

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, Dec. 11, 2013
Time: 5 to 7 p.m.
Place: Metro, Council Chamber

- | | | | |
|---------|----|---|---|
| 5 PM | 1. | <u>CALL TO ORDER</u> | Loretta Smith, Chair |
| 5:02 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Loretta Smith, Chair |
| 5:05 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:08 PM | 4. | <u>COUNCIL UPDATE</u> <ul style="list-style-type: none">• Recognize Commissioner Loretta Smith for her service as the 2013 MPAC chair | |
| 5:12 PM | 5. | ** <u>CONSIDERATION OF THE NOV. 13, 2013 MINUTES</u> | |
| 5:15 PM | 6. | Highlights from MPAC's Tour of the Oregon Zoo – <u>DISCUSSION</u> <ul style="list-style-type: none">• <i>Outcome:</i> MPAC members share their highlights from the tour. | Tour Attendees |
| 5:25 PM | 7. | 2014 MPAC Officers – Consider and Vote on the Nominating Committee's Recommendation – <u>ACTION REQUESTED</u> <ul style="list-style-type: none">• <i>Outcome:</i> MPAC consideration of the Nomination Committee's 2014 MPAC Officers. | Nominating Committee |
| 5:35 PM | 8. | * Climate Smart Communities Scenarios Project: First Look at Results – Report on scenarios' cost analysis relative to economic and social equity outcomes – <u>INFORMATION / DISCUSSION</u> <ul style="list-style-type: none">• <i>Outcome:</i> MPAC receives an informational presentation of additional results, and has an opportunity to engage with Commissioner Lidz, LCDC's liaison to the CSC project. | Craig Dirksen, Metro Council
Jerry Lidz, Land Conservation and Development Commission
Kim Ellis, Metro |

Continued on back...

- 6:20 PM 9. * Letter of Support to Congressman Blumenauer for Introducing HR 3636: The UPDATE Act – MPAC APPROVAL REQUESTED **Andy Cotugno, Metro****
- *Outcome:* Endorsement of letter of support and MPAC members sign-on to the letter.
- 6:45 PM 10. MPAC MEMBER COMMUNICATION**
- 6:50 PM 11. ADJOURN **Loretta Smith, Chair****

Upcoming MPAC Meetings:

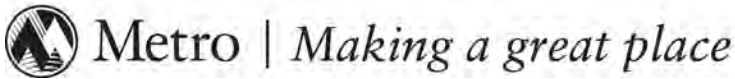
- Wednesday, Jan. 8 from 5 to 7 p.m. at the Metro Regional Center, Council Chamber.
- Wednesday, Jan. 22 from 5 to 7 p.m. at the Metro Regional Center, Council Chamber.

* Material included in the packet.

** Material will be distributed in advance of 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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2013-14 MPAC Tentative Agendas

As of 11/26/13

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

MPAC Meeting

Wednesday, Nov. 13, 2013

- 2014 MPAC Officers – Select Nomination Committee
- Climate Smart Communities Scenarios Project: First Look at Results – Review scenarios tested and report out on estimated greenhouse gas emissions reductions, and land use, employment, transportation and environmental outcomes – Information/ discussion
- Climate Adaptation Presentation (building community resilience to future climate impacts (Kent Snyder – ACSI; Tim Lynch – Multnomah County Office of Sustainability; Kari Lyons-Eubanks – Multnomah County Environmental Health; Vivek Shandas – PSU)
- *Visits by Senator Merkley or Senator Wyden*

FYI: 2013 Association of Oregon Counties Annual Conference, Eugene, OR, November 18 - 21

MPAC Meeting

Wednesday, Dec. 11, 2013

- 2014 MPAC Officers – MPAC is scheduled to consider and vote on the nominating committee's recommendation
- 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
- Letter of Support to Congressman Blumenauer for Introducing HR 3636: The UPDATE Act – MPAC Endorsement of letter of support and MPAC members sign-on to the letter.

<p>MPAC Meeting Wednesday, Jan. 8, 2014</p> <ul style="list-style-type: none"> • <i>Review 2014 MPAC work program and possible meeting topics – Discussion</i> • <i>Regional Infrastructure Enterprise update – Information</i> • <i>Current economic conditions and their possible implications for the 20-year regional population and employment growth forecast – Information</i> • <i>Streetcar Evaluation Methods Project: Discuss preliminary results of FTA funded research project focused on developing tools to better understand economic impacts of streetcar investments – Seek MPAC input on next steps in work program</i> • <i>Powell-Division project approach and roster – Information</i> • <i>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 the Metro Council requested</i> • <i>Climate Smart Communities – Review recent opinion research compiled by DHM and suggest policy areas for upcoming telephone survey – Information/Discussion</i> 	<p>MPAC Meeting Wednesday, Jan. 22, 2014</p> <ul style="list-style-type: none"> • <i>Metro Equity Strategy Program overview – Information/ discussion</i> • <i>2014 Regional Transportation Plan process update / share draft project list – Information</i> • <i>Climate Smart Communities Local Case Studies - Information (5-10 min. presentation of three 2012 case studies by local elected)</i> <ul style="list-style-type: none"> ○ <i>Hillsboro electric vehicle efforts</i> ○ <i>Beaverton downtown efforts</i> ○ <i>Wilsonville transit and active transportation efforts</i> ○ <i>Rockwood community efforts</i>
<p>MPAC Meeting Wednesday, Feb. 12, 2014</p> <ul style="list-style-type: none"> • <i>Comparison of past regional population and employment forecasts with actual growth – Information</i> • <i>Statewide Transportation Strategy Vision and Implementation Work Plan – Information</i> 	<p>MPAC Meeting Wednesday, Feb. 26, 2014</p>
<p>MPAC Meeting Wednesday, March 26, 2014</p> <ul style="list-style-type: none"> • <i>Preliminary 20-year range forecast for regional population and employment growth – Information</i> • <i>Preview of public review draft Regional Transportation Plan and preliminary air quality results – Information</i> 	<p>MPAC Meeting Wednesday, April 9, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios: Preview of draft public engagement report and emerging ideas for draft preferred approach – Information and discussion</i>
<p>MPAC Meeting Wednesday, April 23, 2014</p> <ul style="list-style-type: none"> • <i>Solid Waste Community Enhancement Program Improvements – Information</i> 	<p>MPAC Meeting Wednesday, May 14, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios: Preliminary approval of draft preferred approach, subject to final evaluation and public review – Recommendation to the Metro Council</i> • <i>Preliminary approval of the 2014 RTP pending air quality conformity determination and public comment period</i>

<p><u>MPAC Meeting</u> Wednesday, May 28, 2014</p>	<p><u>MPAC Meeting</u> Wednesday, June 11, 2014</p>
<p><u>MPAC Meeting</u> Wednesday, June 25, 2014</p> <ul style="list-style-type: none"> • <i>2014 RTP ordinance – Recommendation to the Metro Council requested</i> 	<p><u>MPAC Meeting</u> Wednesday, July 9, 2014</p>
<p><u>MPAC Meeting</u> Wednesday, July 23, 2014</p>	<p><u>MPAC Meeting</u> Wednesday, August 13, 2014</p>
<p><u>MPAC Meeting</u> Wednesday, Sept. 10, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios: Preview of public review draft preferred approach – Information</i> <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>MPAC Meeting</u> Wednesday, Oct. 8, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios: Preview of potential refinements to draft preferred approach from public comments received – Information</i>
<p><u>MPAC Meeting</u> Wednesday, Oct. 22, 2014</p>	<p><u>MPAC Meeting</u> Wednesday, Nov. 12, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios: Discussion of recommended preferred scenario – Discussion</i>
<p><u>MPAC Meeting</u> Wednesday, Dec. 10, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios: Recommend Council adoption of recommended preferred scenario – Recommendation to the Metro Council requested</i> 	

Parking Lot:

- Apartments without parking
- Oregon Energy Plan
- Statewide Transportation Strategy
- Presentation on health & land use featuring local projects from around the region
- Affordable Housing opportunities, tools and strategies
- Greater Portland, Inc. Presentation on the Metropolitan Export Initiative
- Update on regional economic trends
- MPAC composition
- Dept. of Land Conservation and Development work program

MPAC Worksheet

Agenda Item Title: Climate Smart Communities Scenarios Project – First Look At Results Part 2

Presenter(s): Metro Councilor Dirksen, LCDC Commissioner Lidz and Kim Ellis, Project Manager

Contact for this worksheet/presentation: Kim Ellis

Date of MPAC Meeting: December 11, 2013

Purpose/Objective

Staff will present additional results from the Phase 2 scenario analysis (focusing on economic and social equity outcomes) and next steps for framing the regional discussion to shape a preferred approach in 2014. Commission Lidz, the Land Conservation and Development Commission (LCDC) liaison to the project will also make brief remarks.

Action Requested/Outcome

- Engage with Commission Lidz, LCDC's liaison to the project.
- Receive an informational presentation of the additional results and next steps.
- Provide suggestions for using the results to begin framing the 2014 "Community Choices" discussion about which investments and actions should be included in the preferred approach.

How does this issue affect local governments or citizens in the region?

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 below 2005 levels by 2035. Oregon Administrative Rule 660-044 directs the Metro Council to select a preferred approach by the end of 2014 after public review and consultation with local governments and state and regional partners.

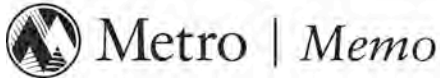
There are many ways to reduce emissions while creating healthy, more equitable communities and a vibrant regional economy. Providing services and shopping near where people live, expanding transit service, encouraging electric cars and providing safer routes for walking and biking all can help. The goal of the Climate Smart Communities Scenarios Project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

What has changed since MPAC last considered this issue/item?

- Council and staff briefed county-level policy and technical coordinating committees, City of Portland staff and the Local Officials Advisory Committee (LOAC) to LCDC on the early results.
- Other activities are described in the memo on pages 8-9.

What packet material do you plan to include?

- Memo to MPAC, JPACT and interested parties on Climate Smart Communities: First Look at Results and Next Steps (*December 4, 2013*).
 - Attachment 1. First Look at Results Project briefings and engagement (*Dec. 3, 2013*)
- Overview of scenarios assumptions (*Nov. 25, 2013*)
- Investing in Great Communities brochure with early results (*Nov. 12, 2013*)



DATE: December 4, 2013
TO: MPAC, JPACT and Interested Parties
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Climate Smart Communities Scenarios Project – First Look At Results and Next Steps

PURPOSE

MPAC and JPACT will receive an informational presentation of additional results, provide suggestions on using the results to frame a regional discussion and have an opportunity to engage with Commissioner Lidz, LCDC's liaison to the project.

BACKGROUND

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 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.

In November, members discussed early results related to greenhouse gas emissions, housing, jobs, travel and air quality. **In December**, Metro staff will present additional results from the analysis, focusing on economic and social equity outcomes, and next steps for developing a preferred approach in 2014. Commissioner Lidz, the Land Conservation and Development Commission (LCDC) liaison to the project, will also make brief remarks. **In January**, staff will report the remaining public health and cost-related results and present a proposal for framing the regional discussion about which investments and actions should be included in a preferred approach. MPAC and JPACT will be requested to make a recommendation on the proposal.

QUESTION FOR CONSIDERATION

- What suggestions do you have for using the results presented to begin framing the 2014 “Community Choices” discussion about which investments and actions should be included in the preferred approach?

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 below 2005 levels by 2035. The Metro Council has adopted policies to make decisions that advance the six desired outcomes found in the Regional Framework Plan. One of those desired outcomes pertains to leadership on climate change.



Figure 1. Metro’s scenario evaluation criteria are based on the six desired regional outcomes adopted by the Metro Council in 2010.

Working together with city, county, state, business and community leaders, Metro is researching how land use and transportation policies and investments can be leveraged to help us create great communities, support the region’s economy and reduce greenhouse gas emissions as required by the state. All six desired outcomes are being used to guide the evaluation of scenarios and development of a preferred approach. The land use visions of cities and counties across the region are the foundation for this work.

Figure 2 illustrates an overview of the project timeline.

FIGURE 2. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT TIMELINE

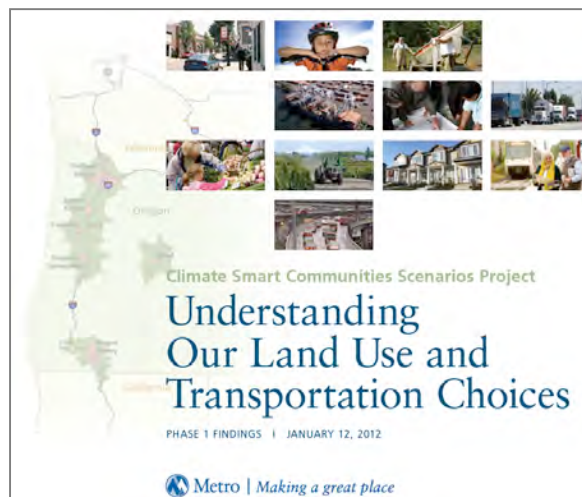


Phase 1 began in 2011 and concluded in early 2012. This phase focused on understanding the region’s choices and started with producing the *Strategy Toolbox*, which reviewed the latest research on greenhouse gas (GHG) reduction strategies and their potential effectiveness and benefits. Staff also strategically engaged public officials, community and business leaders, community groups and government staff through two regional summits, 31 stakeholder interviews, and public opinion research.

Metro then evaluated a wide range of options for reducing GHG emissions by testing 144 different combinations of land use and transportation strategies (called “scenarios”) to learn what it would take to meet the region’s reduction target.



Phase 1 found that current plans and policies – if realized – along with advancements in fleet and technology provide a strong foundation for meeting the state target. Although current plans move the region in the right direction, current funding is not sufficient to implement adopted local and regional plans. Metro concluded that a key to meeting the target would be the various governmental agencies working together to develop partnerships and make community investments needed to encourage development that both supports adopted local and regional plans and reduces greenhouse gas emissions.



Phase 2 began in January 2012 and concluded in October 2013. This phase focused on shaping and evaluating future choices for supporting community visions and meeting the state emissions reduction target. Staff conducted sensitivity analysis of the Phase 1 scenarios to better understand the GHG emissions reduction potential of individual policies.¹ The policies tested included pay-as-you-drive insurance, traffic operations, expanded transit service, user-based pricing of transportation, transportation demand management programs, increased bicycle travel and advancements in clean fuels and vehicle technologies.

Assuming adopted community plans and national fuel economy standards, the most effective individual policies for reducing greenhouse gas emissions were found to be:

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

The information derived from the sensitivity analysis was used to develop a five-star rating system for communicating the relative climate benefits of different policies in the region. Adopted local land use plans and zoning were unchanged in the Phase 1 analysis and, therefore, no climate benefit is able to be reported for this policy.

The climate benefits are shown in **Table 1** using a scale of 1 to 5 stars, with 5 stars representing the most effective greenhouse gas emissions reduction policies.

