

# Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)  
Date: Thursday, Jan. 9, 2014  
Time: 7:30 to 9 a.m.  
Place: Metro Regional Center, Council Chamber

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- |         |     |   |   |
|---------|-----|---|---|
| 7:30 AM | 1.  | <b>CALL TO ORDER, DECLARATION OF A QUORUM &amp; INTRODUCTIONS</b>   | <b>Carlotta Collette, Chair</b>                       |
| 7:32 AM | 2.  | <b>CITIZEN COMMUNICATIONS ON JPACT ITEMS</b>  | <b>Carlotta Collette, Chair</b>                       |
| 7:35 AM | 3.  | <b>UPDATES FROM THE CHAIR &amp; COMMITTEE MEMBERS</b> <ul style="list-style-type: none"><li>• Draft Regional Active Transportation Plan Refinement Update</li><li>• 2014 JPACT Chair Transition</li><li>• New TPAC Community Representatives</li><li>• Status Update on Letter to Congressman Blumenauer in Support of the UPDATE Act</li></ul>     | <b>Andy Cotugno, Metro</b>                            |
| 7:40 AM | 4.  | * <b>Consideration of the Minutes for Dec. 12, 2013</b>   |   |
|         | 5.  | <b><u>ACTION ITEMS</u></b>  |   |
| 7:42 AM | 5.1 | * 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: <b>Resolution No. 14-4498</b> – <u>APPROVAL REQUESTED</u> | <b>Ted Leybold, Metro</b>                             |
| 7:55 AM | 5.2 | * Powell-Division Transit and Development Project Approach and Steering Committee Appointments: <b>Resolution No. 14-4496</b> – <u>APPROVAL REQUESTED</u>   | <b>Brian Monberg, Metro</b>                           |
| 8:10 AM | 5.3 | * Permission to Use Federal Streamlining Provision for Regional Air Quality Conformity: <b>Resolution No. 13-4493</b> – <u>APPROVAL REQUESTED</u>   | <b>Nina Deconcini, DEQ</b><br><b>Grace Cho, Metro</b> |
|         | 6.  | <b><u>INFORMATION / DISCUSSION ITEMS</u></b>  |   |
| 8:20 AM | 6.1 | 2014 Regional Transportation Plan Process Update and Draft Project List – <u>INFORMATION</u>  | <b>John Mermin, Metro</b>                             |

*Continued on back...*

**8:40 AM** 6.2 \* Climate Smart Communities Scenarios Project: **Kim Ellis, Metro**  
First Look at Results (Part 3) and Discussion of  
Shaping the Preferred Approach in 2014 –  
INFORMATION/ DISCUSSION

**9 AM** 7. **ADJOURN** **Carlotta Collette, Chair**

**Upcoming JPACT meetings:**

- **February 13** – regular JPACT meeting
- **March 5 – 6** – JPACT Annual Washington, DC Trip
- **April 10** – regular JPACT meeting

\* Material available electronically.

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

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

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**2014 JPACT Work Program**

**12/17/13**

**January 9, 2014**

- Active Transportation Plan work group refinements and Regional Transportation Plan edits – Comments from the Chair
- Powell Boulevard east of I-205: UPWP amendment to add a planning study and a subsequent TIP amendment for a Preliminary Engineering phase for funding received from the legislature to study and engineer street design changes – Action
- 2014 Regional Transportation Plan process update and share draft project list – Information
- Climate Smart Communities Scenarios Project: First Look at Results (Part 3) and discussion proposed process for shaping preferred approach in 2014 – Information / discussion
- Powell-Division project approach and roster – Information / action
- Permission to Use Federal Streamlining Provision for Regional Air Quality Conformity

**February 13, 2014**

- Streetcar Evaluation Methods Project: Discuss preliminary results of FTA funded research project focused on developing tools to better understand economic impacts of streetcar investments – Seek JPACT input on next steps in work program
- Review agenda for JPACT trip to Washington, DC – Information/ Discussion
- 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 on 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
- Approve letter to Congressman Blumenauer regarding the UPDATE Act – Action

FYI: Final Prep Meeting for those attending the 2014 Annual JPACT Lobby Trip, Metro Regional Center, 370A/B, Monday, Feb. 24, 5 – 6 p.m.

