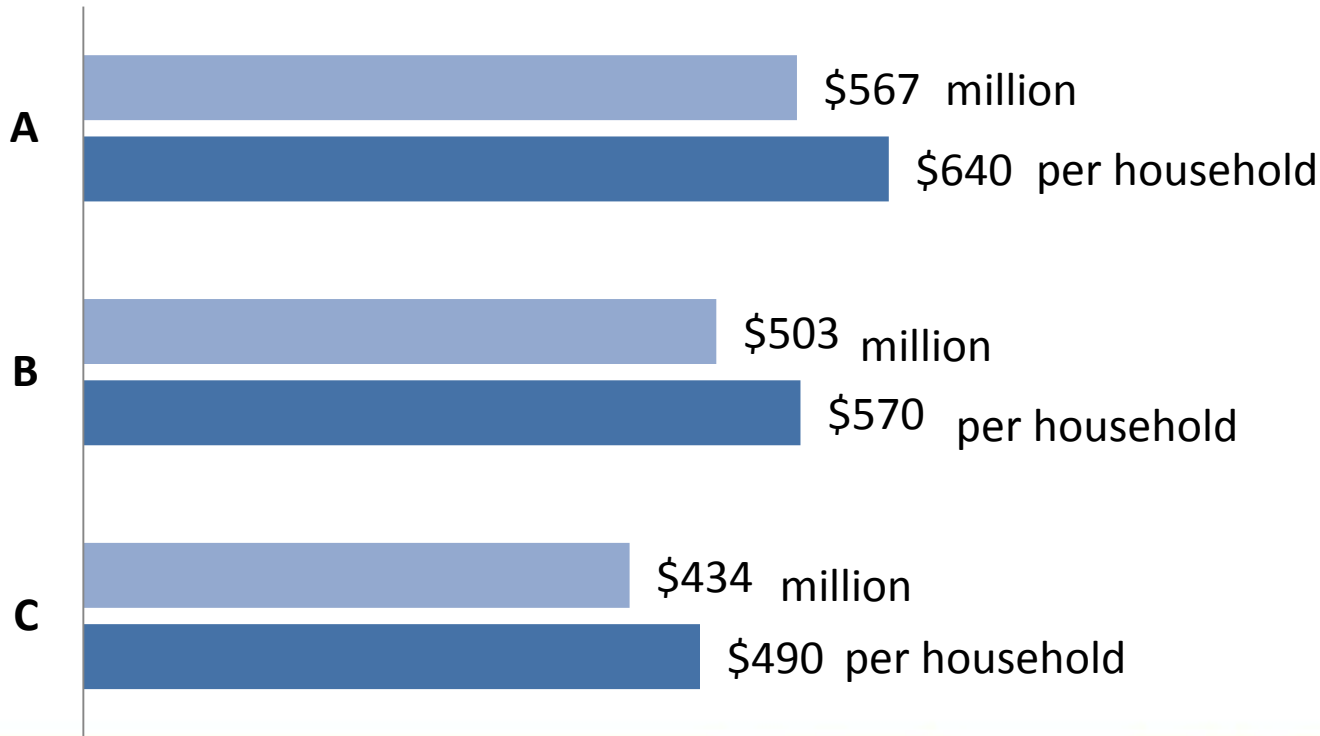
What is a social cost?

- Social costs are costs paid for by society as a result of public health and environmental impacts.
- In this analysis, social costs have been monetized and are calculated based on vehicle miles driven and fuel consumed.
- The reported social cost includes the costs of air pollution on public health and the environment, costs of environmental pollution from vehicle fluids, and costs of severe storms, flooding and drought expected from climate change due to greenhouse gas emissions.
- The methodology does not account for other social costs, such as the costs of congestion, crashes, habitat loss from infrastructure construction or water quality degradation from stormwater run-off.

The methodology used was developed by Cambridge Systematics for the Oregon Department of Transportation. It is included in Technical Appendix 6 of the Statewide Transportation Strategy at: http://www.oregon.gov/ODOT/TD/OSTI/docs/STS/STS_TechAppendices.pdf

Reduced emissions provides economic and social benefits to the region

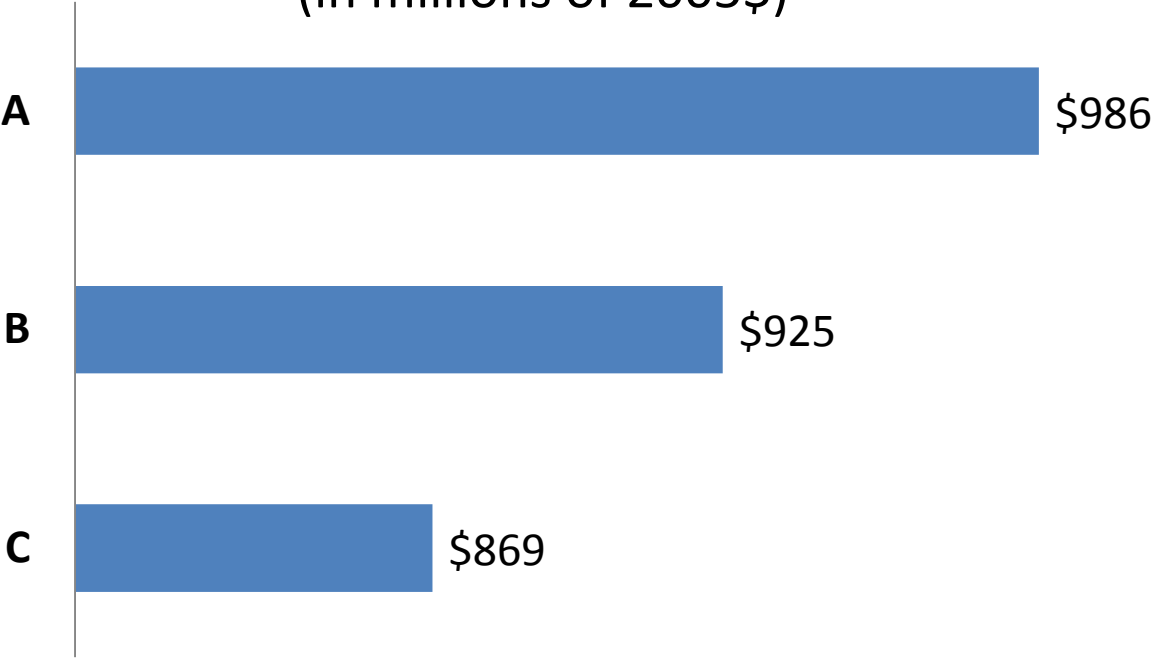
Annual social cost of transportation
(2005\$)



