

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, Jan. 3, 2014
Time: 9:30 a.m. to 12 p.m. (noon)
Place: Metro, Council Chamber

- | | | | |
|----------------|--------------|--|--|
| 9:30 AM | 1. | CALL TO ORDER AND DECLARATION OF A QUORUM | Elissa Gertler, Chair |
| 9:32 AM | 2. | COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS <ul style="list-style-type: none">• Draft Regional Active Transportation Plan Refinement Update• Welcome New TPAC Community Representatives | |
| 9:40 AM | 3. | CITIZEN COMMUNICATIONS TO TPAC AGENDA ITEMS | |
| 9:43 AM | 4. * | CONSIDERATION OF THE TPAC MINUTES FOR NOV. 22, 2013 | |
| | 5. | <u>ACTION ITEMS</u> | |
| 9:45 AM | 5.1 * | Adding the Powell Boulevard: I-205 to SE 174 th Project to the 2012-15 Metropolitan Transportation and Improvement Program (MTIP) and the Unified Planning Work Program (UPWP): Resolution No. 14-4498 – <u>RECOMMENDATION TO JPACT REQUESTED</u> <ul style="list-style-type: none">• <i>Purpose:</i> Consider amending project and new project funding into the UPWP and MTIP so that project development may proceed.• <i>Outcome:</i> Recommendation to JPACT. | Ted Leybold, Metro
Rian Windsheimer,
ODOT |
| 10 AM | 5.2 | Powell-Division Transit and Development Project: Approach and Steering Committee Formation: Resolution No. 14-4496 – <u>RECOMMENDATION TO JPACT REQUESTED</u> <ul style="list-style-type: none">• <i>Purpose:</i> To provide an overview of the project approach, milestones and steering committee formation.• <i>Outcome:</i> An understanding of the project in preparation for the January 9th JPACT briefing and endorsement. | Brian Monberg, Metro |

Continued on back...

- 10:20 AM** 5.3 * Transportation for America’s Federal Transportation Revenue Proposal – RECOMMENDATION TO JPACT REQUESTED **Chris Rall, T4America**
- *Purpose:* To provide an overview of the proposal and seek support for putting the proposal before JPACT and Metro Council with TPAC’s recommendation.
 - *Outcome:* TPAC informed of T4 America’s proposal and a recommendation to JPACT.
6. **INFORMATION/ DISCUSSION ITEMS**
- 10:50 AM** 6.1 * 2014 Regional Transportation Plan Process Update and Draft Project List – INFORMATION / DISCUSSION **John Mermin, Metro**
- *Purpose:* Inform TPAC of RTP update status and composition of draft RTP project list.
 - *Outcome:* TPAC informed of RTP update status and composition of draft RTP project list.
- 11:20 AM** 6.2 *# Climate Smart Communities Scenarios Project: First Look at Results (Part 3) and discussion of shaping the preferred approach in 2014 – INFORMATION / DISCUSSION **Kim Ellis, Metro**
- *Purpose:* Staff will present remaining results from the Phase 2 scenarios analysis and seeks input on the process for developing the region’s preferred approach.
 - *Outcome:* TPAC provides input on presentation of the remaining results to policymakers and the process for developing the preferred approach in 2014.
- 12 PM** 7. **ADJOURN** **Elissa Gertler, Chair**

Upcoming TPAC Meetings:

- Friday, Jan. 31 from 9:30 a.m. to 12 p.m. (noon) at the Metro Regional Center, Council Chamber.
- Friday, Feb. 28 from 9:30 a.m. to 12 p.m. (noon) at the Metro Regional Center, Council Chamber.
- Friday, March 28 from 9:30 a.m. to 12 p.m. (noon) at the Metro Regional Center, Council Chamber.

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

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

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2014 TPAC Work Program

12/18/13

<p><u>Jan. 3, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none">• Draft Regional Active Transportation Plan Refinement Update – Comments from the Chair• Powell Boulevard East of I-205 Unified Planning Work Program Amendment to Add a Planning Study and State Transportation Improvement Program (STIP) Amendment for a Preliminary Engineering Phase for Funding Received from the Legislature to Study and Engineer Street Design Changes – Recommendation to JPACT• Powell-Division Project Approach and Steering Committee Appointments – Recommendation to JPACT• 2014 Regional Transportation Plan Process Update and Draft Project List – Information• Climate Smart Communities Scenarios Project: First Look at Results (Part 3) and review of discussion draft roadmap for shaping preferred approach in 2014 – Information / discussion• Streetcar Evaluation Methods Project – Information	<p><u>Jan. 31, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none">• Draft Metropolitan Transportation Improvement Program (MTIP) Analysis and Programming – Information• Statewide Transportation Strategy Vision and Implementation Work Plan – Information• Regional Flexible Funds Retrospective Findings – Information• Climate Smart Communities Scenarios Project: Discuss roadmap and policy areas to be the focus of regional discussion and input to shape draft preferred approach in 2014 – Recommendation to JPACT on a roadmap for shaping preferred approach• Climate Smart Communities Scenarios Project: Review recent opinion research compiled by DHM and suggest policy areas for upcoming telephone survey – Adam Davis - Information/Discussion
<p><u>Feb. 28, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none">• Preview of Public Review Draft Regional Transportation Plan – Information• Preview of Public Review Draft Regional Active Transportation Plan and Draft Regional Transportation Plan, and Preliminary Air Quality Conformity Results – Information• Regional Travel Options Program Evaluation – Information	<p><u>March 28, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none">• Climate Smart Communities Scenarios: Preview of draft public engagement report and emerging ideas for draft preferred approach – Information and discussion
<p><u>April 25, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none">• Recommendation on potential Refinements to RTP from Public Comments received to date – recommendation to JPACT requested• Preview Potential Refinements to ATP from Public Comments Received to Date – Information• Regional Travel Options Grant Program – Information• Climate Smart Communities Scenarios: Preview draft preferred approach – Recommendation to JPACT Requested	<p><u>May 30, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none">• 2014 RTP process update / share air quality conformity results – Comments from Chair

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

Parking Lot:

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

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CREATING AND) RESOLUTION NO. 14-4496
APPOINTING MEMBERS OF A STEERING)
COMMITTEE FOR THE POWELL-DIVISION) Introduced by Councilors Bob Stacey and
TRANSIT AND DEVELOPMENT PROJECT) Shirley Craddick

WHEREAS, the Metro Regional High Capacity Transit (HCT) System Plan defined a new HCT corridor in the vicinity of Powell-Division as the second highest of the three near-term regional priority corridors; and

WHEREAS, Resolution 12-4345, adopted May 2012, designated the Powell-Division High Capacity Transit Corridor as the next regional priority and amended the Unified Planning Work Program to reflect this priority; and

WHEREAS, the Powell-Division Transit and Development Project is a partnership among Metro, TriMet, ODOT, Portland, Gresham, and Multnomah County to identify the preferred HCT investment in the corridor, and implement a development strategy to support key places within the Powell-Division HCT Corridor for community and economic development; and

WHEREAS, planning efforts completed and underway have identified major safety, roadway, and related bicycle and pedestrian improvements needed in the Powell-Division HCT Corridor, which planning efforts include the Inner Powell Boulevard Streetscape Plan, the Division Green Street/Main Street Plan, the Outer Powell Boulevard Conceptual Design Plan, East Portland in Motion, Division-Midway Neighborhood Street Plan, Division Complete Streets between Wallula-Gresham Fairview Trail, and the East Metro Connections Plan; and

WHEREAS, the cities of Portland and Gresham were awarded a Metro Community Planning and Development Grant in August 2013 to assess land uses and create a development strategy for the Powell-Division HCT Corridor that is consistent with, and integrated with, the HCT analysis; and

WHEREAS, the work program for the Powell-Division Transit and Development project has commenced consistent with the Community Planning and Development Grant outcomes and the HCT analysis; and

WHEREAS, the establishment of a steering committee at this point in the planning efforts will contribute valuable guidance toward completion and adoption of the Powell-Division Transit and Development Project; and

WHEREAS, proposed steering committee members were identified in an open process as representative of major policy, program, geographic and demographic interests in the project area including community development, economic development and job creation in and near the plan area; and

WHEREAS, the Metro Councilors from District 1 and District 6 will serve as the steering committee co-chairs; and

WHEREAS, it is expected that the steering committee will be needed for approximately 15 months, subject to Metro Council reauthorization in accordance with Section 2.19.060 of the Metro code; now therefore

BE IT RESOLVED that the Metro Council:

1. Hereby establishes the Powell-Division Transit and Development Project Steering Committee to fulfill the charge set forth in Exhibit A.

2. Hereby confirms appointment of the persons listed in Exhibit B, attached and incorporated into this resolution, to be members of the Powell-Division Transit and Development Project Steering Committee.

3. Directs the Powell-Division Transit and Development Project Steering Committee to meet at project milestones, with administrative and technical support from Metro staff, and to submit recommendations to the Council.

4. Appoints Steering Committee members for a one-year term, which shall be automatically renewed for an additional term unless explicitly terminated, but not to exceed three years.

ADOPTED by the Metro Council this 16th day of January 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

EXHIBIT A TO RESOLUTION No. 14-4496

Powell-Division Transit and Development Project Steering Committee Charge

Steering Committee overview

Metro Council will establish a Steering Committee to ensure the Powell-Division Transit and Development Project develops an action plan that has community support and can be implemented. The Steering Committee will make decisions on project milestones and provide the final recommendation to the adopting bodies. The Steering Committee is anticipated to meet six times between 2014 and 2015. Members will be informed of public input and technical findings in advance of each meeting. The Steering Committee will include elected officials, neighborhood representatives and representatives of economic, community and transportation constituencies.

The project will be informed by a robust community engagement process. Meaningful public input opportunities will precede the decisions Steering Committee members will be asked to make. Decision-makers will be provided with this input in advance so that they are aware of community needs and desires. Of particular importance will be the involvement of low income and minority populations and people who rely on transit to meet their daily needs.

A project team comprised of jurisdictional staff will guide the planning process. The project team will lead the technical analysis and public engagement. The project team will meet regularly to direct, inform, manage, and assess the work. The project team will provide information and recommendations to the Steering Committee. Project partners include the cities of Portland and Gresham, Multnomah County, the Oregon Department of Transportation, TriMet and Metro.

Steering Committee charge

The Steering Committee is charged with working toward the successful creation of an action plan for future transit service and amenities and a development strategy for key places along the corridor. The charge of the committee is as follows.

- **Represent the community:** Provide information to and from constituents/community members, and represent their perspectives, concerns and priorities.
- **Advance the project through key decision points:** Follow decision-making protocols as established by the committee to make key decisions that include:
 - Establish goals for the project
 - Advance a range of transit alternatives and development strategies for analysis and community consideration
 - Narrow for further consideration the transit alternatives and development strategies that best meet the project's goals and community needs
 - Concur on a transit alternative to advance to project development and recommend actions that support desired development outcomes

- **Recommend an action plan:** Follow decision-making protocols as established by the committee to develop, refine and agree to an action plan (including phasing and funding for physical improvements and commitments and timeframe for implementing land use and related policy changes) for the plan area to the project participants, as appropriate.

Steering Committee member roles and responsibilities:

- Advocate for and participate in the public process.
- Follow decision-making agreements established by Steering Committee members.
- Prepare for and attend periodic meetings between winter 2014 and winter 2015, depending on project outcomes. Send an alternate if unable to attend. If a Steering Committee member cannot continue to serve, that member's agency will identify a replacement.
- Provide information to the community. Use channels of communication for your community to inform on the project, through meetings, events, newsletters. Be a conduit for the project team to be invited to meetings and events. Request and review information from the project team so that it communicates project information to your community.
- Create an atmosphere in which issues can be raised, discussed, and melded into group decisions, one where divergent views and opinions are expected and respected.
- Notify the project team of any media inquiries and refer requests for official statements or viewpoints to Metro. Steering Committee members will speak to the media about the project only on their own behalf, not on behalf of the group.

EXHIBIT B TO RESOLUTION NO. 14-4496

Powell-Division Transit and Development Project Steering Committee Roster

Councilor Shirley Craddick
Metro

Councilor Bob Stacey
Metro

Councilor Lori Stegmann
City of Gresham

Commissioner Steve Novick
City of Portland

Representative Shemia Fagan*
Oregon State Legislature

Commissioner Diane McKeel
Multnomah County

Neil McFarlane
TriMet

Jason Tell
Oregon Department of Transportation

Gladys Ruiz*
Audubon Society of Portland

Mel Rader*
Upstream Public Health

John Bildsoe
Gresham Coalition of Neighborhood
Associations

Bob Kellet*
Southeast Uplift Neighborhood Coalition

Representative*
East Portland Neighborhood Office
East Portland Action Plan

Diane Noriega
Board Chair,
Mount Hood Community College

Jessica Howard
President,
Portland Community College Southeast

Lori Boisen
Division-Midway Alliance

Trell Anderson
Catholic Charities

Matt Wand
East Metro Economic Alliance

Raahi Reddy
Asian Pacific American Network of Oregon

**** Invited, not confirmed: An updated version
will be provided in the final packet.***

EXHIBIT C TO RESOLUTION NO. 14-4496

Staff Report

IN CONSIDERATION OF RESOLUTION NO. 14-4496 FOR THE PURPOSE OF INITIATING THE WORK PROGRAM AND APPOINTING STEERING COMMITTEE MEMBERS FOR THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

Date: December 23, 2013

Prepared by: Brian Monberg
(503) 797-1621

BACKGROUND

The Powell-Division Transit and Development Project will build off the findings and local support generated through recent community planning efforts to coordinate land use and transportation planning in the diverse corridor connecting downtown Portland, southeast and east Portland and Gresham. The Powell-Division Transit and Development Project will create an action plan that defines a high capacity transit project, develops supportive land use actions and advances related projects that stimulate community and economic development. High capacity transit in this corridor would connect people to jobs in Portland and Gresham and major education and workforce training sites including Portland State University, Portland Community College and Mount Hood Community College. It would leverage existing investments in the new transit bridge across the Willamette River, and afford transit riders a time savings in accessing downtown Portland from points east on the eventual alignment.

This project will be coordinated with significant roadway, safety, active transportation and transit investments in the corridor that are currently underway and funded. These include the Inner Powell Boulevard Streetscape Plan, the Division Green Street/Main Street Plan, the Outer Powell Boulevard Conceptual Design Plan, East Portland in Motion, Division-Midway Neighborhood Street Plan, Division Complete Streets between Wallula-Gresham Fairview Trail and the East Metro Connections Plan. For example, Portland Bureau of Transportation and TriMet submitted grant applications for over \$10 million to fund active transportation improvements as a part of East Portland in Motion. If all grants are awarded, over \$47 million will have been allocated to East Portland in Motion implementation between 2012 and 2018. Portland Community College has begun a significant capital construction program to build a complete campus at SE 82nd and Division. Mount Hood Community College is updating their strategic plan. Economic development efforts include the business development occurring as part of the Portland Development Commission's Neighborhood Prosperity Initiative within the Jade District (82nd Avenue between Division Street and Powell Blvd) and the Division-Midway District (Division Street between SE 117th and SE 148th avenues).

The Powell-Division Transit and Development Project will include:

- Local land use planning to define a transit route, stop locations and connections and identify land use actions and investments to support livable communities. Metro's Community Planning and Development Grant program funded Portland and Gresham to jointly create a development plan for the area. Outcomes of these efforts will be implemented by local jurisdictions.
- Transit alternatives assessment that will further define the route, service type, transit and associated pedestrian, bicycle and roadway improvements needed to provide high quality and high capacity transit service in this corridor. The outcome will be directed towards a federal funding request through Federal Transit Administration programs.

- Identification of key community investments (regional, local, public and private) that will create synergy with proposed transit investments and support community economic development and livability.

Outcomes of the Powell-Division Transit and Development Project will include:

- A Powell-Division development strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development centered on high capacity transit service.
- A transit solution that efficiently serves high demand corridor in the near term while recognizing physical constraints in the corridor as well as the limited local capital and operational funding for near term implementation.

Supporting project partners include TriMet, cities of Portland and Gresham, Multnomah County and the Oregon Department of Transportation.

Metro Council Resolution no. 12-4345 (May 17, 2012) previously identified the Powell-Division corridor as the next priority for refinement in the region.

A steering committee will work closely with the project team and the community to review information and make decisions at key milestones, and will recommend an action plan to the Metro Council. The steering committee members and/or groups they represent were identified through a collaborative process with project partners, including the jurisdictions listed above. Consideration was given to all segments of the community and membership is meant to ensure a broad representation and diversity of views, particularly to address economic, equity and environmental interests. This unique mix of membership institutionalizes a collaborative approach between elected officials and agency, community, business and environmental leadership. This membership recognizes the mutual benefit of sharing information and aligning resources to produce an integrated implementation plan for transportation and land use investments.

The individuals identified in Exhibit B represent groups with an ongoing role in the integration and coordination of services, resources and policies in this particular geographic area. They plan for, or have a stake in, significant issues that are inter-connected in the sense that actions by one party affect the others.

ANALYSIS/INFORMATION

1. **Known Opposition** No known opposition exists.
2. **Legal Antecedents** The creation and appointment of members to the Steering Committee is consistent with Metro Code 2.19.030 (Membership of the Advisory Committees) and 2.19.040 (Advisory Committee Purpose and Authority Resolution).

Resolution No. 01-3089, *For the Purpose of Endorsing the Findings and recommendations of the Corridor Initiatives Project*, (July 26, 2001)

Resolution No. 05-3616A, *For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020* (October 27, 2005)

Resolution No. 09-4099, *For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With the Following Elements, For Final Review and Analysis For Air Quality Conformance: the Transportation Systems Management and Operations Action Plan; the*

Regional Freight Plan; the High Capacity Transit System Plan; and the Regional Transportation Functional Plan (December 17, 2009)

Resolution No. 10-4119, For the Purpose of Approving Corridor Refinement Plan Prioritization through the Next Regional Transportation Plan Cycle (2010-2013) and initiate corridor refinement plan work in Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US 26 and the Springwater area) and Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”) (February 25, 2010).

Resolution No. 12-4335, For the Purpose of Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements and Adopting the Fiscal Year 2012-13 Unified Planning Work Program. (April 19, 2012)

Resolution No. 12-4345 For the Purpose of Updating the Work Program for Corridor Refinement Planning and Designating the Powell-Division High Capacity Transit Corridor as the Next Regional Priority for Completion of Corridor Refinement and Commencement of Alternatives Analysis (May 17, 2012)

3. **Anticipated Effects** The Powell-Division Transit and Development Project will result in the completion of an action plan, identifying the preferred transit investment and development strategy for the corridor. The steering committee will meet throughout the project at key milestones and may offer recommendations to the Metro Council.
4. **Budget Impacts** Costs associated with convening and supporting the Powell-Division Transit and Development Project are accounting for in the project’s scope of work and budget.

RECOMMENDED ACTION

Metro staff recommends the adoption of Resolution No.14-4496.

Powell-Division Transit and Development Project

Portland State



Portland State University

Portland State is Oregon's largest and most diverse public university; the 50-acre campus has 30,000 students enrolled and is an anchor to downtown.

Neighborhood Nodes

- SE Transportation Hub:** Connects light rail, streetcar, bus lines, regional trails, OMSI, and PCC.
- SE 82nd:** With an expanding PCC southeast campus, this area is the site of the **Jade District** Neighborhood Prosperity Initiative (NPI) to foster economic opportunity and neighborhood vitality.
- SE 122nd:** A Major Transit Priority Street and a major city traffic street, 122nd is planned for pedestrian and other streetscape improvements to serve residential neighborhoods and commercial areas, in the heart of the **Division-Midway Alliance**.
- SE 182nd:** With its close proximity to Gresham's Downtown and the Rockwood Neighborhood, this is one of 10 key regional focus areas for TriMet's Pedestrian Network Analysis.

Portland CC Southeast



Portland Community College Southeast Center serves about 10,000 students annually and just began a \$34-million expansion. When completed, the campus will accommodate 18,000 students annually.

Downtown Gresham

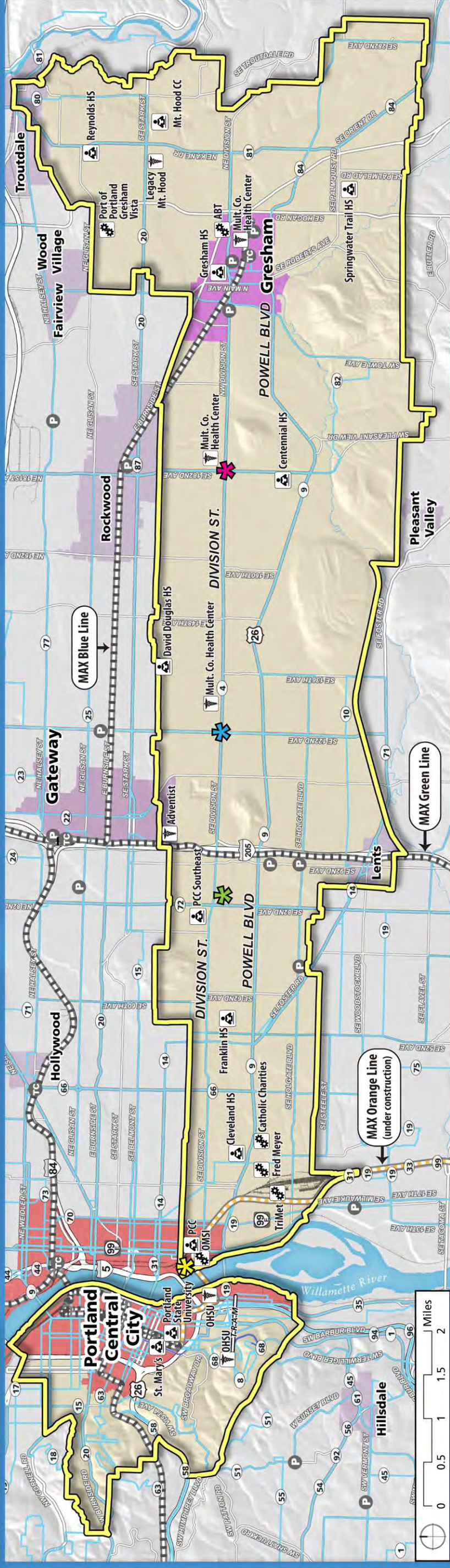


As the civic, cultural, and commercial hub of Oregon's 4th largest city, historic downtown Gresham is a gateway to Mt. Hood tourism.

Mt. Hood CC



With 33,000 students annually district-wide, Mount Hood Community College is planning for major capital improvements as it approaches its 50th anniversary.

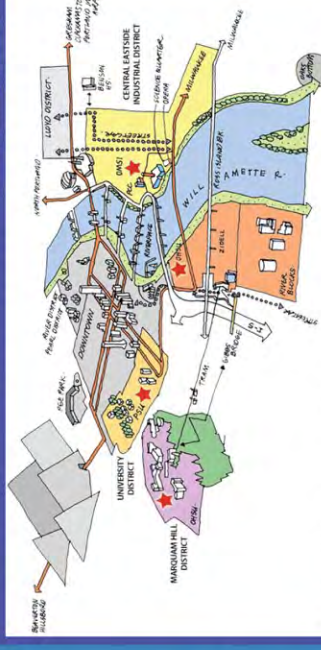


OHSU



As the state's only health and research university and Portland's largest employer, OHSU has 13,500 employees and an annual budget of \$1.4 billion.

Innovation Quadrant



Portland's Innovation Quadrant enhances the connections and collaboration between higher-education institutions, workforce development providers and private sector partners that are currently located in four districts in the Central City.

East Portland



With the recently completed East Portland in Motion Plan, Portland and other agency partners have over \$36 million of local and secured grant funds committed to implementing priority projects for walking, biking, and access to transit, including projects on Powell and Division.

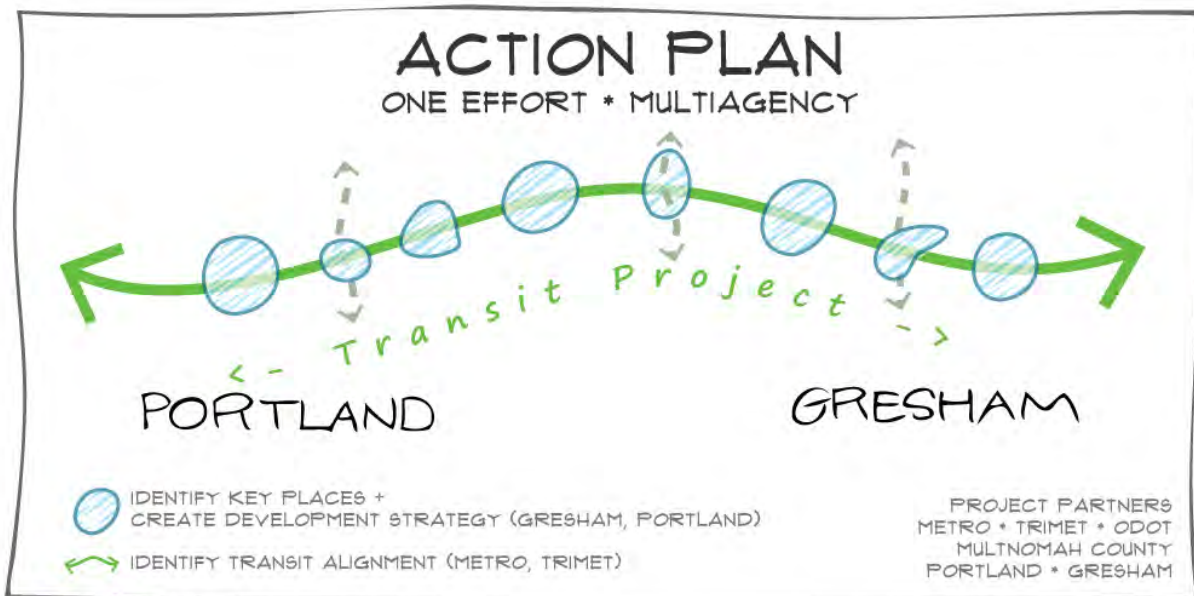
Jobs

- Major employers include:**
- Oregon Health & Science University: 13,500 employees
 - TriMet: 2,600 employees
 - Fred Meyer HQ: 2,000 employees
 - Advanced Business Technologies: 500 employees
 - Mt. Hood Community College: 750 employees

What can you expect from the project?

- A new transit line connecting Portland and Gresham - providing improved service and new station areas along a new route.
- An economic development strategy for key places based on community input and existing plans. Where do we want to see change in our community and what do we want to preserve? What investments and policies will support businesses and our neighborhoods?





Portland and Gresham will work together to **identify key places** that promote economic development and serve the community by leveraging **future transit**.