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

TABLE 1. RELATIVE CLIMATE BENEFITS FOR THE PORTLAND METROPOLITAN REGION *

Investments and actions that reduce greenhouse gas emissions	Estimated climate benefit
Shift to low emissions vehicles and low carbon fuels	* * * * *
Maintain and make transit more convenient, frequent, accessible and affordable	* * * * *
Increase the cost of fuel (e.g., gas tax or other fees)	* * * * *
Increase participation in private pay-as-you-drive insurance programs	* * * * *
Implement a mileage-based road user fee	* * * * *
Use a market-based approach to manage parking	* * * * *
Implement a carbon fee	* * * * *
Adopt Federal fuel economy standards	* * * * *
Use technology and “smarter roads to manage traffic flow and boost efficiency	* * * * *
Provide information to expand use of low carbon travel options and fuel-efficient driving techniques ² through public education and marketing	* * * * *
Make walking and biking more safe and convenient with complete streets	* * * * *
Provide information and incentives to expand use of low carbon travel options through employer-based commuter programs	* * * * *
Limit urban growth boundary expansion	* * * * *
Expand access to car-sharing	* * * * *
Expand access to and market share of electric vehicle/plug-in electric vehicles	* * * * *
Maintain and make streets and highways more safe, reliable and connected	* * * * *

* Note: The estimated climate benefit reflects the relative climate benefit of individual policies as they were tested in Phase 1. The climate benefit shown represents the relative effectiveness of each policy in isolation and does not capture any reductions that may occur from synergies between multiple policies.

Metro also undertook an extensive consultation process by sharing the Phase 1 findings with the cities, counties, county-level coordinating committees, regional advisory committees and state commissions. In addition, Metro convened workshops with community leaders working to advance public health, social equity, environmental justice and environmental protection in the region. A series of discussion groups were held in partnership with developers and business associations across the region.



² ODOT initiated a statewide EcoDrive campaign in 2013. More information can be found at <http://www.oregon.gov/ODOT/TD/TP/pages/ecodrive.aspx>

More than 100 community and business leaders participated in the workshops and discussion groups.

Eight case studies were produced to spotlight local government success stories related to strategies implemented to achieve their local visions that also help to reduce GHG emissions. A video of local elected officials and other community and business leaders was also produced as another tool for sharing information about the project and the range of strategies being considered.

Through these efforts, Metro concluded that the region's 2040 Growth Concept and the locally adopted land use and transportation plans that implement it provide the foundation for further scenario development and analysis. **Figure 3** summarizes the three approaches evaluated.

FIGURE 3. THREE APPROACHES THAT WERE 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.

A set of criteria also were developed through the Phase 2 consultation process that would be used to evaluate and compare the scenarios considering costs and benefits across public health, environmental, economic and social equity outcomes. As unanimously recommended by the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT), Council approved a resolution on June 6 directing staff to move forward into the analysis and report back with the results in Fall 2013. The Phase 2 evaluation was conducted during the summer and fall of 2013.

In addition to conducting the analysis, staff prepared a communication and engagement strategy to guide the project to successful completion by the end of 2014. The strategy is summarized in Table 2.

Table 2. Phase 3 Engagement Strategy As Supported by Council on July 30, 2013

Stage	First Look at Scenario Results	Community Choices Discussion	Building Understanding of Preferred Scenario	Final Adoption and Building Momentum for the Future
Time frame	Oct. – Dec. 2013	Jan. – May 2014	June – Aug. 2014	Sept. – Dec. 2014
Milestone	Release results (Oct.)	Council/JPACT/MPAC direction on preferred scenario (April-May)	Public review draft scenario summarized (June)	Public comment period begins (Sept.) Council/JPACT/MPAC Adoption (Dec.)
Goal	Decision-makers review results and begin to identify/ discuss tradeoffs and policy issues through process of shared discovery	Decision-makers, public officials, business and community leaders, community groups and engaged public shape public review draft preferred scenario	Decision-makers, public officials, and business and community leaders understand basic elements of draft preferred scenario and importance of participating in final adoption process	Decision-makers, public officials, and business and community leaders embrace and take ownership of preferred scenario, commit to implement next steps/action plan

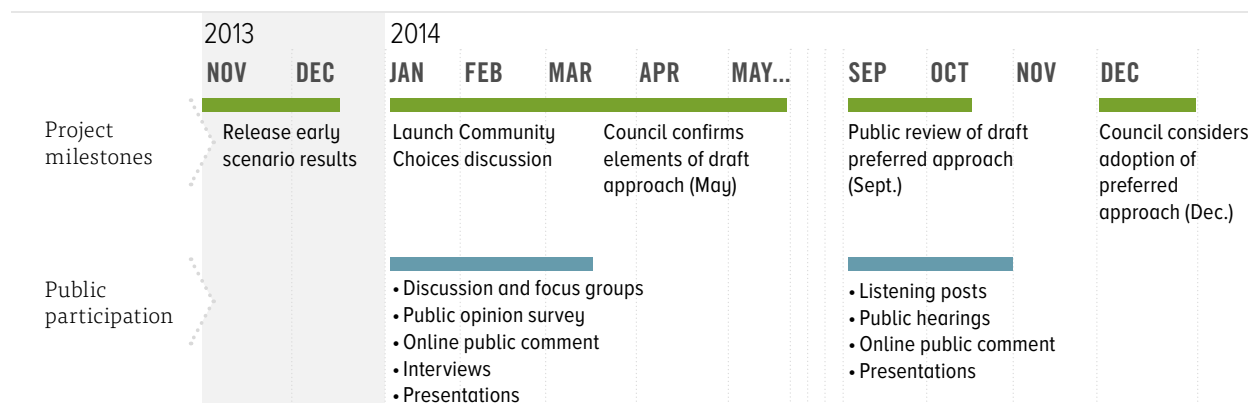
PHASE 3 - WHERE WE ARE NOW AND WHERE WE ARE HEADED

As directed by the Metro Council in June and July, staff began reporting back to Council and regional advisory committees in November 2013, launching the third, and final, phase of the project. More information is provided below.

Phase 3 from November 2013 to December 2014 will focus on reporting back the results of the evaluation and seeking input from community and business leaders, local governments, state agencies and the public about which investments and actions should be included in a preferred approach for the Metro Council to consider for adoption in December 2014.

Figure 3 provides a summary of Phase 3 activities and milestones is provided for reference.

FIGURE 3. PHASE 3 PROJECT MILESTONES AND PUBLIC PARTICIPATION OPPORTUNITIES



- **FIRST LOOK AT RESULTS: In November and December 2013**, the analysis results are being reported back to the Metro Council, regional advisory committees and local government county-level coordinating committees, prior to engaging other community and business leaders and the public. The November briefings focused on review of what was tested and reporting the estimated greenhouse gas emissions reductions and land use, employment, transportation and environmental outcomes. The December briefings will focus on reporting the scenarios' cost analysis relative to economic and social equity outcomes. Additional cost-related analysis and the public health impact assessment being conducted by the Oregon Health Authority will be reported in January 2014. **A goal of the "First Look at Results" is to begin to identify potential policy areas on which to seek input through "Community Choices" discussions in 2014.**
- **COMMUNITY CHOICES DISCUSSION: From January to April 2014**, Metro will facilitate a Community Choices discussion to explore policy choices and trade-offs. Community and business leaders, local governments and the public will be asked to weigh in on which investments and actions should be included in the region's preferred approach. On-line comment opportunities, stakeholder interviews, discussion groups, public opinion research and focus groups will be used to gather input. A Community Choices discussion guide, Data Book of results, presentation tool kit and other communication materials will also be available to support Council and partner outreach throughout this period. **A public engagement summary report and recommendations for the draft preferred scenario will be provided to Metro's technical and policy advisory committees in April.**
- **DIRECTION TO STAFF: In May 2014**, the Metro Council will be asked to provide direction to staff on the draft preferred approach. Outreach to local government officials will occur in the summer in advance of the final adoption process to be held in the fall. **The draft approach will be evaluated in Summer 2014 and then released for final public review in September 2014.**
- **ADOPTION PROCESS: From September to December 2014**, the project will move into the final adoption stage. OAR 660-044 directs the Metro Council to select a preferred approach by the end of 2014 after public review and consultation with local governments and state and regional partners. On-line comment opportunities and public hearings are planned during this period. Refinements may be identified through the adoption process. The final action to select a preferred scenario is required to be in the form of an amendment to the Regional Framework Plan. The action is also anticipated to make recommendations to state agencies and commissions, the 2015 Legislature, and the 2018 Regional Transportation Plan (RTP) update. **The Metro Council will consider adoption of a preferred approach on December 18, 2014.**

Figure 5 shows the project timeline and decision milestones.



In early 2015, Metro will submit the preferred approach to the Land Conservation and Development Commission in the manner of periodic review. According to OAR 660-044, following Metro's plan amendment and LCDC review and order, Metro is required to adopt functional plan amendments, if needed, to require cities and counties to update local plans as necessary to implement the preferred scenario.

CHANGES SINCE MPAC AND JPACT LAST CONSIDERED THIS ITEM

- Council and staff **briefed county-level policy and technical coordinating committees, City of Portland staff and the Local Officials Advisory Committee (LOAC) to LCDC** on the early results.
- **Staff continued preparing additional analysis of the three alternatives related to costs and fiscal, public health and social equity outcomes, and reviewed initial results with the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).**
- The **Oregon Health Authority continued preparing a health impact assessment** of the three alternatives. This work is now expected to be completed in December and will be shared with policymakers in January, along with the remaining cost analysis.
- **Staff selected a contractor to support the project's communications and engagement plan.** Jeanne Lawson and Associates has been selected to assist Metro staff with gathering input from identified audiences through interviews, facilitated topic-specific discussion groups, and an online comment tool that effectively engages interested members of the public. The input will be summarized and then provided to Council, MPAC and JPACT to inform development of a draft preferred scenario by May 2014. The Contractor will also help develop a mix of presentation tools and materials to support Councilor and partner presentations and outreach in 2014.

- Staff continued **coordination with Oregon Department of Transportation (ODOT), the Department of Land Conservation and Development (DLCD) and the Oregon Metropolitan Planning Organizations Consortium (OMPOC)** on CSC-related work. Staff provided information to be included in a progress report from LCDC and ODOT to the 2014 House and Senate Transportation Subcommittees by February 1, 2014. Staff provided information to ODOT to inform development of a draft implementation work plan for the Oregon Statewide Transportation Strategy (STS). The STS was accepted in March by the Oregon Transportation Commission and will consider a draft work plan in 2014.

In addition, staff continued to provide technical and communication materials to the Central Lane metropolitan planning organization (MPO) to support the scenario planning effort under way in the Eugene-Springfield area. They anticipate completing an initial assessment of the greenhouse gas emissions reductions that could be achieved through their adopted plans by the end of the year. The Bend, Rogue Valley and Corvallis area MPOs are exploring how they might move forward to conduct a similar assessment of their adopted plans, and have reviewed the STS and CSC work completed to date to inform their approach.

As noted in November, the LCDC designated Commissioner Lidz to be the CSC project liaison to the Commission in May. Commissioner Lidz plans to attend future Council work sessions, Council liaison meetings and MPAC and JPACT discussions as his schedule permits. At this time, Commissioner Lidz anticipates attending the December MPAC and JPACT discussions. This represents an important opportunity for the region to build understanding of and support for the region's preferred approach with a member of the Commission. The Commission will review the region's adopted approach in the manner of periodic review in 2015.

Metro staff requested DLCD staff to respond to the Metro Council's November 5 work session request for LCDC review of the region's preferred approach prior to final Council action in December 2014. Similar to past land use actions taken by the Metro Council, DLCD staff have indicated that the Commission cannot formally review the region's preferred approach until after it is adopted by the Metro Council and submitted to LCDC in the manner of periodic review. DLCD staff have suggested that on-going staff coordination, Commissioner Lidz's role as a CSC liaison to the Commission and planned briefings to the full Commission will provide opportunities for the Commission to raise concerns and provide suggestions to the CSC process prior to final Council action in December 2014.

- Staff continued **coordination** with the Urban Growth Report, Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program and Equity Strategy Program staff to identify potential opportunities for collaboration around engagement, evaluation methods and data. The Oregon Department of Transportation, TriMet, SMART district, and cities and counties in the region are currently developing lists of investment priorities as part of the 2014 RTP update. The project lists are due on December 6, 2013, and are anticipated to include updated investment priorities from the Southwest Corridor Plan and East Metro Connection Plan in addition to other locally identified priorities from more recent updates to local visions and transportation system plans (TSPs). This presents an early opportunity for public agencies to identify investment priorities to be included in the preferred approach that is developed in 2014.

PROPOSED NEXT STEPS

Nov. – Dec. 2013

“First Look at Results” - Report back to regional advisory committees, and County Coordinating Committees.

November will focus on review of what was tested and reporting the estimated greenhouse gas emissions reductions and land use, employment, transportation and environmental outcomes.

December will focus on reporting the scenarios’ cost analysis relative to economic and social equity outcomes. Additional cost-related results will also be reported in January.

The Oregon Health Authority is anticipated to complete health impact assessment of the three scenarios and make recommendations in January.

Prepare a presentation toolkit, a Data Book summarizing the results, and a discussion guide and other communication materials to seek input on which strategies should be included in the region’s preferred approach from Jan. to April 2014.

Dec. 10, 2013

Council work session to discuss the scenarios’ cost analysis relative to economic and social equity outcomes and share key themes and concerns raised during local government briefings.

Dec. 11 and 12

MPAC and JPACT will receive an informational presentation on additional results related to economic and social equity outcomes, and have an opportunity to engage with Commissioner Lidz, LCDC’s liaison to the CSC project.

January 3

TPAC will receive an informational presentation on the remaining early results. The committee will also be requested to make a recommendation to JPACT on key policy areas to be the focus of further regional discussion and input in 2014. MTAC members will be provided with the TPAC materials when available, and will be invited to participate in the TPAC discussion on January 3.

January 8 and 9

MPAC and JPACT will receive an informational presentation on the remaining early results and recently completed opinion research compiled by Adam Davis. The committees will also be requested to make a recommendation to the Metro Council on key policy areas to be the focus of further regional discussion and input in 2014.

Jan. – March 2014

Engage local and state officials, community and business leaders and groups, and the public to share the results and seek input on the investments and actions to include in a draft preferred approach.

Project status update provided to the Land Conservation and Development Commission (LCDC) and the Oregon Transportation Commission; an opportunity for the commissions to provide comments and suggestions for Metro to consider as it moves forward.

April-May 2014	MPAC, JPACT and Metro Council provide direction on draft preferred approach - directing staff to analyze the draft preferred approach and prepare adoption package and public review materials.
Summer 2014	Analyze draft preferred scenario using the regional travel demand model and Metropolitan GreenSTEP. Project staff prepare adoption package for public comment period and provide updates to local governments.
September 2014	45-day public comment period on adoption package. Consult with local governments, state and regional partners and the public on the “public review draft” preferred approach and implementation recommendations.
November 2014	MPAC and JPACT recommendation to the Metro Council on the preferred land use and transportation scenario.
December 2014	Metro Council takes action on recommended preferred approach.
January 2015	Preferred approach submitted to DLCDC and LCDC for consideration in the manner of periodic review.