Source: GreenSTEP

Investment helps ease the economic impact of congestion

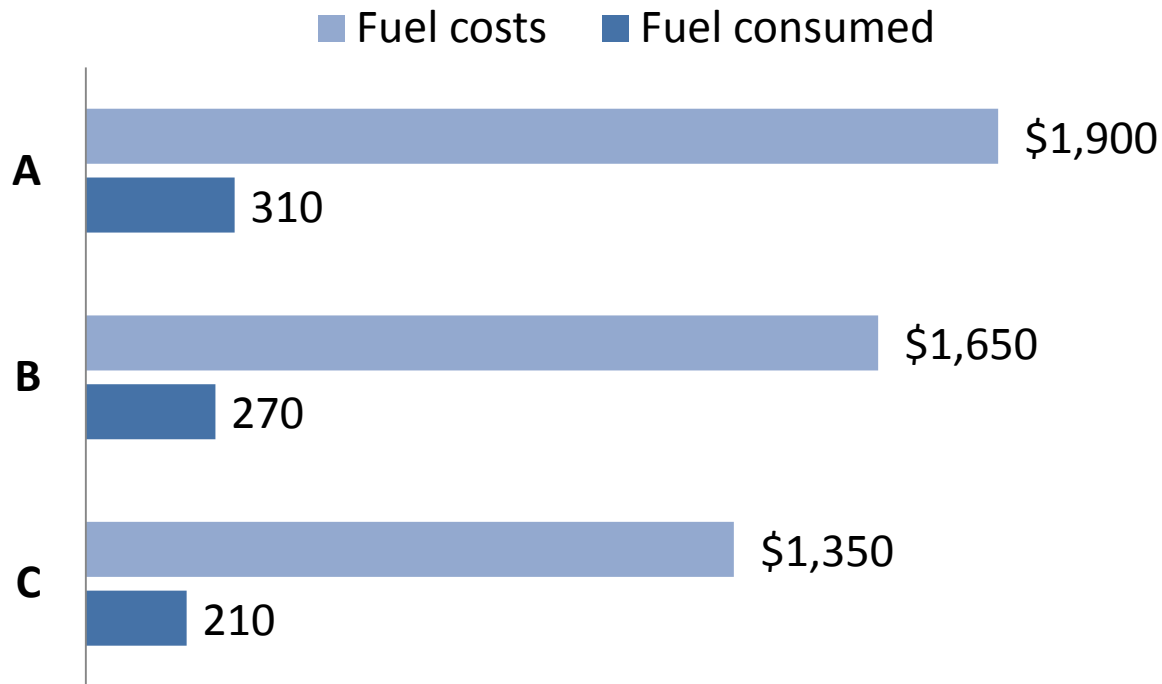
Annual freight truck travel costs due to delay
(in millions of 2005\$)



Source: GreenSTEP

Less driving and more fuel-efficient vehicles help save families money

Annual household fuel costs and consumption
(in 2005\$ and gallons)