- 1. Creating Partnerships and Chartering** **Fall 2013**
Milestone: Execute CET grant IGA, complete charter document outlining work plan, staff roles.
- 2. Develop Common Understanding of the Project** **October 2013 – February 2014**
 - Identify Project Purpose.
 - Draft Existing Conditions and Needs, Opportunities and Constraints (NOC) Report, and Equity/Title VI Analysis.Milestone: Agreement on existing conditions, project purpose.
- 3. Identify Focus Areas to Inform Transit Alternatives** **March – September 2014**
 - Draft Land Use and Transit Node Design Vision – Identify community focus areas, options for locations for station development.
 - Conduct Market Analysis to determine feasibility of redevelopment.
 - Draft Multimodal Traffic Assessment / Traffic Analysis – Identify multimodal improvements.
 - Draft Transit Alternatives Report – Identify evaluation objectives and methods, identify range of transit mode and route alternatives.Milestone: Agreement on proposed land use vision, key focus areas, and transit alternatives to be carried forward into full evaluation.
- 4. Refine Focus Areas and Corridor Vision** **September – December 2014**
 - Evaluate the impacts and benefits of land use and transit node design vision, key focus areas and transit alternatives
 - Finalize Land Use and Transit Node Design Vision – Identify focus areas and related investments that will inform transit station locations.
 - Finalize Transportation Assessment – Select and prioritize transportation improvements.
 - Finalize Transit Alternatives Report – Define transit alternative to advance with station areas
 - Identify project and policy actions to support vision.Milestone: Draft of Action Plan: land use vision, transportation, and preferred transit mode and station areas to be carried forward
- 5. Implementation: Agree on Corridor Vision and Investment Strategy** **January – March 2015**
 - Refine land use and transit node design vision, transportation assessment, and preferred transit alternative based on stakeholder engagement and steering committee
 - Finalize Action PlanMilestone: Final agreement on Action Plan: land use and transit design vision and transit alternative by steering committee, endorsement by appropriate elected councils and Metro council.

**SAMPLE LOCAL GOVERNMENT RESOLUTION
ENDORING TRANSPORTATION FOR AMERICA'S REVENUE PROPOSAL**

WHEREAS, [City/County]'s economic future depends on having a top-notch transportation network that will allow us to compete both nationally and globally while preserving our quality of life, and

WHEREAS, [City/County] is working with other leaders in the region to develop innovative solutions to pressing transportation challenges, and

WHEREAS, [City/County] is already investing in important transportation projects, but more funding is needed to ensure that goods can get to market and workers to jobs, and

WHEREAS, projects such as [local projects] will require federal funding in order to move forward, and

WHEREAS, the federal trust fund dedicated to transportation is headed for insolvency, which could lead to the federal transportation program being halted in fiscal year 2015, and

WHEREAS, these crippling cuts will adversely affect [City/County's] ability to undertake [X, Y, and Z] projects and meet the transportation needs of our residents and businesses, potentially restricting our future economic growth, and

WHEREAS, Transportation for America, an alliance of business, civic, and elected leaders from across the country, has put forward an investment plan for the 21st century that would save the nation's transportation fund while making it more accountable and increasing local control,

BE IT RESOLVED, that [name of governing body] endorses the alliance's proposal for saving the nation's transportation fund and calls upon Congress and the President to act upon the recommendations therein prior to September 30, 2014.

SAVING THE NATION'S TRANSPORTATION FUND

An investment plan for the 21st century

We must act—now—to fix the transportation trust fund, so that we can **maintain** our existing infrastructure, **reward** local innovation and **prepare** for the future.

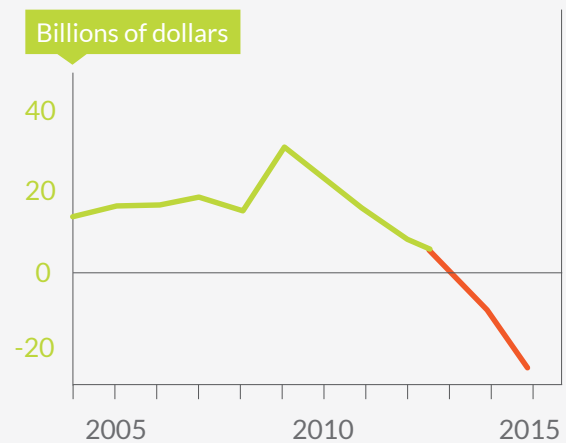
Trust Fund headed for insolvency

Our nation's ability to build and maintain our transportation network is nearing a crisis. Without action from Congress in 2014, our Highway Trust Fund will be in a deep deficit that could require **halting the federal program for fiscal year 2015**.

— Highway Trust Fund balance

*2012-2020 numbers are based on CBO projections from August 27th, 2012

**DOT requires a minimum \$6 billion cushion, hence the HTF hits the red before crossing zero. fhwa.dot.gov/policyinformation/statistics/2010/fe210.cfm



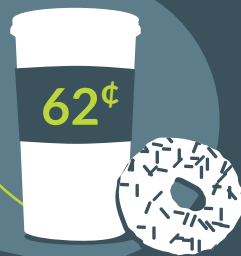
PAYING FOR PROGRESS

What we need



**\$30
BILLION**

Annual investment needed to make the transportation fund solvent and effective



Daily cost per commuter.
About as much as a cup of coffee and a doughnut per week.

How to raise it

The simplest way: Add 17 cents per gallon to the federal gas tax. Other possibilities (choose one):

- Replace the existing per-gallon tax with a sales tax of 11%; or
- Introduce a fee of \$4 on each barrel of oil; or
- Add a sales tax of 5.5% to fuel purchases; or
- Index the gas tax to construction costs and raise one of the above taxes/fees a lesser amount.

Can we count on your support?

- ✓ Stabilize funding for the MAP-21 program Congress adopted in 2012 and protect all modes of transportation from draconian budget cuts;
- ✓ Raise additional revenue for locally-driven projects that spur economic growth and innovation.

OUR ECONOMY & COMMUNITIES DEPEND ON TRANSPORTATION INVESTMENT

Across the country, our cities, towns and suburbs—the local centers of commerce that form the backbone of America’s economy—are in a serious bind: They know they must have top-notch networks of roads and transit to compete on a global scale and preserve their quality of life. They know they need to get workers of all wage levels to their jobs. They also know they need to eliminate crippling bottlenecks in freight delivery. These local communities are stretching themselves to raise their own funds and to innovate, but without a strong federal partner the twin demands of maintaining their

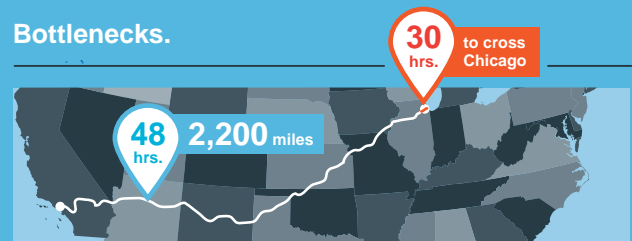
existing infrastructure and preparing for the future are beyond their means. Even as the transportation trust fund faces insolvency, existing federal programs too often put a damper on innovation rather than stoking it.

This cannot stand. The federal government must become a strong partner in a 21st century investment plan for transportation that invests in strong local economies and rewards smart, homegrown, locally-driven transportation innovations.

Just as our national economy depends on strong local economies, our national transportation program should invest in and reward smart, home grown, locally driven transportation solutions.

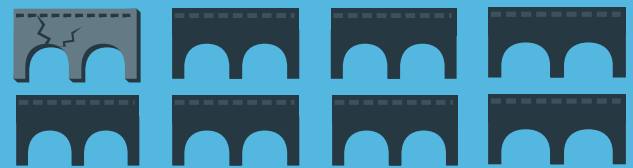
THE COSTS OF INACTION

Bottlenecks.



Freight takes almost as long to get across Chicago on the rails as it does to get there from Los Angeles.

Hazardous conditions.



1 in 9 bridges in the U.S. is structurally deficient, requiring significant repairs, maintenance or replacement.

Unmet demand.



Even as transit ridership is surging and people are returning to work, ambitious local plans to invest in transportation to grow their local economies would stall if the federal support disappears.

A 21st century transportation plan

Investors know you must put money in today to get returns in the future. Raising an additional \$30 billion per year would allow us to invest to accomplish critical goals at only a small cost per commuter:

Reverse the decline of the transportation trust fund. Fully fund the existing highway and transit programs that preserve our aging infrastructure, without taking money from other important programs or adding to the deficit;

Spur the innovation our economy needs to meet population growth and rising demand by funding competitive grants to local communities that come up with smart solutions.



Fixing what we need to fix.

- Repair **46,508** bridges
- Replace **16,000** aging buses and **5,000** rail cars
- Meet our ongoing commitments.



Improving communities & expanding opportunity.

- Based on the average cost of construction, the investment fund would support **70 new transit projects**, providing new **access to jobs** and potential workers in dozens of cities, towns and suburbs.



Spurring local innovation.

The federal government plays a key role in promoting innovation, by providing capital for locally driven **path-breaking initiatives**, whose success can be shared nationwide.

- Fund competitive grants, such as a freight grant program and the popular **TIGER** grant program, for groundbreaking projects with **significant economic pay-off**.



Increasing accountability and local control.

By providing more funding and control to the local level, Americans will more easily **see the impact** and be better able to hold officials accountable.

SPURRING LOCAL INNOVATION: FEDERAL DOLLARS AT WORK



Regional investments, national benefits

The rail improvements in Chicago's **CREATE** project will provide **\$3.6 billion** annually in national economic benefits.



High rate of return in Utah

For every \$1.00 spent on the state's unified transportation plan, an estimated **\$1.94** is returned to the state in value.



Access to jobs in Minnesota

Building the planned transit network will allow Twin Cities employers to recruit from an additional **500,000 potential workers**.



Learn more and voice your support at
www.T4America.org

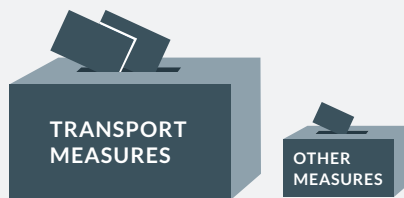
Local accountability: the best way to ensure a return on investment

While this level of investment is a modest request from taxpayers, they have a right to expect a guaranteed return on it. Opinion polls and ballot results show what American voters want—a system that is:

- *In good repair;*
- *Rewards locally driven innovation;*
- *Keeps the nation in the economic forefront; and*
- *Connects all Americans to economic opportunity.*

They want to know the money will flow to their communities for improvements in their daily life—making travel easier, more affordable and safer. And they trust the levels of government closest to them because they can hold them accountable.

American workers and businesses will willingly pay a little more to achieve these goals, if the expected results—and accountability for them—are clearly articulated.



Transportation ballot measures pass at **twice** the rate of all other ballot measures.

Raleigh, NC: **70%** approve
Mesa, AZ: **56%** approve
Kansas City, MO: **64%** approve
Salt Lake City, UT: **64%** approve
Seattle, WA: **58%** approve
St. Louis, MO: **63%** approve
Alameda & Contra Costa County, CA: **72%** approve



© Alex Decarvalho

PLEASE JOIN US!

We are business, civic and elected leaders from across the country, united to ensure our nation invests to keep our cities, towns and suburbs strong and economically competitive. Because our future prosperity depends on it.

Americans are eager to return to world leadership in the quality of our transportation networks. And we want to leave our children with a legacy of lower deficits and an infrastructure suited to our future economy and quality of life. This investment plan is a significant down-payment toward fulfilling those desires.



Transportation
for America

t4america.org  [@t4america](https://twitter.com/t4america)



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

2014 Regional Transportation Plan update

The Regional Transportation Plan assesses long-term transportation needs and acts as a blueprint to guide transportation investments in the Portland metropolitan region over the next 20 years. The plan is updated every four years, allowing the region to have both the certainty of long-term goals and the flexibility to respond to new conditions or as information comes to light.

Stay the course

Rather than starting from scratch, the 2014 update will continue most of the policies, goals and objectives from the 2035 Regional Transportation Plan. Adopted in 2010, the 2035 Regional Transportation Plan calls for transportation investments that support the region's economy, foster vibrant communities and expand safe, affordable transportation options for families and businesses. Some updates in procedural requirements will be made in this update to meet new federal and state requirements.

Update to projects list

The 2014 update will focus primarily on updating projects that will be eligible for federal funding.

Since the 2035 Regional Transportation Plan, some priority projects have been completed, others are moving forward, and still others have become less of a priority to local communities due to other changes on the ground. The 2014 update gives the local, county, state and

Timeline for the 2014 update

July through September 2013

- financial assumptions development
- policy updates preparation
- existing conditions "snapshot"

October through December 2013

- cities, counties, regional and state project submission
- collaboration with Metro equity initiative to assess potential impacts
- updated policies finalization

January through March 2014

- system performance modeling
- draft plan finalization

late March to early May 2014

- public comment on draft plan

May through June 2014

- assessment of public comments and edits to plan
- preliminary approval of plan
- air quality analysis and comment period

July 2014

- adoption
- submission to U.S. Department of Transportation and Oregon Department of Land Conservation and Development

regional governments the opportunity to choose investments that make the most of available transportation dollars and potential funding strategies.

Policies and investments in the plan will continue to make the most of investments already made, enhance mobility and increase access to jobs, services, schools and recreational opportunities for everyone.

Find out more

about the Regional Transportation Plan:
www.oregonmetro.gov/rtp

about the project solicitation process:
www.oregonmetro.gov/2014solicitation

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.

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Tom Hughes

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Kathryn Harrington
District 4

Sam Chase
District 5

Bob Stacey
District 6

Auditor

Suzanne Flynn

Stay informed

www.oregonmetro.gov/rtp

For email updates,

send a message to
trans@oregonmetro.gov.



Why are there two project lists?

During any Regional Transportation Plan update, confusion arises over how priority projects are separated into two lists: the federal – or financially constrained – project list and the state project list.

The federal (financially constrained) list

Federal regulations require that the Regional Transportation Plan projects costs be constrained to the existing revenues and new revenues that may be reasonably expected to be available over the life of the plan. The total cost of the projects on this list is limited to the projected federal, state and local funding levels. The projects on this list become eligible for federal transportation funds.

The state list

State, regional and local governments may identify additional transportation priorities above and beyond what can be afforded under existing and expected revenues. These priorities are identified on the state list. This is a more aspirational list intended to meet state requirements to adequately serve the region's land use vision, the 2040 Growth Concept.

Looking toward 2018

The next update to the Regional Transportation Plan will be adopted in 2018. It is envisioned as a more comprehensive look at the policies, goals and objectives of the plan, taking into consideration new requirements and information that will come between now and that time, including:

Federal

- new requirements from the next federal reauthorization legislation

State

- Climate Smart Communities policy and requirements
- Oregon Highway Plan mobility policy update

Regional

- Urban Growth Report
- Metro Equity Strategy
- Regional Transportation Functional Plan update

Local

- City and county Transportation System Plan updates

**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 per capita 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.

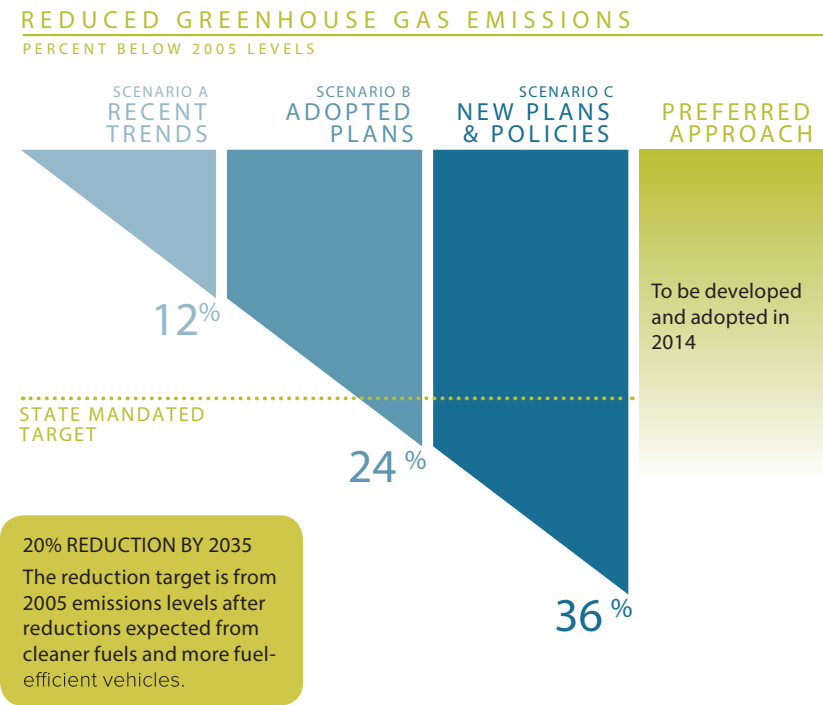
To realize that goal, Metro evaluated three approaches – or scenarios – over the summer of 2013 to better understand how best to support community visions and reduce greenhouse gas emissions. The results will be used to frame the regional discussion about which investments and actions should be included 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 analysis indicates that adopted local and regional plans can meet our target for reducing greenhouse gas emissions – if we make the investments and take the actions needed to implement those plans.

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



WHAT 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.



WHAT DOES THIS MEAN FOR YOUR COMMUNITY?

We're all 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.

Working together, we can develop a shared strategy that may include a transportation legislative package for 2015.



INVESTMENTS AND ACTIONS THAT CREATE GREAT COMMUNITIES	RELATIVE CLIMATE BENEFIT	RELATIVE COST	WHO HAS A ROLE?			
			FEDERAL	STATE	REGIONAL	LOCAL
WHERE WE LIVE AND WORK						
Implement 2040 Growth Concept	★★★★★	\$\$\$			●	●
Implement local zoning and comprehensive plans	★★★★★	\$\$\$				●
Locate schools, services, and shopping close to neighborhoods	★★★★★	\$\$\$				●
Manage urban growth boundary expansion	★★★☆☆	\$\$\$			●	
HOW WE GET AROUND						
Maintain and make transit more convenient, frequent, accessible and affordable	★★★★★	Up to \$\$\$	●	●	●	●
Manage parking with a market-responsive approach	★★★★☆	\$\$\$				●
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	★★★★☆	\$\$\$	●	●	●	●
Make walking and biking more safe and convenient with complete streets and trails	★★★★☆	\$\$\$	●	●	●	●
Maintain and make streets and highways more safe, reliable and connected	★★★★☆	Up to \$\$\$	●	●	●	●
Expand access to car-sharing	★★★★☆	\$\$\$				●
OUR HEALTH AND ENVIRONMENT						
Transition to low emission vehicles and engines, including electric vehicles	★★★★★	\$\$\$	●	●	●	●
Transition to cleaner and low carbon fuels	★★★★★	\$\$\$	●	●		
Achieve federal fuel economy standards	★★★★☆	\$\$\$	●	●		

About Metro

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

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Sam Chase, District 5
Bob Stacey, District 6

Auditor

Suzanne Flynn

WHAT'S NEXT?

January to May 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

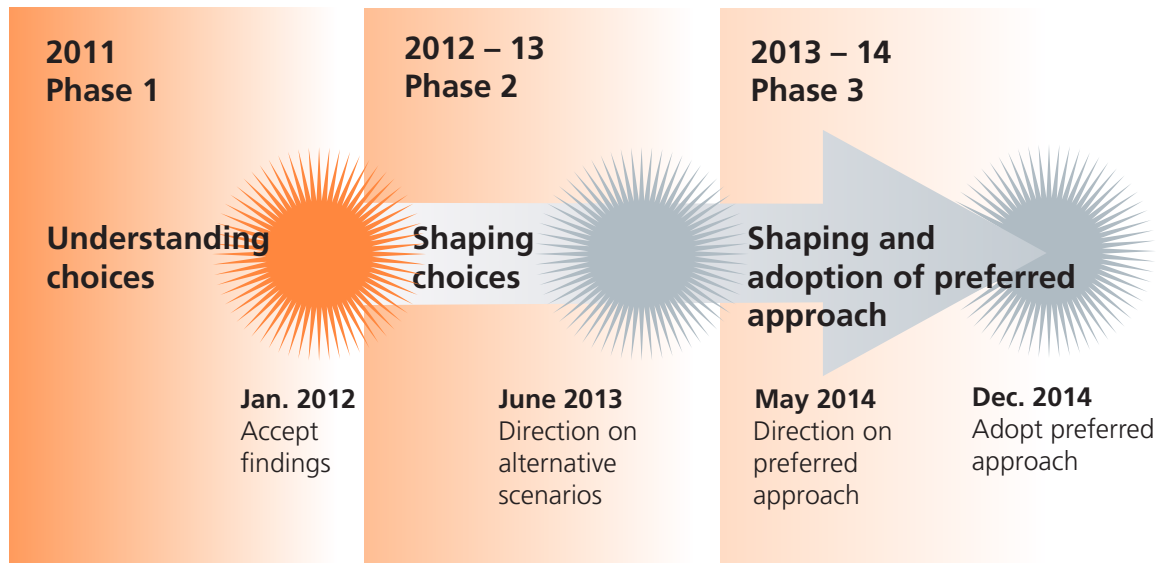
Summer 2014 Evaluation of preferred approach

September 2014 Final public review of preferred approach

December 2014 Metro Council considers adoption of preferred approach

January 2015 Submit adopted approach to Land Conservation and Development Commission for approval

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.

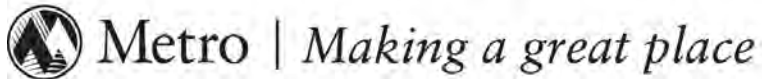
For email updates, send a message to climatescenarios@oregonmetro.gov

MAKING A GREAT PLACE



DEC. 27, 2013

Materials following this page were distributed at the meeting.



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
November 22, 2013
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig
Chris Deffebach
Courtney Duke
Steven Entenman
Adrian Esteban
Elissa Gertler, Chair
Carol Gossett
Judith Gray
Scott King
Nancy Kraushaar
Heather McCarey
Dave Nordberg
Cora Potter

AFFILIATION

Clackamas County
Washington Co.
City of Portland
Community Representative
Community Representative
Metro
Community Representative
City of Tigard, representing Cities of Washington County
Port of Portland
City of Wilsonville, representing Cities of Clackamas Co.
Community Representative
Oregon Department of Environmental Quality
Community Representative

MEMBERS EXCUSED

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

AFFILIATION

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

ALTERNATES PRESENT

Ken Burgstahler
Eric Hesse
Ron Papsdorf
Lanie Smith
Joanna Valencia

AFFILIATION

Washington State Department of Transportation
TriMet
City of Gresham, representing Cities of Multnomah Co.
Oregon Department of Transportation
Multnomah Co.

STAFF: Taylor Allen, Grace Cho, Andy Cotugno, Kim Ellis, Ted Leybold, Kelsey Newell.

1. CALL TO ORDER, DECLARATION OF A QUORUM

Chair Elissa Gertler declared a quorum and called the meeting to order at 9:35 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Ms. Grace Cho of Metro announced that Metro staff will solicit comment through an online survey distributed to 2016-2018 RFFA participants, TPAC and JPACT members for the purposes of collecting feedback about the 2016-2018 Regional Flexible Fund Allocation process and outcomes. Comments collected will provide direction for the policy framework for future cycles of Regional Flexible Fund Allocation.

Chair Gertler recognized Scott King of the Port of Portland in appreciation of his dedicated service and contributions to JPACT as a member.

3. CITIZEN COMMUNICATIONS ON TPAC ITEMS

There were none.

4. CONSIDERATION OF THE MINUTES FOR NOVEMBER 1, 2013.

MOTION: Mr. Eric Hesse moved, Mr. Adrian Esteban seconded to adopt the minutes for November 1, 2013 as amended including the following language:

- “Chair Gertler adjourned the meeting at 12:03 ~~a.m.~~” **p.m.**

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

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

Ms. Kim Ellis provided an overview of the Climate Smart Communities Scenarios Project. In 2009, the Oregon Legislature mandated that the Portland metropolitan region reduce per capita greenhouse gas emissions for light duty vehicles by 20 percent below 2005 levels by 2035. Additionally, the region must select a preferred approach by December 31, 2014. 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. The Climate Smart Communities Scenarios Project is currently in Phase 3, shaping a draft preferred scenario by examining results from Part II’s report on scenarios’ cost analysis relative to fiscal, public health and social equity outcomes. 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.

Ms. Ellis highlighted changes to the overview of scenario assumptions that relate to electric vehicle share of the fleet that is assumed by 2035.

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. The GreenSTEP model also provides a methodology for monetizing social costs which will be further utilized as a basis for comparison in shaping the preferred scenario. Social costs are defined as costs paid for by society as a result of public health and environmental impacts. Part II of Phase 3 has monetized social cost calculations based on vehicle miles driven and fuel consumed. Some examples of the social costs reported in the analysis include the costs of air pollution on public health and the environment, costs of environmental pollution from vehicle fluids and the costs of severe storms. The methodology does not account for other social costs such as the costs of congestion (reported separately), crashes (which is covered under vehicle ownership costs within GreenSTEP), habitat loss from infrastructure construction or water quality degradation from storm water run-off.

Member comments included:

- Members asked clarifying questions about the GreenSTEP model's exclusion of social costs such as congestion and crashes and the effects of the missing costs on revenue in reference to savings per household.
- Members suggested including a bar graph of all households' access to transit in order to compare low income families for each scenario. Ms. Ellis stated that a scorecard is being developed to summarize key takeaways and supporting data at a glance to further compare the scenarios.
- Members recognized the additional fuel costs and fee costs that generate revenues that contribute to a behavior and efficiency patterns that saves households money.
- Members asked clarifying questions about the transit access measure qualifications for "most" and "some" access. Members suggested including a map with actual lines that also capture frequency. Ms. Ellis stated that the areas with "most" transit is defined as areas that are serviced by multiple lines including bus and high capacity transit. Areas that have "some" service do not have the same intensity of service as "most" areas. The areas with no transit have no fixed rate service within a one half of a mile.
- Members recommended using a representative scale of the bar graph that displays annual freight truck travel costs due to delay.
- Members explained that project lists are being compiled for the Regional Transportation Plan Update that will be included as part of the preferred scenario to the exclusion of marketing and incentives and financing choices that should be captured in the scenario planning analysis.
- Members discussed updating the relative dollar amounts utilized in the scenario planning to anticipate changes or increases in project implementation costs. Ms. Ellis confirmed that the analysis states the dollar cost relative to 2014 and the GreenSTEP model utilizes 2005

dollars so the costs and savings are likely higher than what is being reported from GreenSTEP and that will be considered as the project moves forward.

- Members expressed interest in viewing social costs compared to direct costs per household as well as including a method to understand the relative impact of the different levers in each scenario to conduct an effective cost-benefit assessment. Ms. Ellis stated that sensitivity testing was conducted for the scenarios in Phase 1 to develop a star rating that estimated the potential for greenhouse gas reduction and transit is a significant policy lever.
- Members suggested including other ways to capture low income families' benefits to access to transit that could include sidewalk and bike infrastructure, density and access to healthy food choices.

6. DRAFT METHODOLOGY FOR THE BENEFITS AND BURDENS DISPARATE IMPACT ANALYSIS FOR THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM AND 2014 REGIONAL TRANSPORTATION PLAN

Ted Leybold introduced Ms. Grace Cho of Metro who provided an overview of the draft methodology for the benefits and burdens analysis as required by Executive Order 12898 on Environmental Justice and the disparate impact analysis as required by Title VI of the 1964 Civil Rights Act. These analyses are required to be conducted on regional activities, including the 2016-2018 Metropolitan Transportation Improvement Program (MTIP) and the 2014 Regional Transportation Plan (RTP) update. She stated the purpose of the presentation was to provide an outline of the preliminary methodology approach for the two analyses which consists of two parts. Part I is composed of definitions, thresholds and categories of investments and establishes the quantitative comparison analysis. Part II included a qualitative methodology that involves understanding the results from Part I and considers next steps such as mitigation, policy change and justification. The full presentation is included as a part of the meeting record.