ATTACHMENT 1.



DECEMBER 3, 2013

FIRST LOOK AT RESULTS

Project Briefings and Engagement

November 2013 | Launch Phase 3 and First Look at Results

- Nov. 1 – TPAC (share early results; prep for JPACT)
- Nov. 5 – Council work session (share early results)
- Nov. 6 – MTAC (discuss early results; prep for MPAC)
- Nov. 13 – MPAC (share early results; identify key policy areas for further discussion)
- Nov. 14 – JPACT (share early results; identify key policy areas for further discussion)
- Nov. 18 - Local Officials Advisory Committee to LCDC (share early results)
- Nov. 20 - EMCTC TAC (share early results)
- Nov. 21 - WCCC TAC (share early results)
- Nov. 22 - TPAC (share early results)
- Nov. 27 - CTAC (share early results)

December 2013 | First Look at Results continues

- Dec. 2 - WCCC Policy (share early results; identify key policy areas)
- Dec. 4 - MTAC (share additional results; identify key policy areas)
- Dec. 5 - Wash. Co. Planning Directors (share early results; identify key policy areas)
- Dec. 5 - C-4 Metro Subcommittee (share early results; identify key policy areas)
- Dec. 9 - EMCTC Policy (share early results; identify key policy areas)
- Dec. 10 – Council work session (review additional results and share key themes)
- Dec. 11 - MPAC (review additional results)
- Dec. 12 – JPACT (review additional results)

January 2014 | Complete First Look at Results

- Jan. 3 – TPAC (review additional results; recommend policy areas to be focus of 2014 engagement)
- Jan. 8 – MPAC (review additional results; recommend policy areas to be focus of 2014 engagement)
- Jan. 9 – JPACT (review additional results; recommend policy areas to be focus of 2014 engagement)

January – May 2014 Community Choices Discussion schedule under development

OVERVIEW OF SCENARIO ASSUMPTIONS

November 25, 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.

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.
- Freight rail and street extensions and expansions focused on serving industrial areas are constructed.
- 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.

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.
- Freight rail and street extensions and expansions focused on serving industrial areas are constructed.
- 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**



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.

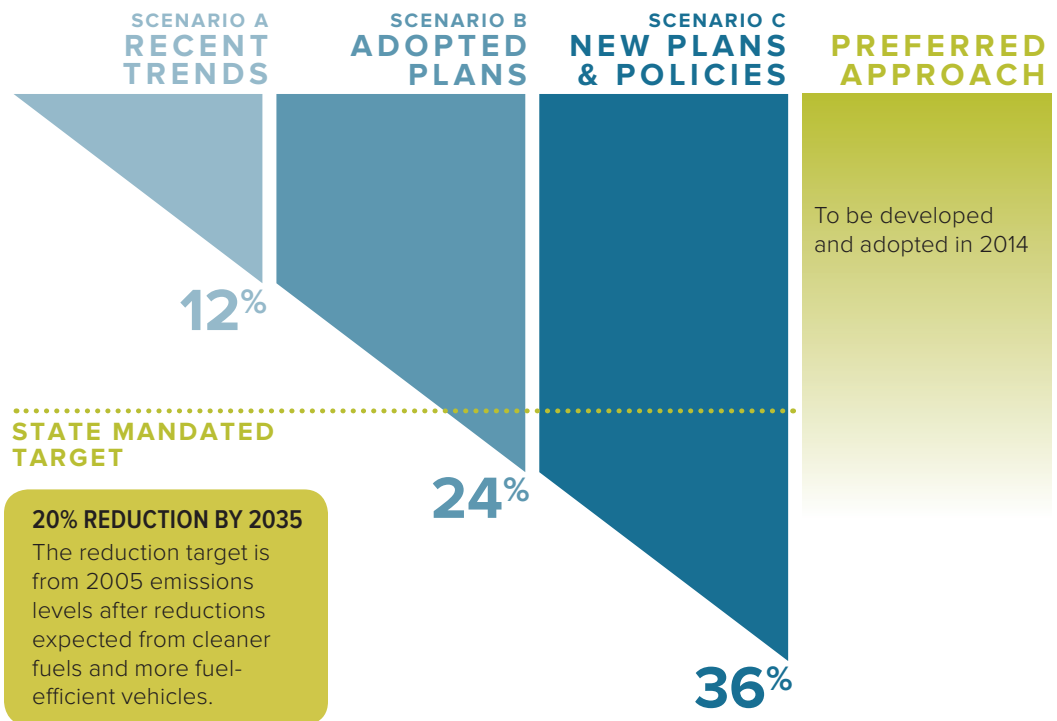
WHAT HAVE WE LEARNED SO FAR?

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.

REDUCED GREENHOUSE GAS EMISSIONS PERCENT BELOW 2005 LEVELS



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		FEDERAL	STATE	REGIONAL	LOCAL
✓	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

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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

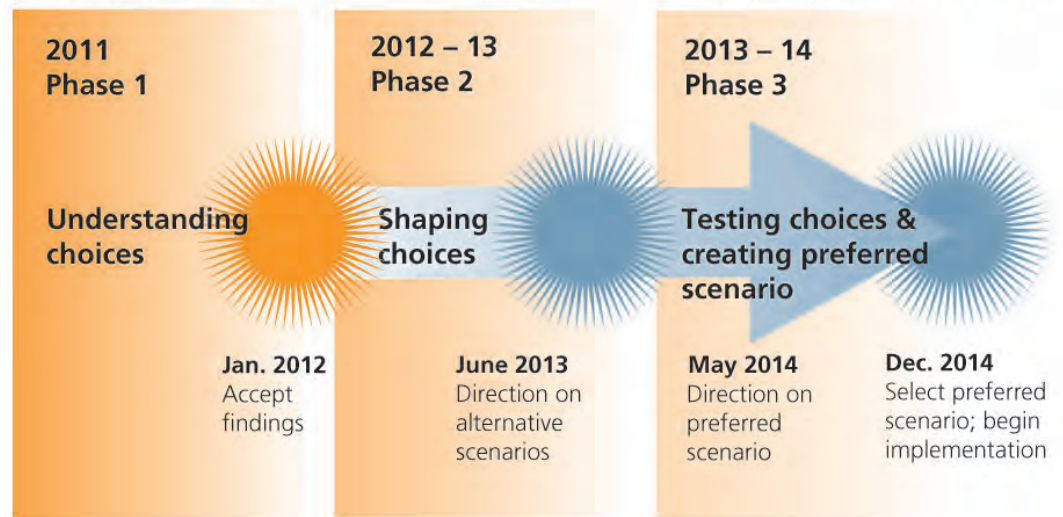
May 2014 The Metro Council is asked to provide direction to staff on the draft preferred approach

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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RENEWING AND REBUILDING AMERICA

Congressman Earl Blumenauer ■ Third District of Oregon ■ blumenauer.house.gov

REBUILDING AND RENEWING AMERICA: A LEGISLATIVE AGENDA

THE PROBLEM

Our transportation infrastructure is increasingly outdated and inadequate. In 2009, the Federal Highway Administration estimated that over \$70.9 billion worth of repairs were needed just to maintain safe infrastructure; that number has since increased. In order to fund all economically justified projects, the Department of Transportation estimates that Congress would need to provide \$83 billion a year in addition to current funding. The American Society of Civil Engineers estimates that our surface transportation needs over \$2 trillion of investment in order to remain economically competitive.

Instead of addressing the Highway Trust Fund’s insolvency, Congress has added to the General Fund deficit by transferring over \$50 billion of General Fund revenue to the Highway Trust Fund in order to keep it afloat. The problem worsens: when MAP-21 ends at the end of Fiscal Year 2014, Trust Fund balances will nearly be exhausted. In order to maintain current funding in the following years, the Highway Trust Fund will need almost \$15 billion a year (in addition to current gas tax receipts). If we do not find a way to make the Highway Trust Fund solvent, the continued disinvestment will mean an over 30% drop in federal transportation spending by 2024.

SOLUTION

Congress should follow the recommendations of the Commissions it has authorized. We should end the transfer of General Fund dollars to the Highway Trust Fund, phase in a short term gas tax increase, and set the stage for a transition for a long-term, stable funding source that will replace the gas tax. American cannot afford to continue to disinvest in our infrastructure.

The **UPDATE Act of 2013** turns the recommendations of the Simpson-Bowles report, the National Surface Transportation Policy and Revenue Commission, and the National Surface Transportation Financing Commission into proposed law. It phases in a fifteen cent gas tax increase starting in 2014, indexes the gas tax to inflation, and then confirms Congress’s intention to replace the gas tax with a more equitable, stable source of funding by 2024.

Commission	Funding Level Recommendation	Long Term Revenue Options
National Surface Transportation Policy and Revenue Commission (2008)	Increase gas tax by 10 cents, diesel tax by 15 cents, and index both rates to inflation	Examine mileage based user fees as a potential replacement for the gas tax
National Surface Transportation Financing Commission (2009)	Increase gas tax by five to eight cents per gallon and index to inflation	Examine mileage based user fees as a potential replacement for the gas tax
National Commission on Fiscal Responsibility and Reform “Simpson-Bowles” (2010)	Increase gas tax by 15 cents per gallon	Not addressed

THE HISTORY

The federal gas tax was last raised in 1993 by 4.3 cents (to a total of 18.4 cents per gallon) as part of the Omnibus Budget Reconciliation Act. Previous to that, it was raised by a nickel in 1982 during the Reagan Administration.

Transportation advocates began raising concerns about the solvency of the Highway Trust Fund in the early 2000s, as increasing fuel efficiency, and deteriorating infrastructure heightened strain on the Highway Trust Fund. In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (known as SAFETEA-LU) created the National Surface Transportation Financing Commission to recommend options to propose solutions to the looming Highway Trust Fund deficit. The Commission's report, released in early 2009 is consistent with the recommendations of other commissions, think tanks, and policy leaders, all emphasizing the need for increased investment, and the need to shift away from the gas tax to a more stable source of funding.

Subject: FW: RELEASE: Blumenauer Joined by Leaders in Transportation, Commerce, Labor, Construction to Introduce Infrastructure Funding Bill

From: "Blumenauer, Congressman Earl" <earlblumenauer@mail.house.gov>

Date: December 4, 2013 at 9:27:14 AM PST

Subject: RELEASE: Blumenauer Joined by Leaders in Transportation, Commerce, Labor, Construction to Introduce Infrastructure Funding Bill



UNITED STATES HOUSE OF REPRESENTATIVES

Earl Blumenauer joined by leaders in transportation, commerce, labor, construction to introduce UPDATE Act to fund our nation's infrastructure

Washington, DC – Today, Representative Earl Blumenauer (OR-03) along with leaders in the fields of transportation, labor, commerce, and construction introduced [H.R. 3636 The Update, Promote, and Develop America's Transportation Essentials \(UPDATE\) Act](#). This bill would phase in a 15 cent/gallon tax increase over the next three years on gasoline and diesel.

"The gas tax hasn't been increased since the beginning of the Clinton administration," said Blumenauer. "Today, with inflation and increased fuel efficiency for vehicles, the average motorist is paying about half as much per mile as they did in 1993. It's time for Congress to act. There's a broad and persuasive coalition that stands ready to support Congress, including the U.S. Chamber of Commerce, National AFL-CIO, the construction and trucking industry, cyclists, professional groups, numerous associations of small and medium businesses, local governments, and transit agencies. We just need to give them something to support."

In 2009, the Federal Highway Administration estimated that over \$70.9 billion worth of repairs were needed just to maintain safe infrastructure; that number has since increased. The American Society of Civil Engineers estimates that surface transportation in the US needs over \$2 trillion of investment in order to remain economically competitive.

In recent years, Congress has added to the General Fund deficit by transferring over \$50 billion of General Fund revenue to the Highway Trust Fund in order to keep it afloat. In order to maintain current funding in the following years, the Highway Trust Fund will need almost \$15 billion a year in addition to current gas tax receipts. Continuing down the current path will mean a 30% drop in federal transportation spending by 2024. The UPDATE Act would raise around \$170 billion over ten years.

"Instituting a reasonable gas tax increase now provides the revenues Democrats say they want with a form of a user fee which historically has been acceptable to Republicans including Ronald Reagan, who increased the gas tax by a nickel a gallon in 1982," said Blumenauer. "Addressing the infrastructure deficit, stabilizing transportation funding, and helping America's all-too-slow economic recovery is critical if we want a livable and economically prosperous country in the years to come."