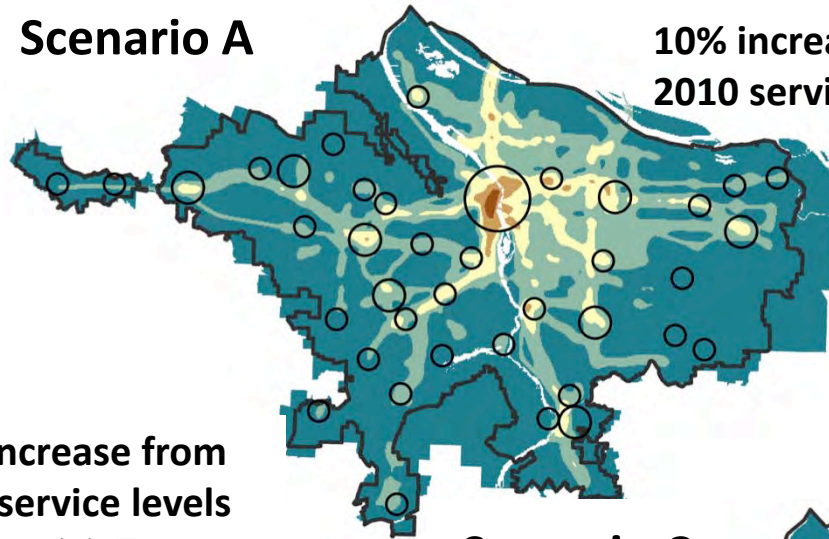
Source: GreenSTEP

Investment improves transit access



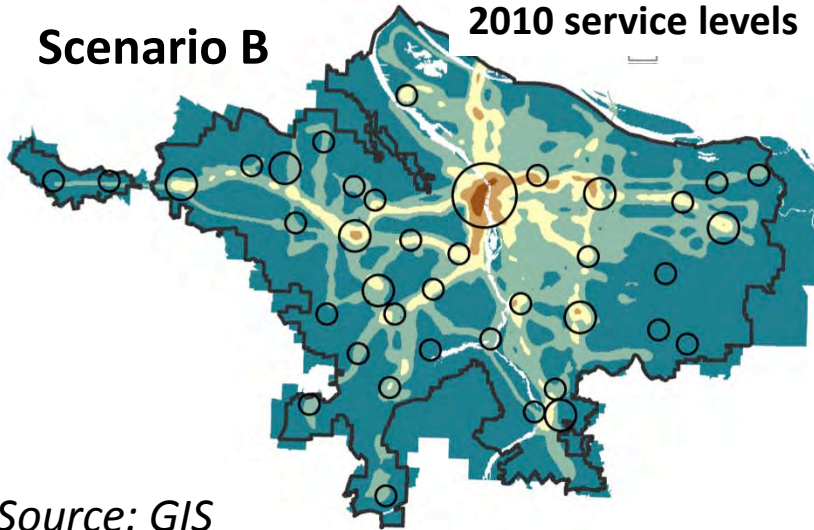
Scenario A

10% increase from
2010 service levels



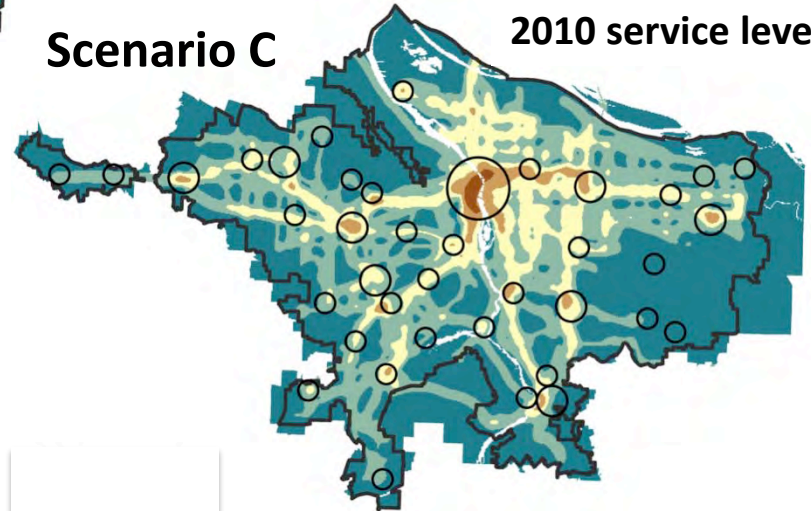
25% increase from
2010 service levels

Scenario B



Scenario C

117% increase from
2010 service levels

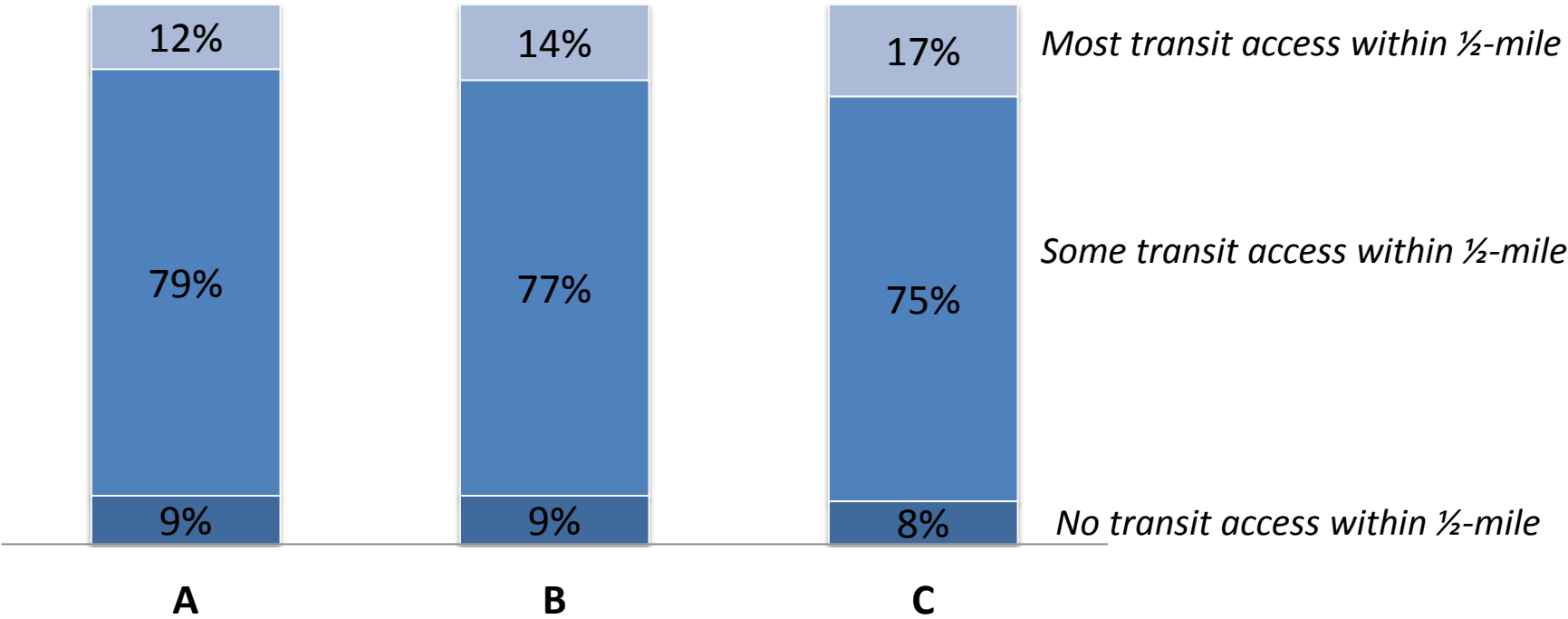


Source: GIS

Peak service (fixed-route)

Most low-income families have access to transit

Share of low-income households living near transit service in 2035



Source: MetroScope and GIS

Peak service (fixed-route)

Scenario B capital costs

DRAFT

Type of investment	Cost (2014\$)
Freeway interchanges, widening and bottleneck fixes	\$3.9 billion
Roads and bridges	\$4.3 billion
<i>Street reconstruction</i>	\$1 billion
<i>Streetscape retrofits</i>	\$71 million
<i>Arterial traffic management, signal timing and other ITS projects</i>	\$68 million
<i>New street connections</i>	\$1.4 billion
<i>Street widening</i>	\$1.8 billion
Sidewalks, bike facilities and trails	\$948 million
Freight rail and intermodal facility access	\$623 million
Regional programs (e.g., RTO, TSMO, TOD)	\$196 million
Public transit capital	\$3.4 billion
<i>New high capacity transit (LRT/BRT) and streetcar connections</i>	
<i>Bus and light-rail vehicle purchases</i>	
<i>Expanded operating and maintenance facilities to support system expansion</i>	
<i>Efficiency, safety, and speed improvements to bus service</i>	
<i>Access improves and upgrades to stops, stations, transit and park/bike-and-ride lots</i>	
TOTAL (2014\$)	\$13.6 billion

Scenario C capital costs

DRAFT

Type of investment	Cost (2014\$)
Freeway interchanges, widening and bottleneck fixes	\$4.5 billion
Roads and bridges	\$6.9 billion
<i>Street reconstruction</i>	\$1.5 billion
<i>Streetscape retrofits</i>	\$142 million
<i>Arterial traffic management, signal timing and other ITS projects</i>	\$290 million
<i>New street connections</i>	\$2 billion
<i>Street widening</i>	\$2.9 billion
Sidewalks, bike facilities and trails	TBD
Freight rail and intermodal facility access	\$700 million
Regional programs (e.g., RTO, TSMO, TOD)	TBD
Public transit capital	TBD
<i>New high capacity transit (LRT/BRT) and streetcar connections</i>	
<i>Bus and light-rail vehicle purchases</i>	
<i>Expanded operating and maintenance facilities to support system expansion</i>	
<i>Efficiency, safety, and speed improvements to bus service</i>	
<i>Access improves and upgrades to stops, stations, transit and park/bike-and-ride lots</i>	
TOTAL (2014\$)	TBD

2014: Shaping a preferred approach

JAN. TO MAY 2014

Discuss choices and tradeoffs to shape a draft preferred approach

MAY 2014

Council direction to staff on the draft preferred approach

JUNE TO AUGUST 2014

First look at the preferred approach; staff completes final evaluation and prepares adoption package

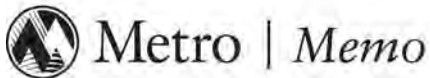
SEPT. TO DEC. 2014

Public comment period and Council considers final adoption of preferred approach



DISCUSSION





Date: November 22, 2013
To: Transportation Policy Advisory Committee
From: Ted Leybold, MTIP Program Manager
Grace Cho, Assistant Transportation Planner
Subject: Environmental Justice and Title VI Analysis Methodology – Feedback

I. Introduction

The following memorandum outlines the proposed overall methodological approach for conducting the Benefits and Burdens analysis as required by Executive Order 12898 on Environmental Justice and the Disparate Impact analysis as required by Title VI of the 1964 Civil Rights Act. These analyses are required to be conducted on regional activities, including the 2016-2018 Metropolitan Transportation Improvement Program (MTIP) and the 2014 Regional Transportation Plan (RTP) update. For the purpose of brevity, these two analyses are referred to as the equity analysis.