Feedback will be solicited for both the quantitative and qualitative portions of the equity analyses. Methods of engagement will include: conducting an online survey to target audiences and hosting facilitated discussions with targeted technical audiences. The equity analysis is scheduled to be conducted during the late winter or early spring of 2014.

Member Comments Included:

- Members asked clarifying questions related to best practice methodology that already exists and is utilized in congruence with Title VI of the 1964 Civil Rights Act requirements. Members explained that Title VI requirements mandate specific analysis of racial and ethnic minorities, people with low income and limited English proficiency populations and expressed concern with additionally including elderly and youth populations in the equity analysis. Ms. Cho stated that practices from other metropolitan planning organizations have been considered in regards to the comparative quantitative analysis. She confirms that access to reliable data sources allows for additional inclusion of the elderly and youth populations in the analysis.
- Members expressed concern regarding the benefits and burdens analysis explicated in Attachment A and whether certain populations of the environmental justice community

were being proportionately represented. Mr. Leybold stated that each population will be measured individually and the quantitative method will identify significant concentrations of these communities. However an overlapping quantitative measurement of the communities is still being explored.

- Members expressed interest in the quantitative methodology utilized in the equity analysis to measure how environmental justice communities experience transportation investments like roadway, bridges, new capacity and streetscape retrofit as benefits and burdens. Additionally members expressed concern that the investments used to calculate the ratio were aggregated by type however that may not adequately represent differences in the burdens or benefits of investments on various environmental justice communities. Ms. Cho stated that the benefits and burdens calculations are subjective and individualized so it is appropriate to capture in a qualitative assessment.
- Members expressed concern with the use of the quantitative and qualitative assessment measures being utilized to inform the disparate impact equity analysis.
- Members asked clarifying questions regarding the purpose of the online survey and whether the proposed survey pool was representative. Ms. Cho stated that the current outreach being conducted is technical, targeted and focused to solicit opinion about the qualitative and quantitative methods from a pool of individuals who possess local knowledge and expertise in transportation equity issues.
- Members suggested outreach to local jurisdictions throughout the metropolitan region that are currently conducting Title VI plans to receive more general information.

7. WESTSIDE FREIGHT ACCESS AND LOGISTIC ANALYSIS

Derrick Olsen of Greater Portland Inc. introduced the Greater Portland Export Initiative by presenting a short video that can be found at the following web address:

<http://www.youtube.com/watch?v=7Hxw66x7JAK>. The Greater Portland Export Initiative is a three year strategic plan for export growth in the Greater Portland region. The business plan calls on Greater Portland to make a transformational shift towards the export of goods and services as a central component of economic development efforts and private sector business plans. The Greater Portland Initiative Business Plan is comprised of four strategies that include support and leverage primary exporters, catalyze under exporters, enhance the export pipeline and brand and market greater Portland's global edge. The first strategy informed the basis for conducting the Westside Freight Access and Logistic Analysis.

Garth Appanaitis of DKS Associates provided an overview of the Westside Freight Access and Logistic Analysis. The study confirmed through a number of industry interviews that Portland is the key destination for movement of consumer and export goods from the Westside. Some examples of reliability challenges that face existing routes include limited route choice, US 26 travel time reliability and freeway access. Three strategies were developed to meet the specific needs of Westside consumer and export freight movements to consolidations areas in the Portland area. These strategies were selected because they have the potential to increase travel time reliability and can be implemented in the near term. The strategies include enhanced traveler information, US 26 Truck ramp meter bypass and enhanced freeway incident response. The full presentation is included as a part of the meeting record.

Member Comments Included:

- Members asked clarifying questions regarding the components of enhanced freeway incident response. Mr. Appanaitis confirmed that enhanced freeway incident response is defined as improved clearance time from when an incident occurs to when it is no longer blocking traffic. He suggests that clearance time can be improved in a number of ways including establishing protocol in place for minor incidents and emergency personnel response time.
- Members showed interest in how the Westside Freight Access and Logistics Analysis relates to existing and proposed plans. Mr. Appanaitis confirmed that prior regional plans concerning multi-use paths that had the potential for mobility improvement in reference to freight were considered in the study.
- Members encouraged public involvement because the implementation of some of the projects to increase travel time reliability such as a US 26 truck Ramp Meter Bypass could potentially require significant funding.
- Members asked for clarification on the typical size of the vehicle used to inform the Westside Freight Access and Logistics Analysis. Mr. Appanaitis stated that high volume and low volume goods were considered and these trucks are single unit or smaller.
- Members expressed interest in incident response as a solution to improve conditions. Deena Platman of Metro explained details of incident management regarding various challenges such as developing efficient respondent communication. She confirmed that the Federal Highway Administration (FHWA), the Oregon Department of Transportation (ODOT) and Oregon Solutions are developing a Transportation Incident Response team.
- Members expressed interest in the timeline and future implementation of the Westside Freight Access and Logistic Analysis as well as identification of the specific audience to which the recommendations from the study will be delivered. Mr. Appanaitis stated that the report has been presented throughout the metropolitan region and details of implementation strategy and feasibility are being explored.

8. SHORTENING THE TIMEFRAME FOR THE AIR QUALITY CONFORMITY ANALYSIS

Ms. Cho introduced the Air Quality Conformity Determination. The air quality conformity determination is a regional emissions analysis that compares future emissions from transportation activities to a state allocated emissions budget. The air quality conformity determination is a component of the long-range Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP). As a federal designated maintenance area, an air quality conformity analysis must be conducted for the RTP and the MTIP in order to allow projects to be eligible and receive federal transportation funding. To conduct a regional air quality analysis Metro's travel demand model staff builds and maintains a series of transportation networks that comprise a regional emissions model. Known as analysis years, these networks must meet federal air quality requirements. Typically Metro models three transportation networks for air quality analysis purposes (base year, final year of maintenance plan and horizon year) but in preparation for the 2014 RTP update and the 2015-2018 MTIP, federal requirements dictate that five transportation networks will need to be constructed and this adds a significant workload to the relatively minor update of the 2014 RTP.

Recognizing the workload balance, Metro staff has investigated alternative solutions to streamline the number of transportation networks that would need to be created. In consultation with the U.S. Environmental Protection Agency (EPA) staff, areas with approved maintenance plans may elect to

shorten the timeframe of the conformity analysis to the end of the maintenance plan as explicated in the Transportation Conformity rules provision 93.106 (d)(3). Shortening the conformity determination to the end of the maintenance plan means the air quality analysis would be conducted through the year 2017, which is the final year of the approved maintenance plan. Recognizing that a 2017 conformity determination would not allow for a long-term picture of air quality impacts, Metro staff proposed conducting an air quality analysis for both 2017 and 2040. The shortening of the conformity timeframe would not have an impact on the air quality outcomes, as the region would still aim to meet or go below the emissions budget allocated by the state for 2040.

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

Member Comments Included:

- Dave Norberg of the Oregon Department of Environmental Quality asked for clarification regarding the exclusion of the formal public comment process for conformity and for applying this shortened provision of the EPA rule. He explained that once the process is applied, it will apply in the future without any further review and the Department of Environmental Quality's approval is contingent on the out year analysis. Ms. Cho confirmed based on consultation with the EPA that Metro is permitted to follow the typical public comment process used by the MPO for air quality methodology actions.
- Members asked clarifying questions about the implications on other proposed projects in the case that the Air Quality Conformity Analysis process is changed.

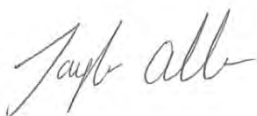
MOTION: Mr. Ron Papsdorf moved, Ms. Nancy Kraushaar seconded to approve the shortening of the air quality conformity analysis timeframe and recommend approval to JPACT.

ACTION: With all in favor, the motion passed.

9. ADJOURN

Chair Gertler adjourned the meeting at 12:05 p.m.

Respectfully Submitted,



Taylor Allen
Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2	Handout	11/19/13	2016-2018 Regional Flexible Fund Allocation Retrospective Survey	112213t-01
4	Handout	11/01/13	110113 Draft Minutes	112213t-02
5	Handout	11/22/13	Climate Smart Communities Overview of Scenario Assumptions	112213t-03
5	PPT	11/22/13	Climate Smart Communities First Look at Results	112213t-04
6	Memo	11/22/13	Environmental Justice and Title VI Analysis Methodology Feedback	112213t-05
6	Handout	11/22/13	Attachment A: Example of A Comparative Benefits and Burdens Analysis	112213t-06
7	Handout	10/01/13	Executive Summary: The Greater Portland Export Imitative and Update	112213t-07
7	PPT	11/22/13	Westside Freight Access and Logistics Analysis	112213t-08

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING THE POWELL) RESOLUTION NO. 14-4498
BOULEVARD: I-205 TO SE 176TH PROJECT TO)
THE 2012-15 METROPOLITAN) Introduced by Councilor Collette
TRANSPORTATION IMPROVEMENT)
PROGRAM (MTIP) AND THE UNIFIED)
PLANNING WORK PROGRAM (UPWP)

WHEREAS, the Unified Planning Work Program (UPWP) coordinates regional transportation planning activities; and

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) the Metro Council approved the 2013-15 UPWP in May 2013 and the 2012-15 MTIP on March 15, 2012; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects to the MTIP and new federally funded transportation planning activities to the UPWP; and

WHEREAS, new revenue was allocated by the State Legislature to fund project development of this project; and

WHEREAS, these activities are intended to result in project plans for safety features on Powell Boulevard, including pedestrian, bicycle and transit access facilities; and

WHEREAS, the Clean Air Act requires that federally funded transit and highway projects demonstrate conformity with the state’s air quality goals; and

WHEREAS, the project development planning activities will propose a project that is expected to result in facility improvements that will be exempt from air quality conformity the requirements to determine conformity or which are exempt from a regional analysis of conformity; and

WHEREAS, funding for the project is available within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution January 9th, 2014; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the Powell Boulevard: I-205 to 176th Avenue project to the 2013-15 UPWP and the 2012-15 MTIP, consistent with the programming illustrated in Exhibit A.

ADOPTED by the Metro Council this ____ day of January 2014.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Acting Metro Attorney

STAFF REPORT

FOR THE PURPOSE OF ADDING THE POWELL BOULEVARD: I-205 TO SE 176TH PROJECT TO THE 2012-15 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AND THE UNIFIED PLANNING WORK PROGRAM (UPWP)

Date: December 19, 2013

Prepared by: Ted Leybold, 503-797-1759

BACKGROUND

The 2013 State Legislature through House Bill 2322 directed that \$4.9 million of funding be used for project development of the Outer Powell Boulevard project.

This project is furthering the work completed under the Transportation Growth Management (TGM) project for the Outer Powell Boulevard Conceptual Design Plan (February 2013). The study area being proposed for additional planning and NEPA work is Outer Powell Boulevard is from milepost 5.74 (Interstate 205) east to milepost 9.87 (approximately SE 176th Avenue, which is the City of Portland limits). Potential improvements on Powell Boulevard may include storm water treatment, pedestrian, bicycle and transit access facilities and roadway improvements.

The ODOT is proposing to budget \$2 million as a planning phase to develop the NEPA documentation of the project. This planning phase is proposed to amend the 2013-15 UPWP for inclusion. The preferred alternative that emerges from the project planning phase will be proposed to carry forward to preliminary design and engineering. The remaining funding, \$2.9 million, is being programmed for preliminary design consistent with the outcome of the planning work, and is proposed to be added to the 2012-15 MTIP.

Funding was included with the state legislation that was not anticipated in the region's financial plan and therefore meets requirements of fiscal constraint for adding projects to the MTIP.

Project development work is exempt from the need to conduct air quality conformity. The anticipated project design is anticipated to include only project elements that are exempt from air quality analysis. However, the project will also be included in any future air quality analysis for the upcoming RTP and MTIP conformity processes as project details are defined.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the UPWP and the MTIP. This amendment will add a new project planning activity to the 2013-15 UPWP and a new project development phase to the 2012-15 MTIP.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2013-15 Unified Planning Work Program adopted by Metro Council Resolution 14-4498 (For the Purpose of Approving the 2013-15 Unified Planning Work Program for the Portland Metropolitan Area). Amends the 2012-15 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 12-4332 on March 15, 2012 (For the Purpose of Approving the 2012-15 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Allows programming of the project in the MTIP & UPWP
- 4. Budget Impacts** None.

RECOMMENDED ACTION

JPACT recommends the approval of Resolution No. 14-4498.

Exhibit A to Resolution No. 14-4498

Existing programming: None.

Amended programming:

2013-15 UPWP

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
US 26 (Powell Boulevard): I-205 to 174th	Design and Engineer enhancements that address multi-modal accommodation and safety.	TBD	ODOT	\$2,000,000	Planning	STP	2014	\$1,794,600	\$205,400	\$0	\$2,000,000

2012-15 MTIP

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
US 26 (Powell Boulevard): I-205 to 174th	Design and Engineer enhancements that address multi-modal accommodation and safety.	TBD	ODOT	\$2,900,000	PE	STP	2014	\$2,602,170	\$297,830	\$0	\$2,900,000

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CREATING AND) RESOLUTION NO. 14-4496
APPOINTING MEMBERS OF A STEERING)
COMMITTEE FOR THE POWELL-DIVISION) Introduced by Councilors Bob Stacey and
TRANSIT AND DEVELOPMENT PROJECT) Shirley Craddick

WHEREAS, the Metro Regional High Capacity Transit (HCT) System Plan defined a new HCT corridor in the vicinity of Powell-Division as the second highest of the three near-term regional priority corridors; and

WHEREAS, Resolution 12-4345, adopted May 2012, designated the Powell-Division High Capacity Transit Corridor as the next regional priority and amended the Unified Planning Work Program to reflect this priority; and

WHEREAS, the Powell-Division Transit and Development Project is a partnership among Metro, TriMet, ODOT, Portland, Gresham, and Multnomah County to identify the preferred HCT investment in the corridor, and implement a development strategy to support key places within the Powell-Division HCT Corridor for community and economic development; and

WHEREAS, planning efforts completed and underway have identified major safety, roadway, and related bicycle and pedestrian improvements needed in the Powell-Division HCT Corridor, which planning efforts include the Inner Powell Boulevard Streetscape Plan, the Division Green Street/Main Street Plan, the Outer Powell Boulevard Conceptual Design Plan, East Portland in Motion, Division-Midway Neighborhood Street Plan, Division Complete Streets between Wallula-Gresham Fairview Trail, and the East Metro Connections Plan; and

WHEREAS, the cities of Portland and Gresham were awarded a Metro Community Planning and Development Grant in August 2013 to assess land uses and create a development strategy for the Powell-Division HCT Corridor that is consistent with, and integrated with, the HCT analysis; and

WHEREAS, the work program for the Powell-Division Transit and Development project has commenced consistent with the Community Planning and Development Grant outcomes and the HCT analysis; and

WHEREAS, the establishment of a steering committee at this point in the planning efforts will contribute valuable guidance toward completion and adoption of the Powell-Division Transit and Development Project; and

WHEREAS, proposed steering committee members were identified in an open process as representative of major policy, program, geographic and demographic interests in the project area including community development, economic development and job creation in and near the plan area; and

WHEREAS, the Metro Councilors from District 1 and District 6 will serve as the steering committee co-chairs; and

WHEREAS, it is expected that the steering committee will be needed for approximately 15 months, subject to Metro Council reauthorization in accordance with Section 2.19.060 of the Metro code; now therefore

BE IT RESOLVED that the Metro Council:

1. Hereby establishes the Powell-Division Transit and Development Project Steering Committee to fulfill the charge set forth in Exhibit A.

2. Hereby confirms appointment of the persons listed in Exhibit B, attached and incorporated into this resolution, to be members of the Powell-Division Transit and Development Project Steering Committee.

3. Directs the Powell-Division Transit and Development Project Steering Committee to meet at project milestones, with administrative and technical support from Metro staff, and to submit recommendations to the Council.

4. Appoints Steering Committee members for a one-year term, which shall be automatically renewed for an additional term unless explicitly terminated, but not to exceed three years.

ADOPTED by the Metro Council this 16th day of January 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

EXHIBIT A TO RESOLUTION No. 14-4496

Powell-Division Transit and Development Project Steering Committee Charge

Steering Committee overview

Metro Council will establish a Steering Committee to ensure the Powell-Division Transit and Development Project develops an action plan that has community support and can be implemented. The Steering Committee will make decisions on project milestones and provide the final recommendation to the adopting bodies. The Steering Committee is anticipated to meet six times between 2014 and 2015. Members will be informed of public input and technical findings in advance of each meeting. The Steering Committee will include elected officials, neighborhood representatives and representatives of economic, community and transportation constituencies.

The project will be informed by a robust community engagement process. Meaningful public input opportunities will precede the decisions Steering Committee members will be asked to make. Decision-makers will be provided with this input in advance so that they are aware of community needs and desires. Of particular importance will be the involvement of low income and minority populations and people who rely on transit to meet their daily needs.

A project team comprised of jurisdictional staff will guide the planning process. The project team will lead the technical analysis and public engagement. The project team will meet regularly to direct, inform, manage, and assess the work. The project team will provide information and recommendations to the Steering Committee. Project partners include the cities of Portland and Gresham, Multnomah County, the Oregon Department of Transportation, TriMet and Metro.

Steering Committee charge

The Steering Committee is charged with working toward the successful creation of an action plan for future transit service and amenities and a development strategy for key places along the corridor. The charge of the committee is as follows.

- **Represent the community:** Provide information to and from constituents/community members, and represent their perspectives, concerns and priorities.
- **Advance the project through key decision points:** Follow decision-making protocols as established by the committee to make key decisions that include:
 - Establish goals for the project
 - Advance a range of transit alternatives and development strategies for analysis and community consideration
 - Narrow for further consideration the transit alternatives and development strategies that best meet the project's goals and community needs
 - Concur on a transit alternative to advance to project development and recommend actions that support desired development outcomes

- **Recommend an action plan:** Follow decision-making protocols as established by the committee to develop, refine and agree to an action plan (including phasing and funding for physical improvements and commitments and timeframe for implementing land use and related policy changes) for the plan area to the project participants, as appropriate.

Steering Committee member roles and responsibilities:

- Advocate for and participate in the public process.
- Follow decision-making agreements established by Steering Committee members.
- Prepare for and attend periodic meetings between winter 2014 and winter 2015, depending on project outcomes. Send an alternate if unable to attend. If a Steering Committee member cannot continue to serve, that member's agency will identify a replacement.
- Provide information to the community. Use channels of communication for your community to inform on the project, through meetings, events, newsletters. Be a conduit for the project team to be invited to meetings and events. Request and review information from the project team so that it communicates project information to your community.
- Create an atmosphere in which issues can be raised, discussed, and melded into group decisions, one where divergent views and opinions are expected and respected.
- Notify the project team of any media inquiries and refer requests for official statements or viewpoints to Metro. Steering Committee members will speak to the media about the project only on their own behalf, not on behalf of the group.

EXHIBIT B TO RESOLUTION NO. 14-4496

Powell-Division Transit and Development Project Steering Committee Roster

Councilor Shirley Craddick
Metro

Councilor Bob Stacey
Metro

Councilor Lori Stegmann
City of Gresham

Commissioner Steve Novick
City of Portland

Representative Shemia Fagan*
Oregon State Legislature

Commissioner Diane McKeel
Multnomah County

Neil McFarlane
TriMet

Jason Tell
Oregon Department of Transportation

Gladys Ruiz*
Audubon Society of Portland

Mel Rader*
Upstream Public Health

John Bildsoe
Gresham Coalition of Neighborhood
Associations

Representative*
Southeast Uplift Neighborhood Coalition

Representative*
East Portland Neighborhood Office
East Portland Action Plan

Diane Noriega
Board Chair,
Mount Hood Community College

Jessica Howard
President,
Portland Community College Southeast

Lori Boisen
Division-Midway Alliance

Trell Anderson
Catholic Charities

Matt Wand
East Metro Economic Alliance

Raahi Reddy
Asian Pacific American Network of Oregon

**** Invited, not confirmed: An updated version
will be provided in the final packet.***

EXHIBIT C TO RESOLUTION NO. 14-4496

Staff Report

IN CONSIDERATION OF RESOLUTION NO. 14-4496 FOR THE PURPOSE OF INITIATING THE WORK PROGRAM AND APPOINTING STEERING COMMITTEE MEMBERS FOR THE POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

Date: December 23, 2013

Prepared by: Brian Monberg
(503) 797-1621

BACKGROUND

The Powell-Division Transit and Development Project will build off the findings and local support generated through recent community planning efforts to coordinate land use and transportation planning in the diverse corridor connecting downtown Portland, southeast and east Portland and Gresham. The Powell-Division Transit and Development Project will create an action plan that defines a high capacity transit project, develops supportive land use actions and advances related projects that stimulate community and economic development. High capacity transit in this corridor would connect people to jobs in Portland and Gresham and major education and workforce training sites including Portland State University, Portland Community College and Mount Hood Community College. It would leverage existing investments in the new transit bridge across the Willamette River, and afford transit riders a time savings in accessing downtown Portland from points east on the eventual alignment.

This project will be coordinated with significant roadway, safety, active transportation and transit investments in the corridor that are currently underway and funded. These include the Inner Powell Boulevard Streetscape Plan, the Division Green Street/Main Street Plan, the Outer Powell Boulevard Conceptual Design Plan, East Portland in Motion, Division-Midway Neighborhood Street Plan, Division Complete Streets between Wallula-Gresham Fairview Trail and the East Metro Connections Plan. For example, Portland Bureau of Transportation and TriMet submitted grant applications for over \$10 million to fund active transportation improvements as a part of East Portland in Motion. If all grants are awarded, over \$47 million will have been allocated to East Portland in Motion implementation between 2012 and 2018. Portland Community College has begun a significant capital construction program to build a complete campus at SE 82nd and Division. Mount Hood Community College is updating their strategic plan. Economic development efforts include the business development occurring as part of the Portland Development Commission's Neighborhood Prosperity Initiative within the Jade District (82nd Avenue between Division Street and Powell Blvd) and the Division-Midway District (Division Street between SE 117th and SE 148th avenues).

The Powell-Division Transit and Development Project will include:

- Local land use planning to define a transit route, stop locations and connections and identify land use actions and investments to support livable communities. Metro's Community Planning and Development Grant program funded Portland and Gresham to jointly create a development plan for the area. Outcomes of these efforts will be implemented by local jurisdictions.
- Transit alternatives assessment that will further define the route, service type, transit and associated pedestrian, bicycle and roadway improvements needed to provide high quality and high capacity transit service in this corridor. The outcome will be directed towards a federal funding request through Federal Transit Administration programs.

- Identification of key community investments (regional, local, public and private) that will create synergy with proposed transit investments and support community economic development and livability.

Outcomes of the Powell-Division Transit and Development Project will include:

- A Powell-Division development strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development centered on high capacity transit service.
- A transit solution that efficiently serves high demand corridor in the near term while recognizing physical constraints in the corridor as well as the limited local capital and operational funding for near term implementation.

Supporting project partners include TriMet, cities of Portland and Gresham, Multnomah County and the Oregon Department of Transportation.

Metro Council Resolution no. 12-4345 (May 17, 2012) previously identified the Powell-Division corridor as the next priority for refinement in the region.

A steering committee will work closely with the project team and the community to review information and make decisions at key milestones, and will recommend an action plan to the Metro Council. The steering committee members and/or groups they represent were identified through a collaborative process with project partners, including the jurisdictions listed above. Consideration was given to all segments of the community and membership is meant to ensure a broad representation and diversity of views, particularly to address economic, equity and environmental interests. This unique mix of membership institutionalizes a collaborative approach between elected officials and agency, community, business and environmental leadership. This membership recognizes the mutual benefit of sharing information and aligning resources to produce an integrated implementation plan for transportation and land use investments.

The individuals identified in Exhibit B represent groups with an ongoing role in the integration and coordination of services, resources and policies in this particular geographic area. They plan for, or have a stake in, significant issues that are inter-connected in the sense that actions by one party affect the others.

ANALYSIS/INFORMATION

1. **Known Opposition** No known opposition exists.
2. **Legal Antecedents** The creation and appointment of members to the Steering Committee is consistent with Metro Code 2.19.030 (Membership of the Advisory Committees) and 2.19.040 (Advisory Committee Purpose and Authority Resolution).

Resolution No. 01-3089, *For the Purpose of Endorsing the Findings and recommendations of the Corridor Initiatives Project*, (July 26, 2001)

Resolution No. 05-3616A, *For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020* (October 27, 2005)

Resolution No. 09-4099, *For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With the Following Elements, For Final Review and Analysis For Air Quality Conformance: the Transportation Systems Management and Operations Action Plan; the*

Regional Freight Plan; the High Capacity Transit System Plan; and the Regional Transportation Functional Plan (December 17, 2009)

Resolution No. 10-4119, For the Purpose of Approving Corridor Refinement Plan Prioritization through the Next Regional Transportation Plan Cycle (2010-2013) and initiate corridor refinement plan work in Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US 26 and the Springwater area) and Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”) (February 25, 2010).

Resolution No. 12-4335, For the Purpose of Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements and Adopting the Fiscal Year 2012-13 Unified Planning Work Program. (April 19, 2012)

Resolution No. 12-4345 For the Purpose of Updating the Work Program for Corridor Refinement Planning and Designating the Powell-Division High Capacity Transit Corridor as the Next Regional Priority for Completion of Corridor Refinement and Commencement of Alternatives Analysis (May 17, 2012)

3. **Anticipated Effects** The Powell-Division Transit and Development Project will result in the completion of an action plan, identifying the preferred transit investment and development strategy for the corridor. The steering committee will meet throughout the project at key milestones and may offer recommendations to the Metro Council.
4. **Budget Impacts** Costs associated with convening and supporting the Powell-Division Transit and Development Project are accounting for in the project’s scope of work and budget.

RECOMMENDED ACTION

Metro staff recommends the adoption of Resolution No.14-4496.

Powell-Division Transit and Development Project

Portland State



Portland State University

Portland State is Oregon's largest and most diverse public university; the 50-acre campus has 30,000 students enrolled and is an anchor to downtown.

Neighborhood Nodes

- SE Transportation Hub:** Connects light rail, streetcar, bus lines, regional trails, OMSI, and PCC.
- SE 82nd:** With an expanding PCC southeast campus, this area is the site of the **Jade District** Neighborhood Prosperity Initiative (NPI) to foster economic opportunity and neighborhood vitality.
- SE 122nd:** A Major Transit Priority Street and a major city traffic street, 122nd is planned for pedestrian and other streetscape improvements to serve residential neighborhoods and commercial areas, in the heart of the **Division-Midway Alliance**.
- SE 182nd:** With its close proximity to Gresham's Downtown and the Rockwood Neighborhood, this is one of 10 key regional focus areas for TriMet's Pedestrian Network Analysis.