Statements of Support:

"Strong national infrastructure investment is vital to keep Oregon and the U.S. economically competitive but maintenance and repair needs have risen to a level that threatens a healthy economy. I applaud Congressman Blumenauer for offering the UPDATE Act to stabilize our transportation network and keep Oregon's business climate moving forward." - **Ryan Deckert, President, Oregon Business Association**

"We need strong federal investment to fix the infrastructure crisis here in Oregon and across the nation. I support Congressman Blumenauer's Update Act, which will help us rebuild America and create thousands of family wage jobs for working men and women." – **John Mohlis, Executive Secretary, Oregon State Building and Construction Trades Council**

"Congressman Blumenauer's UPDATE Act provides a much needed boost to our nation's surface transportation infrastructure. UPS alone travels more than 2.3 billion miles on America's roads each year, connecting businesses, consumers and individuals in every state. Increasing the federal motor fuels tax is a long-overdue proposal to provide the dedicated funding needed to maintain our highways, intermodal connections and other related infrastructure projects. Investing in and growing our nation's transportation infrastructure is essential to remaining competitive in today's increasingly global economy." – **Laura Lane, Global Public Affairs President, United Parcel Service**

"On behalf of the Association of Equipment Manufacturers and our more than 900 member companies, we applaud Congressman Blumenauer for his leadership in finding solutions and building bipartisan support to address our infrastructure needs. The UPDATE Act of 2013 could spur economic growth and competitiveness while improving our nation's ability to efficiently move goods and people. Investing in our national infrastructure is critical to keeping America competitive, and we appreciate Congressman Blumenauer taking these important steps to ensure we can reauthorize the federal highway bill for the long-term." – **Rick Patek, Group President, Astec Industries, and Chairman, Association of Equipment Manufacturers**

"With public transit ridership at record highs, and cars and trucks crowding our roads, our nation's transportation network is in dire need of repair and maintenance. As happened in this week's deadly New York commuter crash, more lives will be lost, and the mobility necessary for a thriving economy will be compromised unless we invest heavily in our nation's public transit infrastructure. Congressman Blumenauer has introduced two bills that dedicate critical funding to public transit, which is the lifeblood of our economy. Public transit creates good jobs, safely delivers customers to businesses and people to work, and helps the environment. It literally moves our economy and it's time for Congress to approve these bills to ensure our nation's transportation systems have the critical financial support they need." – **Larry Hanley, International President, Amalgamated Transit Union**

"Our transportation network is key to the long-term economic competitiveness and growth of our cities, towns, and suburbs. Communities across the country are stepping up and raising additional revenue to meet their transportation challenges but cannot solve these needs alone. The UPDATE Act takes the important step of ensuring communities will have a strong, reliable federal partner as they invest in their economic future." – **John Robert Smith, Chair, Transportation for America, former Mayor of Meridian, MS**

"Getting America to Work applauds Congressman Blumenauer's efforts to provide a desperately needed increase in funding for transportation infrastructure--increasing the safety of public transit riders, while also boosting the economy. At a time when ridership is on the rise, while infrastructure investment is on the decline – it's critical that members of Congress follow Representative Blumenauer's lead and work to bring our nation's transit systems into a state of good repair." – **Getting America to Work Coalition**

"Federal investment in transportation infrastructure plays an essential role in protecting public health and safety, promoting commerce and keeping America economically competitive. Unfortunately,

transportation funding is not keeping pace with maintenance and improvement needs, and the balance of the Highway Trust Fund will be depleted in Fiscal Year 2015. The American Council of Engineering Companies (ACEC) applauds Congressman Blumenauer for introducing legislation that will avoid debilitating cuts in highway and transit investment with predictable, sustainable and growing revenue from user fees, an effective model that has long enjoyed significant public support. All options must be on the table as Congress considers how to fund our transportation system. The time to act is now, before the crisis worsens. Then we can further study our long-term options, such as a transition to a vehicle-miles-traveled fee or other alternatives.” – **American Council of Engineering Companies**

“In concurrence with the Highway Materials Group’s funding principles for the next highway surface transportation authorization, the group supports Congressman Blumenauer’s proposed bills that would continue funding the Highway Trust Fund through user fees, while bolstering awareness about the impending Highway Trust Fund insolvency. Due to the magnitude of importance of the issue, increasing the gas tax and implementing a vehicle miles traveled fee are only two of the numerous options we support to increase revenues into the HTF. We commend the congressman for taking this bold step toward solving the dire problem facing the nation’s surface transportation infrastructure in the months and years ahead.” – **Highways Materials Group**

“The American Society of Civil Engineers (ASCE) applauds Rep. Blumenauer on his bold leadership and strongly endorses the Update, Promote and Develop America’s Transportation Essentials (UPDATE) Act and the Road User Fee Pilot Project. This bill represents a major step forward in addressing how to fix America’s surface transportation infrastructure. The nation’s infrastructure is facing an increasing number of challenges. In ASCE’s [2013 Report Card for America’s Infrastructure](#), a comprehensive assessment of infrastructure across 16 sectors, the cumulative GPA for the nation’s infrastructure rose slightly to a D+ from a D in 2009. ASCE looks forward to working with Rep. Blumenauer and all members of Congress to advance this important legislation that will ensure long-term, sustainable funding for the Highway Trust Fund.” – **Patrick Natale, Executive Director, American Society of Civil Engineers**

“We applaud Congressman Blumenauer in strong support of the Update Act, a responsible way to begin addressing the infrastructure crisis in our country. Investing in transportation will help us rebuild America, fire up our economy and increase our global competitiveness – creating jobs and opportunity for tens of thousands of our nation’s workers and their families.” – **Terry O’Sullivan, General President, Laborers’ International Union of North America**

“This proposal provides the kind of long-term funding solutions that virtually every commission, including Simpson-Bowles, has said are needed to repair and upgrade our aging transportation network. What the Congressman understands is that simply talking about the need to find new sources of revenue won’t help until we actually identify, support and enact them.” – **Stephen E. Sandherr, CEO, Associated General Contractors of America**

“It is imperative that Congress address the impending shortfall for federal transit and highway programs in FY2015. Our federal government must increase transportation investment to address our aging infrastructure and provide the transportation options that are necessary for our country to prosper and remain economically competitive.” – **Michael Melaniphy, President, American Public Transportation Association**



December xx, 2013

Congressman Earl Blumenauer
1111 Longworth House Office Building
Washington, DC 20515

Dear Congressman Blumenauer:

We are writing on behalf of the Portland region's transportation leadership to thank you for introducing HR 3636 - the "Update, Promote, and Develop America's Transportation Essentials Act of 2013" (UPDATE Act). The UPDATE Act would stabilize the Highway Trust Fund by increasing the federal gas tax in the short term, indexing it to inflation, and then phasing it out in favor of a more reliable long-term funding source by 2024. In addition to your stated objective of ensuring adequate funding for transportation infrastructure, your proposal would have the additional benefit of contributing to long-term federal deficit reduction, both by eliminating the need to transfer general fund dollars to the Highway Trust Fund and by more broadly supporting America's economic prosperity.

As you know, the Highway Trust Fund is fast approaching insolvency. Through a series of short-term "patches" - including those applied in MAP-21 legislation - Congress has used the general fund of the Treasury to keep highway, highway safety and public transit programs operating at flat funding levels. While we appreciate how hard you have had to work to achieve this result, the time is coming when short-term patches may require more general fund support than can be provided. A solution like the UPDATE Act that channels more user fee revenue into the trust fund and keeps up with inflation is the right way to provide for sustainable federal investment that grows with the growing needs of our transportation systems. Its passage would also establish the foundation for adoption of a 6-year reauthorization of MAP-21 that is more consistent with the level of needed transportation investment.

We know you share the view that investing in transportation infrastructure represents one of the best ways to create jobs and economic development and to improve the environment. Such investments will lead to greater economic prosperity, which in turn will help to increase federal tax collections and reduce the federal budget deficit. And the best part is that improved economic prosperity benefits all Americans.

Thank you again for your leadership in introducing the UPDATE Act. Please let us know how we can help to advance this legislation and other solutions that can make federal transportation programs more robust and sustainable.

Best Regards,

Tom Hughes, President
Metro Council

Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation
Metro Councilor District 2

Loretta Smith, Chair
Metro Policy Advisory Committee
Multnomah County Commissioner District 2

Cc: Senator Wyden
Senator Merkley
Representative Bonamici
Representative Walden
Representative DeFazio
Representative Schrader

Additional sign-on parties below:

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING A) RESOLUTION NO. 13- 4489
REGIONAL POSITION ON FEDERAL)
TRANSPORTATION POLICY) Introduced by Councilor Collette, Chair of the
Joint Policy Advisory Committee on
Transportation

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21) was adopted by Congress in 2012 for the period encompassing federal fiscal years 2013 and 2014;

WHEREAS, MAP-21 is scheduled to expire at the end of federal fiscal year 2014 (September 30, 2014);

WHEREAS, MAP-21 has a significant policy effect on transportation planning and decision-making and funding in the Portland metropolitan region; and

WHEREAS, REFERENCE JPACT’S ACTION UPON ADOPTION; now therefore

BE IT RESOLVED that the Metro Council:

1. Supports a significant increase in transportation user fees to support reauthorization of MAP-21 both to eliminate the need for a subsidy of the Highway Trust Fund from the General Fund and to increase the level of federal investment in transportation.
2. Supports HR 3636 - the “Update, Promote, and Develop America’s Transportation Essentials Act of 2013” (UPDATE Act).
3. Supports a priority federal interest in funding for metropolitan mobility in recognition of the economic significance of metropolitan regions.
4. Endorses the policy position reflected in Exhibit A.

ADOPTED by the Metro Council this [insert date] day of [insert month] 2013.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Federal Transportation Policy Positions

1. **Continue to advocate** for a substantial increase in funding with particular emphasis on funding categories that support metropolitan mobility (STP and CMAQ), active transportation (STP, CMAQ and Transportation Alternatives), transit in general and New Starts in particular, Projects of National and Regional Significance and TIFIA, a dedicated funding source for multi-modal freight projects, restoration of a dedicated bridge program and sufficient resources to meet MPO mandates.
2. **Advocate in support of HR 3636** - the “Update, Promote, and Develop America’s Transportation Essentials Act of 2013” (UPDATE Act) as one method to implement the needed increase in dedicated transportation funding.
3. **Advocate** for recognition in national transportation policy of the link between transportation decisions and the ability of communities to support active lifestyles and the reduction of their long term need for health care services. This link provides an added benefit to the federal budget since health care costs are a portion of the growing cost of entitlements which the federal government is attempting to reign in.
4. **Continue to advocate** for appropriations to implement the Projects of National and Regional Significance (PNRS) and expand the TIFIA programs and seek funding under these programs for the Columbia River Crossing project and other nationally significant projects.
5. **Advocate** for the recommendation of the House Transportation and Infrastructure Committee to establish a dedicated, sustainable funding source for freight projects of national and regional significance for a competitive grant program. **Investigate** creation of a national Office of Freight.
6. **Continue to advocate** for provisions in the federal authorization bill that support a “Fix-it-First” asset management policy.
7. **Continue to advocate for a stand-alone bridge repair and replacement program.** Support flexibility in allowing local governments to invest in the highest-priority bridge projects on or off the federal-aid system (rather than a 15% minimum set-aside for bridges off the federal aid system).
8. Continue to pursue state mandates for addressing climate change and **advocate for federal adoption** of our demonstrated best practices.
9. Continue to monitor federal legislation to **ensure eligibility for electric vehicle charging stations is maintained for electric charging equipment and extended to CNG equipment.**
10. **Advocate in support of HR 3638** – to establish the “Road User Fee Pilot Program” through the Secretary of the Treasury to fund grants to conduct pilot studies of transportation fees based upon vehicle miles traveled; seek an implementation grant upon adoption.
11. **Advocate for reauthorization** of the Passenger Rail Investment and Improvement Act (PRIIA). Allow federal highway funding flexibility to support passenger rail projects and service.

12. **Advocate in support of appropriations** to operate AMTRAK service rather than shift the financial burden to states.
13. **Continue to advocate for substantially increased transit funding** through increases in the Highway Trust Fund, particularly for the Major Capital Improvement Program (New Starts, Small Starts, Core Capacity).
14. **Continue to advocate for increased funding for Active Transportation** through increased funding in the Transportation Alternatives Program and through expansion of the Safety Program to all modes of travel.
15. **Continue to advocate** for University Transportation Research grants on a competitive basis.
16. **Advocate for inclusion** of disaster preparedness retrofits in funding eligibility for State of Good Repair and advocate for additional funding due to expected increase in frequency of weather-related events.
17. **Advocate for continued funding** through the Department of Homeland Security's "Urban Areas Security Initiative" to improve collaboration on planning, training and operations in high density urban areas based upon degree of risk regardless of size.
18. **Advocate for HR 3494**, the "Bicycle and Pedestrian Safety Act," calling for establishment of separate safety performance measures for motorized and non-motorized modes of transportation.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 13- 4489, FOR THE PURPOSE OF ENDORING A REGIONAL POSITION ON FEDERAL TRANSPORTATION POLICY

Date: December 2, 2013

Prepared by: Andy Cotugno (xt. 1763)

BACKGROUND

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. In 2012, after significant delay, Congress enacted a short-term (two year) bill that extended status quo funding levels and no earmarks. In addition, the program structure was revised to consolidate multiple programs into a few broad categories with decision-making delegated to state DOTs and MPOs and new emphasis on performance measures and accountability rather than multiple categories of projects tied to specific funding amounts in specific programs.

USDOT is in the process of a significant amount of rulemaking to implement MAP-21 while the short two-year extension expires September 30, 2014. In addition, there continues to be significant attention in Congress to cutting the budget deficit. Reauthorization of the transportation program is intertwined with the budget deficit issues since MAP-21 relied on a subsidy from the general fund for over 30% of its two-year funding level. Further, as fuel economy continues to improve the need for a general fund subsidy into the future is a growing amount. The main source of highway trust fund revenue (federal taxes on motor fuels) keeps falling as drivers log fewer miles and increasingly opt for more fuel-efficient cars and trucks. Ultimately, Congress must raise new or increased fees and taxes just to avoid decreased revenue due to fuel efficiency and reduced vehicle travel. The federal gas and diesel taxes have not been increased since 1993.

As part of this debate, it will be important for the region to articulate the following basic messages:

1. Transportation supports economic prosperity, community livability and environmental quality in the Portland region.
2. Investment in infrastructure = economic prosperity.
3. In the short term, increased transportation user fees contributes towards reduction of the budget deficit by eliminating the need for the general fund to subsidize the Highway Trust Fund.
4. In the long term, increased investment in transportation infrastructure contributes to greater economic prosperity, increased tax collections and long term budget deficit reduction.
5. In the short term, increases in traditional transportation user fees is needed (such as the gas/diesel tax or a barrel tax) and in the long term a more robust source of revenue for transportation is needed (such as a VMT Fee).

The local and regional governments of the Portland metropolitan area and the State of Oregon have worked together for many years to build a prosperous, sustainable and livable region. To accomplish this, they have raised needed transportation revenues and continue to consider further actions. The federal government, as a partner in transportation investment, needs to do the same.

Resolution No. 13-xxxx establishes a regional policy position to pursue through the reauthorization of MAP-21. By far, the priority issue is to address the overall funding level. However, as opportunity

presents itself, the region should pursue specific policy objectives endorsed in the resolution. Attachment A to this staff report is a full explanation of the policy positions reflected in the Exhibit to the Resolution.

ANALYSIS/INFORMATION

1. **Known Opposition:** Increasing federal transportation funding is controversial and intertwined with the larger federal budget debate.
2. **Legal Antecedents:** Planning and policy conclusions developed through corridor and area plans must be adopted into the Regional Transportation Plan as a prerequisite for implementation. Federal funding to implement specific projects must be included in the Metropolitan Transportation Improvement Program.
3. **Anticipated Effects:** This action establishes a common regional message to the Oregon Congressional Delegation.
4. **Budget Impacts:** Travel expenses to Washington DC are the primary expense. Federal funds cannot be used for lobbying the federal government.

RECOMMENDED ACTION

Recommend adoption of Resolution No. 13-4489

Analysis of the region’s position on the reauthorization of federal transportation legislation

Metro and JPACT adopted Resolution No. 09-4016 as a comprehensive statement on reauthorization of federal transportation legislation in anticipation of Congressional action on a new 6-year bill. However, Congress chose to adopt a 2-year bill for the period encompassing federal fiscal years 2013 and 2014 (expiring September 30, 2014). “Moving Ahead for Progress in the 21st Century” (MAP-21) did some significant reorganization of the federal funding programs, established new policy and requirements and continued the program at roughly a status quo funding level. Under MAP-21, many of the region’s past positions are moot, others merit continued attention and support and new ones are implicated by the changes.