II. Purpose

The purpose of the equity analysis is to daylight whether Metro's regional transportation policies, programs, and investments cause:

- 1) disproportionate burdens on environmental justice communities¹
- 2) unintentional discrimination based on race, color, or national origin

If either or both of the two outcomes are experienced at by environmental justice communities, then Metro must justify, mitigate, or make adjustments to current and/or future policies, programs, or investments to prevent disproportionate burdens and unintentional discrimination to environmental justice communities. These assessments are made on a programmatic regional scale.

III. Background

As a recipient of federal transportation funds, Metro is obligated to meet the requirements set forth by Executive Order 12898 on Environmental Justice and Title VI of the 1964 Civil Rights Act. For both Environmental Justice and Title VI, there are public involvement and analytical requirements which must address specific populations including:

- racial and ethnic minorities;
- people with low-income; and
- limited English proficiency populations.

Analytical requirements include demographic analysis of the region to identify locations of specific populations and conducting a benefits and burdens analysis of regional investments. Additionally, a new Federal Transit Administration (FTA) analytical requirement entails agencies conduct a disparate impact analysis for all federal and state public transportation investments in aggregate on planning and project development activities. The analysis must

¹ For the purposes of the analysis, environmental justice communities refers to people of color, low-income persons, limited English proficiency persons, elderly, and youth.

demonstrate that policies, planning, and decisions do not unintentionally discriminate or have adverse impacts on communities of color.² While FTA and the Federal Highway Administration (FHWA) strive to provide guidance and resources on the analytical methodology, many methodological decisions remain at the discretion of the agency. These analytical requirements are separate from general public involvement requirements to engage and remove barriers that inhibit the participation of environmental justice and limited-English proficiency populations.

IV. Analyses Methodology Development

The core methodology elements, such as the identification of transportation investments categories, of the benefits and burdens analysis emerges from previous allocations of Metro's Regional Flexible Fund Allocation (RFFA), a subset of the MTIP, and the RTP analyses. These previous efforts were informed by input provided from stakeholders, including an environmental justice task force formed for the 2014-2015 RFFA process to provide direction on engagement and investments.

Over the summer of 2013, Metro hired a Ph.D. candidate to review and refine the quantitative methodology for the benefits and burdens analysis and propose an initial disparate impact analysis. The result is the draft proposed quantitative methodology component to be tested with the 2016-2018 MTIP and further refined to assess the 2014 RTP. The draft methodology outlines the quantitative elements of the analysis. Gathering feedback to the qualitative aspects is the focus of the proposed engagement approach.

V. Gathering Feedback

Metro's engagement approach for the equity analysis methodology focuses on three main activities. These activities include:

- Participate and observe TriMet community forums focused on equity analyses methodology
- Conduct an online survey with targeted audiences to get specific feedback
- Host facilitated discussions with targeted technical audiences (e.g. Transportation Policy Advisory Committee (TPAC), Metro's Equity Strategy Technical Work Group, and TriMet's Equity Advisory Committee) and/or hold one-on-one interviews with select community organizations with familiarity of the issue and discuss the methodology and results.

The intention of the three main activities is to gather a mix of high-level feedback and specific feedback of the equity analysis methodology. The TriMet community forums were intended to gather high-level feedback on understanding the benefits and burdens environmental justice communities experience with changes in the transportation system. Metro worked in conjunction with TriMet because as a recipient of federal transportation funds, the agency is also undertaking an effort to solicit feedback on its multifaceted equity analysis as part of Environmental Justice and Title VI obligations. In discussions held with TriMet staff, both agencies found value in coordinating definitions and thresholds in the methodology where appropriate.

An online survey and facilitated discussions with targeted audiences are to gather feedback to facilitate refinements to key elements of the equity analysis methodology including: definitions of environmental justice communities and thresholds for identifying concentrations of environmental justice communities. Feedback will also help to reinforce or redirect the inputs for the methodology.

² Discovery of such a discriminatory effect or adverse impact does not prevent an action, but if the agency does move forward it must identify a legitimate justification for the policy and what alternatives were explored and rejected.

VI. Analyses Methodology Overview

Metro staff proposes creating a hybrid quantitative and qualitative approach to conducting the benefits and burdens analysis and the disparate impact analysis. The quantitative approach looks at comparisons of investment, policy, and program impacts between the region's population and environmental justice communities (minority, low-income, limited English proficiency, elderly, and youth). The qualitative approach looks at the findings of the comparisons to affirm or understand discrepancies, to then create strategies to mitigate, avoid, or prevent disproportionate burden or disparate impact to environmental justice communities.

Quantitative Methodology

The quantitative methodology is focused on setting up comparisons of transportation investments to different populations. In order to set up the comparisons, the methodology must define the environmental justice communities. Based on the federal regulations, a total of five environmental justice communities have been identified for the analysis. A preliminary definition has been developed for each environmental justice community through research of previous of benefits and burdens analyses, similar analyses by peer agencies, and feedback heard at the TriMet community forums and at Metro's Public Engagement Review Committee.

After defining the environmental justice communities, the next component is to identify the locations of environmental justice communities in the region. In review of similar analyses from peer regions, several different thresholds are being proposed to identify where concentrations of environmental justice communities are clustered. Recognizing the limitations of demographic data, the exact locations of cannot be pinpointed, therefore, if a geographic area, such as a census block group, has a significant concentration of an environmental justice community, then the entire population of the geographic area will be considered as part of the environmental justice community.

The third component looks at breaking down regional transportation investments into categories to make comparisons based on investment type. Since not all transportation investments are the same (e.g. the purposes are different and the modes are different), a set of three mode investment categories are being proposed: roads and bridges, transit, and bicycle and pedestrian. Regional investments will be categorized by mode and compared programmatically to where the investments are being made in the region and which communities are seeing the immediate investments.

Input on the definitions, thresholds, and investment categories are being asked for through an online survey to gather focused feedback. The format for feedback in the online survey are multiple choice questions and narrative/open ended questions to provide feedback on the proposed definitions, thresholds, and investment categories. The online survey is planned to be made available starting in late November 2013 and open until mid-December 2013.

See **Attachment A** for an example of the comparison analysis.

Qualitative Methodology

Conducting a region-wide comparison analysis of investments (where they are being made and what type of investment) relative to population (environmental justice population vs. general population) is a coarse analysis with many limitations. The results of the analysis speaks broadly towards disproportional investments or disparate impact in a given geographic area, but is unable to tease out the specific and nuanced benefits, burdens, or disparate impact

experienced by an environmental justice community of a given area. Nonetheless, the geographic context of the equity analysis is the region and therefore assessments are conducted at a programmatic level rather than on a project-by-project or community-by-community level.