Portland CC Southeast



Portland Community College Southeast Center serves about 10,000 students annually and just began a \$34-million expansion. When completed, the campus will accommodate 18,000 students annually.

Downtown Gresham

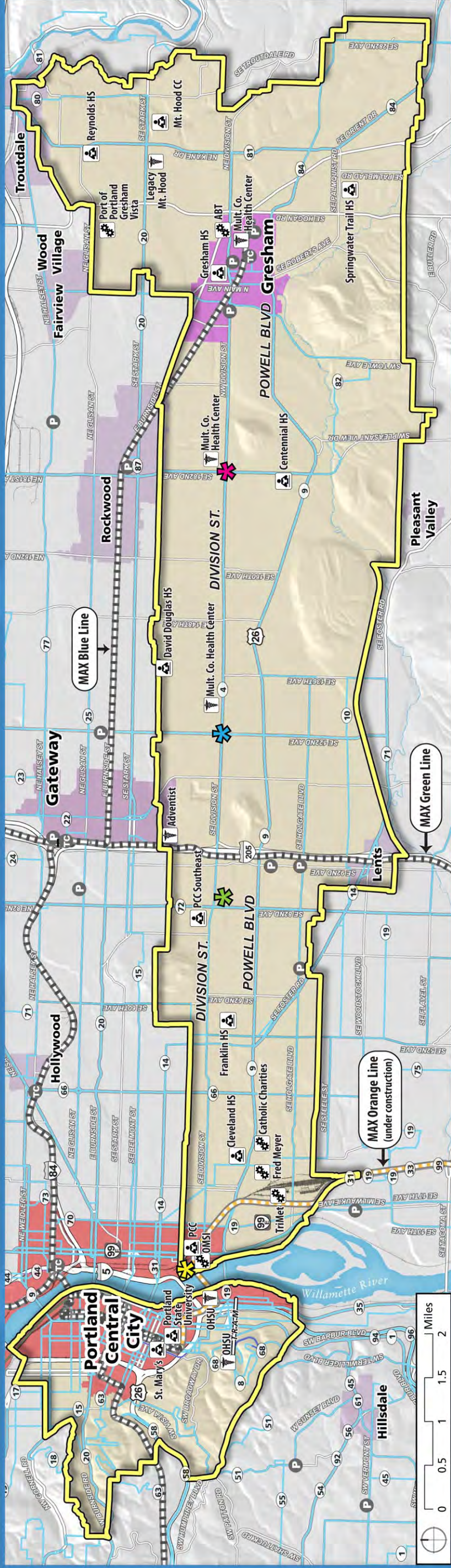


As the civic, cultural, and commercial hub of Oregon's 4th largest city, historic downtown Gresham is a gateway to Mt. Hood tourism.

Mt. Hood CC



With 33,000 students annually district-wide, Mount Hood Community College is planning for major capital improvements as it approaches its 50th anniversary.



OHSU



As the state's only health and research university and Portland's largest employer, OHSU has 13,500 employees and an annual budget of \$1.4 billion.

Innovation Quadrant



Portland's Innovation Quadrant enhances the connections and collaboration between higher-education institutions, workforce development providers and private sector partners that are currently located in four districts in the Central City.

East Portland



With the recently completed East Portland in Motion Plan, Portland and other agency partners have over \$36 million of local and secured grant funds committed to implementing priority projects for walking, biking, and access to transit, including projects on Powell and Division.

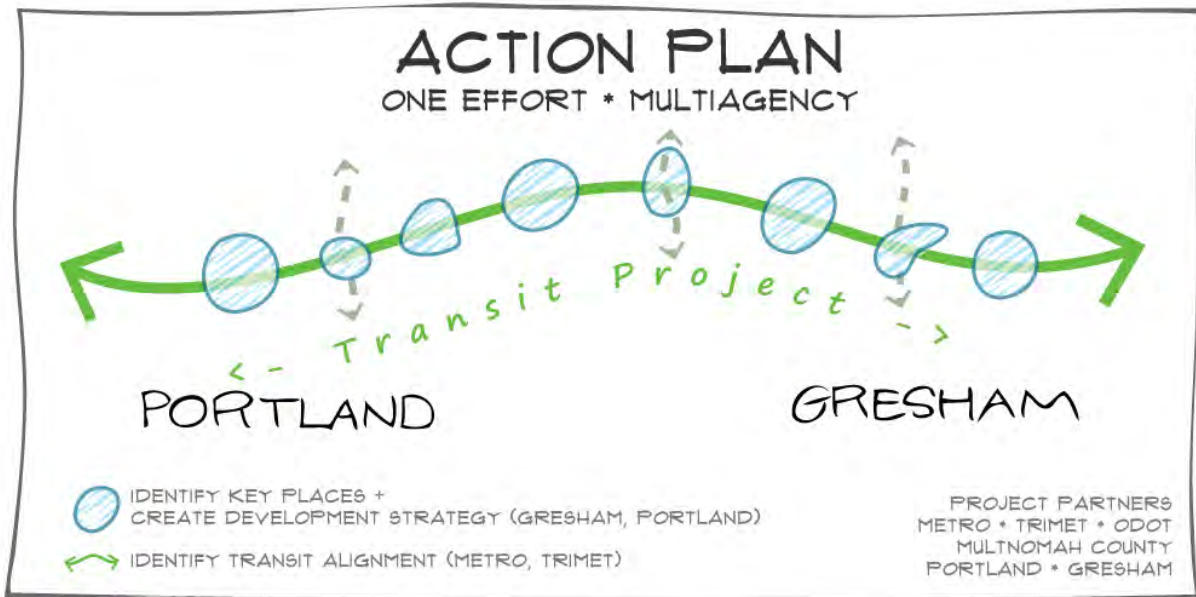
Jobs

- Major employers include:**
- Oregon Health & Science University: 13,500 employees
 - TriMet: 2,600 employees
 - Fred Meyer HQ: 2,000 employees
 - Advanced Business Technologies: 500 employees
 - Mt. Hood Community College: 750 employees

What can you expect from the project?

- A new transit line connecting Portland and Gresham - providing improved service and new station areas along a new route.
- An economic development strategy for key places based on community input and existing plans. Where do we want to see change in our community and what do we want to preserve? What investments and policies will support businesses and our neighborhoods?





Portland and Gresham will work together to identify key places that promote economic development and serve the community by leveraging future transit.

1. **Creating Partnerships and Chartering** **Fall 2013**
Milestone: Execute CET grant IGA, complete charter document outlining work plan, staff roles.
2. **Develop Common Understanding of the Project** **October 2013 – February 2014**
 - Identify Project Purpose.
 - Draft Existing Conditions and Needs, Opportunities and Constraints (NOC) Report, and Equity/Title VI Analysis.Milestone: Agreement on existing conditions, project purpose.
3. **Identify Focus Areas to Inform Transit Alternatives** **March – September 2014**
 - Draft Land Use and Transit Node Design Vision – Identify community focus areas, options for locations for station development.
 - Conduct Market Analysis to determine feasibility of redevelopment.
 - Draft Multimodal Traffic Assessment / Traffic Analysis – Identify multimodal improvements.
 - Draft Transit Alternatives Report – Identify evaluation objectives and methods, identify range of transit mode and route alternatives.Milestone: Agreement on proposed land use vision, key focus areas, and transit alternatives to be carried forward into full evaluation.
4. **Refine Focus Areas and Corridor Vision** **September – December 2014**
 - Evaluate the impacts and benefits of land use and transit node design vision, key focus areas and transit alternatives
 - Finalize Land Use and Transit Node Design Vision – Identify focus areas and related investments that will inform transit station locations.
 - Finalize Transportation Assessment – Select and prioritize transportation improvements.
 - Finalize Transit Alternatives Report – Define transit alternative to advance with station areas
 - Identify project and policy actions to support vision.Milestone: Draft of Action Plan: land use vision, transportation, and preferred transit mode and station areas to be carried forward
5. **Implementation: Agree on Corridor Vision and Investment Strategy** **January – March 2015**
 - Refine land use and transit node design vision, transportation assessment, and preferred transit alternative based on stakeholder engagement and steering committee
 - Finalize Action PlanMilestone: Final agreement on Action Plan: land use and transit design vision and transit alternative by steering committee, endorsement by appropriate elected councils and Metro council.

Powell-Division Transit Project: Connecting Communities to Education, Healthcare, and Jobs

Portland State  



Portland State UNIVERSITY

Portland State is Oregon's largest and most diverse public university; the 50-acre campus has 30,000 students enrolled and is an anchor to downtown.



Neighborhood Nodes 


-  **SE Transportation Hub:** Connects light rail, streetcar loop, bus lines, regional trail, OMSI, and PCC.
-  **SE 82nd:** With an expanding PCC campus and zoned for intensive multi-use development, this area is the site of a Portland Development Commission (PDC) Neighborhood Prosperity Initiative (NPI) Urban Renewal Plan to foster economic opportunity and neighborhood vitality.
-  **SE 122nd:** A Major Transit Priority Street and a major city traffic street, 122nd is targeted for pedestrian and other streetscape improvements to serve the adjoining residential neighborhoods and commercial areas, and is also the site of a PDC NPI.
-  **SE 182nd:** With its close proximity to Gresham's Downtown and the Rockwood Neighborhood, this is one of 10 key regional focus areas for TriMet's pedestrian Network Analysis.

Portland CC Southeast  






Portland Community College Southeast Center serves about 10,000 students annually and just began a \$34million expansion. When completed, the campus will accommodate 18,000 students annually.

Downtown Gresham  



As the civic, cultural, and commercial hub of Oregon's 4th largest city, historic downtown Gresham is a gateway to Mt. Hood tourism.

Mt. Hood CC  



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Innovation Quadrant   



Portland's Innovation Quadrant enhances the connections and collaboration between higher-education institutions, workforce development providers and private sector partners that are currently located in four districts in the Central City.

East Portland   



With the recently completed East Portland in Motion Plan, the city has committed \$8 million in improvements to walking, biking, and access to transit, including projects on Powell and Division.

Jobs 


Major employers include:

- Oregon Health & Science University: 13,500 employees
- TriMet: 2,600 employees
- Fred Meyer HQ: 2,000 employees
- Advanced Business Technologies: 500 employees
- Mt. Hood Community College: 750 employees


Quick Facts

- More than 8 high schools in the study area, including David Douglas and Reynolds, the two largest in the state of Oregon.
- Three major hospitals in the study area (Legacy Mt. Hood, Adventist, OHSU). Multnomah County Health Department operates primary care clinics in downtown Gresham, Rockwood, and East Portland.
- Catholic Charities opened the Clark Family Center in 2010, a 60,000 sq. ft. facility with plans to serve more than 25,000 annually.
- The Study Area crosses two light rail corridors - the MAX Green Line and the MAX Orange Line (under construction) - and parallels MAX Blue Line.

Portland Metro Region



Study Area Map

 Metro April 11, 2013

Where we are

2012/2013 Partnership

2013/2014 Planning

2015 Implement – move into environmental/project design

PARTNER 2012-13

Identify Partners

Define Opportunities

- Stakeholders
- Decision process
- Public engagement process

- Increase trust & awareness
- Project partnerships
- Public/private/philanthropic development opportunities

PLAN 2013-15

Project Foundation
(fall 2013)

Develop a common understanding of the project purpose through and understanding of existing conditions, needs, opportunities.
Agreement on project purpose and goals.

Identify Alternatives
(spring 2014)

Identify land use considerations and locations of focus areas. Develop a wide range of transit alternatives.
Agreement on alternatives to be studied in detail.

Refine Alternatives
(fall 2014)

Assess land use opportunities and supporting elements for transit. Assess transportation network.
Agreement on alternative(s) to be carried forward.

Project Agreement
(winter 2014)

Refine preferred alternative based on public engagement, technical analysis, and steering committee.
Agreement on transit alternative to advance into project development.

IMPLEMENT 2015 -->

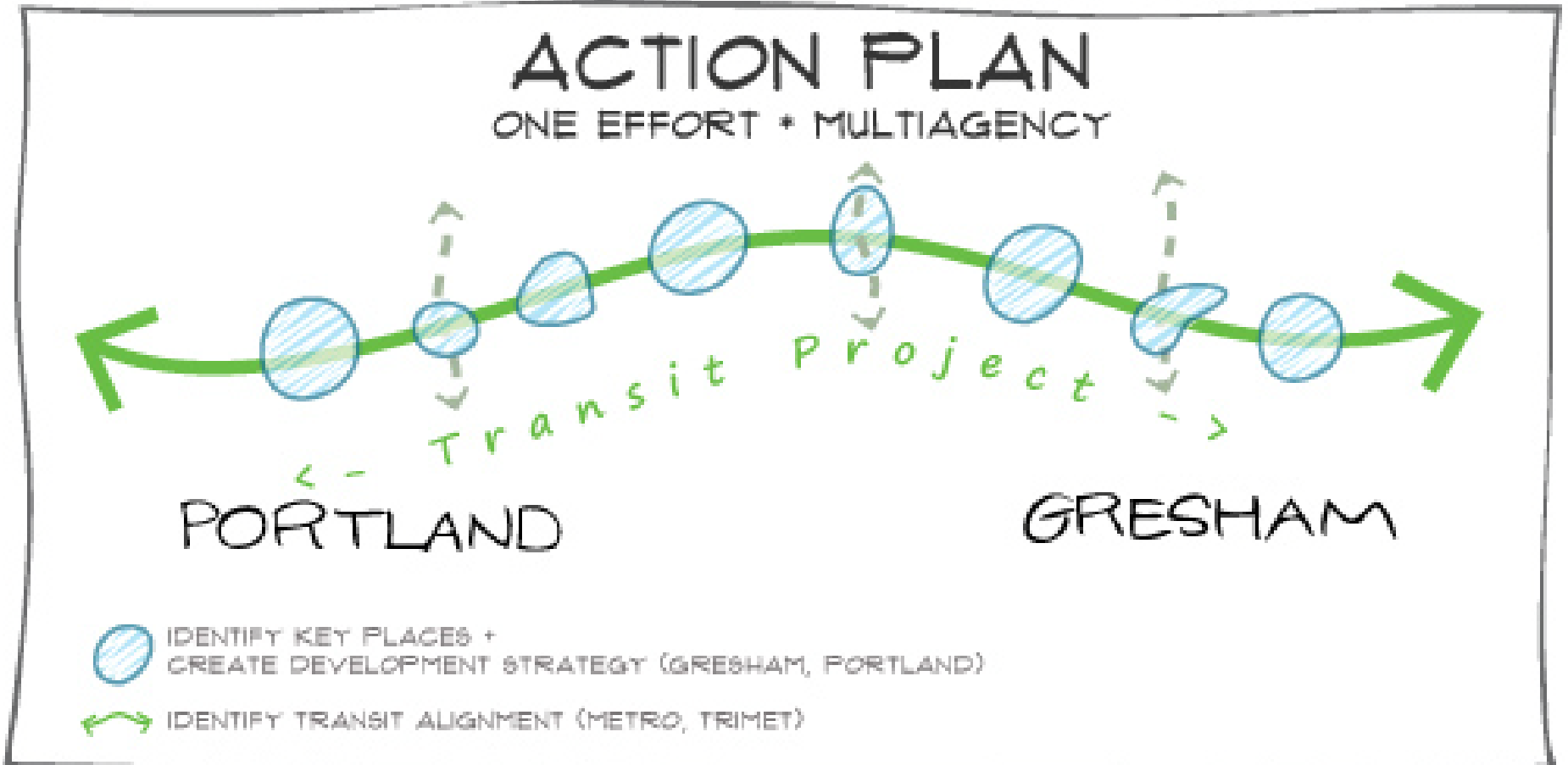
DEVELOP

- Design plans
- Environmental study and permits
- Federal funding decisions
- Identify transit supportive development opportunities

BUILD

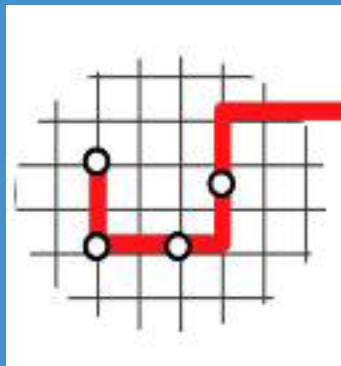
- Secure Funding
- Begin Construction

Outcomes



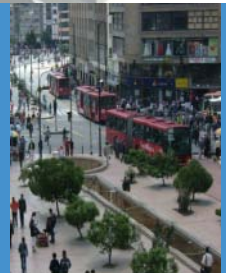
Portland and Gresham will work together to **identify key places** that promote economic development and serve the community by leveraging **future transit**.

Definition of a new transit line connecting Portland and Gresham, including vehicle mode, route, and station areas.



A development strategy for key places in the corridor:

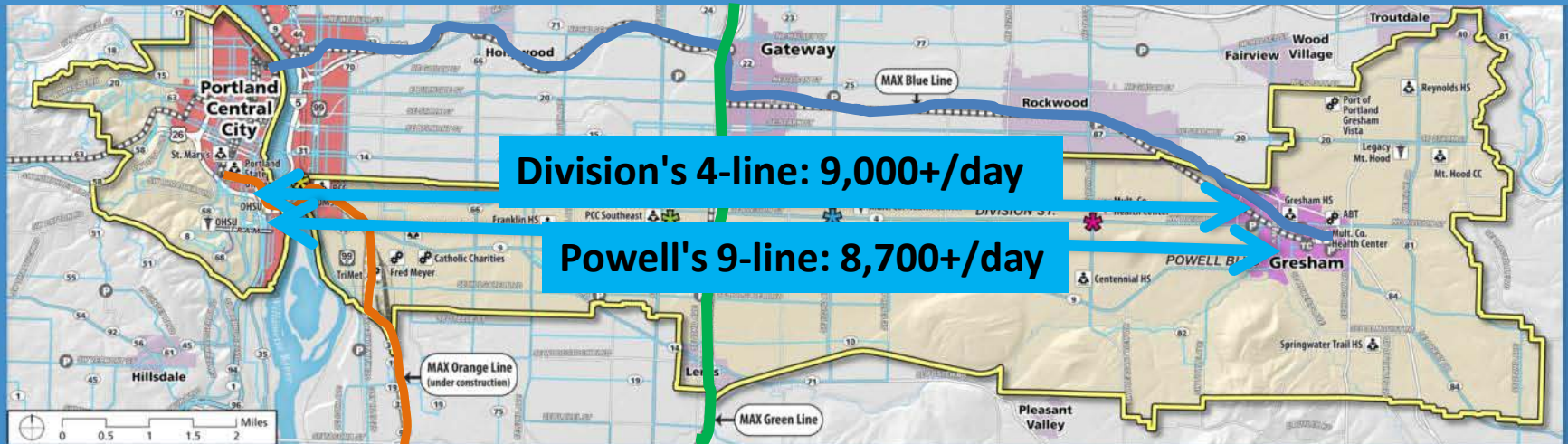
- What areas change and what remains stable.
- Policies and Projects to support stations, adjacent uses, buildings, public spaces.
- Economic development to focus future desired development



**Why are we moving forward
the
Powell Division Transit and
Development Project?**

TRANSIT connections

- Connects downtowns of 2 largest cities in region
- Connects to MAX light rail - Blue line, Green line, Portland-Milwaukie light rail
- Strong Transit Demand Today - Powell #9 and Division #4 high ridership



- Designated a priority in Regional High Capacity Transit Plan
- Recommended for development from East Metro Connections Plan

TRANSIT connections

- Good arterial network exists – many north south bus routes on grid
- Major capital investments in walking and biking connections in corridor
- TriMet Eastside Service Enhancement Plan conducted concurrently

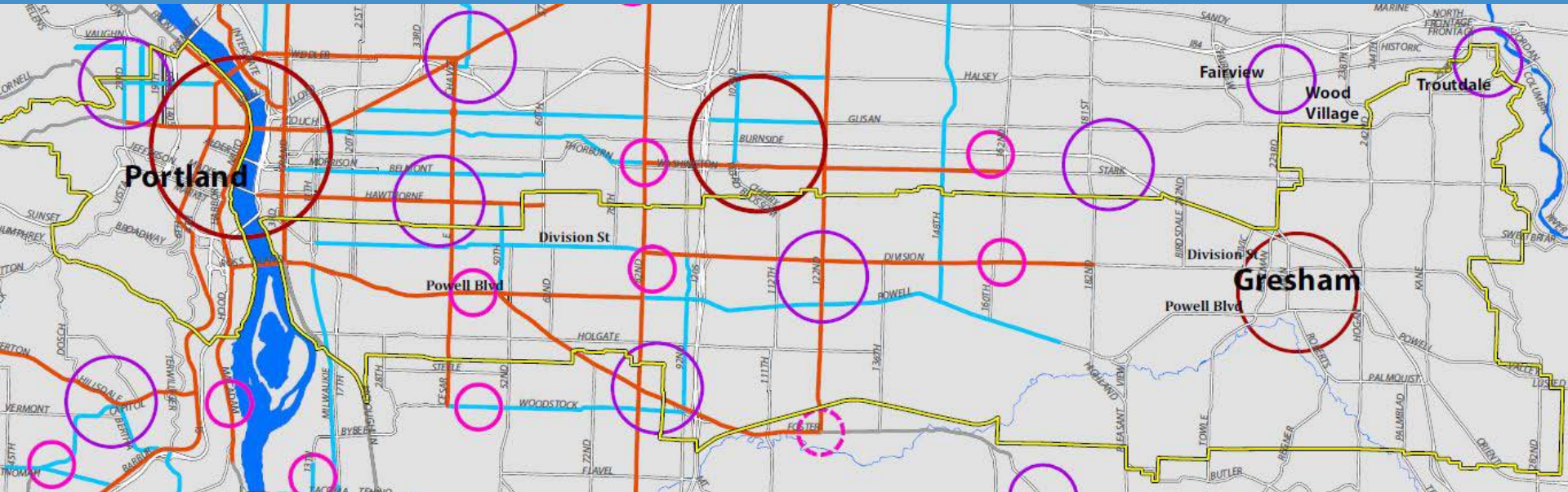


**82nd & Division
18,000 ons/off a week**

**Capacity of Jeld-Wen
Timbers Soccer
20,438**



Community Development

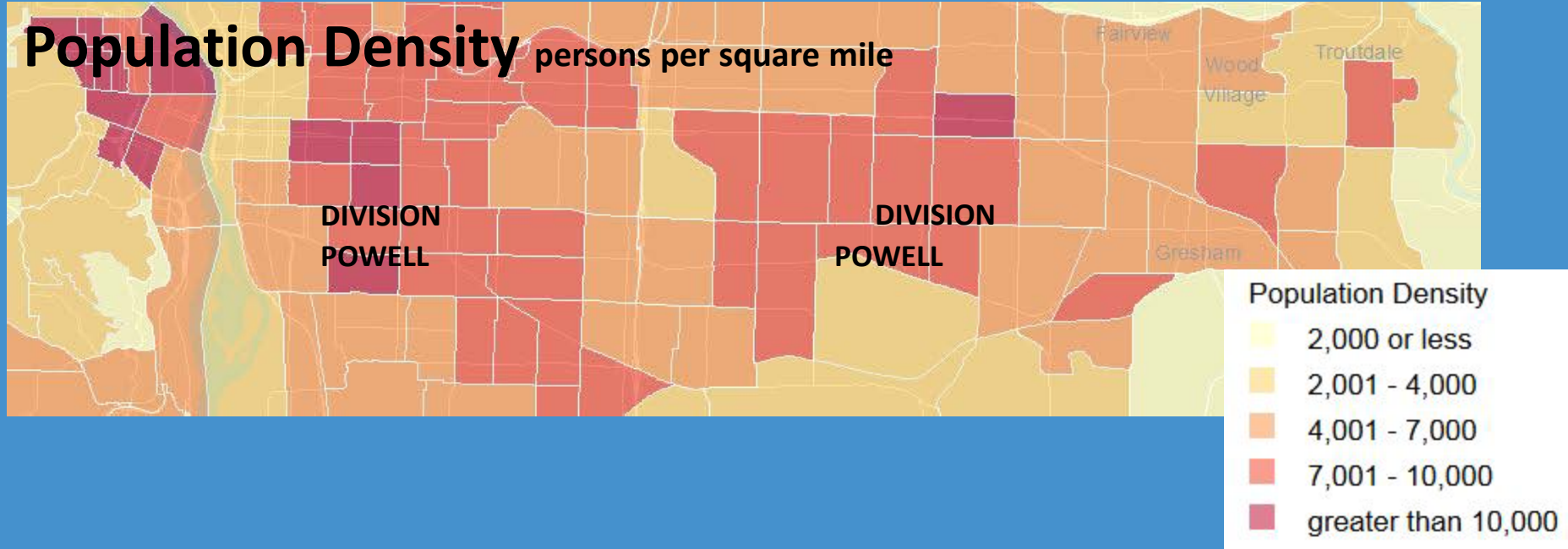


Centers

-  Regional Centers
-  Adopted Town Centers
-  Potential Town Center
-  Proposed Neighborhood Center
-  Potential Neighborhood Center
-  Civic Corridor
-  Key Connection
-  Neighborhood Corridor
-  Key Connection

Opportunity to provide investments to support community, economic development with better access to work, school, neighborhood services.