However, the most significant issue is the funding level for MAP-21. By maintaining a status quo funding level, the Congress de facto established a requirement for a general fund subsidy that will increase on an annual basis since dedicated trust fund revenues are insufficient to support the funding level established through MAP-21. Further, there is a strong case for an increased funding level to actually more closely meet the need for transportation investment. As MAP-21 is renewed and extended, there should be significant focus on increasing trust fund revenues to eliminate the need for a general fund subsidy and to increase the overall program level. Increasing trust fund revenues is essential for preserving spending for transportation since continued reliance on a general fund subsidy leads to continued reductions as the competition for general fund dollars intensifies. Further, reducing the level of transportation spending by one-third to the level supported by the trust fund revenues is not an option. This drastic a cut is considered too great an economic impact and at least maintaining current level was settled through MAP-21.

This is the most important element of any federal legislative priority because of the negative consequence of disinvestment on the condition of transportation facilities and the economic impact on freight and metropolitan economies.

Presented below is an analysis of issues previously adopted as regional priority issues by Resolution No. 09-4016 and whether further action under a renewed and extended MAP-21 may be warranted. The purpose is to seek guidance from JPACT on development of a regional position for the upcoming federal action.

Position established by Resolution No. 09-4016	Analysis and recommendation
<p>Funding: Advocate for a substantial increase in funding level</p>	<p>MAP-21 adopted a continuation of status quo funding level with approximately one-third of the funding dependent upon transfers from the General Fund.</p> <p>Recommendation: Continue to advocate for a substantial increase in funding with particular emphasis on funding categories that support</p>

	<p>metropolitan mobility (STP and CMAQ), active transportation (STP, CMAQ and Transportation Alternatives), transit in general and New</p> <p>Starts in particular, Projects of National and Regional Significance and TIFIA, a dedicated funding source for multi-modal freight projects, restoration of a dedicated bridge program and sufficient resources to meet MPO mandates.</p> <p>Recommendation: Advocate in support of HR 3636 - the “Update, Promote, and Develop America’s Transportation Essentials Act of 2013” (UPDATE Act) - introduced by Congressman Blumenauer as one method to implement the needed increase in dedicated transportation funding. This legislation would increase the federal gas tax by 15-cents over three years, index it for inflation and call for its phase out in favor of a more stable funding source by 2024.</p>
<p>Metropolitan Mobility: Pursue funding that supports metropolitan mobility as a significant federal interest in support of the national economic importance of large metro areas</p>	<p>MAP-21 did not establish an important new metropolitan mobility focus. Rather, the key federally significant feature of MAP-21 is that the largest funding category in the highway program is for “National Highway System” (NHS) as the backbone of the national transportation program. This expands upon the Interstate system as the centerpiece of the national interest. Elements of the bill are supportive of metropolitan mobility since the NHS is for facilities to and through metro regions and there is a continuation of important complimentary funding programs that support metropolitan mobility objectives, including the Surface Transportation Program (STP), the Congestion Mitigation/Air Quality Program (CMAQ) and the New Starts program for transit.</p> <p>Recommendation: Adjust advocacy in support of the principle of metropolitan mobility as a national interest and support increased funding for categories that are directed at metropolitan mobility, especially STP, CMAQ, TAP, New Starts and transit.</p>
<p>National Health Care Policy</p>	<p>The Congress and the country are immersed in implementation of the Affordable Care Act which addresses health care services to the public. At the same time, public health officials and transportation agencies are developing a growing understanding of the link between Active Transportation as a means to support safe and healthy communities thereby avoiding health care costs.</p> <p>Recommendation: Advocate for recognition in national transportation policy of the link between transportation decisions and the ability of communities to support active lifestyles and the reduction of their long term need for health care services. This link provides an added benefit to the federal budget since health care costs are a portion of the growing cost of entitlements which the federal government is attempting to reign in.</p>

<p>Mega-Projects: Pursue the creation of a federal discretionary program to fund nationally significant highway projects as a parallel to the Federal Transit program for New Starts</p>	<p>MAP-21 included authorization of \$500 million per year for “Projects of National and Regional Significance” (PNRS) but has not chosen to appropriate funds to implement the program. In addition, MAP-21 increased the funding level for TIFIA credit assistance seven-fold to \$750 million to \$1 billion. As a credit enhancement tool, this amount will leverage financing for about \$17 billion in loans and other forms of credit enhancement.</p> <p>Recommendation: Continue to advocate for appropriations to implement the PNRS and expand the TIFIA programs and seek funding under these programs for the Columbia River Crossing project and other nationally significant projects.</p>
<p>Freight: Establish a program to address the movement of freight</p>	<p>MAP-21 did not establish a specific freight funding program but did take some important policy steps in support of freight, including the requirements for a freight advisory committee at the federal and state levels and adoption of state freight plans.</p> <p>Recommendation: Advocate through the requirement for a federal freight strategic plan for a dedicated multi-modal funding program to address freight. Support the recommendation of the House Transportation and Infrastructure Committee to establish a dedicated, sustainable funding source for freight projects of national and regional significance for a competitive grant program. Investigate creation of a national Office of Freight. Work with ODOT to meet the new freight policy requirements.</p>
<p>State of Good Repair: Provide funding to maintain and rehab the transportation system with program requirements tied to the condition of the system</p>	<p>MAP-21 took a significant step toward emphasizing State of Good Repair as a central element of the National Highway Performance Program and creation of a rationalized transit State of Good Repair Program. Decision-making and funding penalties are tied to meeting performance standards on the condition of the system.</p> <p>However, MAP-21 took a major step backward by eliminating the Highway Bridge Repair and Replacement Program while leaving these projects eligible to compete for funding through the NHPP and STP programs. While ODOT has maintained the level of funding dedicated to state and local bridges, elimination of the federal program reduces the federal emphasis.</p> <p>Further, MAP-21 maintained the requirement to spend a certain amount on bridges <u>off</u> the federal-aid system which are the lowest priority bridges for which Oregon has limited needs. In addition, S. 1504 proposes to increase this minimum spending requirement on the lowest priority category of bridges.</p> <p>Recommendation: Continue to advocate for provisions in the federal authorization bill that support a “Fix-it-First” asset management policy.</p>

	<p>Recommendation: Work with ODOT, TriMet and local governments to establish and implement road and bridge condition measures that link to plans and funding decisions.</p> <p>Recommendation: Continue to advocate for a stand-alone bridge repair and replacement program. Support increased flexibility in allowing local governments to invest in the highest-priority bridge projects on or off the federal-aid system.</p>
<p>Climate Change: Advocate for clear integration with federal climate change policy with requirements for reductions in greenhouse gases tied to the performance of the overall system, not individual projects.</p>	<p>Congress has not adopted climate change policy although they have spent significant amounts on disaster relief for events such as Super Storm Sandy.</p> <p>Recommendation: Continue to pursue state mandates for addressing climate change and advocate for federal adoption of our demonstrated best practices.</p>
<p>Alternative fuels Fleet: Support efforts to accelerate implementation of electric and compressed natural gas vehicles while shifting from a gas tax to a VMT Fee.</p>	<p>STP and CMAQ funds can be used for installation of electric vehicle charging stations. Oregon has experience in this application. CNG equipment eligibility would need to be provided.</p> <p>Recommendation: Continue to monitor to ensure eligibility is maintained for electric charging equipment and extended to CNG equipment. [Also see VMT fee recommendations below]</p>
<p>VMT Fee: Advocate for the federal government to take steps toward implementing a VMT Fee system, including R&D, system design and requirements for installation of devices in new vehicles.</p>	<p>Congress has not taken any further steps toward a VMT Fee although Congressman Blumenauer has introduced a legislative proposal HR 3638 – the Road User Fee Pilot Program - directing the Department of the Treasury (since it is a tax collection issue) to award competitive grants throughout the US for road user fee pilot projects based upon vehicle miles traveled. Meanwhile, Oregon has carried out two pilot projects (the first to test the technology and public reaction and the second to test multiple collection mechanisms). ODOT is currently implementing the nation’s first VMT fee (limited to 5000 participants on a voluntary basis) and building the tax collection system.</p> <p>Recommendation: Advocate in support of Congressman Blumenauer’s proposed HR 3638 – the “Road User Fee Pilot Program;” seek an implementation grant upon adoption.</p>
<p>Intercity Passenger Rail: As one of 10 designated High Speed Rail Corridors (from Eugene to Vancouver, BC), advocate for increased funding for capital costs of high speed rail</p>	<p>Congress appropriated funds for several years and awarded grants for high speed rail projects including \$800 million for track improvements in the State of Washington, funding to Oregon for an added locomotive and train set and for development of an environmental assessment of the corridor from Eugene to the Columbia River. AMTRAK funding continues to be unstable and has suffered funding cuts.</p>

<p>expansion and operating cost of AMTRAK.</p>	<p>Recommendation: Advocate for reauthorization of the Passenger Rail Investment and Improvement Act (PRIIA). Allow federal highway funding flexibility to support passenger rail projects and service.</p> <p>Recommendation: Advocate in support of appropriations to operate AMTRAK service rather than shift the financial burden to states.</p>
<p>Transit and Greenhouse Gases: Based upon the National Commission on Transportation Funding, the region endorsed increasing federal transit funding by more than doubling current levels and shifting the program to be fully funded through the Highway Trust Fund. It specifically supported this significant increase targeted at New Starts, service for aging and disabled citizens, State of Good Repair and in support of metropolitan economies and to assist with meeting energy and climate change requirements. The region also supported consolidating a number of small, miscellaneous programs.</p>	<p>MAP-21 increased the overall level of transit funding to Oregon by about 20%, revised and consolidated the program structure of the funding and converted a discretionary program (for Good Repair) into a more favorable formula program. New Starts remains a significant discretionary program and there are significant new requirements to address safety of the transit system (with projects to be funded through the already established funding categories).</p> <p>Recommendation: Continue to advocate for substantially increased transit funding through increases in the Highway Trust Fund.</p> <p>Recommendation: Work with TriMet to participate in the FTA rulemaking process to implement new requirements.</p>
<p>New Starts/Small Starts/ Core Capacity: continued the New Starts program with some advantageous changes in details such as a more rational cost-effectiveness measure, but also added more competition for the same funds with the addition of the Core Capacity program.</p>	<p>New Starts continues to be an important program for this region. 5 of the 6 light rail projects, WES, and the latest Streetcar project all were funded by New Starts or its predecessor program. BRT projects would also be eligible for this program.</p> <p>Recommendation: Continue to advocate for significantly higher funding levels for the Major Capital Improvement Program (New Starts, Small Starts, Core Capacity).</p>
<p>Walking and Cycling: Advocate in support of the Rails-to-Trails proposal to double funding for Active Transportation through a program that would fund a \$50</p>	<p>MAP-21 <u>did not</u> implement the Rails-to-Trails proposal. In fact, it consolidated the previous Transportation Enhancement, Safe Routes to Schools and Recreational Trails programs in a new Transportation Alternatives program at a funding level reduced for Oregon by 38%.</p>

<p>million program in 40 major metropolitan areas.</p>	<p>Recommendation: Continue to advocate for increased funding for Active Transportation through increased funding in the Transportation Alternatives Program and through expansion of the Safety Program to all modes of travel.</p>
<p>University Transportation Research Centers: Advocate in support of continued research grants for University Transportation Centers.</p>	<p>The Oregon Transportation Research and Education Consortium (OTREC) was successful at securing an earmarked research grant from SAFETEA-LU providing it with the capacity to carry out research projects requiring a 50% match. Subsequently, it has transitioned to the National Institute for Transportation and Communities and secured two additional grants on a competitive basis. This has resulted in completion of significant research projects in cooperation with ODOT and agencies throughout the Metro region. The research center is housed and managed out of Portland State University but is a cooperative effort with University of Oregon, Oregon State university, Oregon Institute of Technology, University of Utah and University of South Florida.</p> <p>Recommendation: Continue to advocate for University Transportation Research grants on a competitive basis.</p>
<p>New Issues from MAP-21:</p>	
<p>Strategic Highway Safety Plans:</p>	<p>MAP-21 consolidated and expanded several safety funding programs with new requirements for a Highway Safety Improvement Program that is tied to performance measures and is more project specific than the current safety plan. In addition, the newly expanded program is intended to address safety issues throughout the road and street system, not just on the state highway system. It is ODOT’s intent to expand their safety program to cover local government concerns and all modes of travel.</p> <p>Recommendation: Monitor USDOT rulemaking and work with ODOT to implement the new requirements.</p>
<p>Disaster Preparedness:</p>	<p>There is a growing awareness of the need to retrofit the existing transportation system to be more resistant to disasters, including earthquake, tsunami, terrorism and the impacts on more frequent flood and fire due to climate change.</p> <p>Recommendation: Advocate for inclusion of disaster preparedness retrofits in funding eligibility for State of Good Repair and advocate need for additional funding due to expected increase in frequency of weather-related events.</p> <p>Recommendation: Advocate for continued funding through the Department of Homeland Security’s “Urban Areas Security Initiative” to improve regional collaboration on planning, training and operations for responding to disasters in high density urban areas based upon degree of risk regardless of size.</p>

<p>Performance Measures:</p>	<p>MAP-21 created a significant and complex system of required performance measures tied to federal funding categories and federal requirements linking the measures to long range plans and program funding decisions. National goals are established in the following areas:</p> <ul style="list-style-type: none"> • Safety • Infrastructure condition • Congestion • Reliability • Freight movement • Environmental Sustainability • Reduced project delivery delays <p>In certain of these areas, MAP-21 defined specific measures. In other areas, it required USDOT, state DOTs and MPOs to establish measures and targets to be achieved. Further, it built certain minimum spending requirements into the federal programs with penalties for not meeting targets. Finally, it required disclosure as part of the long range planning process and transportation improvement programming process on the status of achieving these measures and the expected impact on these measures from the plan and project funding decisions.</p> <p>Recommendation: Advocate in support of HR 3494 - the “Bicycle and Pedestrian Safety Act” - introduced by Congressman Blumenauer, to require establishment of highway safety performance measures for both motorized and non-motorized transportation.</p> <p>Recommendation: Advocate through the USDOT rulemaking process for establishment of performance measures that are multi-modal in nature and are linked to broader land use and economic outcomes being pursued in the region. The Regional Transportation Plan includes such a comprehensive performance measures framework.</p> <p>Recommendation: Advocate through the USDOT rulemaking process for safety performance measures by mode of travel to better highlight bike/walk injuries and fatalities.</p> <p>Recommendation: Advocate for adequate resources to meet these new federal mandates.</p>
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Materials following this page were distributed at the meeting.