Recognizing the limitations of the analysis, the qualitative methodology comprises of understanding the benefits and burdens transportation investments, policies, and programs have on environmental justice communities. Using the results of the comparative analysis as a springboard, the qualitative methodology takes the approach of using facilitated discussions to gather information about the benefits and burdens experienced by environmental justice communities from different programmatic investment types. The discussions will take a holistic approach in identifying and looking at all benefits and all burdens which programmatic transportation investments can provide and also help tease out the areas which the regional quantitative analysis was unable to determine more localized disproportionate burdens. These discussions are being proposed to be held with representatives from community organizations, with local staff, and possibly a select number of academics or professionals who have a working local knowledge of transportation equity issues in the region.

Staff will use the information gathered through the qualitative analysis to re-examine the results of the comparative analysis. The re-examination may determine that some geographic areas in the region which did not show a disproportionate burden should be considered for mitigation strategies, further justification, or policy adjustments based on knowing more how transportation activities benefit and burden an environmental justice community.

VII. Timeline

Activity	Timeframe
Gather feedback on the equity analysis overall approach	Winter 2013-2014
Gather specific feedback of equity analysis quantitative methodology	Winter 2013
Conduct equity analysis	Late Winter/Early Spring 2014
Share equity analysis results and gather feedback on equity analysis next steps	Early Spring 2014
Develop Draft 2015-2018 MTIP	Winter 2013 – Spring 2014
Public Comment on MTIP	Spring 2014
TPAC, JPACT, Metro Council Action on 2015-2018 MTIP	Spring/Early Summer 2014
Submit 2015-2018 MTIP to Oregon Transportation Commission	Summer 2014
Oregon Transportation Commission Action on 2015-2018 MTIP/2015-2018 STIP	August 2014
FHWA/FTA Approval of 2015-2018 STIP	Fall 2014

Attachment A – Example of a Comparative Benefits and Burdens Analysis

Assume there are three transportation investment types and the region consists of five communities displayed in the table and of which two are environmental justice communities. The first investment program invests \$25,000 in two communities, the second one invests \$50,000 overall while the third allocates \$5,000 in two communities and \$10,000 in two others. The table below shows the information.

Table 1. Investments by Community

FIPS (Block)	Population (2010)	EJ Community	Type 1	Type 2	Type 3	Total Investment
41005024000	2844			\$10000	\$10000	\$20000
41005024100	4968			\$10000		\$10000
41005020403	3628		\$25000	\$10000	\$10000	\$45000
53011040510	5032	y		\$10000	\$5000	\$15000
53011040302	6256	y	\$25000	\$10000	\$5000	\$40000
	22728		\$50000	\$50000	\$30000	\$130000

In the comparison analysis, the percentage of the investment in areas where environmental justice communities are located would be determined as follows:

Percent of total investment within Environmental Justice Communities = $(15000 + 40000) / 130000 = 55000 / 130000 = 42.31\%$

The population of the total environmental justice community would be determined as follows:

Percent of total population living within Environmental Justice Communities = $(5032 + 6256) / 22728 = 11288 / 22728 = 49.67\%$

The benefits burdens ratio is the ratio of the investments relative to the population of environmental justice communities. Therefore,

Percent of total investment within Environmental Justice Communities (42.31) / Percent of total population living within the Environmental Justice Community (49.67) = 0.8518

The result suggests that a disproportionate burden exists on the people living within environmental justice communities. Environmental justice communities make up nearly 50% of the total population yet the percent of investment within the areas they live in high concentrations is about 42%. For an indicator like investments a ratio equal to or greater than 1 shows that a proportionate or greater benefit is present.



The Greater Portland Export Initiative Executive Summary and Update October 1, 2013

The Greater Portland Export Initiative is a three-year strategic plan for export growth in the Greater Portland region. The business plan calls on Greater Portland to make a transformational shift towards the export of goods and services as a central component of economic development efforts and private sector business plans.

With annual exports of more than \$21 billion, Greater Portland was one of only four regions in the nation that doubled exports in the past decade. After a year of study in cooperation with the Brookings Institution, Greater Portland developed a strategy that aims to double regional exports from 2012 to 2017 from \$21 billion to \$42 billion¹. Using coordinated strategic actions, the Greater Portland Export Initiative will help local companies' access global markets, grow jobs in our region, and make the President's National Export Initiative a reality at the regional level.

The initiative work began in 2011 and was formally launched in 2012 under the Office of the Mayor of Portland, the Portland Development Commission, and an export task force that included the Port of Portland, Greater Portland Inc (GPI), Business Oregon, and the U.S. Export Assistance Center Portland, among other regional stakeholders. Together, the region carried out a market assessment, company interviews, and discussions with key stakeholders. In 2012, GPI took the lead as convener and coordinator to first finalize and then begin implementation (in September) of the Greater Portland Export Initiative Business Plan. The plan is comprised of four main strategies:

- 1. Support and Leverage Primary Exporters** – This strategy calls for increasing the local share of the computer and electronic manufacturing supply chain and addressing regional policy issues to enhance the long-term competitiveness of the industry.
- 2. Catalyze Under-Exporters** – The region will work with a select group of key manufacturers to access new markets and will provide market intelligence, product diversification information and business-to-business mentoring.

¹ According to the Brookings Institution in 2011, the Greater Portland region exported \$21 billion in 2010, the most recent statistic available when the goal of doubling exports was proclaimed in 2012. In 2017 GPI will report the Brookings determination of the export figure for 2015 to determine the size of the increase in exports in five years.

3. Enhance the Export Pipeline – The region will work to increase the number of small and medium-size businesses exporting and develop an export-services roadmap. This includes training economic development professionals and creating a “one-stop shop” resource center in an effort to promote an export culture and provide intensive export mentoring.

4. Brand and Market Greater Portland’s Global Edge – The final strategy calls for building on existing industry work and identifying specific clusters with perceived high export potential - beginning with “We Build Green Cities” - and expanding to other industries, and maximizing the region’s visibility in the international marketplace through international branding and marketing.

In the first year, GPI guided the execution of these four strategies through a collaborative operational framework. This consisted of a high level public-private Export Leaders council, led by Metro Council President Tom Hughes and Intel Corporate Affairs Manager Jill Eiland, and eight work groups carrying out defined strategic actions within each core strategy.

Year one Update²: The first year of implementation ended September 30, 2013. Successfully implemented actions include:

- Strategy 1: Support and Leverage Primary Exporters
 - Dedicated Computer and Electronics Economic Development Team established to coordinate business retention and expansion efforts (ongoing in year two);
 - Westside Freight Access and Logistics Analysis completed;
 - Computer and Electronics Industry Baseline and Supply Chain Gap Analysis completed.
- Strategy 2: Catalyze Under-Exporters
 - High Potential Markets and Industry Sectors Identification completed;
 - Case Management, including Market Research, for Under Exporting Companies pilot program launched (ongoing in year two).
- Strategy 3: Enhance the Export Pipeline
 - Greater Portland Export Initiative tab created on the GPI website (additional grant resources are needed for creation of a dedicated Greater Portland Export Initiative website as envisioned in the business plan – ongoing in year two);
 - Export assistance training for economic development professionals conducted (ongoing in year two).
- Strategy 4: Brand and Market Greater Portland’s Global Edge
 - We Build Green Cities Marketing Initiative launched (ongoing in year two).