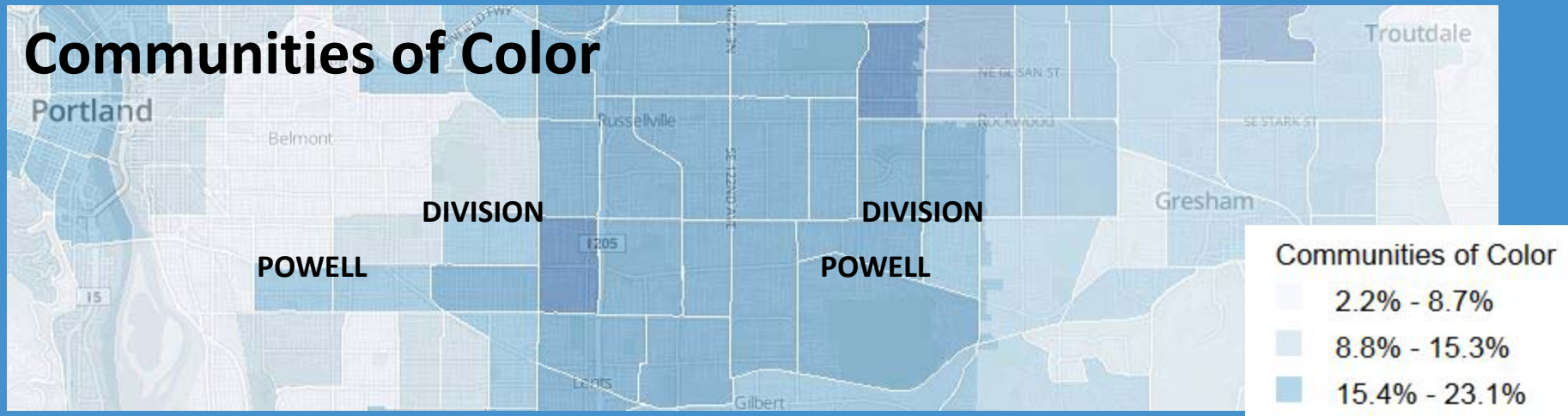
Many people live in the corridor



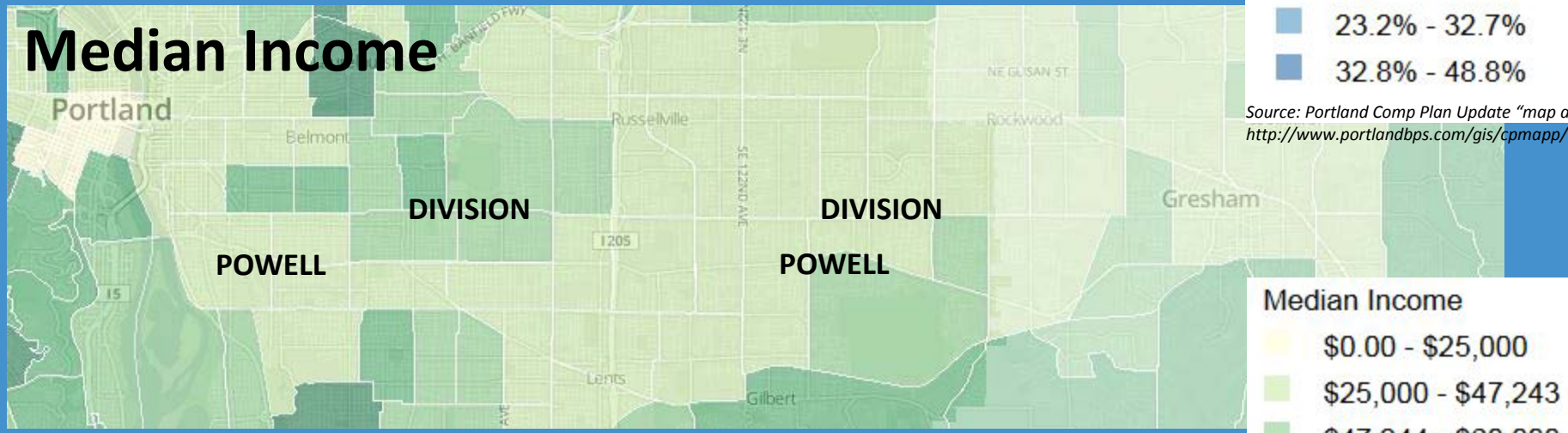
Source: Portland Comp Plan Update "map app"
<http://www.portlandbps.com/gis/cpmapp/>

Diversity and Equity

Communities of Color



Median Income



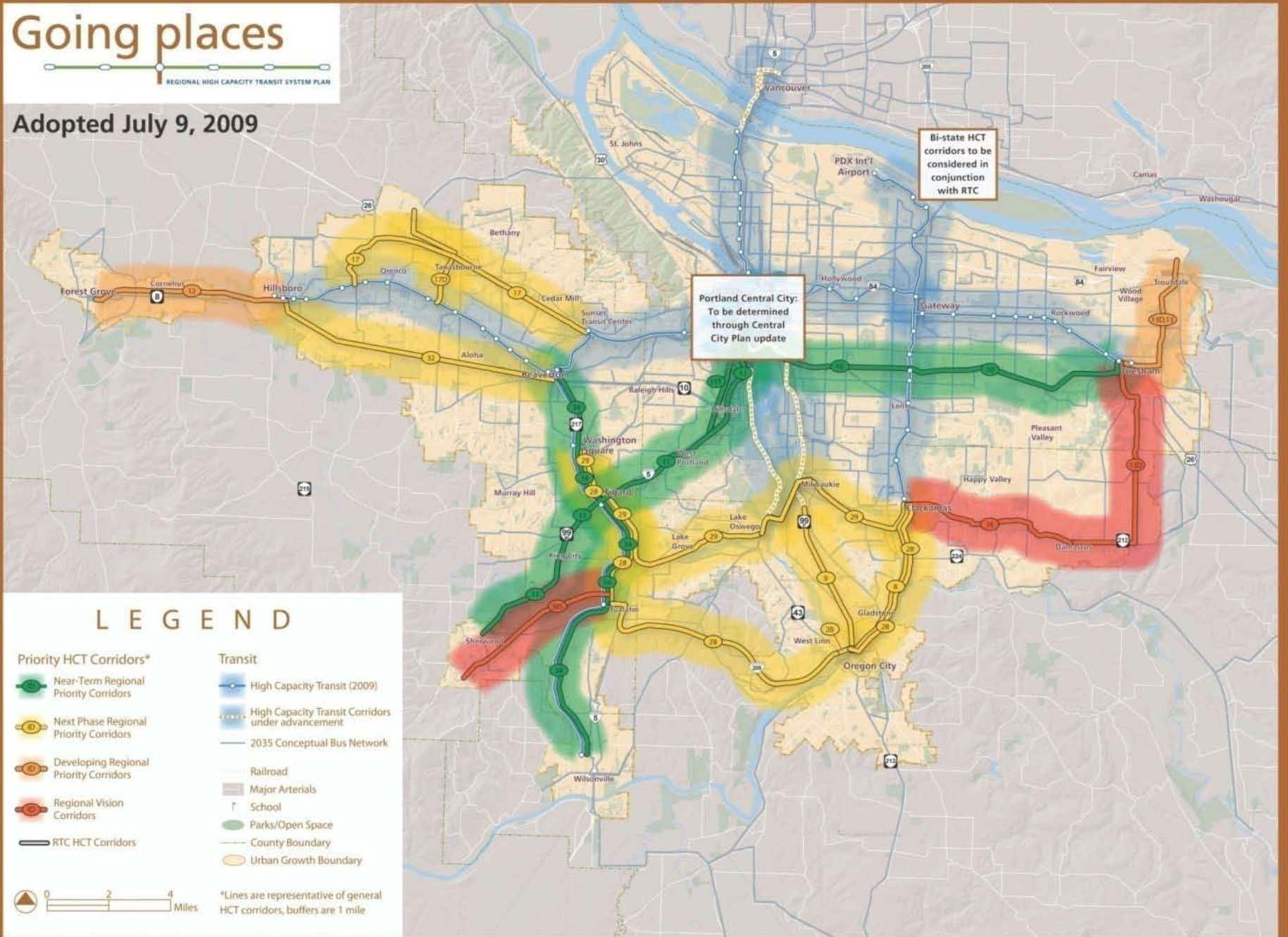
Source: Portland Comp Plan Update "map app"
<http://www.portlandbps.com/gis/cpmapp/>

- Higher percentage of communities of color east of 82nd Avenue
- Higher percentage of low-income along Powell, east of 82nd Avenue
- Higher percentage of youth
- Working to partner with community based organizations, East Portland Action Plan

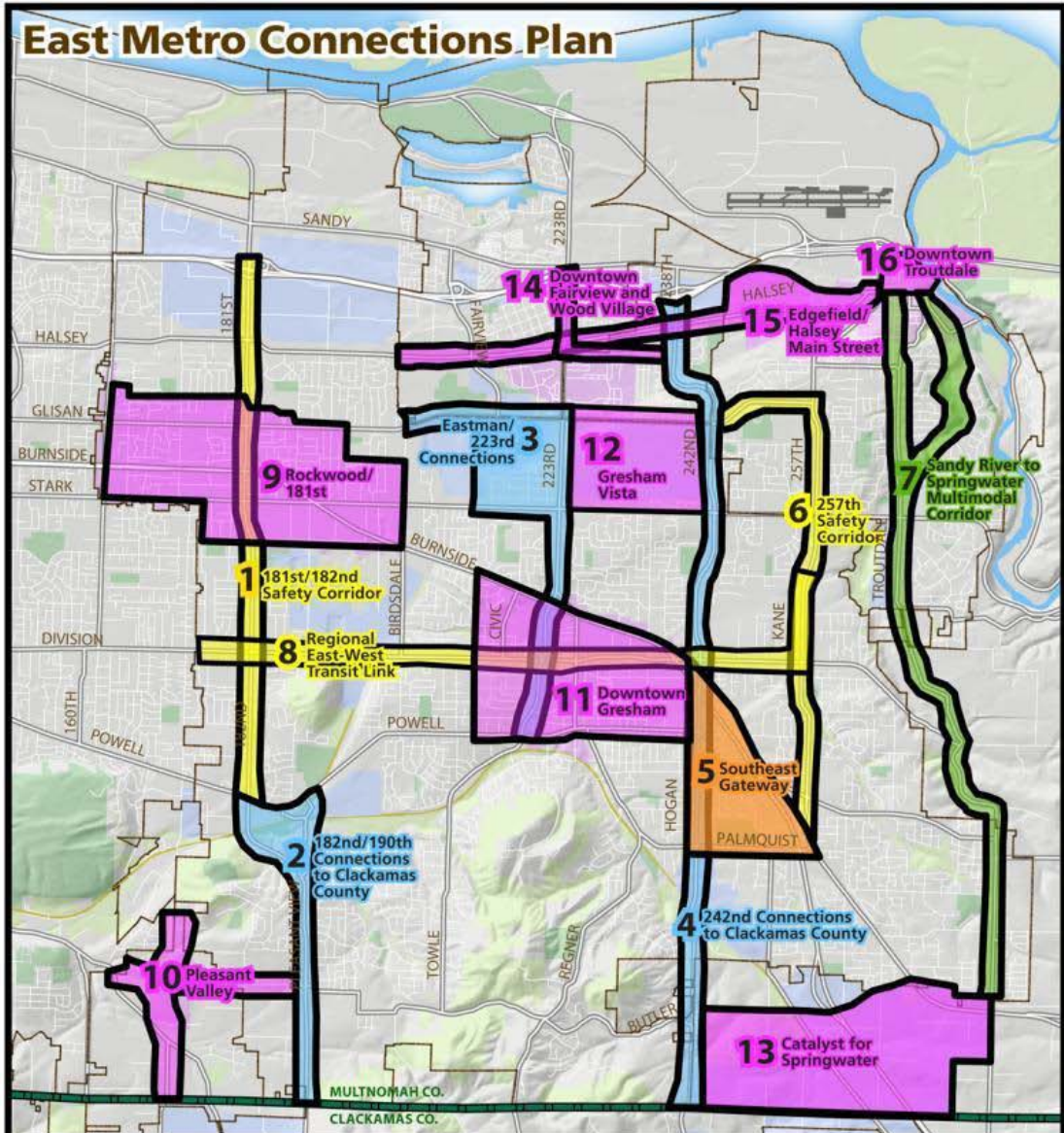
Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Adopted July 9, 2009



East Metro Connections Plan



Recommended Investment Packages

June 6, 2012

<ul style="list-style-type: none"> Access & mobility Safety Economic development Multimodal Regional gateway 	<ul style="list-style-type: none"> 1) 181st/182nd Safety Corridor 2) 182nd/190th Connections to Clackamas County 3) Eastman/223rd Connections 4) 242nd Connections to Clackamas County 5) Southeast Gateway 6) 257th Safety Corridor 7) Sandy River to Springwater multimodal Corridor 8) Regional East-West Transit Link Managing the System (*not mapped) 	<ul style="list-style-type: none"> 9) Rockwood/181st 10) Pleasant Valley 11) Downtown Gresham 12) Gresham Vista 13) Catalyst for Springwater District 14) Downtown Fairview and Wood Village 15) Halsey Main Street 16) Downtown Troutdale
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Partnerships

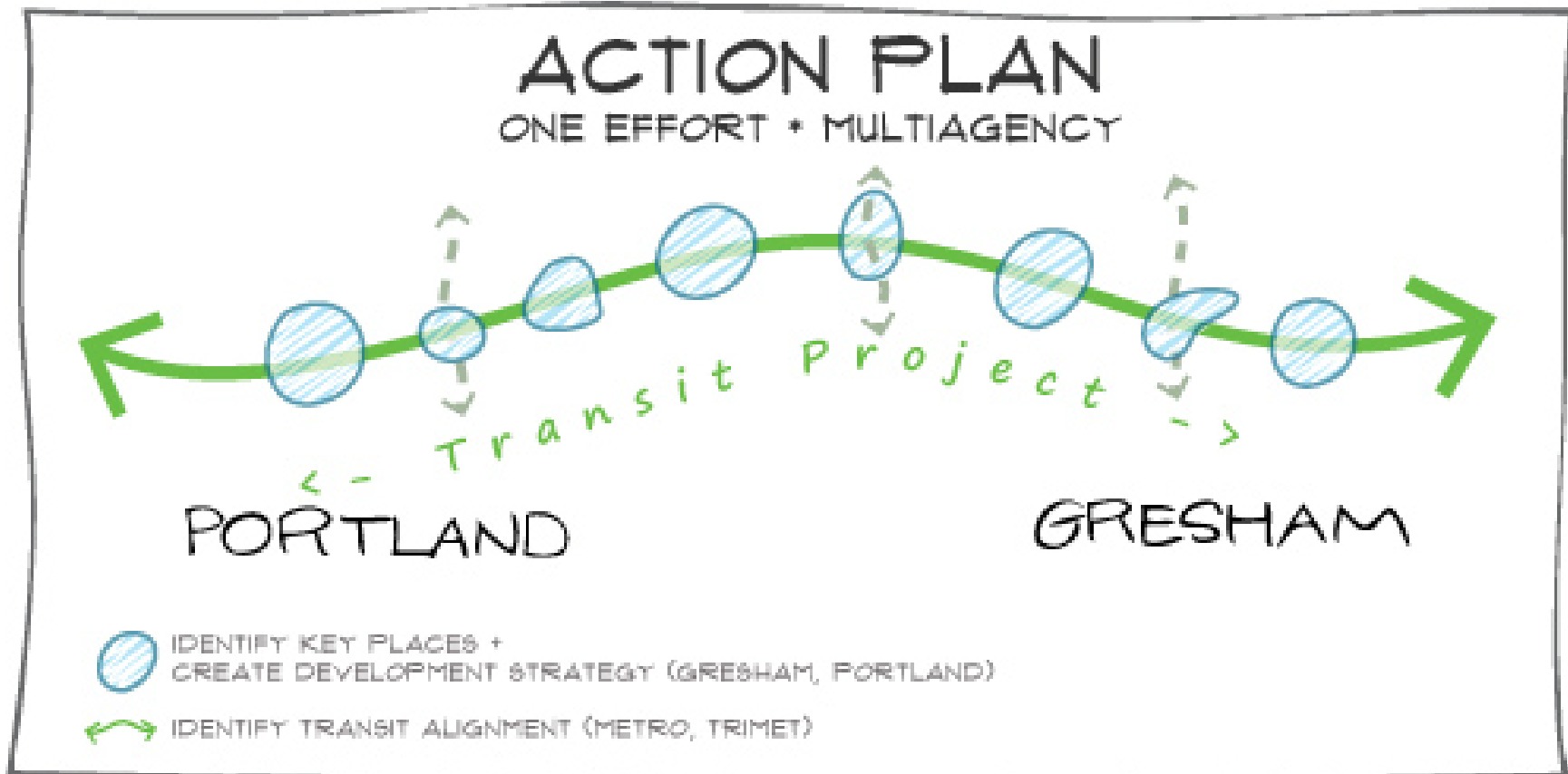
Partnerships

Steering Committee will include **community and business** leaders.

- Mount Hood Community College
- Portland Community College
- Multnomah County Health Department
- SE Uplift
- EPNO
- East Portland Action Plan
- Coalition Gresham Neighborhoods
- Home Forward
- Human Solutions
- Catholic Charities
- Division Midway Business
- Jade District
- East Metro Economic Alliance



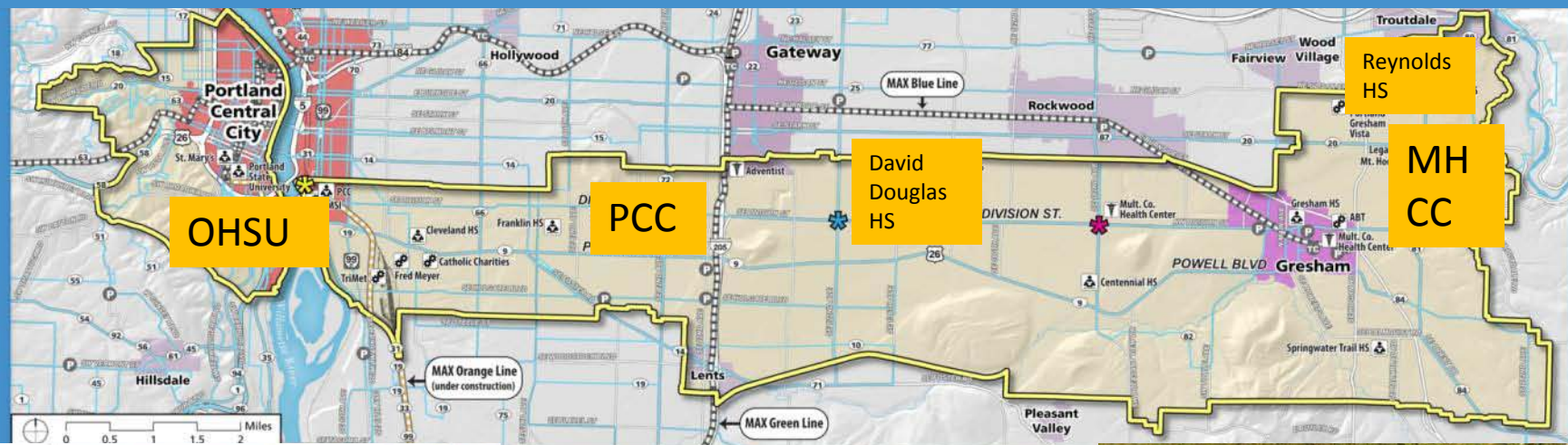
Community Planning and Development Grant



Portland and Gresham will work together to **identify key places** that promote economic development and serve the community by leveraging **future transit**.

EDUCATION CORRIDOR connections

- PSU, OHSU, Portland Community College and Mount Hood Community College
- David Douglas and Reynolds High Schools are the two largest in Oregon



OHSU/OUS Collaborative Life Sciences Building

PSU and OHSU
Connect to
PCC SE and
MHCC



The OHSU/OUS Collaborative Life Sciences Building will place portions of **Oregon Health & Science University, Oregon State University and Portland State University under one roof**. In doing so, the facility will extend partnerships among the universities, create new employment opportunities, and expand the schools' teaching facilities, class sizes and research activities. The **498,642-square-foot building** will include lecture halls, classrooms, labs, specialty research centers, offices and a state-of-the-art facility for the **OHSU School of Dentistry**. The Collaborative Life Sciences Building will foster collaboration in undergraduate and graduate education among students and instructors from multiple institutions.



The Portland-Milwaukie Light Rail Bridge will carry light rail, buses, cyclists, pedestrians and eventually streetcars, but no private vehicles.



The Portland-Milwaukie Light Rail Bridge will have 14-foot bike-pedestrian paths on each side of the bridge, as well as extra width at the towers.

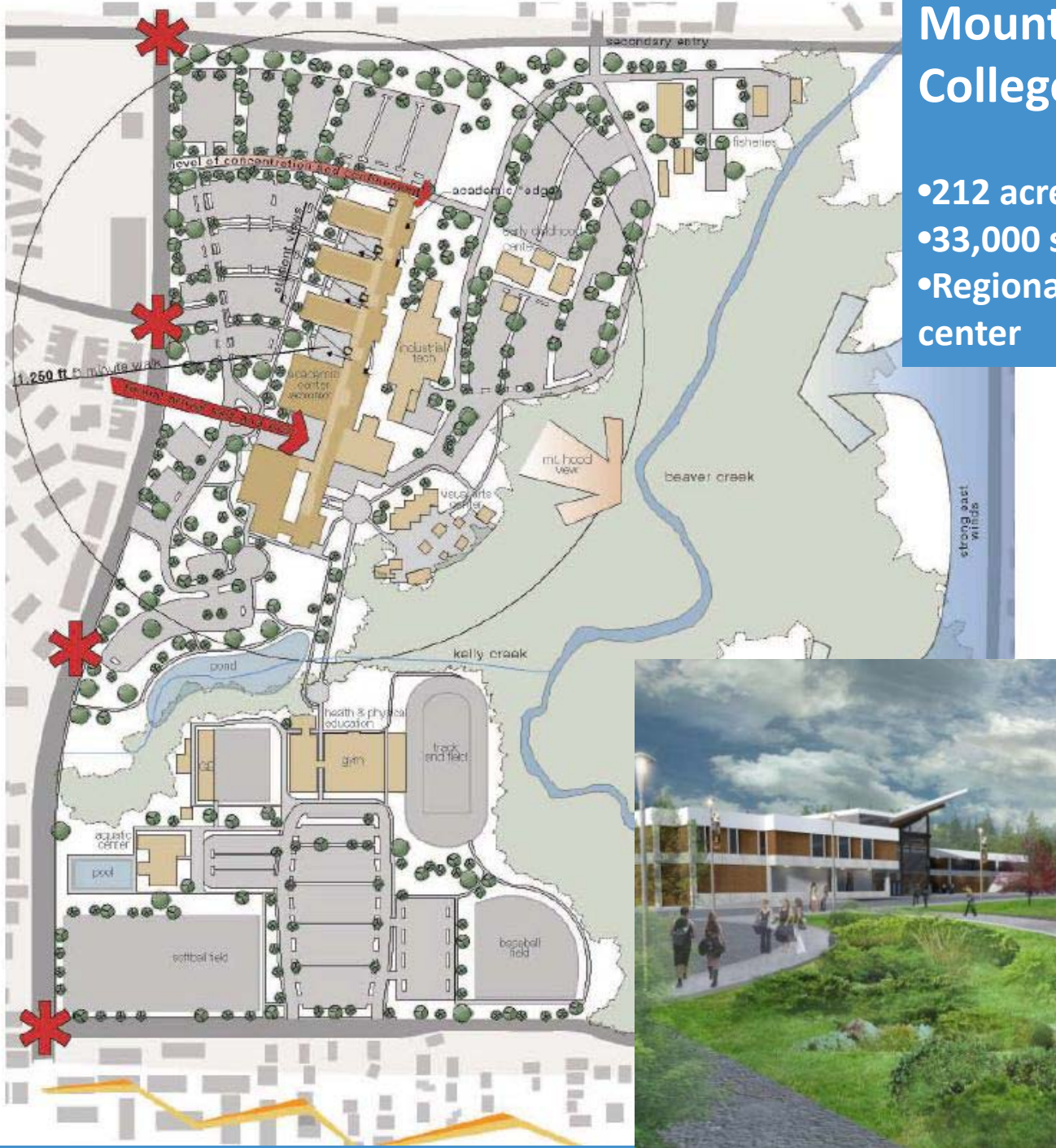


Portland Community College Southeast

- Transforming into a comprehensive, full service campus
- PCC is investing \$34 million in direct construction

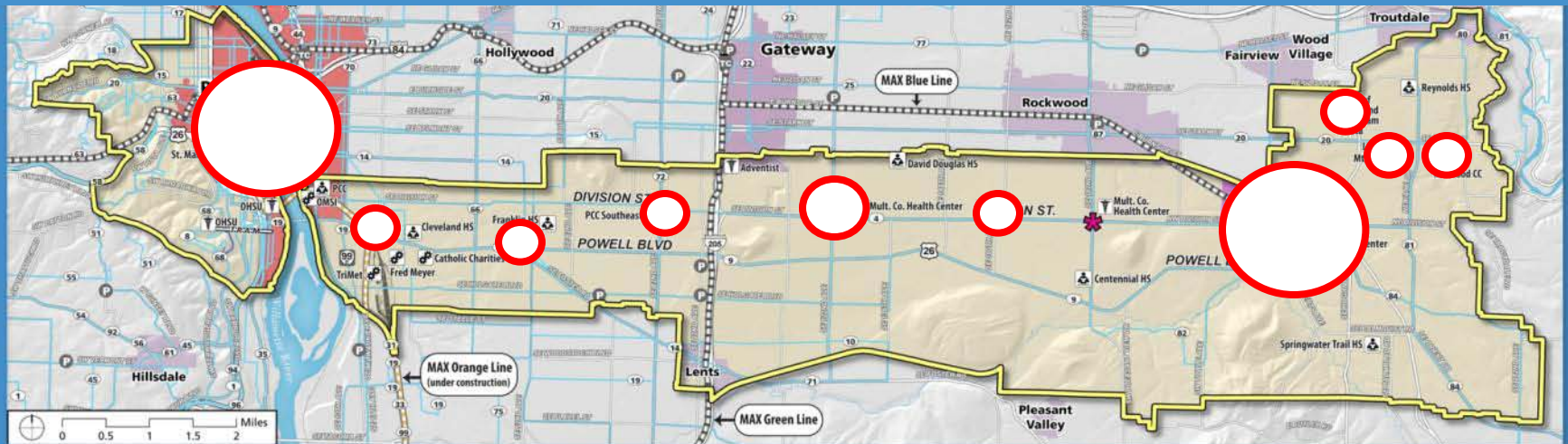
Mount Hood Community College

- 212 acre campus
- 33,000 students district wide
- Regional recreation and aquatic center



Economic Development connections

- Areas of the corridor have recently completed rezoning studies – 122nd
- Areas that are being planning for redevelopment, including PDC business districts, comprehensive plan neighborhood centers



**S.E. Division St./
82nd Ave.
District**

Jade District

S.E. Division St.

S.E. 112th Ave.

S.E. 122nd Ave.

**S.E. Division St.
124th-148th
District**

Division-Midway

S.E. 148th Ave.

S.E. Powell Blvd.



New Jade District another gem in Portland's crown

Created on Thursday, 21 February 2013 09:00 | Written by [Steve Law](#) |

[0 Comments](#)

82nd Avenue emerges as the Pearl's Asian counterpart

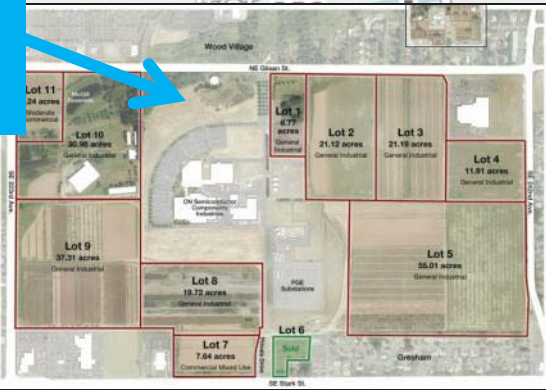


by: TRIBUNE PHOTO: CHRISTOPHER ONSTOTT - The O'Sushi restaurant, in the Fubonn Shopping Center on Southeast 82nd Avenue, is bustling with business as customers watch plates of fresh sushi roll by on a conveyor belt.