METRO POLICY ADVISORY COMMITTEE

November 13, 2013

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Ruth Adkins
Jody Carson, *1st Vice Chair*
Sam Chase
Craig Dirksen
Maxine Fitzpatrick
Jeff Gudman
Marilyn McWilliams
Doug Neeley
Craig Prosser
Loretta Smith, *Chair*
Bob Stacey
Bill Turlay
William Wild
Jerry Willey

AFFILIATION

PPS, Governing Body of School Districts
City of West Linn, Clackamas Co. Other Cities
Metro Council
Metro Council
Citizen, Multnomah Co. Citizen
City of Lake Oswego, Clackamas County, Largest City
Tualatin Valley Water District, Washington Co. Special Districts
City of Oregon City, Clackamas Co. 2nd Largest City
TriMet
Multnomah County
Metro Council
City of Vancouver
Oak Lodge Sanitary District, Clackamas Co. Special Districts
City of Hillsboro, Washington Co. Largest City

MEMBERS EXCUSED

Tim Clark
Denny Doyle
Andy Duyck
Karylenn Echols
Amanda Fritz
Bob Grover
Charlie Hales
Tom Imeson
Charlynn Newton
Wilda Parks
Jim Rue
Martha Schrader
Steve Stuart
Peter Truax, *2nd Vice Chair*

AFFILIATION

City of Wood Village, Multnomah Co. Other Cities
City of Beaverton, Washington Co. 2nd Largest City
Washington County
City of Gresham, Multnomah County, 2nd Largest City
City of Portland
Citizen, Washington Co. Citizen
City of Portland
Port of Portland
City of North Plains, City in Washington Co. Outside the UGB
Citizen, Clackamas Co. Citizen
Oregon Dept. of Land Conservation & Development
Clackamas County
Clark County
City of Forest Grove, Washington Co. Other Cities

ALTERNATES PRESENT

Jennifer Donnelly
Lise Glancy
Ed Gronke
Marc San Soucie

AFFILIATION

Oregon Dept. of Land Conservation & Development
Port of Portland
Citizen, Clackamas Co. Citizen
City of Beaverton, Washington Co. 2nd Largest City

STAFF: Nick Christensen, Beth Cohen, Andy Cotugno, Kim Ellis, Mia Hart, Lake McTighe, Peggy Morell, Kelsey Newell, Randy Tucker, Steve Wheeler, John Williams, Ina Zucker.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

MPAC Chair Loretta Smith called the meeting to order at 5:05 p.m.

2. SELF INTRODUCTIONS & COMMUNICATIONS

All attendees introduced themselves.

3. CITIZEN COMMUNICATION ON NON-AGENDA ITEMS

There were no citizen communications on non-agenda items.

4. COUNCIL UPDATE

Councilor Bob Stacey provided an update on the following items:

- Metro Council approved \$68 million in Regional Flexible Funds projects on November 7. Funding was split between active transportation, green economy and freight initiatives, and Regional Economic Opportunity projects;
- Metro staff is presenting 2014 RTP existing conditions report to JPACT and Council in November. Local staff is working to update project lists through coordinating committees. RTP staff will provide an update on draft project lists at MPAC on January 22;
- The first Active Transportation Plan workgroup met October 10, as recommended by JPACT and MPAC to guide further review and refinement. A revised draft plan will be available in January;
- MPAC members are invited to tour the Oregon Zoo on November 19 at 11 a.m. Members should contact Kelsey Newell if they would like to attend.

5. APPROVAL OF OCT. 23, 2013 MPAC MINUTES

MOTION: Councilor Jody Carson moved, Chair William Wild seconded, to approve the MPAC Minutes from October 23, 2013.

ACTION: With all in favor, the motion passed.

6. 2014 MPAC OFFICERS: SELECT NOMINATION COMMITTEE

Chair Smith asked members to volunteer for the nomination committee for the 2014 MPAC officers. The following members volunteered for the nomination committee:

- Mayor Doug Neeley representing Clackamas County
- Ms. Marilyn McWilliams representing Washington county
- Chair Loretta Smith representing Multnomah County
- Councilor Tim Clark representing Multnomah County other cities

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

Councilor Craig Dirksen introduced the Climate Smart Communities Scenarios Project. The 2009 Oregon Legislature required the Portland region to develop an approach to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. Councilor Dirksen provided a summary of Phase 1: a technical review and evaluation of land use and transportation scenarios to meet the target; Phase 2: focused on shaping and evaluating future choices for supporting community visions and meeting the state emission reduction target. The final action plan to select a preferred scenario will be an amendment to the Regional Framework Plan. The Metro Council will consider adoption of the preferred approach in December 2014.

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:

- Community design and investment as envisioned in adopted community plans 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 locate in the areas with the best access and mobility.

Ms. Ellis summarized early takeaways. Past planning and investments to implement the 2040 Growth Concept vision make the greenhouse gas reduction target attainable. However, more work is needed to realize local and regional visions and support transit growth, which are both essential to meet the reduction target. Each community is unique and one size does not fit all when considering investments and actions to reduce greenhouse gas emissions.

Member comments included:

- Members asked for further detail surrounding high capacity transit in Oregon City along I-205 and expressed interest in further discussion on how best to serve lower density parts of the region with some form of transit. Ms. Ellis stated Scenario C does include high capacity transit along the McLoughlin Boulevard corridor between Milwaukie and Oregon City. She also referenced TriMet's effort to define more locally-tailored transit service throughout the region. She further explained that TriMet's effort started in Washington County, will continue over the next two years for other parts of the region and can inform the preferred approach.
- Members asked clarifying questions related to coordinating Climate Smart Communities scenarios with separate pedestrian and bicycle projects in the region and the Active Transportation Plan. Ms. Ellis provided an overview of key assumptions in each scenario related to the ATP. The draft ATP is assumed in Scenario C and the financially constrained RTP active transportation projects are included in Scenario B. Members expressed concern surrounding constrained funding of transit investments within the timeframe for the preferred scenario. Some members suggested prioritizing the lowest cost and high GHG emissions reductions investments to meet reduction goals over raising additional funding and revenue.
- Councilor Jeff Gudman asked clarifying questions about the assumptions related to expanding the urban growth boundary. Ms. Ellis stated the assumptions for the urban growth boundary expansion are based on the growth forecast adopted by Metro Council in November 2012. Ms. Ellis provided an overview of the urban growth boundary expansion assumptions in each scenario.
- Director Ruth Atkins asked about plans for Climate Smart Communities outreach, specifically related to youth. Ms. Ellis stated she is interested in reaching out to youth, however plans are currently undefined.
- Members asked for further detail surrounding the market-based approach for parking strategies. Ms. Ellis stated a market-based approach evaluates how many parking spots are needed in an area and develops strategies to balance oversupplying and undersupplying parking. She further explained that strategies could range from parking space provisions local codes already contain for different land uses to implementing timed or metered on-street parking in a district.
- Mr. Ed Gronke referenced the flexibility of the future job market and employment opportunities in close proximity to residents and expressed concern surrounding scenario evaluation. Ms. Ellis acknowledged the validity of Mr. Gronke's concerns and stated the MetroScope evaluation tool uses the best available information to predict location of jobs and housing development based on transportation access and other economic factors.
- Members discussed community design and transit investment strategies as important strategies for decreasing per capita carbon emissions, as compared to the estimated climate benefits of lower carbon intensity of fuels and electric vehicles. Ms. Ellis stated estimated

climate benefits reflect the results of sensitivity testing conducted in Phase 1 relative to other investments and actions.

- Members asked Ms. Ellis to expand on public and private development incentives assumed in the scenarios. Ms. Ellis stated that MetroScope used urban renewal areas as the public incentive tool, however, staff recognizes that incentives can be provided through other tools. Scenario B reflects utilizing today's urban renewal areas and additional areas assumed to have urban renewal in the growth forecast adopted by the Metro Council in 2012.
- Chair Wild referenced a Metro newsfeed article published November 12 and recommended members consider Representative Earl Blumenauer's letter addressing legislation to increase the federal gas tax. Members stated they would like the opportunity to review the letter and recommended consideration of the letter be added to the agenda for the December 11 MPAC meeting.

8. CITY OF PORTLAND AND MULTNOMAH COUNTY CLIMATE ADAPTION PLAN

Chair Smith introduced Mr. Tim Lynch of Multnomah County, Michele Crim of the City of Portland, and Ms. Kari Lyons-Eubanks of Multnomah County and provided an overview of the Climate Adaption Plan.

Mr. Lynch stated the City of Portland and Multnomah County Climate Action Plan identifies over 100 actions to be completed by 2012; actions are categorized by: building and energy, land use and mobility, consumption and solid waste, urban forestry, food and agriculture, community engagement, climate change preparation, and local government operations. The plan is a preparation ("adaption") effort to build community resiliency against the impacts of climate change. Three city/county workgroups are performing a deeper assessment of the impacts of climate change in the following areas: natural systems, built infrastructure, and public health and human services.

Ms. Crim provided an overview of the projected impacts of climate change predicting hotter, drier summers and warmer, wetter winters and identified preparation strategies:

- Natural systems impacts include drought stress, increased invasive species and fire risk in summer and flooding, increased erosion and landslides in winter. Preparation strategies include cooling urban streams, increase plantings, and restore floodplains among others;
- Built infrastructure impacts include increased wastewater temperatures, pavement buckling, and increased outdoor water demand in summer and erosion, landslides, and flooding in the winter. Preparation strategies include expanding capacity of groundwater system, update floodplain data and maps, and incorporate landslide hazard reduction techniques into construction projects;
- Human systems impacts include heat-related illness and respiratory disease, demand for cooling centers, and disease vectors in summer and health impacts of mold exposure, personal and property damage, and increased demand for emergency services in winter. Preparation strategies include increasing greenspace, improve extreme heat preparation and response plans, and improving community capacity to prepare and respond.

- Other key concepts are identifying strategies to achieve multiples objectives through one strategy and climate equity strategies considering the benefits and burdens on vulnerable populations.

Ms. Lyons-Eubanks provided an overview of the projected health and equity impacts of climate change on vulnerable populations in Multnomah County. Ms. Lyons-Eubanks discussed the urban heat island effect and provided an example of the Asian population in NE Portland to illustrate how communities of color are disproportionately impacted by hotter summers. Examples of social determinants of health in the area of housing and childhood development are ensuring habitable housing in view of mold and mildew growth, reducing VMT and encouraging alternate transit in high transit corridors, aligning housing affordability with employment availability to reduce transportation costs, and prioritizing greenspace in areas with hot spots and vulnerable populations.

Member comments included:

- Members asked if the plan evaluated climate refugees. Mr. Lynch stated he did not evaluate food supply or climate refugees due to difficulty in producing early predictions.
- Members discussed the importance of broader awareness surrounding wastewater impacts, maximum daily load of water discharge, and updating heat maps to service water management.
- Members asked if there are plans to coordinate with surrounding communities and special districts, specifically flood management, unintended consequences, population movement, and gentrification. Mr. Lynch responded they are looking to foster partners and coordinate discussion around plans, however a detailed plan has not been developed.

9. MPAC MEMBER COMMUNICATION

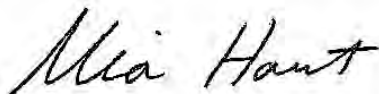
Mayor Neeley reminded members there is a public memorial service for Oregon City Officer Robert Libke at the Memorial Coliseum on Friday, November 14 at 1 p.m.

Chair Smith reminded members about the Oregon Zoo tour for MPAC members on November 19 at 11 a.m.

10. ADJOURN

Chair Loretta Smith adjourned the meeting at 6:52 p.m.

Respectfully Submitted,



Mia Hart

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
4	Handout	11/12/2013	ATP Review & Refinement Timeline	111313m-01
7	PPT	11/13/2013	Climate Smart Communities Scenario Project: First Look at Results	111313m-02
8	PPT	N/A	Preparing for Climate Change: Impacts and Strategies for Our Region	111313m-03

**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**

www.oregonmetro.gov/climatescenarios

Climate Smart Communities Scenarios Project

First Look at Results – Part 2

Metro Policy Advisory Committee

Kim Ellis, project manager

December 11, 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

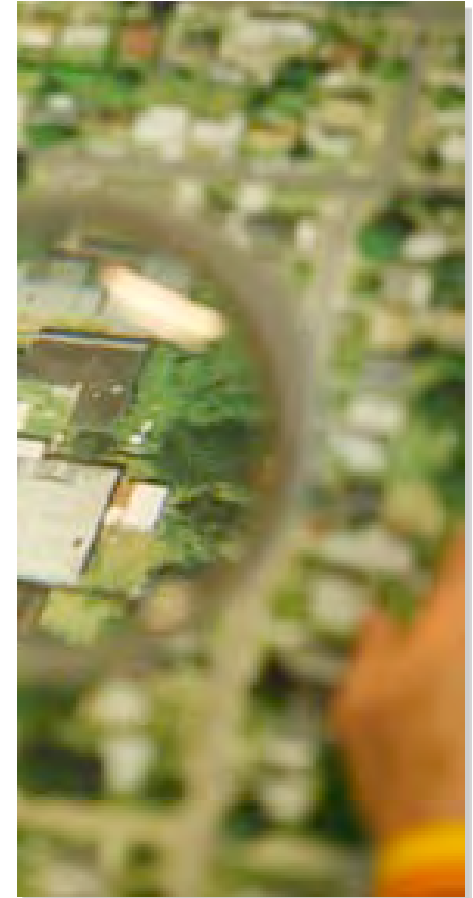
- Report emissions, travel, air quality, housing and job outcomes