² For additional details please see the summaries from each Work Group.

Westside Freight Access and Logistics Analysis

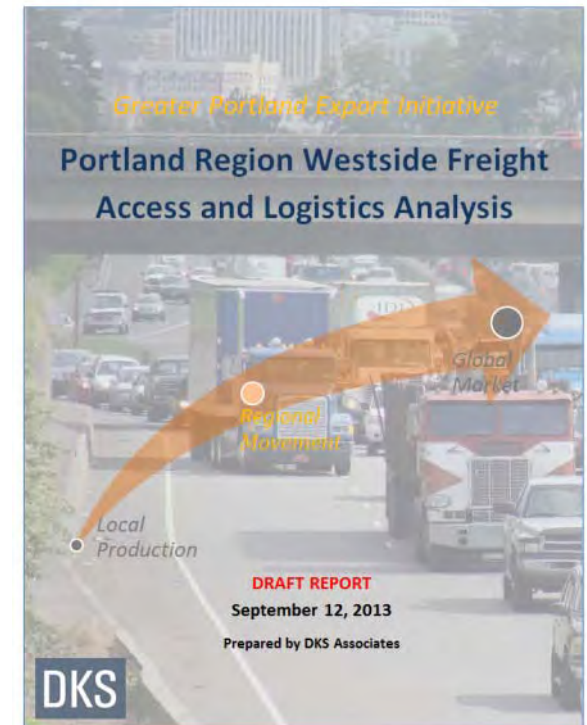
Transportation Policy Alternatives Committee (TPAC) Meeting

November 22, 2013



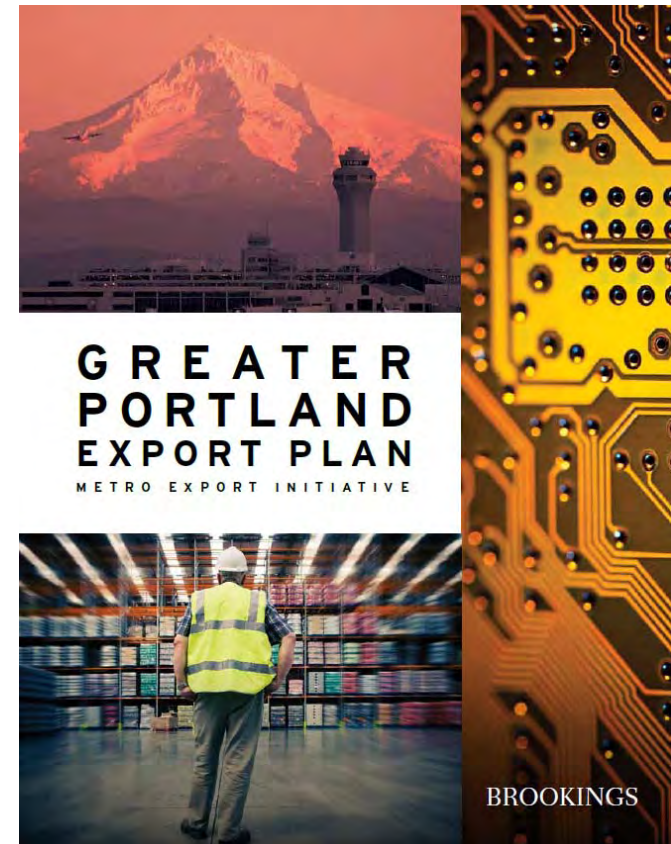
Overview

- Regional Export Story
- Greater Portland Initiative
- Role of the Computer and Electronics (C & E) Industry
- Freight challenges faced by C & E industry
- Near-term Transportation Strategies



Exports drive the U.S. & Portland Economy

- In 2010, U.S. exports supported 12.2 million jobs
- Greater Portland's exports support 142,270 jobs
- Nearly one-fifth of the Portland metro economy is generated by exports
- For every \$1 billion in exports, an average of 5,400 new jobs are created

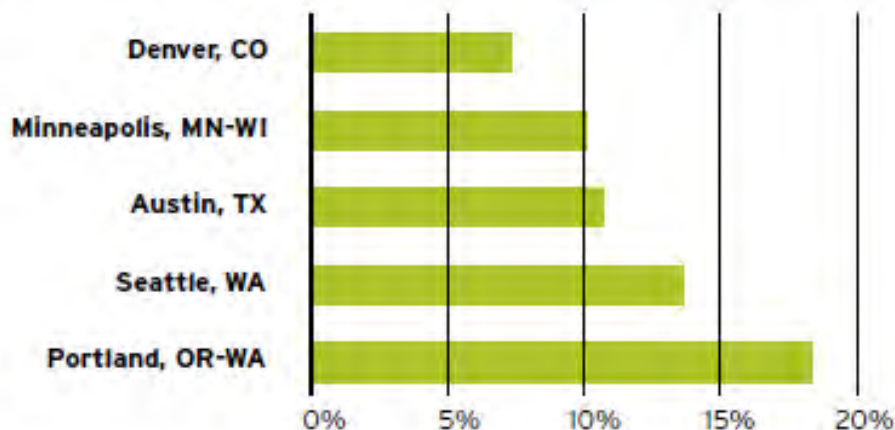


Source: Greater Portland Export Plan, The Brookings Institution, 2012

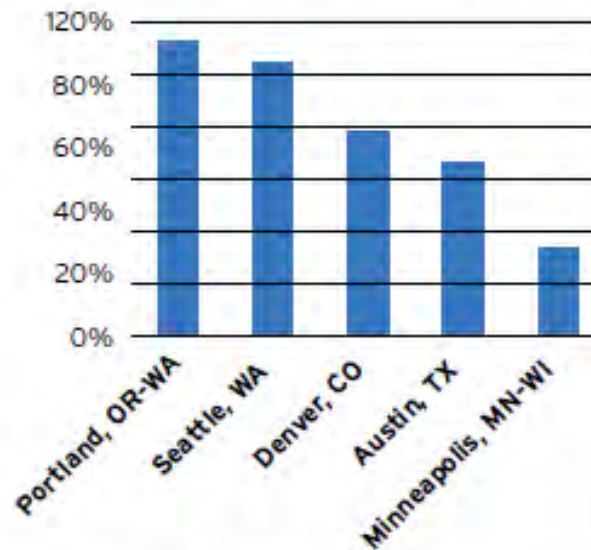
Westside Freight Access and Logistics Analysis

Portland is a leader among U.S. metro areas for export growth

EXPORTS AS A SHARE OF OUTPUT, 2010



REAL EXPORT GROWTH, 2003 TO 2010



Figures from Greater Portland Export Plan, The Brookings Institution, 2012

Westside Freight Access and Logistics Analysis

Regional export goals and industry needs drove freight access and logistics analysis