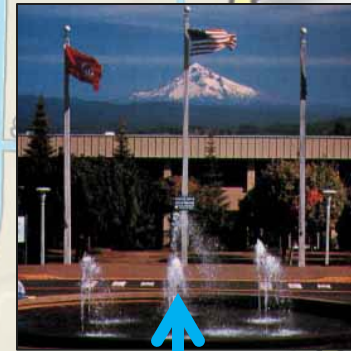
DAN AGUAYO/THE OREGONIAN



Portland of Portland
Gresham Vista future
2000 jobs on 200 acres



Largest hospital in East
County



Mount Hood
Community College

Gresham Civic

POWELL BL

Gresham
downtown



Mult. Co.
Health Center



Centennial HS

ngwater Trail HS

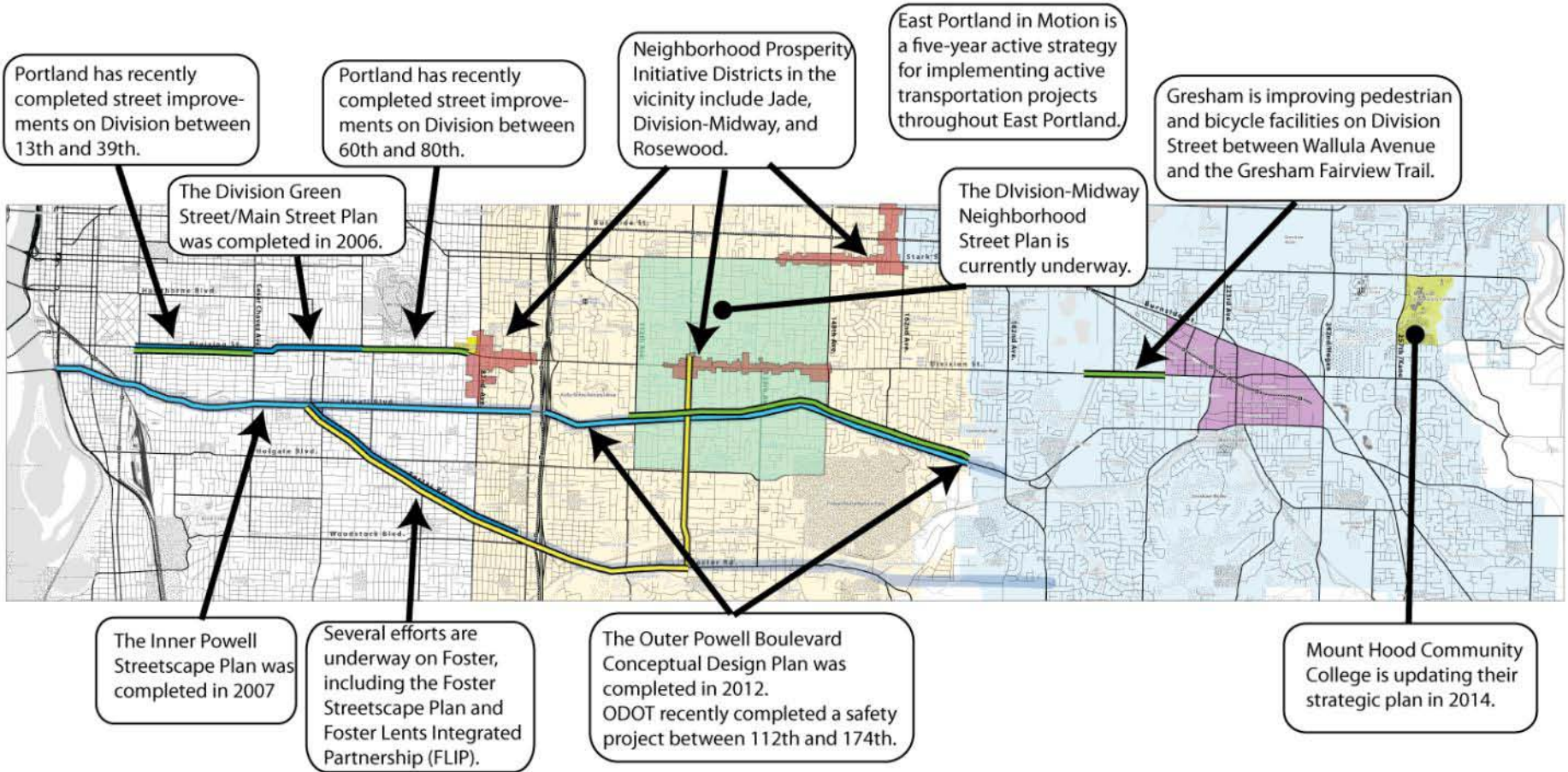
Gresham Institutions

Implementation

Coordinated projects

Policy, including RTP, STIP, TSP, and CIPs	Planning	Project Development	Final Design/ Construction
→	Powell-Division Transit and Development Project		
→	TriMet Service Enhancement Planning		
→		Powell Boulevard: I-205 to SE 174th Project	
→		East Metro Connections Plan	
→			East Portland in Motion
→			High Crash Corridors Program
→			Division Street Improvements

Implementation



Capital Investments

Project Name	Source	Amount
East Portland Active Transportation	Regional Funds 2014-15	\$4,200,000
East Portland in Motion - Access to Employment and Education	Regional Funds 2016-18	\$9,116,021
Powell Division Corridor Safety & Access to Transit	STIP 2016-18	\$2,512,440

Recent Investments
East Portland Sidewalk Infill on Arterials
TriMet Pedestrian Network Analysis
Gresham Division Complete Street Corridor Project
Portland High Crash Corridor Safety Program

Portland recently submitted more grant applications for over \$10 Million in additional funding. **If all grants are awarded, the City will have over \$38 Million allocated to East Portland Active Transportation** implementation between 2012 and 2018.



Division Street Corridor Project



Planning

Schedule

Partners looking forward to a near term project that will enhance capital investments and community development already underway

PARTNER 2012-13

Identify
Partners

Define
Opportunities

- Stakeholders
- Decision process
- Public engagement process

- Increase trust & awareness
- Project partnerships
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PLAN 2013-15

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IMPLEMENT 2015 -->

DEVELOP

- Design plans
- Environmental study and permits
- Federal funding decisions
- Identify transit supportive development opportunities

BUILD

- Secure Funding
- Begin Construction

2014

2015

2016

2017

2018

2019

2020

PLANNING

Winter 2014 Establish a common understanding of the needs and opportunities for transit and development in the corridor



Spring and summer 2014 Look at the kinds of transit that are feasible and desirable in the corridor, hear ideas about where it should go and identify places that would make safe and active station areas



Fall 2014 Take the elements that are most supported and feasible, and craft a recommendation on the type of transit, route and strategies for development at station areas



Winter 2015 Refine the recommendation and present it to local and regional elected councils for consideration and endorsement



DESIGN

2015 to 2017 Create detailed design of the new transit line and station areas, and complete environmental review and permitting



CONSTRUCTION

2018 to 2020 Build the transit line and station areas and start new service



Steering Committee formation

Elected Officials

neighborhood communities

Southeast Portland
East Portland
Gresham



At large



Steering Committee

Councilor Shirley Craddick
Metro

John Bildsoe
Gresham Coalition of Neighborhood
Associations

Diane Noriega
Board Chair,
Mount Hood Community College

Councilor Bob Stacey
Metro

Representative*
Southeast Uplift Neighborhood
Coalition

Jessica Howard
President,
Portland Community College Southeast

Councilor Lori Stegmann
City of Gresham

Representative*
East Portland Neighborhood Office
East Portland Action Plan

Lori Boisen
Division-Midway Alliance

Commissioner Steve Novick
City of Portland

Neil McFarlane
TriMet

Trell Anderson
Catholic Charities

Representative Shemia Fagan*
Oregon State Legislature

Jason Tell
Oregon Department of Transportation

Matt Wand
East Metro Economic Alliance

Commissioner Diane McKeel
Multnomah County

Gladys Ruiz*
Audubon Society of Portland

Raahi Reddy
Asian Pacific American Network of
Oregon

Mel Rader*
Upstream Public Health

Steering Committee initiation

Regional committee	Date
TPAC	January 3rd 9:30am – 12
JPACT	January 9th 7:30 – 9am
Metro Council Work session	January 14th 2pm – 4pm
Metro Council Action	January 16th 2pm – 4pm
MTAC	January 15th 10 am – 12
MPAC	January 22nd 5-7pm

2014

2015

2016

2017

2018

2019

2020

PLANNING

Winter 2014 Establish a common understanding of the needs and opportunities for transit and development in the corridor



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www.oregonmetro.gov/rtp

**2014
RTP
UPDATE**



RTP status update & summary of updated draft project list

**Transportation Policy Alternatives Committee
January 3, 2014**

John Mermin, project manager



Metro | *Making a great place*

RTP Status update



- Needs to be adopted by July 2014



- JPACT and Metro Council adopted work program in September



- Project solicitation completed in Fall 2013

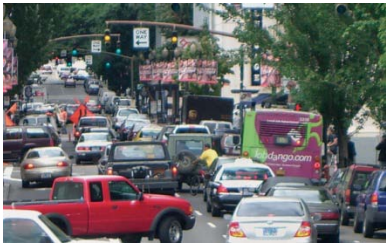


What's in the current RTP?



- Shaped by regional goals adopted in 2010

- 1071 projects compiled from local plans



- Total of \$19.8 billion representing federal, state, regional and local funds



- Broad range of types - bicycle, pedestrian, transit, demand management, system management, auto and freight.



Collaboration with many partners

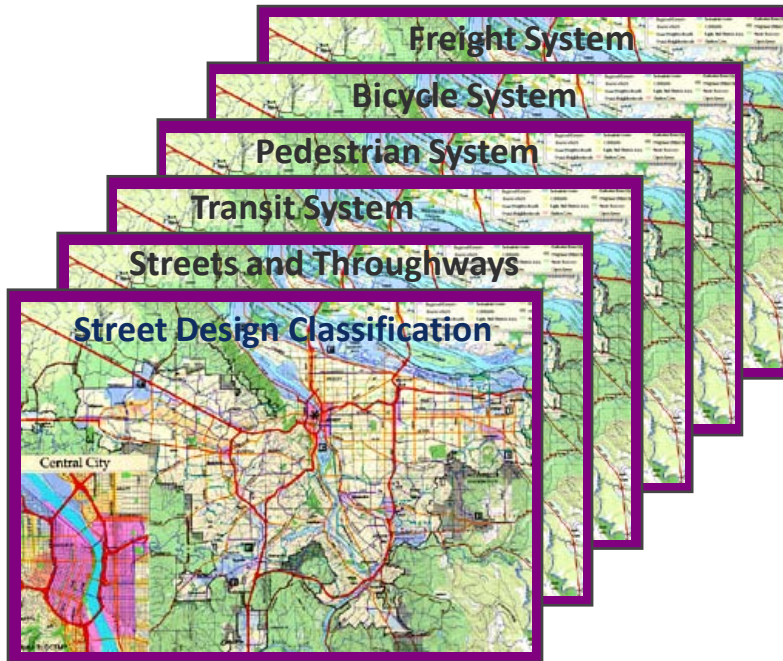


- **Projects come from many places**
 - **Cities**
 - **Counties**
 - **TriMet and SMART**
 - **ODOT**
 - **Port of Portland**

- **Metro compiles projects and knits them together into a single system that crosses boundaries**



What makes a project regional ?



- On a regional system map
OR
- Within a 2040 target area
(Center or Industrial area)



It's a Federal Mandate



- The USDOT requires metropolitan regions to maintain a Regional Transportation Plan with updates every four years
- The RTP must cover a rolling 25-year planning horizon
- Failing to update an RTP results in a “lapse” and stops the flow of federal transportation funds



It's a State Mandate



- Oregon's planning program includes a transportation planning rule (TPR) that sets forth regional and local requirements that go beyond the federal mandate
- The TPR also requires regular RTP updates (within 1 year of a federal update), but with less force than the required federal updates
- The RTP adopted as a land use action under the state framework as a vehicle for implementing the Region 2040 plan



State Mandate



- Under the statewide rule, the RTP functions as the regional Transportation System Plan (TSP)



- The TPR also requires cities and counties to adopt a local TSP that is consistent with the regional TSP



- Under the statewide rule, updates to the RTP trigger a timeline for local TSP updates



Regular Updates for a Reason



- Regular RTP updates are required for good reason, as they ensure our transportation decisions reflect current conditions:
 - *Recent economic and population trends*
 - *Recently adopted corridor plans*
 - *New policies and modal plans (e.g. Active Transportation Plan (ATP))*
 - *Recently updated local TSPs*
- Regular RTP updates help avoid RTP amendments for individual projects



RTP Linked to Clear Air Act



- The updated RTP must conform to federal clean air standards in order to take effect
- Metro accomplishes this “conformity” demonstration using our regional travel model to evaluate the combined effect of projects in the RTP on air quality
- The conformity determination must be “financially constrained”



MTIP draws projects from the RTP



- The Metropolitan Transportation Improvement Program (MTIP) draws projects and programs for federal funding from the RTP
- MTIP project pool limited to the RTP “financially constrained list”
- The MTIP must also be conformed to show compliance with the federal Clean Air Act



Solicitation criteria for 2014 RTP

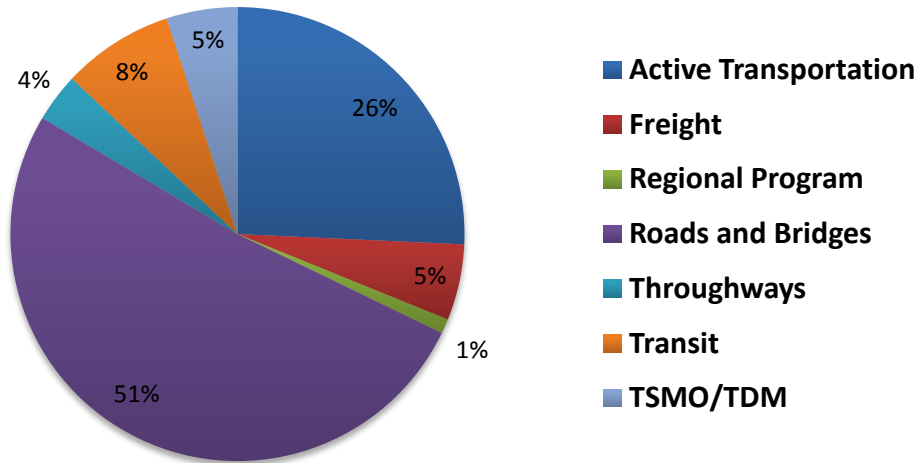


- **Local projects must have been adopted through a public process:**
 - Local TSPs
 - Area or corridor plans
 - Special action to endorse projects
- **Metro has solicited new projects and changes to existing projects as part of the update**
- **The overall project list is subject to an updated regional funding forecast**

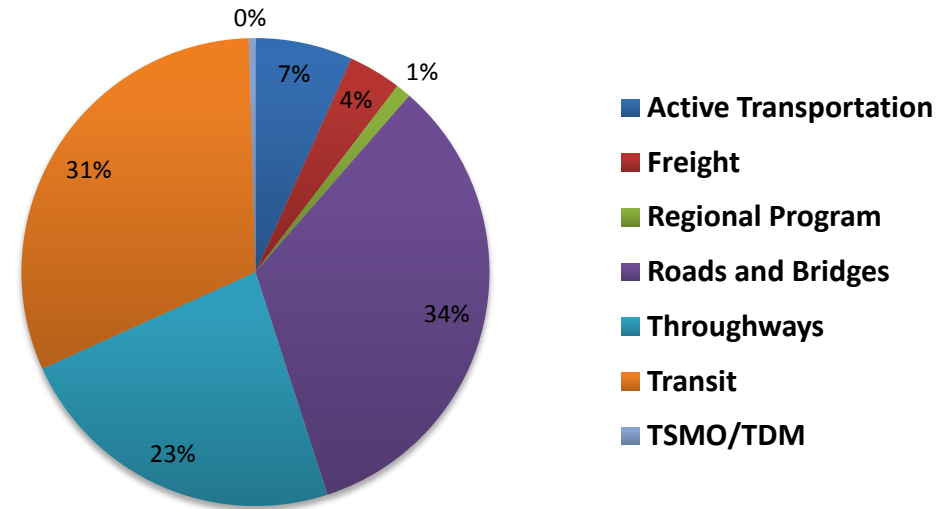


Composition of adopted RTP project list

By Number of Projects

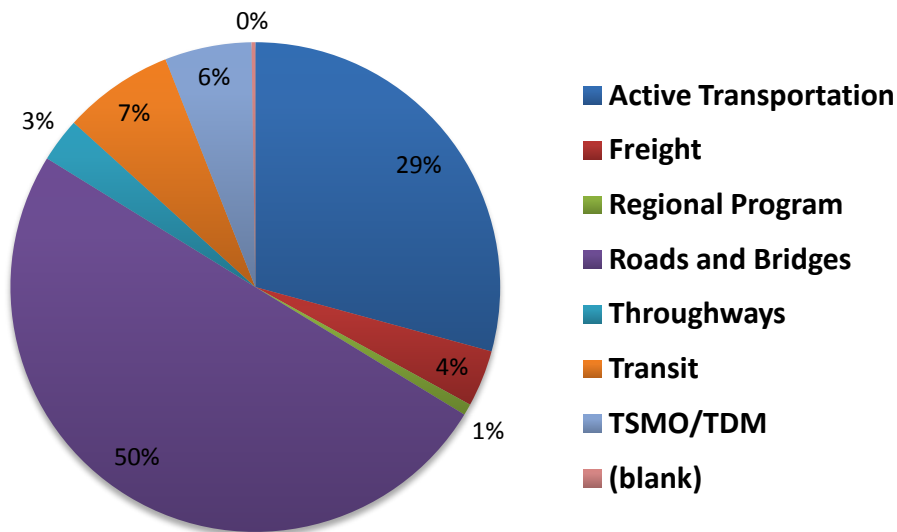


By Cost of projects

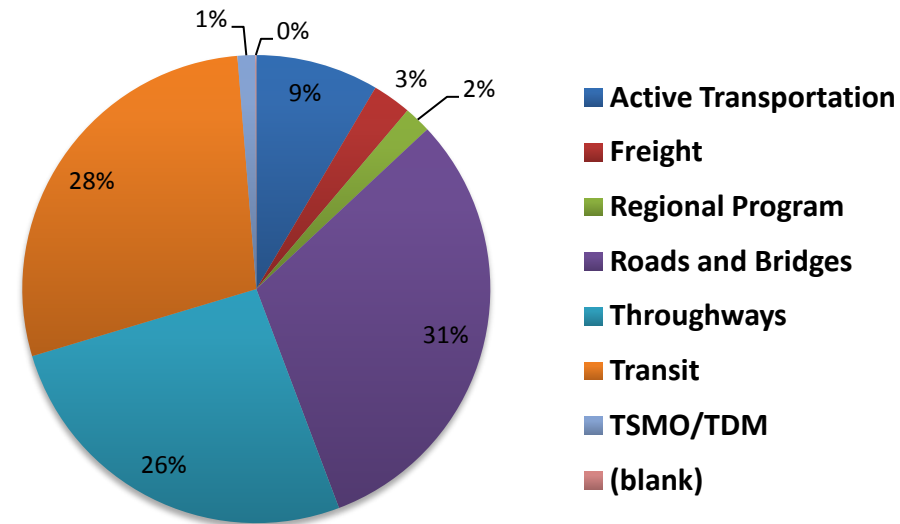


Composition of updated draft project list

By Number of Projects



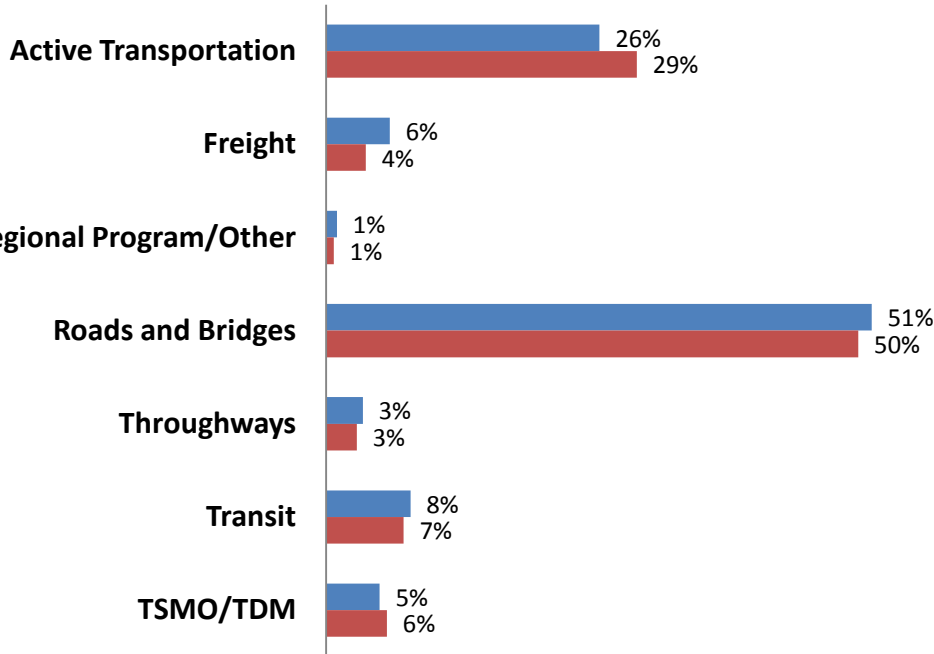
By Cost of Projects



Change in project list since last RTP

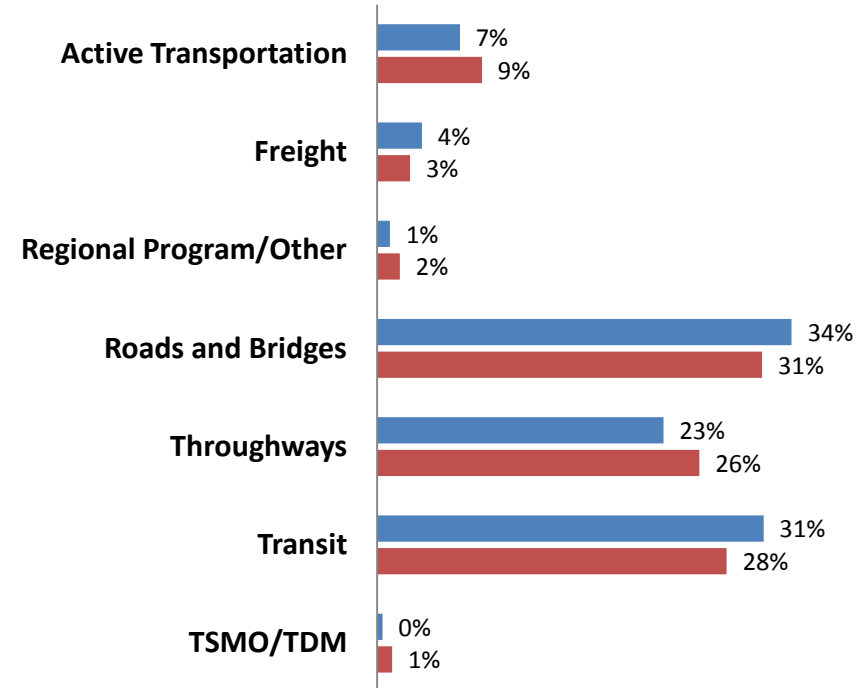
Project Composition (by count)

■ Adopted RTP ■ Updated Draft RTP



Project Composition (by cost)

■ Adopted RTP ■ Updated Draft RTP



Composition of draft project list by Sub-region

- All 4 sub-regions increased the share of their list towards active transportation projects

Clackamas County

- Active transportation increased from **38% to 43% by count...** **26% to 31% by cost**

East Multnomah County

- Active transportation increased from **13% to 14% by count...** **4% to 8% by cost**

Washington County

- Active transportation increased from **22% to 28% by count...** **8% to 11% by cost**

Portland

- Active transportation increased from **49% to 50% by count...** **29% to 34% by cost**



Composition of draft project list from regional/state agencies

- Similar project composition as in last RTP for ODOT, Port, TriMet, SMART, Metro

ODOT

- Primarily throughway projects

Port

- Primarily freight projects

TriMet/SMART

- Primarily transit projects

Metro

- Primarily regional programs



Scale of projects

Throughways

- 2 projects greater than \$1B
 - Columbia River Crossing and Hwy 217
- 6 projects from \$100 to \$300M
- 28 projects less than \$100M

Transit

- 3 projects greater than \$1B
 - SW Corridor High Capacity Transit
 - Vancouver, WA light rail, Milwaukie light rail
- 7 projects from \$100 to \$400M
- 79 projects less than \$100M

Roads & Bridges

- 7 projects greater than \$75M
- 89 projects from \$20 to \$75M
- 266 projects from \$5 to \$20M
- 240 projects less than \$5M

Active Transportation

- 41 projects more than \$10M
- 77 projects from \$5 to \$10M
- 232 projects less than \$5M

Freight

- 9 projects greater than \$25M
- 23 projects from \$5 to \$25M
- 13 projects less than \$5M

TSMO

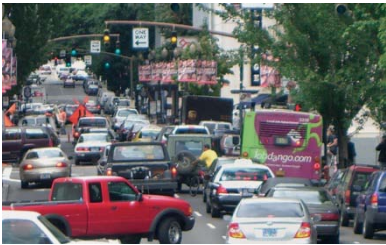
- 6 projects greater than \$10M
- 26 projects from \$1 to \$10M
- 36 projects less than \$1M





Next Steps

- Policy committee briefings in January
- Preview of draft RTP at Feb 28 TPAC
- Public Comment Period
(March 22 – May 5)
- Air quality modeling & comment period
(May - June)
- Final Action by Metro Council July 17th



Questions



John Mermin, 503-797-1747

John.mermin@oregonmetro.gov



Metro | *Making a great place*



DATE: December 30, 2013
TO: TPAC, MTAC and Interested Parties
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Climate Smart Communities Scenarios Project – Proposed Process for Shaping the Preferred Approach in 2014

PURPOSE

TPAC and MTAC will receive an informational presentation of additional results and provide input on the proposed process for developing the preferred approach in 2014.

BACKGROUND

The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035.

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, the Council directed staff to evaluate three illustrative approaches – or scenarios – over the summer of 2013 to better understand how best to support community visions and a vibrant economy while reducing greenhouse gas emissions. Adopted land use plans served as the foundation for each scenario. 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.

The project is currently on track to meet its legislative and administrative mandates. In November, the committees discussed early results related to greenhouse gas emissions, housing, jobs, travel and air quality. In December, staff presented results related to economic and social equity outcomes. Public health and additional cost-related results will be reported in January as well as a proposed process for developing the preferred approach in 2014.

CHANGES SINCE TPAC AND MTAC LAST CONSIDERED THIS ITEM

- In December, Councilors and staff **briefed the Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation** on the economic and social equity related results. During the briefings and previous policy coordinating committee discussions, local officials requested joint meetings of the Metro Council, MPAC and JPACT in 2014 to discuss regional policy initiatives, including the Climate Smart Communities effort. Staff developed a

refined four-step process that uses joint meetings to build consensus on the investments and actions to be included in the preferred approach.