DECEMBER – PART 2

- Report costs relative to economic and social equity outcomes

JANUARY – PART 3

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

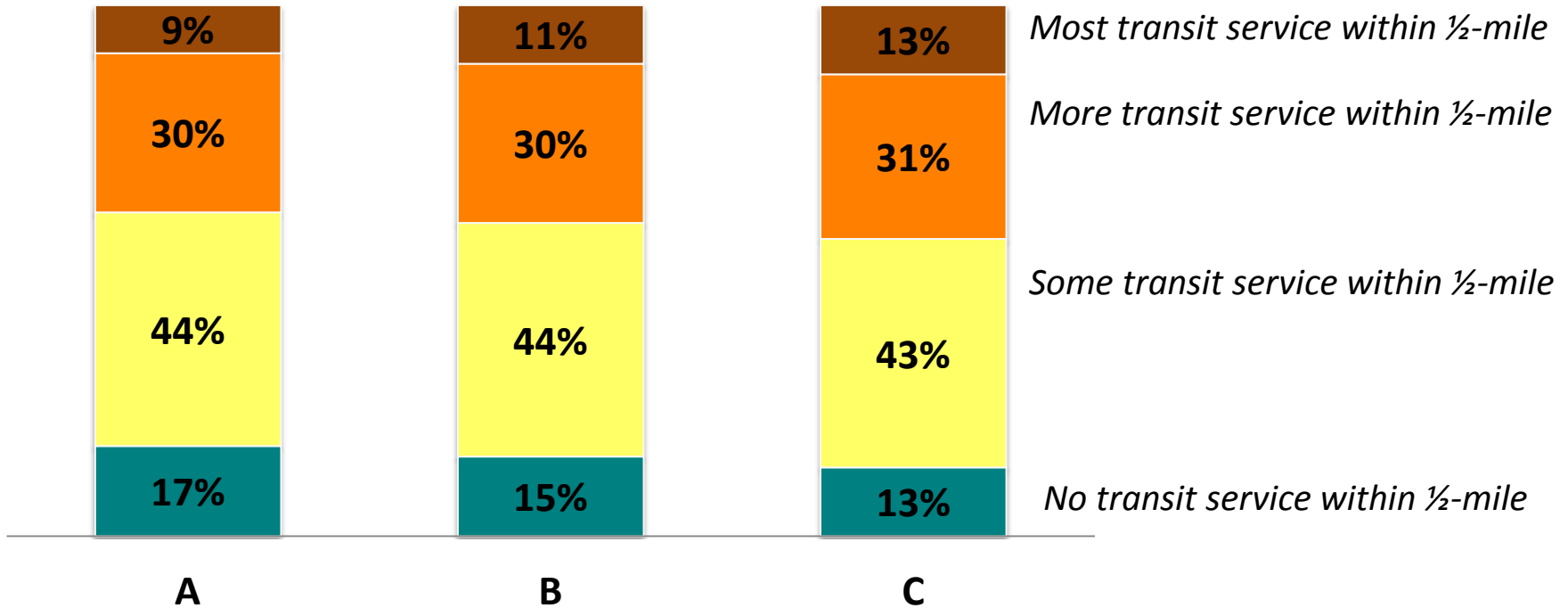


WHAT WE LEARNED

PART 2

More than 80 percent of households have access to transit

Share of all households living near transit
in 2035

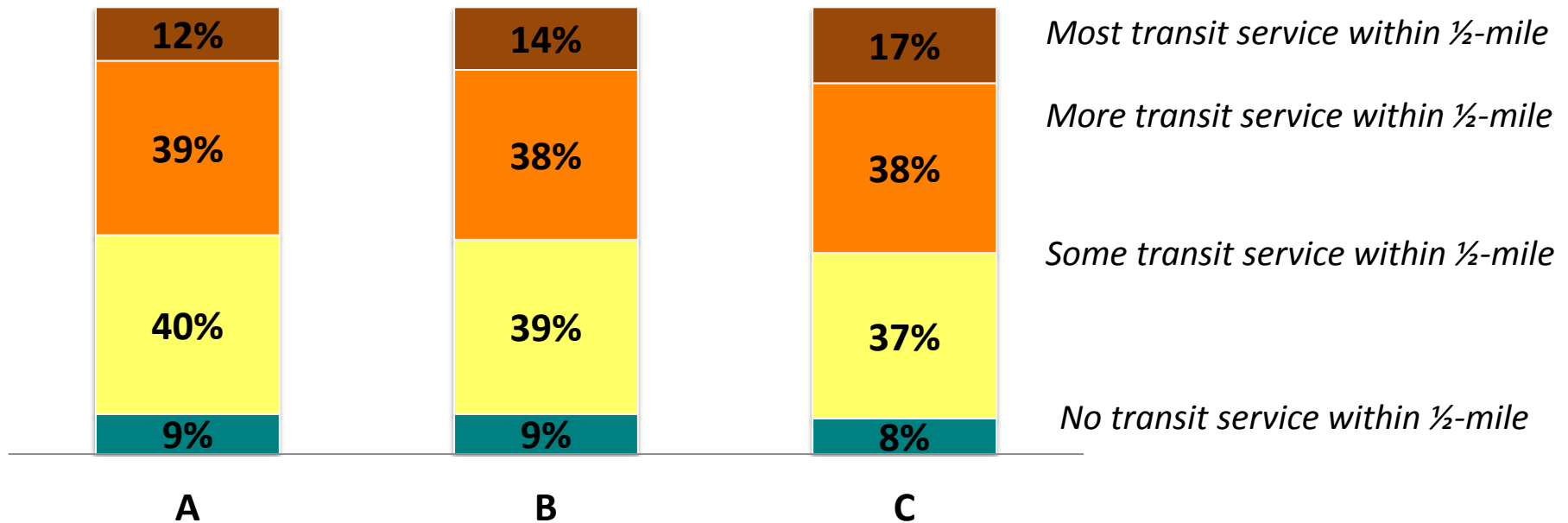


Source: MetroScope and GIS

Peak service (fixed-route coverage)

More than 90 percent households of modest means have access to peak transit

Share of households earning less than \$25k/year living near transit in 2035

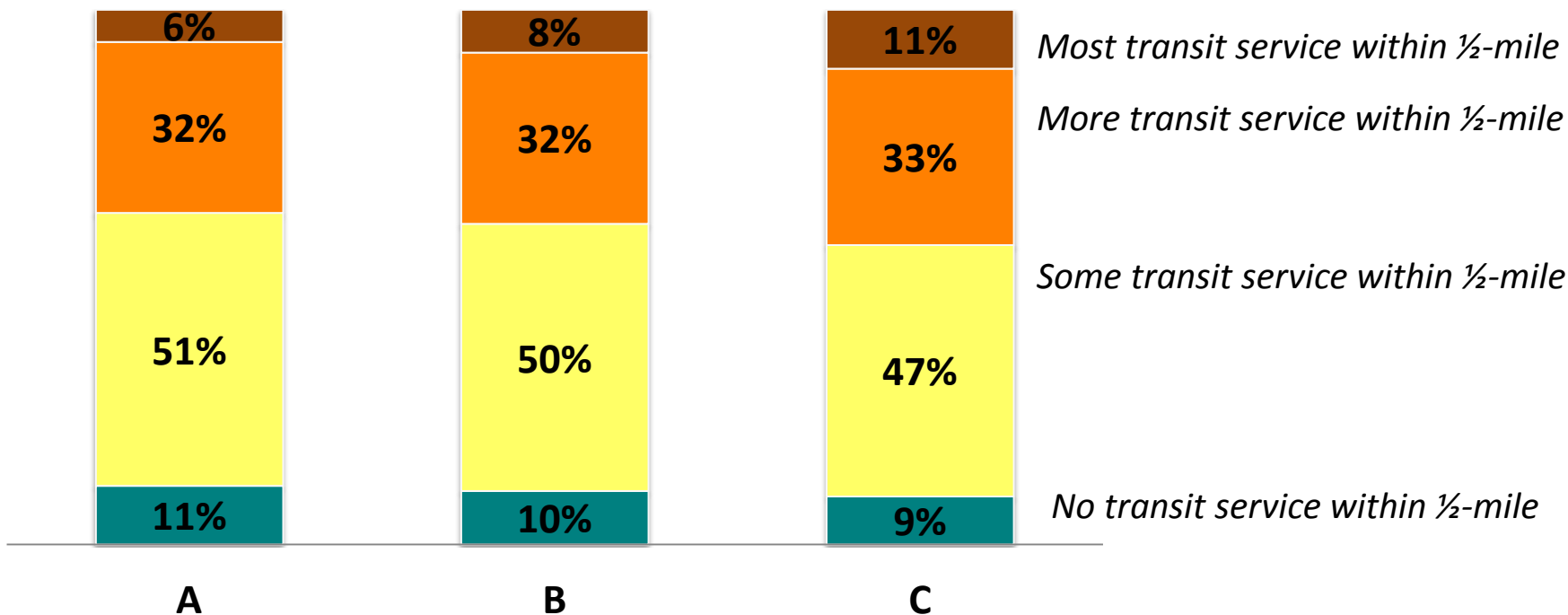


Source: MetroScope and GIS

Peak service (fixed-route coverage)

Most households of modest means have access to off-peak transit

Share of households earning less than \$25k/year living near transit in 2035

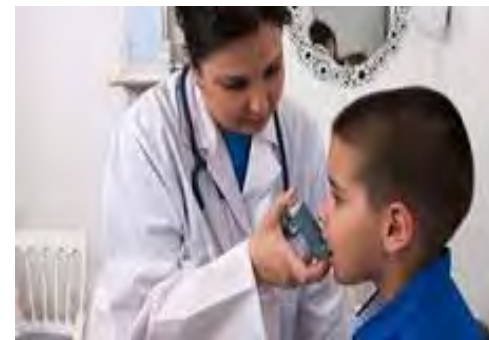
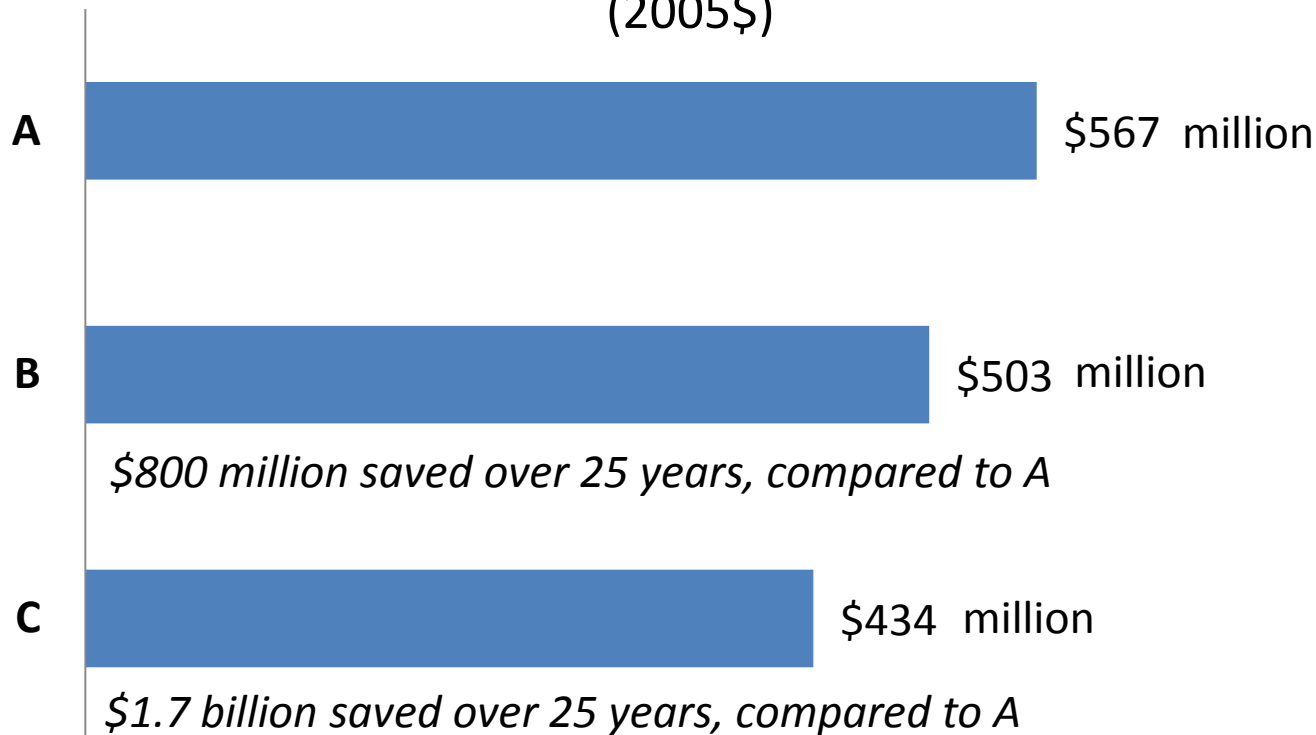


Source: MetroScope and GIS

Off-peak service (fixed-route coverage)

Our economy benefits from reduced emissions

Annual environmental cost of transportation emissions in 2035 (2005\$)



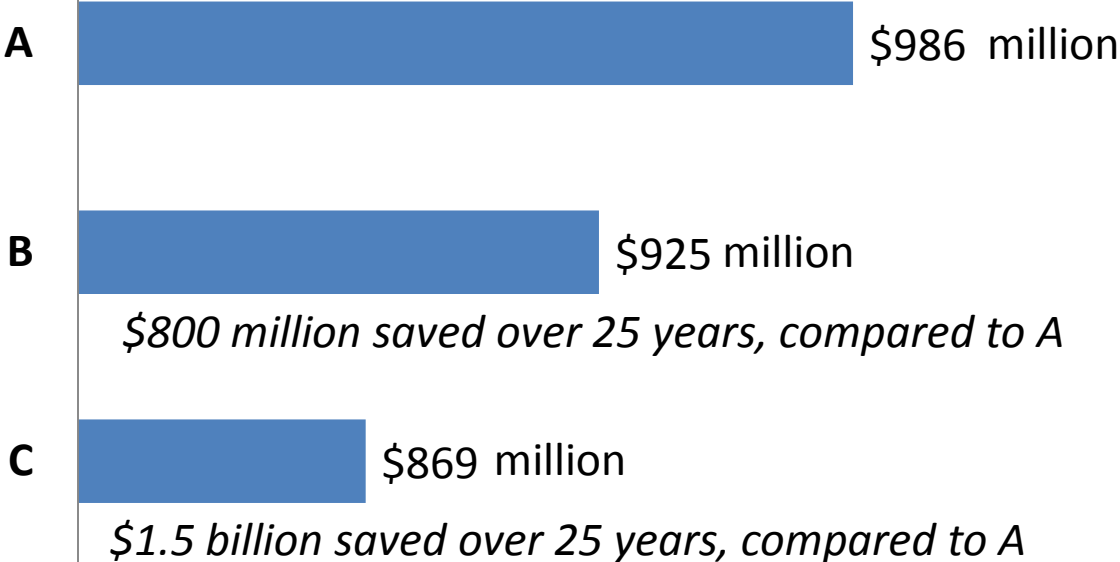
Source: GreenSTEP

Represents a narrow set of environmental costs related to air pollution, vehicle fluids and a changing climate. 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

Our economy benefits from reduced delay

Annual freight truck travel costs due to delay in 2035 (2005\$)



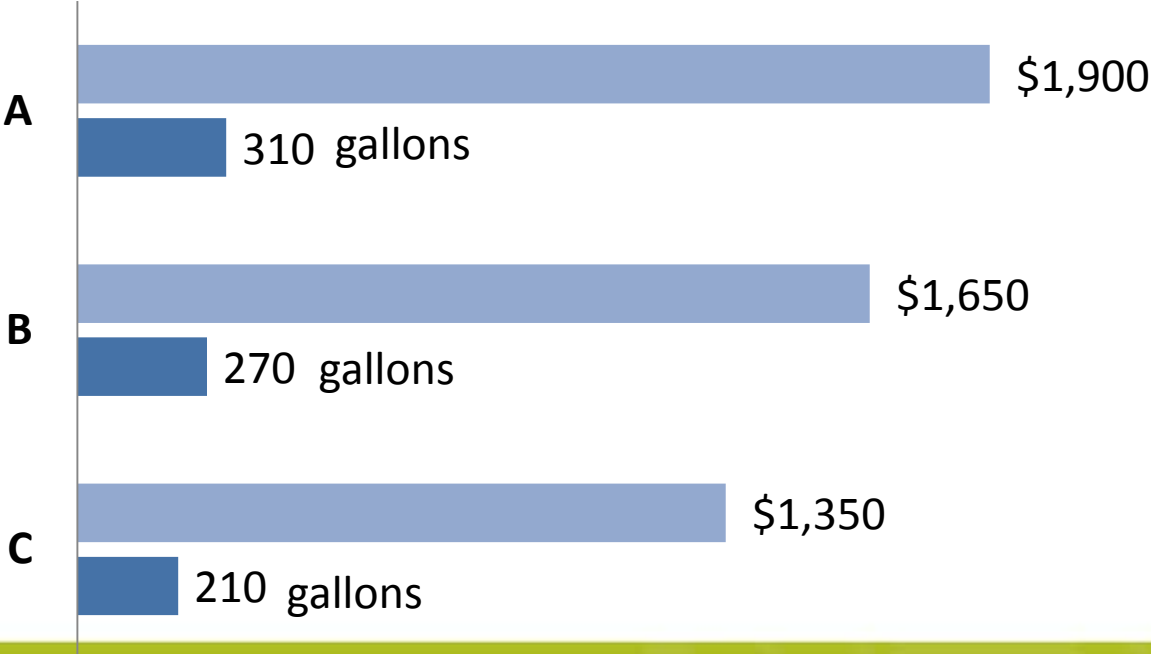
Source: GreenSTEP

Household budgets benefit from driving less and more fuel-efficient vehicles

Annual household fuel costs and consumption in 2035

(in 2005\$ and gallons)