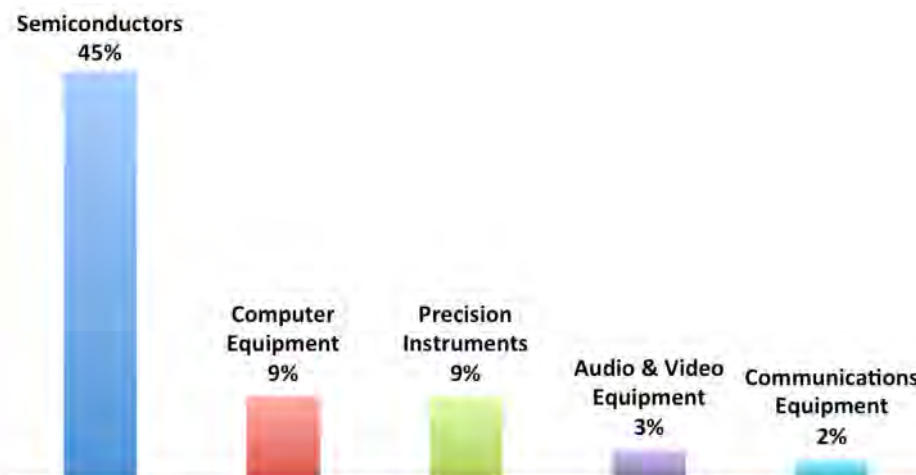
- **Regional Planning Background**

- **Cost of Congestion Study (2006)**
- **Regional Freight Plan (2010)**

- **Current Planning / Westside C & E**

- **Greater Portland Export Plan**
- **Export Initiative Business Plan**

Top five export industries in Portland metro region



Source: Brookings Institution Export Nation 2013
(<http://www.brookings.edu/research/interactives/export-nation>)

Westside Freight Access and Logistics Analysis

Industry Interviews revealed that freight consolidation area at PDX is the key destination for movement of C&E goods from the Westside.

PDX freight consolidation area is gateway for:

- Air freight
- Truck freight destined for international transfer points in Seattle and San Francisco



Primary freight routes to PDX from Westside are:

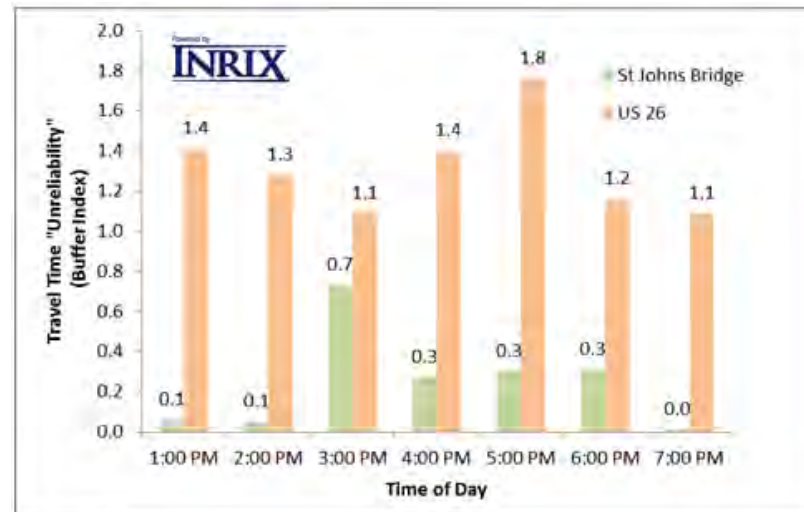
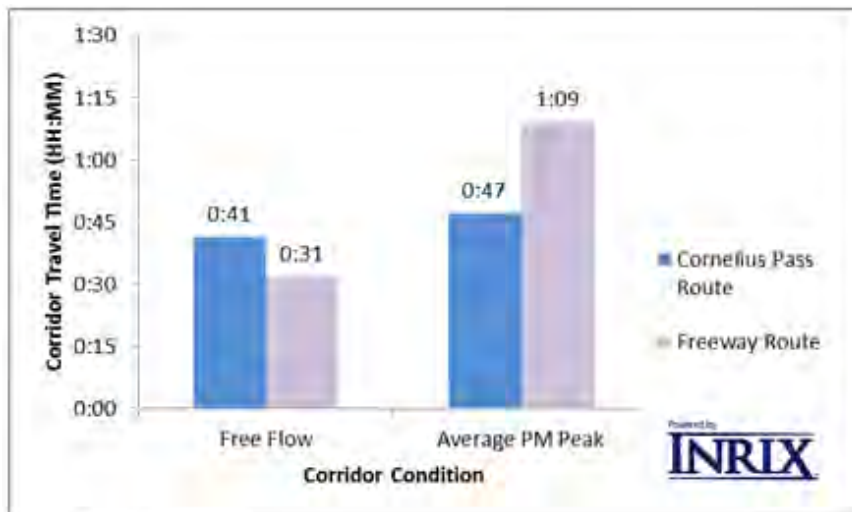
1. US 26 to I-405 north to I-5 north
2. Cornelius Pass Road to US 30, across St. Johns Bridge to Columbia Blvd



Westside Freight Access and Logistics Analysis

Existing routes face reliability challenges exacerbated by:

1. Limited Route Choice
2. US 26 Travel Time Reliability
3. I-5 Travel Time Reliability
4. US30/Columbia Connection
5. Freeway Access & Ramp Meters
6. Conditions on Cornelius Pass Road



Westside Freight Access and Logistics Analysis

Existing project proposals and new ideas were screened according to benefit to freight logistics