- **Staff continued to analyze the three scenarios with a focus on costs and social equity, and began to review the latest results with the regional technical advisory committees.** The latest results will be presented at the January meetings.
- The **Oregon Health Authority continued preparing a health impact assessment** of the three scenarios. This work is undergoing technical review and is expected to be available to report to policymakers in January.
- The **Oregon Department of Transportation released the Statewide Transportation Strategy Short-Term Implementation Plan¹**. Accepted by the Oregon Transportation Commission in March 2013, the Statewide Transportation Strategy (STS)² identifies 18 strategies for Oregon to pursue to reduce greenhouse gas emissions from transportation. The Short-Term Implementation Plan identifies priority actions ODOT will pursue in the next 2 to 5 years to move the STS vision forward. By design, the actions identified represent “low-hanging fruit:” strategies with a relatively high degree of political acceptance, actions that maximize existing work, or actions that can be pursued at a relatively low level of effort with moderate returns.
- **ODOT, TriMet, the South Metro Area Rapid Transit (SMART) district, the Port of Portland and local governments submitted updated investment priorities for inclusion in the 2014 Regional Transportation Plan (RTP).** The investment priorities submitted by project sponsors reflect two levels of funding: a fiscally constrained level of investment and a more aspirational level of investment. RTP project staff will brief TPAC on the updated investment priorities at the January 3 meeting. MTAC will be briefed at the January 15 meeting.

FOR DISCUSSION

The Portland metropolitan region is growing and changing. By 2035, the region’s population is expected to grow to nearly 1.9 million people and 1.1 million jobs. This growth will bring more diversity, more travel, more economic activity and more infrastructure to maintain. Nearly two decades ago, the residents of this region set a course for how to manage growth with the adoption of the 2040 Growth Concept – a blueprint for how the region grows over the next 50 years. For the last 20 years, the region has focused development and investment where it makes sense – in downtowns, main streets and employment areas.

The results of the Phase 2 scenario alternatives analysis demonstrate that implementation of the 2040 Growth Concept and locally adopted land use and transportation plans and policies make the state-mandated greenhouse gas emissions reduction target achievable – if we make the investments and take the actions needed to implement those plans.

¹ http://www.oregon.gov/ODOT/TD/OSTI/docs/STS%20Short-Term%20Implementation%20Plan_12.19.2013.pdf

² <http://www.oregon.gov/ODOT/TD/OSTI/Pages/STS.aspx> and

http://www.oregon.gov/ODOT/TD/OSTI/docs/STS%20Strategy%20Summary%20Sheets_12.19.2013.pdf

STAFF RECOMMENDATION FOR MOVING FORWARD IN 2014: Moving forward in 2014, staff recommends a four-step process for building consensus on what strategies are included in the region's preferred approach (**see Attachment 2**).

- **Step 1 and 2:** In January and February 2014, the Council, MPAC, and JPACT confirm initial areas of agreement to carry forward without further discussion related to: (1) locally adopted comprehensive plans, zoning and investment priorities from local transportation system plans, ODOT, TriMet, SMART and the Port of Portland, and (2) state assumptions for pay-as-you-drive insurance, clean fuels and more fuel-efficient vehicles and engines.
- **Step 3:** From February to May 2014, the Council facilitates a regional discussion to identify assumptions related to transportation system efficiency, transit service and parking management.
- **Step 4:** From February to December 2014, the Council facilitates a regional discussion to identify potential funding mechanisms to implement the preferred approach.

The recommended process allows the remaining 2014 regional policy discussions and engagement activities to focus on a narrowed set of policy areas recommended for further discussion and input to shape a draft preferred approach by May 2014. The regional policy discussions are expected to identify additional investments and actions to complement local, regional and state actions that have already been taken or that are under way.

More discussion of each step is provided below.

STEP 1. The Council, MPAC and JPACT confirm that locally adopted comprehensive plans, zoning and investment priorities from local transportation system plans, ODOT, TriMet, SMART and the Port of Portland be carried forward for inclusion in the draft preferred approach. (January and February 2014)

Recommendation: The Council, MPAC and JPACT confirm that locally adopted comprehensive plans, zoning and updated investment priorities from local transportation system plans, ODOT, TriMet, SMART and the Port of Portland be carried forward into the draft preferred approach. The updated investment priorities were identified locally and submitted by project sponsors on December 6 for inclusion in the 2014 RTP. The submitted project lists reflect two levels of funding: (1) a fiscally constrained level of investment, and (2) a more aspirational level of investment. Staff recommends that the more aspirational set of investment priorities be carried forward and included in the draft preferred approach, pending final adoption of the 2014 RTP in July 2014.

For purposes of evaluating the draft preferred approach, staff will use a combination of the adopted 2035 growth forecast (which reflects locally adopted plans as of 2010), its estimated 12,000 acres of urban growth boundary expansion, and the draft 2014 Regional Transportation Plan State System. Additional investments and actions may be identified in Step 3.

Rationale: Project work to date has found that most of the investments and actions under consideration are already being implemented to varying degrees to realize community visions and other important economic, social and environmental goals. Many of these strategies are primarily

local government responsibilities. These include implementing local transportation system plans, comprehensive plans and zoning; locating schools, services and shopping close to where people live; managing parking; completing local and arterial street connections with sidewalks and bicycle facilities; and expanding access to electric vehicle infrastructure and car-sharing programs.

Under state law, Metro has primary responsibility for maintaining the region's urban growth boundary and coordinating development of a regional population, housing and employment growth forecast to inform regional growth management decisions every five years. In November 2012, the Metro Council adopted a population and employment growth forecast for the year 2035. The growth forecast predicts localized distribution of jobs and housing for the metropolitan area and is based on policy and investment decisions and assumptions that local officials and the Metro Council agreed upon in 2012, including locally-adopted comprehensive plans and zoning, the local and regional investment priorities assumed in 2010 Regional Transportation Plan, and designation of urban and rural reserves. The regional population and employment growth forecast underwent extensive review by local governments prior to adoption and includes estimates of expected housing and job growth by jurisdiction and land use type. Metro is required to submit these estimates to LCDC as part of documenting the planning assumptions upon which the preferred approach relies.

Updates to these planning assumptions are being made in consultation and collaboration with local governments as part of the growth management cycle that is also under way. The current growth management cycle provides an opportunity for local governments to update land use assumptions to better reflect land use plans and visions adopted since 2010, including the Southwest Corridor land use vision. An updated Urban Growth Report will be developed by the end of 2014, after which a new regional population and employment growth forecast will be developed for the year 2040. Future growth management decisions will be evaluated for transportation-related greenhouse gas emissions as part of the periodic monitoring mandated by state administrative rules.

STEP 2. The Council, MPAC and JPACT confirm investments and actions related to pay-as-you-drive insurance, clean fuels and more fuel-efficient vehicles and engines be carried forward for inclusion in the draft preferred approach. *(January and February 2014).*

Recommendation: The Council, MPAC and JPACT confirm that the vehicle and fuel assumptions and related investments and actions developed by three state agencies (ODOT, ODEQ and ODOE) be included in the draft preferred approach. These assumptions were specified 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 vehicle technologies and fuels. This recommendation reflects what is required by state administrative rules.

Rationale: These investments and actions are primarily state and federal responsibilities, and significant work is already under way to implement them as outlined in the Governor's 10-year Energy Action Plan³, the Oregon Global Warming Commission 2020 Road Map⁴, the Statewide

³ http://www.oregon.gov/energy/pages/ten_year/ten_year_energy_plan.aspx

Transportation Strategy (STS) and STS Short-Term Implementation Plan. OAR 660-044-0040 directs Metro to identify the assumptions used for state-wide actions, such as pay-as-you-drive insurance and vehicle technology, fleet and fuels as part of documenting the planning assumptions upon which the preferred approach relies.

STEP 3. The Council facilitates a regional discussion to identify assumptions related to transportation system efficiency, transit service and parking management by May 2014 to complement local, regional and state actions from Step 1 and Step 2.
(January to May 2014)

Recommendation: The Council, MPAC and JPACT recommend focusing 2014 policy discussions and engagement activities on a narrowed set of policy areas to further shape the draft preferred approach by May 2014. The recommended policy areas are:

- a. **Improve transit** to make it more convenient, frequent, accessible and affordable.
- b. **Provide information and use technology and “smarter” roads** to manage traffic flow, boost system efficiency, and expand use of low carbon travel options and fuel-efficient driving techniques.
- c. **Manage parking** with a market-responsive approach.

Rationale: The 2014 policy discussions and engagement activities will aim to build understanding of the investments and actions needed to implement these policies and develop a recommendation on how bold or aggressive the region should be in shaping the draft preferred approach. More background on each policy area is provided below.

The first policy area, **improving transit**, has been identified during MPAC and JPACT discussions as being a key strategy for meeting the state-mandated target as well as other community and regional goals. Improving transit service is primarily the responsibility of TriMet and SMART; however, the state, Metro and local governments play important supporting roles. The analysis to date shows this policy provides a relatively high greenhouse gas emissions reduction benefit for a relatively moderate to high cost. More discussion is recommended to determine how much transit should be included in the draft preferred approach and how community-based transit solutions can help support more localized travel needs.

The second policy area relates to **providing information and incentives to make it easier for people to drive less by choice and improving the efficiency of the transportation system through technology and “smarter” roads**. This policy area has been identified as “low hanging” fruit that provides a moderate greenhouse emissions reduction benefit for a relatively low cost, and addresses other important economic, social and environmental goals. This policy area is a region-wide responsibility that involves the collaboration of Metro, ODOT, local governments, transit providers and emergency responders. The region has successfully implemented these policies and programs, but could accomplish more with expanded resources and coordination. MPAC and JPACT

⁴http://www.keeporegoncool.org/sites/default/files/Integrated_OGWC_Interim_Roadmap_to_2020_Oct29_1-19Additions.pdf

discussions have called for the need to consider “low hanging” fruit in the draft preferred approach, considering GHG emissions reduction potential, cost, ease of implementation and political acceptance. More discussion is recommended to identify the actions and level of investment that should be included in the draft preferred approach.

The third policy area relates to **using market-based approaches to manage parking in commercial districts, downtowns, main streets and areas that are well-served by transit.** Parking is frequently a controversial issue in communities. Many business owners and operators feel their success relies on an ample and easily accessible supply of parking, as do the customers that want convenient access to the business. The same can be true for access to work and home for employees and residents. This policy area has been identified as providing a relatively moderate to high greenhouse gas emissions reduction benefit for a relatively low cost. This policy area is primarily a local responsibility, but was identified during the December 8 JPACT discussion as a policy area for further discussion. More discussion is recommended to determine what actions in this policy area should be included in the draft preferred approach.

STEP 4. The Council facilitates a regional discussion to identify potential funding mechanisms to implement the preferred approach and an action plan to continue finance discussions beyond the Climate Smart Communities Scenarios Project.

(January to May 2014)

Recommendation: The Council, MPAC and JPACT recommend a fourth policy area – (d.) Identify potential funding mechanisms and an action plan for implementation of preferred approach – also be part of the 2014 regional discussions. The regional discussion will identify a general estimate of the amount of additional funding needed and potential funding mechanisms for key actions, including local, regional and state mechanisms, to implement the preferred approach. This recommendation reflects what is required by state administrative rules, and may include a state and federal transportation legislative package for 2015. As a result, the Climate Smart Communities effort will identify a preferred approach and potential funding mechanisms to pay for the investments needed to implement the approach. Long-term finance discussions will continue beyond the Climate Smart Communities Scenarios Project.

Rationale: Several transportation finance-related discussions are under way at the federal, state, regional and local levels about how to adequately maintain and improve transportation infrastructure. Given the complex nature of transportation finance in combination with the number of discussions under way and the project timeline, staff are not able to conduct the level of analysis and community engagement needed to inform policymakers about the broader economic and social equity implications of different mechanisms, such as a mileage-based road user fee and a carbon tax.

At the federal level, discussions have been under way about how to comprehensively address underinvestment in transportation infrastructure, the insolvency of the Highway Trust Fund and the lack of dedicated revenues for transit and active transportation investments. Legislation has been introduced to increase the federal gas tax, for example, as a step toward transitioning to other funding mechanisms such as a road user fee or carbon tax.

Since 2001, ODOT has studied the feasibility of road user fees and is currently implementing a statewide mileage-based road user fee program that allows up to 5,000 Oregon drivers to voluntarily pay 1.5 cents per mile in exchange for a gas tax reimbursement. The program will begin July 1, 2015. The STS Short-Term Implementation Plan calls for ODOT to prepare an economic impact analysis in the next biennium, and is an important next step to further advance consideration of this funding mechanism in Oregon.

In addition, state-level technical analysis and policy discussions are under way related to a carbon fee. A Portland State University study released in March 2013 found that a carbon tax could deliver billions to the state's budget.⁵ Subsequently, Senate Bill 306 directed the Oregon Legislative Revenue Officer to conduct an analysis of the feasibility of a statewide carbon fee and the potential impacts on key industries, traded-sector businesses, low-income households and local governments. A final report is mandated by November 15, 2014, and will likely inform further consideration of a fee or tax on greenhouse gas emissions in Oregon.

Locally, some cities and counties in the Portland metropolitan area are working to build community support for long-term solutions to fund existing and future transportation needs. For example, Washington County is considering a county-wide vehicle registration fee to complement the existing gas tax.⁶

Any effort to expand existing mechanisms or establish new transportation-related fees or taxes will be a long-term effort that may require support from the federal government and the Oregon Legislature and the participation of a broad range of stakeholders. More discussion is recommended to determine what funding mechanisms should be recommended in the preferred approach the Metro Council considers for adoption in December 2014, and to develop an action plan for continuing these finance discussions beyond the Climate Smart Communities Scenarios Project.

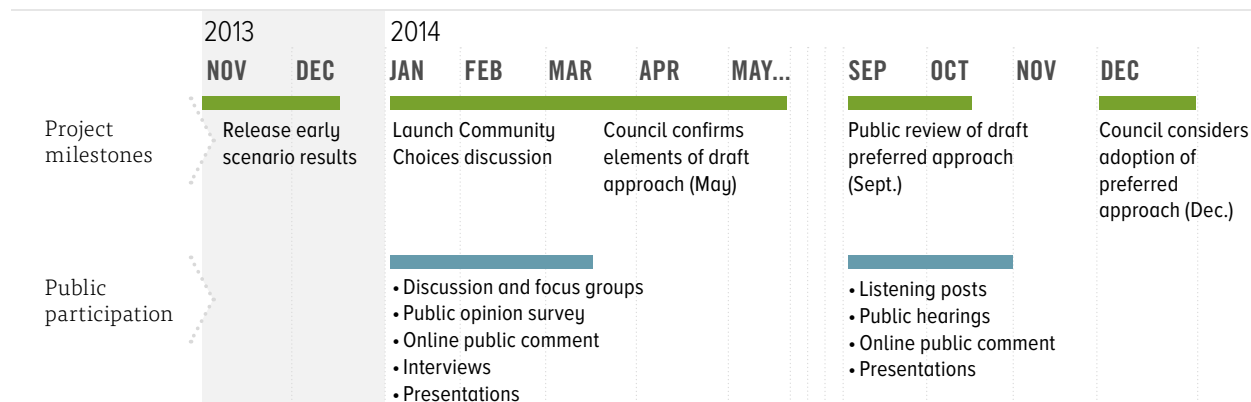
NEXT STEPS

Figure 1 provides a summary of Phase 3 activities and milestones for reference.

FIGURE 1. PHASE 3 PROJECT MILESTONES AND PUBLIC PARTICIPATION OPPORTUNITIES

⁵ <http://www.pdx.edu/nerc/sites/www.pdx.edu/nerc/files/carbontax2013.pdf>

⁶ <http://www.co.washington.or.us/LUT/TransportationFunding/vehicle-registration-fee.cfm>



- **FIRST LOOK AT RESULTS: In November and December 2013**, analysis of the Phase 2 scenario results was 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. Further analysis 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 May 2014**, Metro will facilitate a Community Choices discussion to explore policy choices and trade-offs. The January through March policy committee meetings are proposed to focus on providing additional background information in advance of two joint Metro Council/MPAC/JPACT meetings proposed for early April and mid-May. During this period, 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, with a focus on the regional policy areas proposed for discussion and input. On-line comment opportunities, stakeholder interviews, discussion groups, public opinion research and focus groups will be used to gather input on the four recommended policy areas. **A public engagement summary report and recommendations for the draft preferred approach will be provided to Metro’s technical and policy advisory committees in April prior to the second joint MPAC/JPACT meeting.**

The April and May joint MPAC/JPACT meetings will use interactive, facilitated discussions to build consensus on what investments and actions should be included in the draft preferred approach. The May joint meeting is proposed to conclude with a formal recommendation to the Metro Council from each committee recommending that Council direct staff to evaluate the agreed-upon draft preferred approach and prepare Regional Framework Plan amendments for the fall public comment period.

- **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 December 31, 2014 after public review and consultation with local governments, the Port of Portland, TriMet and the Oregon Department of Transportation. A formal 45-day public comment period is planned from September 5 to October 20. On-line comment opportunities and public hearings are planned during this period.

Concurrent with the comment period, the Fall advisory committee meetings will focus on reviewing results of staff's technical evaluation of the draft preferred approach and discussing proposed Regional Framework Plan amendments and potential refinements based on public comments received. 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. Final recommendations from the regional policy advisory committees will be requested in November to allow sufficient legislative process time between MPAC and JPACT actions and the final Council action. **The Metro Council is scheduled to consider adoption of a preferred approach on December 11, 2014.**

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 approach.

- Attachment 1. 2014 Key Milestones and Decisions *(Dec. 30, 2014)*
- Attachment 2. Shaping the Preferred Approach in 2014 *(Dec. 30, 2013)*
- Attachment 3. Investing in Great Communities brochure *(updated Dec. 27, 2013)*



2014 DECISION MILESTONES

1. Receive Council direction on Draft Preferred Approach	May 22, 2014
2. Release Public Review Draft Preferred Approach for 45-day comment period	September 5, 2014
3. Seek Council adoption of recommended preferred approach	December 11, 2014

EVENTS AND PRODUCTS TO ACTUALIZE DECISION MILESTONES

Milestone 1

Jan. - Feb. 2014	Council, MPAC and JPACT confirm process & policy areas to discuss in 2014 Conduct interviews with community and business leaders and elected officials
Feb. – March 2014	MPAC and JPACT discuss background information on policy areas Launch public opinion research (telephone survey) and on-line public comment tool Convene discussion groups to gather input on strategies to include in preferred approach MTAC and TPAC help frame policy choices and potential funding mechanisms for MPAC and JPACT discussion
April 4	Joint Council/MPAC/JPACT meeting to discuss policy choices & potential funding mechanisms
April 2014	Public engagement report prepared for policy advisory committees and Metro Council MTAC and TPAC provide input on elements of draft preferred approach
May 16	Joint Council/MPAC/JPACT meeting to recommend draft preferred approach
May 2014	Seek Council direction on public review draft preferred approach

Milestone 2

June – August 2014	Staff evaluates draft preferred approach
	MTAC and TPAC provide input on draft adoption legislation, draft Regional Framework Plan (RFP) amendments and draft short-term implementation recommendations
	Brief local officials on draft preferred approach and upcoming adoption process
July 2014	Council discusses draft RFP amendments and draft short-term implementation recommendations
August 2014	MPAC and JPACT discuss draft RFP amendments and draft short-term implementation recommendations
September 2, 2014	Notice first public hearing
September 5, 2014	Release public review draft preferred approach for 45-day comment period

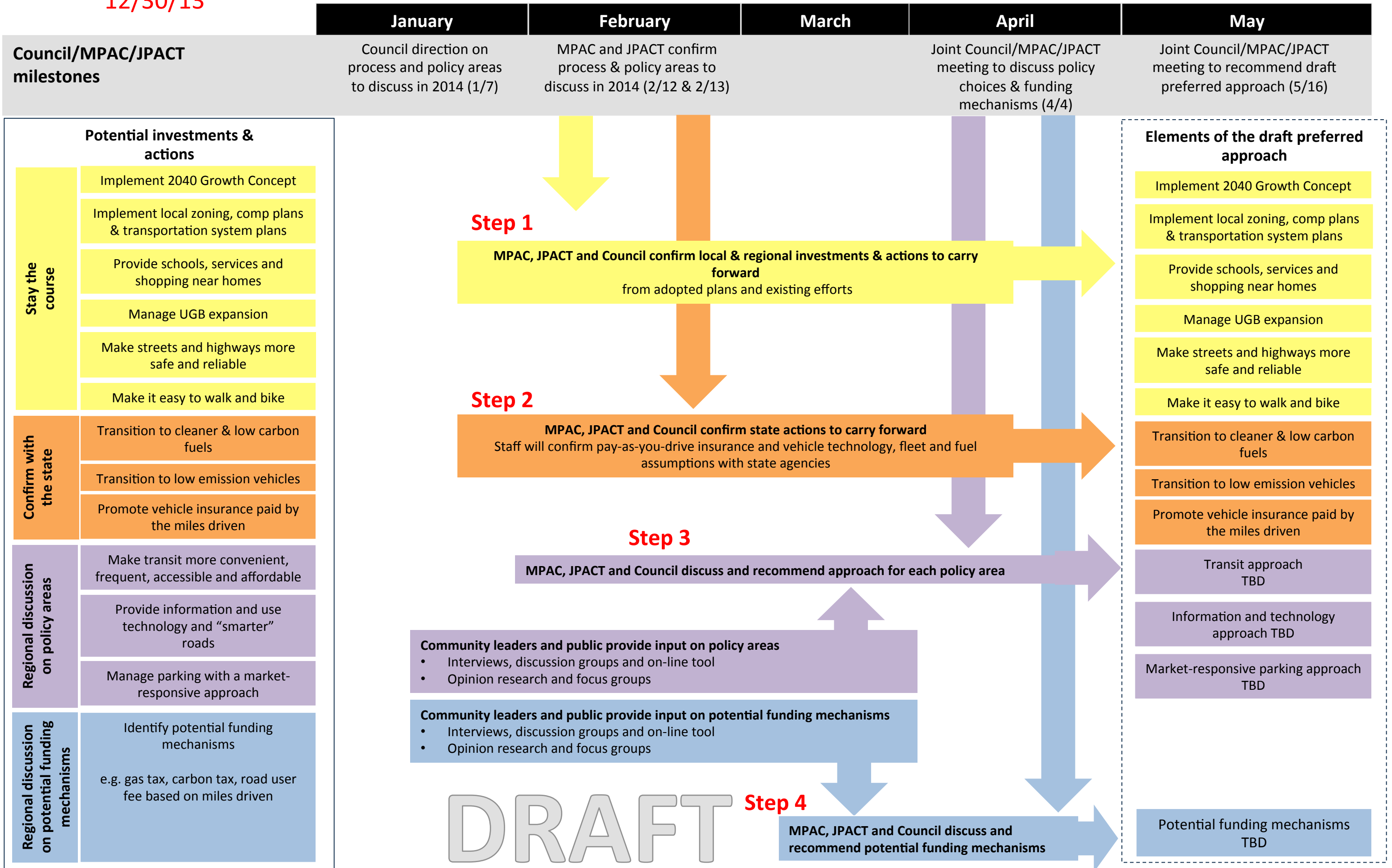
Milestone 3

Sept. 11 or 18, 2014	Metro Council - First reading/hearing
Sept. – Oct., 2014	Additional public hearings/listening posts (<i>dates TBD</i>)
September 26, 2014	TPAC preview of potential refinements from public comments
October 7, 2014	Metro Council preview of potential refinements from public comments
October 9, 2014	JPACT preview of potential refinements from public comments
October 8, 2014	MPAC preview of potential refinements from public comments
October 15, 2014	MTAC preview of potential refinements from public comments
October 20, 2014	Public comment period ends
October 22, 2014	MPAC preview of potential refinements from public comments
October 31, 2014	TPAC recommendation to JPACT
November 5, 2014	MTAC recommendation to MPAC
November 11, 2014	Metro Council discussion of recommended preferred approach
November 12, 2014	MPAC recommendation to Council
November 13, 2014	JPACT recommendation to Council
December 11, 2014	Seek Metro Council adoption of recommended preferred approach (2nd reading, final hearing and action)
January 2015	Transmit adopted preferred approach to LCDC for review

12/30/13

Shaping the Preferred Approach in 2014

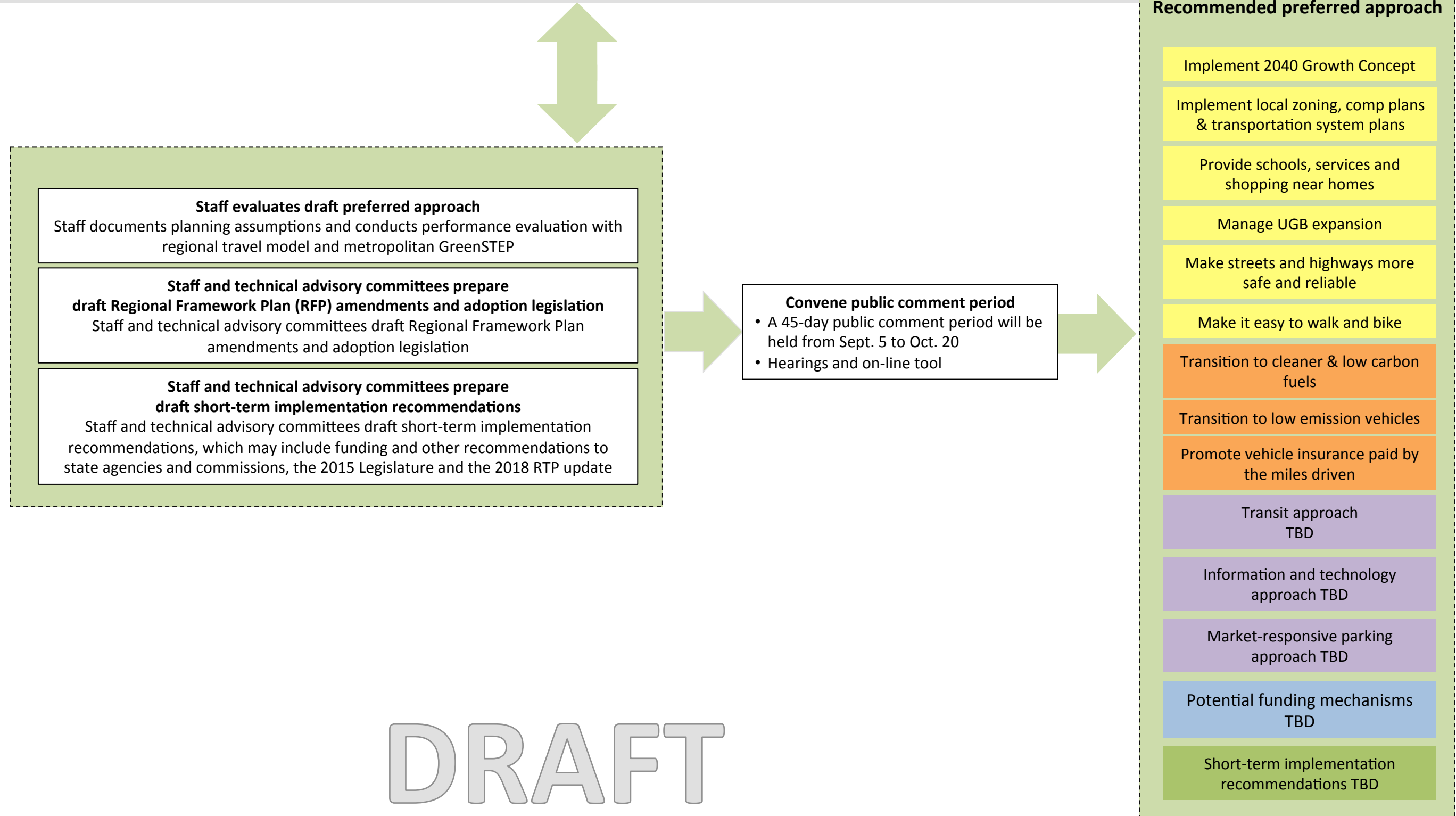
Attachment 2



Adopting the Preferred Approach in 2014

12/30/13

	June	July	August	September	October	November	December
Council/MPAC/JPACT milestones		<i>Council action on 2014 RTP investment priorities (7/17)</i>	Council/MPAC/JPACT discuss proposed RFP amendments and short-term implementation recommendations (8/5, 8/13 & 8/14)	Council/MPAC/JPACT discuss evaluation results and recommended preferred approach (9/2, 9/10 & 9/11)	Council/MPAC/JPACT discuss public comments & potential refinements (10/8 & 10/9)	MPAC & JPACT recommend to preferred approach (11/11 & 11/12)	Council action on preferred approach (12/11)