Fuel costs Fuel consumed



Source: GreenSTEP

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



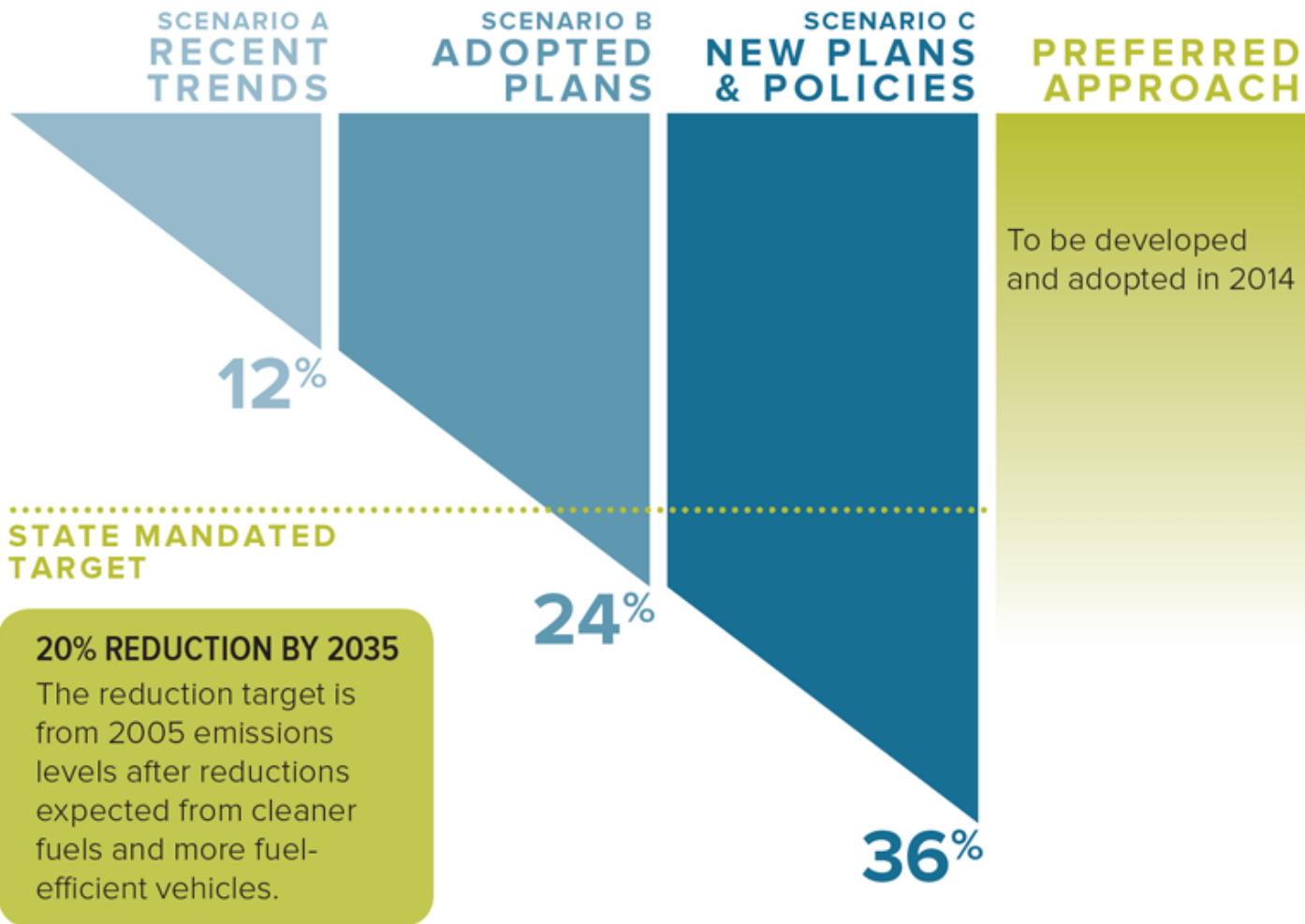
DISCUSSION



SUPPLEMENTAL MATERIALS

REDUCED GREENHOUSE GAS EMISSIONS

PERCENT BELOW 2005 LEVELS



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

Outcomes to help inform community choices discussion in 2014



GHG emissions



Access & mobility



Air quality



Jobs and housing



Economy



Public health



Cost



Social equity

Evaluation criteria approved by Metro advisory committees and the Metro Council in May and June 2013

EARLY TAKEAWAYS

1

Past planning and investments to implement the 2040 Growth Concept vision make the target attainable

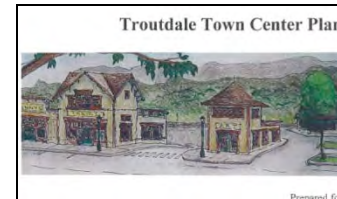
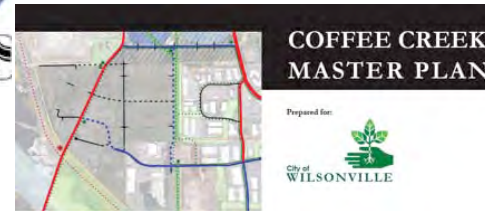
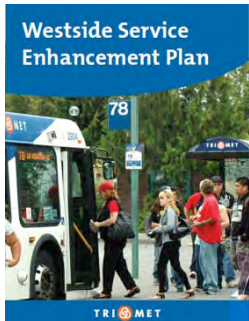
2040 Growth Concept adopted in 1995

2

More work is needed to realize local and regional visions



Beaverton Civic Plan
growing together



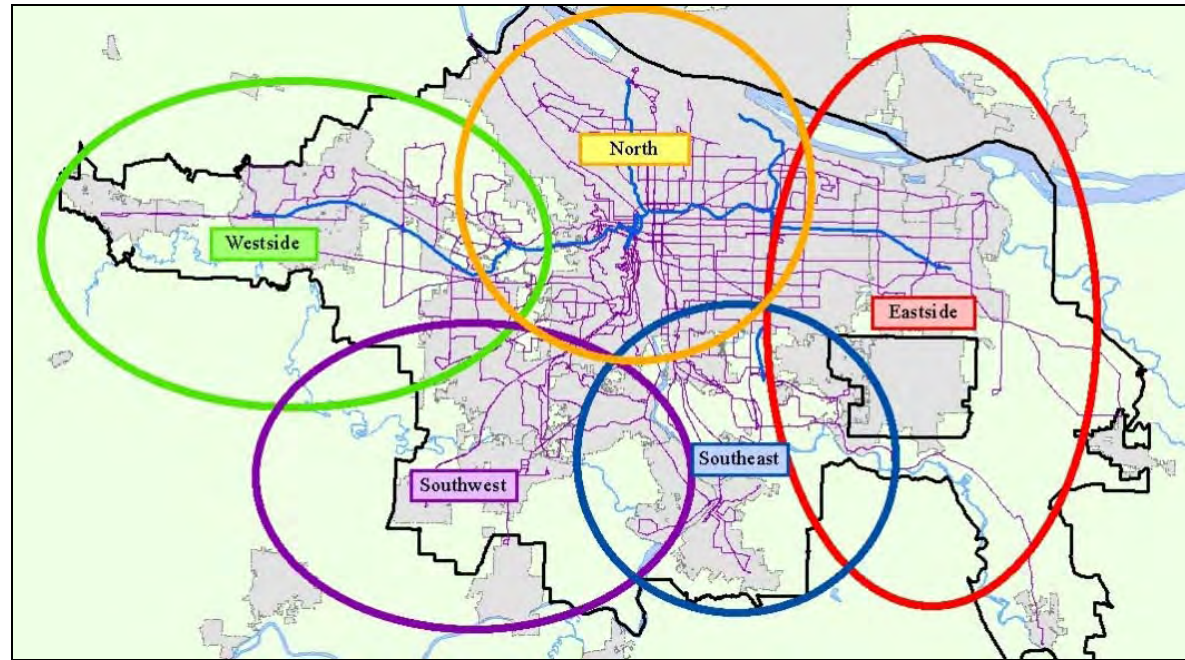
3

Investing in communities is essential to success



4

Improving transit across the region is essential to success



Transit improvements will be guided by locally-developed TriMet Service Enhancement Plans, the TriMet Board's Strategic Financial Plan and South Metro Area Regional Transit (SMART) plans

5

Investments and actions that reduce GHG emissions provide community benefits



Photo credit: Urban Advantage and SACOG

6

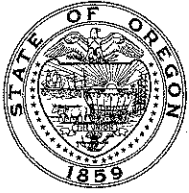
Each community is unique:
one size does not fit all



7

Investments and actions that reduce emissions and delay provide economic benefits





Oregon

John A. Kitzhaber, MD, Governor

Land Conservation and Development Commission

635 Capitol Street NE, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



November 15, 2013

Metro President Tom Hughes
Metro Council
600 NE Grand Avenue
Portland, OR 97232

Dear Metro President Hughes and Councilors:

Thank you for the opportunity to meet with you at your November 5 work session on the Climate Smart Communities Scenarios Project. As the Land Conservation and Development Commission's designated liaison for the project, I was very pleased to hear that scenario planning is progressing well and that the Council is committed to its success. Of course, as several of you noted, a path-breaking project such as this always involves challenges and obstacles, and LCDC recognizes that. With your vision and leadership, I believe it will succeed.

At the meeting, I conveyed LCDC's support for scenario planning and the Climate Smart Communities project both as a means to reduce greenhouse gas emissions and as a process for building stronger, healthier, more vibrant and efficient communities. More specifically, I suggested that LCDC would probably look for three things as it reviews the Council's work to adopt a preferred scenario: (1) Did the Council and the region follow the process set out in LCDC's administrative rules? (2) Can we be confident that the preferred scenario will achieve the target for reduction in greenhouse gas emissions? (3) Have the local jurisdictions "bought in" to the scenario planning process, and will they take the steps necessary to implement it?

After I made those remarks, several Councilors asked if I would check in with the other LCDC commissioners to make sure that the Commission continues to support the process as it has unfolded and will advocate to the Legislative Assembly for the necessary state programs and the funding to support implementation of the preferred scenario, as it is unlikely that Metro and local governments in the region will be able to fund all of the work by themselves.

LCDC met in Tillamook on November 14 and 15. After the staff report on scenario planning, I described my discussion with Metro Council and asked the commissioners to affirm the three points, listed above, that I had made at the Council meeting. Unanimously, LCDC did so. Commissioners affirmed their support for the progress you have made and for working with local jurisdictions to implement the scenario you select. Commissioners also acknowledged that implementing the chosen scenario will require investments from the state, and they agreed in principle that state agencies, Metro and local jurisdictions will need to work together to advocate in the Legislature for funding for the necessary investments in local and regional improvements.

I plan to attend the MPAC and JPACT meetings on December 11 and 12 and look forward to hearing more discussion about the scenarios.

Sincerely yours,


Jerry Lidz
Commissioner



December 16, 2013

Congressman Earl Blumenauer
1111 Longworth House Office Building
Washington, DC 20515

Dear Congressman Blumenauer:

We are writing on behalf of the Portland region's transportation leadership to thank you for introducing HR 3636 - the "Update, Promote, and Develop America's Transportation Essentials Act of 2013" (UPDATE Act). The UPDATE Act would stabilize the Highway Trust Fund by increasing the federal gas tax in the short term, indexing it to inflation, and then phasing it out in favor of a more reliable long-term funding source by 2024. In addition to your stated objective of ensuring adequate funding for transportation infrastructure, your proposal would have the additional benefit of contributing to long-term federal deficit reduction, both by eliminating the need to transfer general fund dollars to the Highway Trust Fund and by more broadly supporting America's economic prosperity.

As you know, the Highway Trust Fund is fast approaching insolvency. Through a series of short-term "patches" - including those applied in MAP-21 legislation - Congress has used the general fund of the Treasury to keep highway, highway safety and public transit programs operating at flat funding levels. While we appreciate how hard you have had to work to achieve this result, the time is coming when short-term patches may require more general fund support than can be provided. A solution like the UPDATE Act that channels more user fee revenue into the trust fund and keeps up with inflation is the right way to provide for sustainable federal investment that grows with the growing needs of our transportation systems. Its passage would also establish the foundation for adoption of a 6-year reauthorization of MAP-21 that is more consistent with the level of needed transportation investment.

We know you share the view that investing in transportation infrastructure represents one of the best ways to create jobs and economic development and to improve the environment. Such investments will lead to greater economic prosperity, which in turn will help to increase federal tax collections and reduce the federal budget deficit. And the best part is that improved economic prosperity benefits all Americans.

Thank you again for your leadership in introducing the UPDATE Act. Please let us know how we can help to advance this legislation and other solutions that can make federal transportation programs more robust and sustainable.


Best Regards,

Tom Hughes, President
Metro Council

Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation
Metro Councilor District 2

Commissioner Loretta Smith, Chair
Metro Policy Advisory Committee
Multnomah County Commissioner
District 2

Cc: Senator Wyden
Senator Merkley
Representative Bonamici
Representative Walden
Representative DeFazio
Representative Schrader



Gery Shirado, Mayor
City of Durham

John L. Cook, Mayor
City of Tigard



Bob Stacey
Metro Councilor, District 6


Bill Wyatt, Executive Director,
Port of Portland, JPACT Member



Ruth Adkins, Chair
Portland Public Schools



Neil McFarlane, General Manager
TriMet, JPACT Member



Diane McKeel, Commissioner
Multnomah County, JPACT Member



Peter B. Truax, Mayor
City of Forest Grove



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Whether you're in the mood for a short hike or a weekend camping trip, a boat ride or a picnic, Metro has a destination for you. You'll share the landscape with salmon swimming in restored streams, birds streaking across the sky and giant old oak trees towering overhead. Thanks to voters, you can explore 16,000 acres of regional parks, trails and natural areas across the Portland metropolitan region. You also have opportunities to take nature classes and volunteer at these special places.