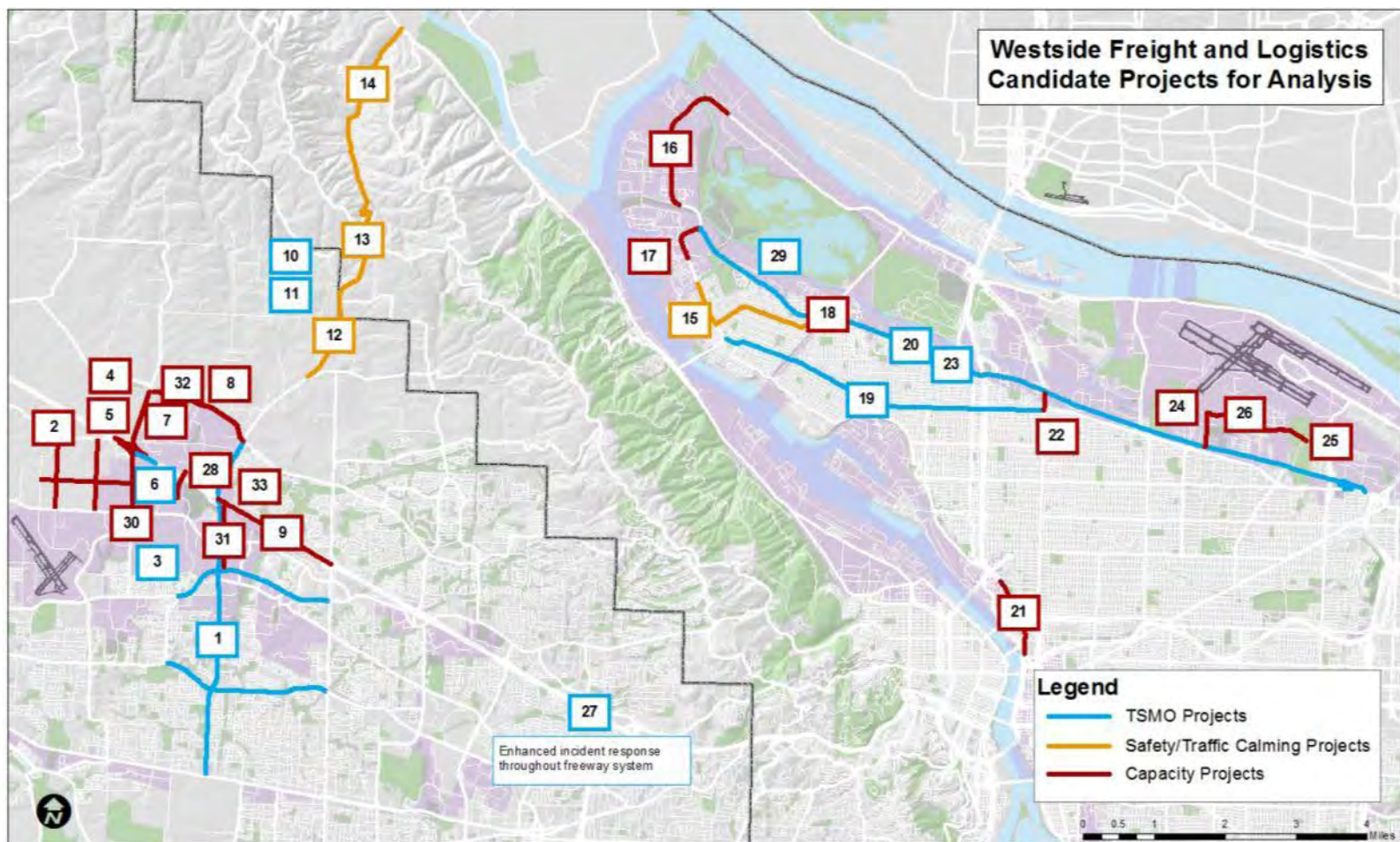


Figure: Previously Identified Projects for Consideration

Westside Freight Access and Logistics Analysis

Three strategies rose to the top for meeting the specific needs of Westside C&E freight movements to consolidation areas (PDX). These projects were selected because they have the potential to increase travel time reliability and can be implemented in the near term.

1. Enhanced Traveler Information
2. US 26 Truck Ramp Meter Bypass
3. Enhanced Freeway Incident Response

Each strategy has significant funding, design, and implementation details to be refined through further project development.

Strategy 1: Enhanced Traveler Information

Provides more reliable travel time by alerting drivers of incidents, reducing non-recurring delay.



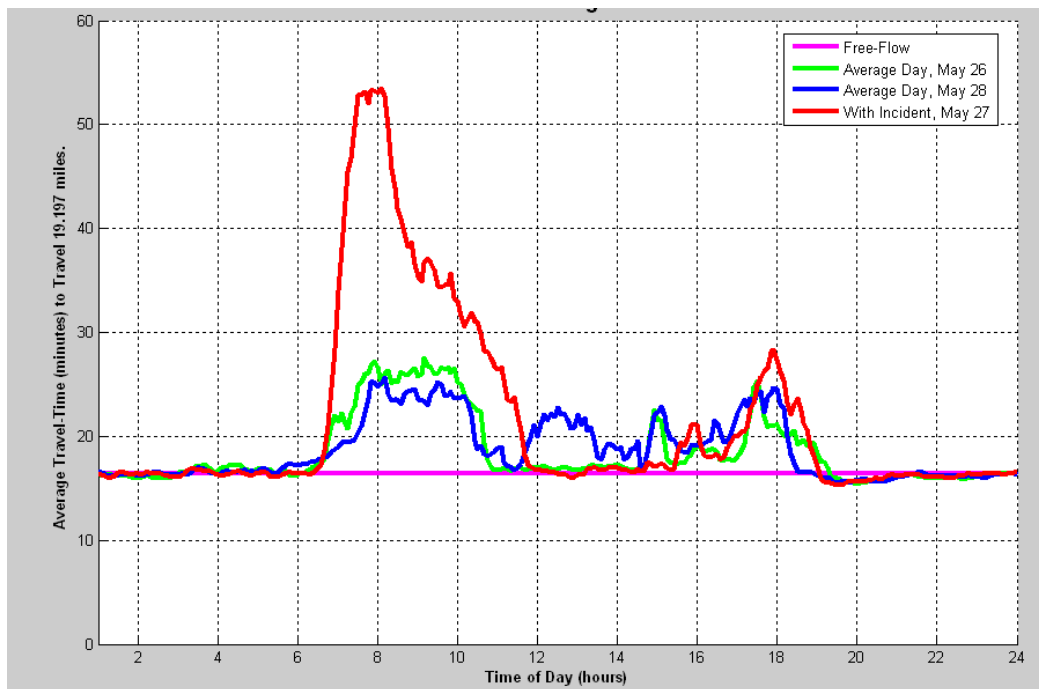
Strategy 2: US Truck Ramp Meter Bypass

Potential to reduce queue-related delay by 10-20 minutes by allowing freight to jump queues.



Strategy 3: Enhanced Freeway Incident Response

Reduce delays due to incidents.



Questions & Discussion

Chris Maciejewski, P.E., PTOE | Principal
Ph: [503.243.3500](tel:503.243.3500) | Email: csm@dksassociates.com

Year Two Implementation: The second year of implementation began October 1, 2013 with the following new strategic actions:

- Strategy 1: Support and Leverage Primary Exporters:
 - Freight Leakage Study
 - Supply Chain Recruitment and Integration
- Strategy 2: Catalyze Under-Exporters
 - Peer-to-Peer Mentoring of Targeted Companies
- Strategy 4: Brand and Market Greater Portland's Global Edge
 - International Marketing Campaign for Other Clusters
 - International Branding and Marketing

The Export Leaders council will meet two to three times in year two to provide oversight and guidance and the Export Work Team and the five new and five ongoing work groups will meet regularly to implement the strategic actions.

With important accomplishments and a few challenges ahead, the first year of the Greater Portland Export Initiative has made significant strides towards achieving our regional export goals. Year two will continue to create and retain exporters, diversify our exporting businesses, and develop a regional business culture to make Greater Portland one of the top export economies in the nation.