**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**

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Climate Smart Communities Scenarios Project

First Look at Results – Part 3

Transportation Policy Alternatives Committee

Kim Ellis, project manager

January 3, 2014



Metro | *Making a great place*

First Look at Results

NOVEMBER – PART 1

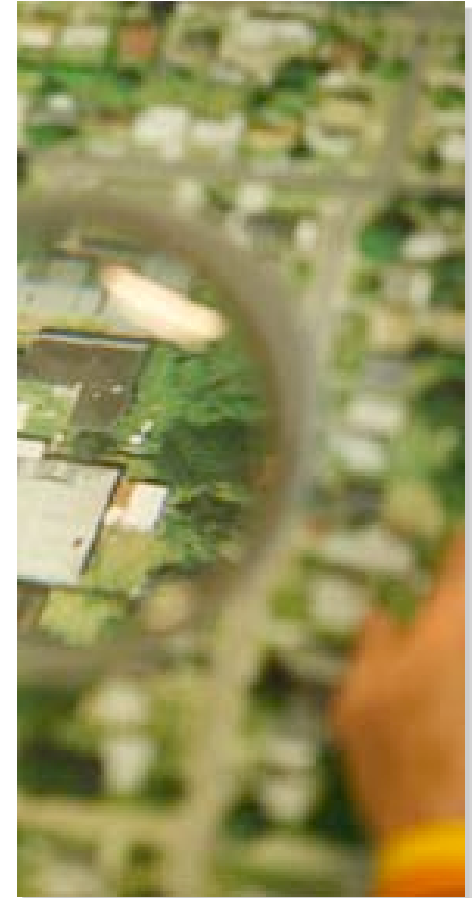
- ☑ Report emissions, travel, air quality, housing and job outcomes

DECEMBER – PART 2

- ☑ Report costs relative to economic and social equity outcomes

JANUARY – PART 3

- ☑ Report public health and cost outcomes
- ☑ Discuss policy areas recommended for further regional discussion and input in 2014

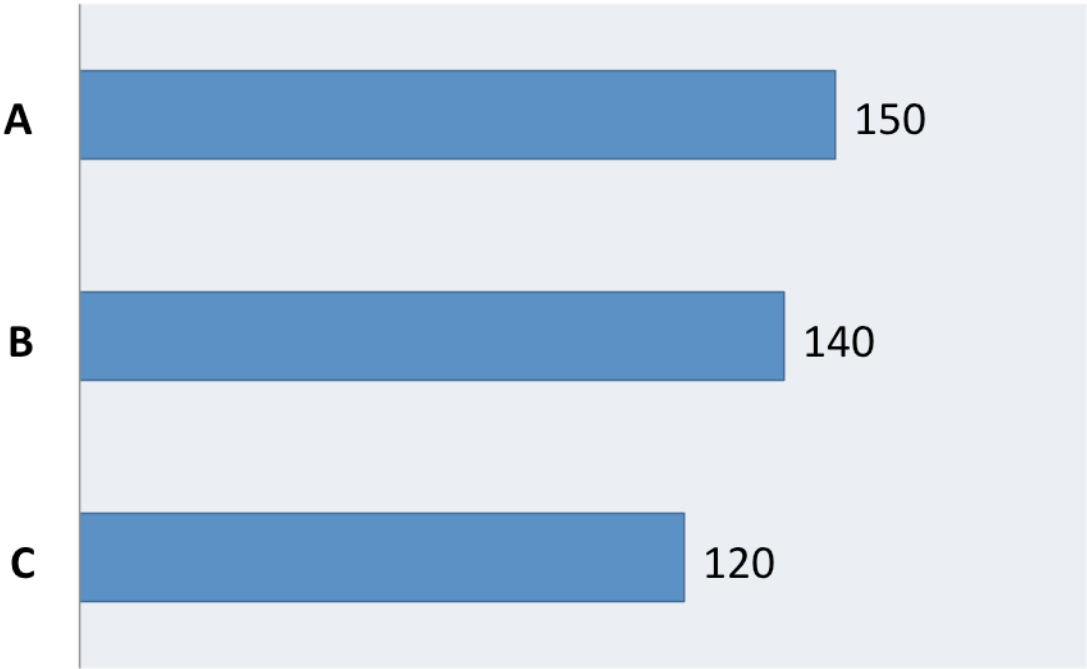


WHAT WE LEARNED

PART 3

Investment helps reduce air pollution

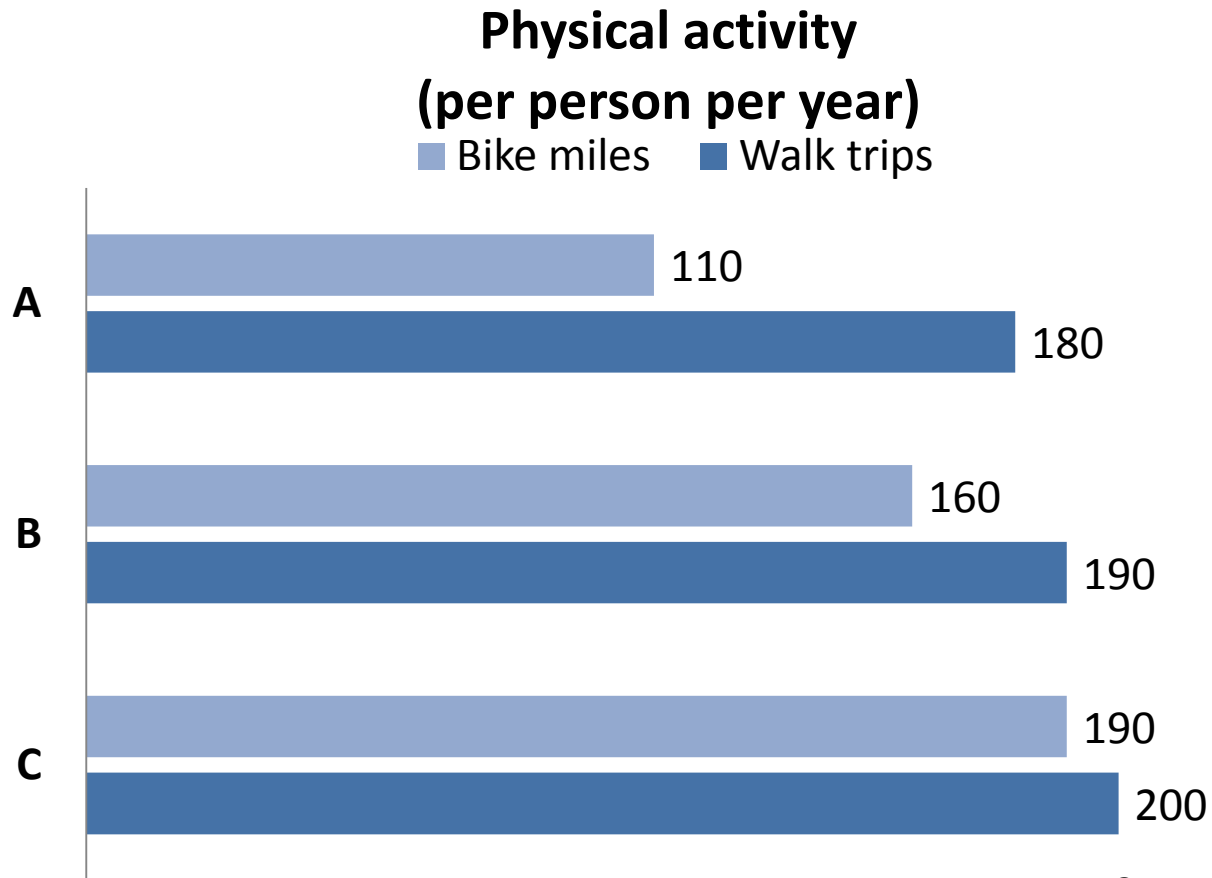
Air pollutants
(metric tons per day)



Analysis includes PM_{2.5}, hydrocarbons and nitrogen oxides.

Source: GreenSTEP

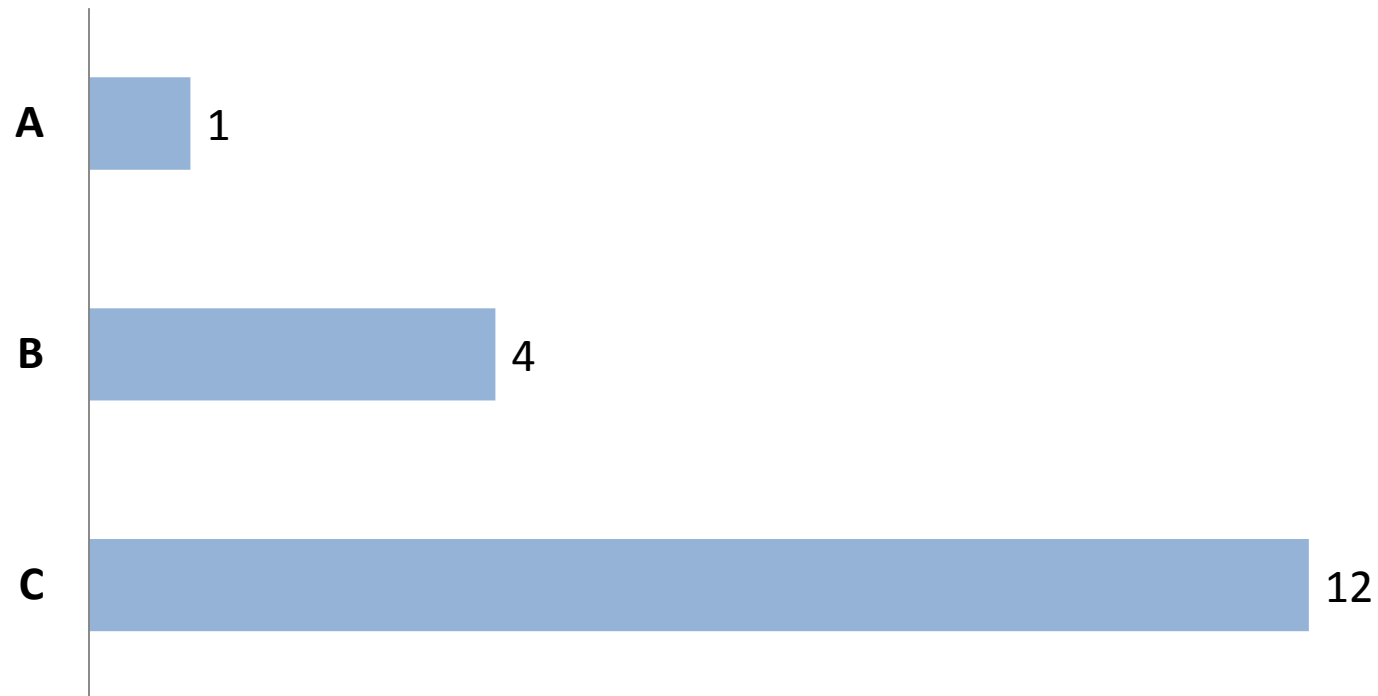
Investment helps increase physical activity



Source: GreenSTEP

Investment helps improve traffic safety and save lives

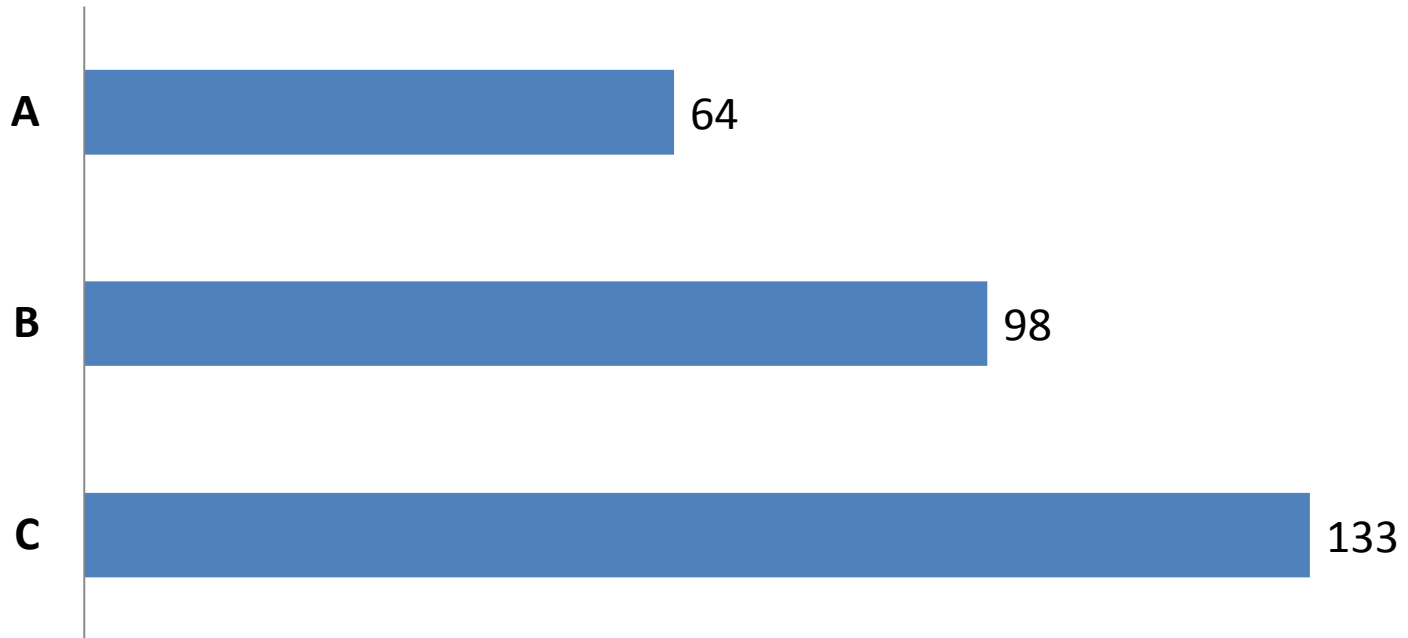
Traffic fatalities avoided per year by 2035



Source: ITHIM

Less air pollution, more physical activity & improved safety help save lives

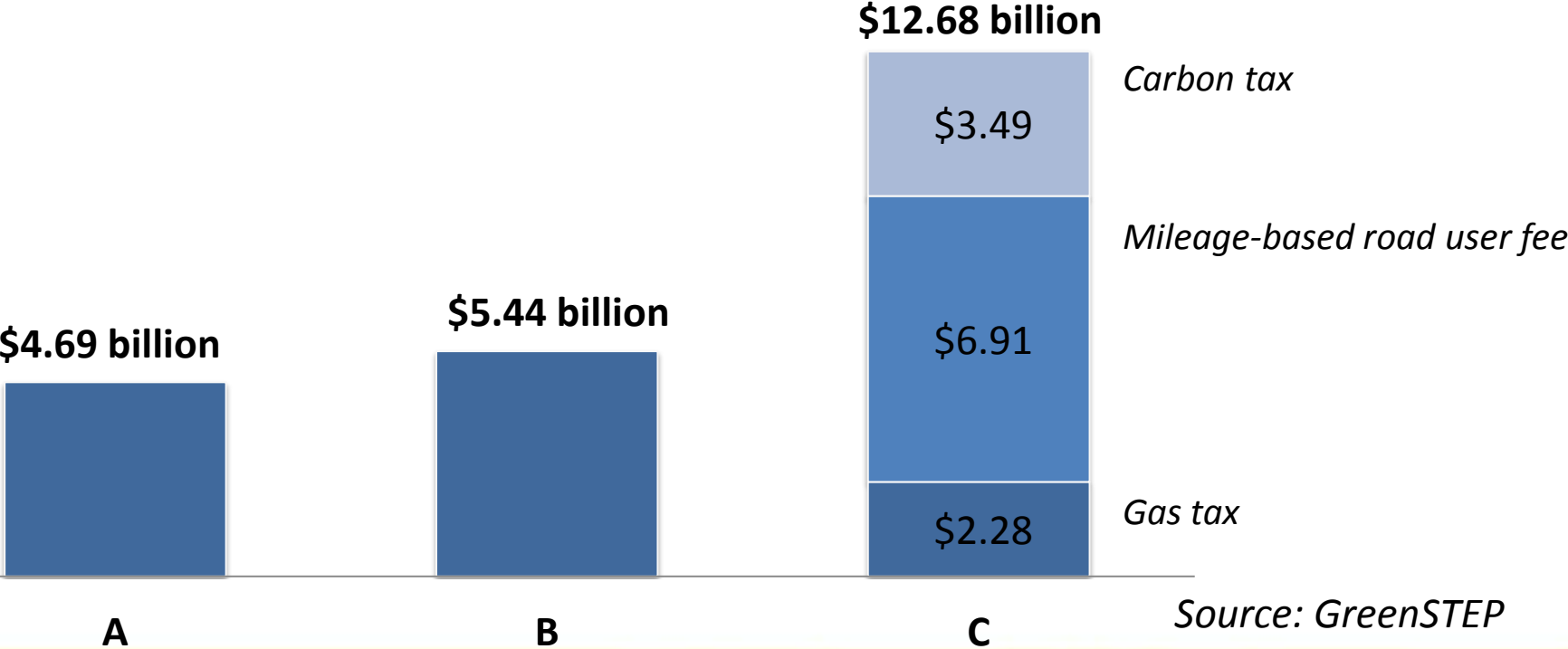
Lives saved each year by 2035



Source: ITHIM

New fees and taxes provide potential revenue to pay for needed investments

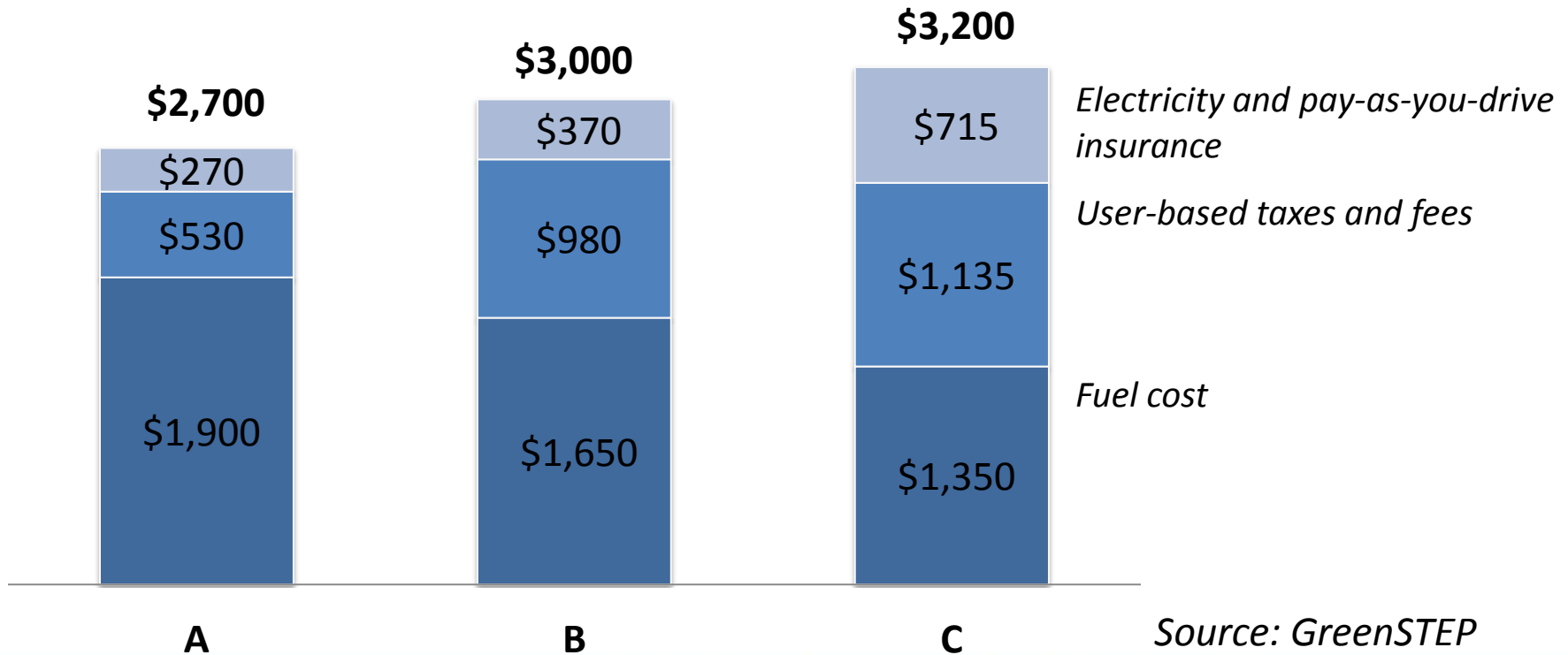
Total revenues from user-based fees and taxes by 2035
(billions, 2005\$)



Source: GreenSTEP

Vehicle operating costs increase due to new fees and taxes

Annual household vehicle operating costs
(2005\$)



Vehicle ownership costs decrease as households drive less & own fewer vehicles

Average annual household vehicle ownership costs

(2005\$)
\$5,100

\$5,500

\$4,200

A

B

C

Ownership costs include:

- *registration*
- *maintenance*
- *tires*
- *depreciation*
- *insurance (not including pay-as-you-drive insurance)*

Source: GreenSTEP

Overall vehicle-related travel costs decrease due to lower ownership costs

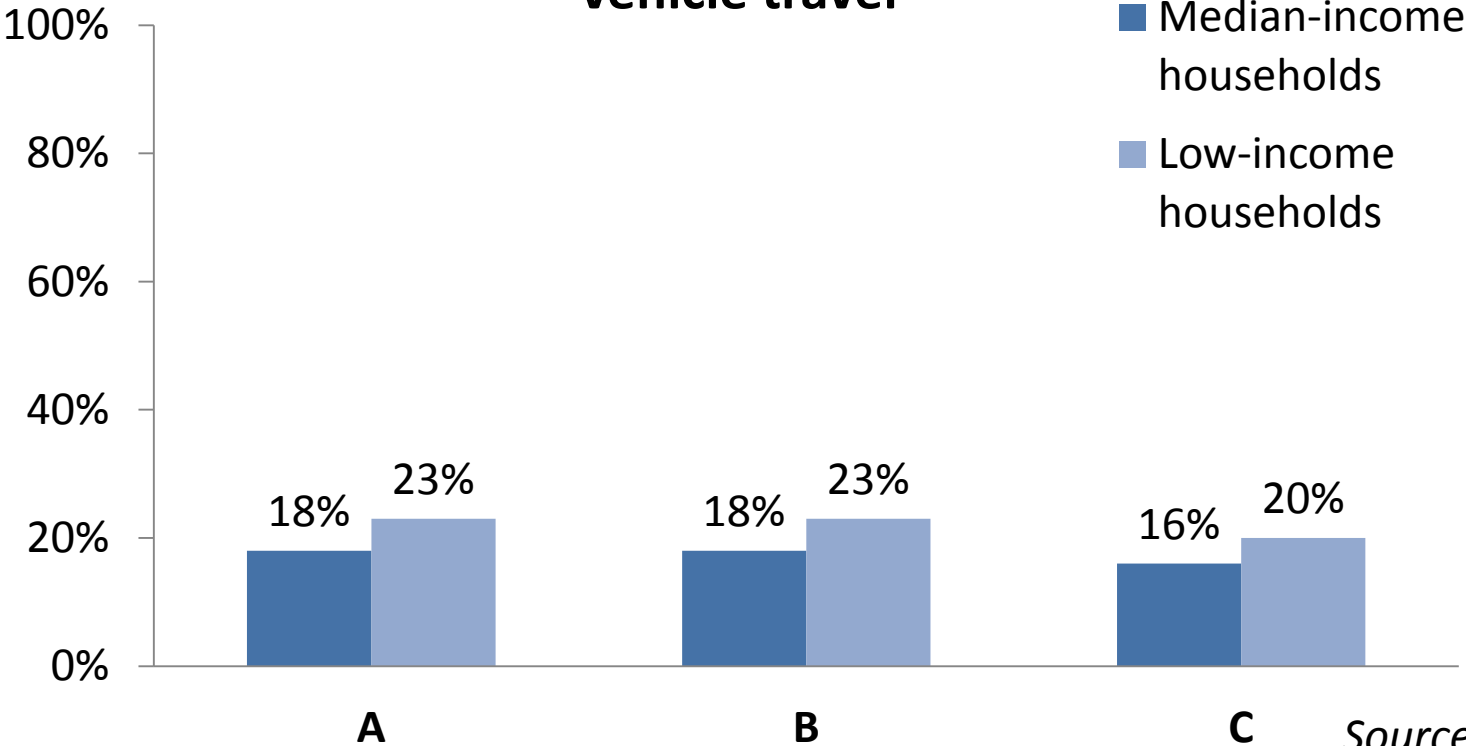
Average annual household vehicle ownership & operating costs
(2005\$)



Source: GreenSTEP

Lower vehicle travel costs help household budgets

Share of annual household income spent on vehicle travel



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

Staff completes final evaluation & prepares short-term implementation plan and adoption legislation

SEPT. TO DEC. 2014

Public comment period and Council considers final adoption of preferred approach

Policy areas recommended to carry forward to draft preferred approach

Step 1

Stay the
course

Implement the 2040 Growth Concept

Implement local zoning, comp plans & transportation system plans

Provide schools, services and shopping near homes

Manage UGB expansion

Make streets and highways more safe and reliable

Make it easy to walk and bike



Policy areas to confirm with the state & carry forward to draft preferred approach

Step 2

**Confirm
with the
state**

Transition to cleaner & low carbon fuels

Transition to low emission vehicles

Promote vehicle insurance paid by the miles driven



Policy areas recommended to be the focus of further discussion

Steps 3 and 4

Regional discussion	Make transit more convenient, frequent, accessible and affordable
	Provide information and use technology and “smarter” roads
	Manage parking with a market-responsive approach
Regional discussion	Identify potential funding mechanisms e.g. gas tax, carbon tax, road user fee based on miles driven





DISCUSSION