<ul style="list-style-type: none"> <li>• Preview of public review draft 2014 Regional Transportation Plan – Information</li> <li>• Preview of the public review draft of the Active Transportation Plan work group refinements and Regional Transportation Plan edits – Information</li> <li>• Draft 2015-18 Metropolitan Transportation Improvement Program – Information</li> <li>• Regional Travel Options program evaluation – Information</li> <li>• Regional Flexible Fund retrospective findings – Information/discussion</li> <li>• Statewide Transportation Strategy Vision and Short-Term Implementation Plan – Information</li> <li>• Climate Smart Communities Scenarios Project – Policy area discussion #1 – Information/Discussion</li> </ul> <p>FYI: Public comment period on draft 2014 Regional Transportation Plan and draft Active Transportation Plan, March 21 – May 5</p> <p>FYI: 2014 Annual JPACT Lobby Trip, Washington, DC, March 5-6</p> <p>FYI: National Assoc. of Counties (NACo) Congressional Conference, Washington, DC, March 1-5</p> <p>FYI: National League of Cities, Washington, DC, March 8-12</p>	<p><b><u>April 10, 2014</u></b></p> <p>HOLD: Early April: Joint MPAC/JPACT Meeting</p> <p>FYI: April 21 – 22, Oregon Active Transportation Summit, Portland, OR</p>
<p><b><u>May 8, 2014</u></b></p> <ul style="list-style-type: none"> <li>• Preliminary approval of the 2014 Regional Transportation Plan pending air quality conformity determination and public comment period – Action</li> <li>• Preliminary approval of the draft Active Transportation Plan per public comment received – Information</li> <li>• Regional Travel Options grant program – Information</li> <li>• Climate Smart Communities Scenarios: Preview of draft public engagement report and emerging ideas for draft preferred approach – Information/discussion</li> </ul> <p>HOLD: Mid-May: Joint MPAC/JPACT Meeting to Recommend Draft Preferred Approach</p>	<p><b><u>June 12, 2014</u></b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities Scenarios Project: Preliminary approval of draft preferred approach, subject to final evaluation and public review – Recommendation to the Metro Council</li> </ul> <p>FYI: Public comment period on Air Quality Conformity results for the draft 2014 Regional Transportation Plan, May 16 – June 15</p>

<p><b><u>July 10, 2014</u></b></p> <ul style="list-style-type: none"> <li>• Adopt the Active Transportation Plan – Action</li> <li>• Adopt the 2014 Regional Transportation Plan – Action</li> <li>• 2015-18 Metropolitan Transportation Improvement Program – Action</li> </ul> <p>FYI: National Assoc. of Counties (NACo) Annual Conference, New Orleans, LA, July 11-14</p>	<p><b><u>August 14, 2014</u></b></p>
<p><b><u>September 11, 2014</u></b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities Scenarios Project: Preview of public review draft preferred approach – Information</li> </ul> <p>FYI: A 45-day comment period is planned from Sept. 5 to Oct. 20, 2014 on the public review draft preferred approach.</p> <p>FYI: 2014 Rail~Volution, Minneapolis, MN, September 21 – 24</p> <p>HOLD: Sept./Oct.: Joint MPAC/JPACT Meeting</p>	<p><b><u>October 9, 2014</u></b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities Scenarios Project: Preview of potential refinements from public comments received and discussion of recommended preferred scenario – Discussion</li> </ul>
<p><b><u>November 13, 2014</u></b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities Scenarios Project: Recommend Council adoption of recommended preferred scenario – Recommendation to the Metro Council requested</li> </ul> <p>FYI: National League of Cities Congress of Cities and Exposition, Austin, TX, November 18 - 22</p>	<p><b><u>December 11, 2014</u></b></p>

Parking Lot:

- Regional Indicators briefing
- Presentation by the Oregon Trucking Association
- Oregon Resiliency Plan
- ACT Study

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING THE POWELL ) RESOLUTION NO. 14-4498  
BOULEVARD: I-205 TO SE 174<sup>TH</sup> 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 2013-14 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 174<sup>th</sup> 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.

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Tom Hughes, Council President

Approved as to Form:

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Alison Kean Campbell, Acting Metro Attorney

## STAFF REPORT

### FOR THE PURPOSE OF ADDING THE POWELL BOULEVARD: I-205 TO SE 174<sup>TH</sup> PROJECT TO THE 2012-15 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AND THE UNIFIED PLANNING WORK PROGRAM (UPWP)

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Date: December 31, 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 previous work identified the need for a consistent cross section along Outer Powell Boulevard including the implementation of a center turn lane and new pedestrian facilities along the entire length of the roadway to enhance safety along the corridor and provide better connectivity for all modes of travel. The study area being proposed for improvements along Outer Powell Boulevard is from milepost 5.74 (Interstate 205) east to milepost 9.87 (approximately SE 176<sup>th</sup> Avenue, which is the City of Portland limits). The improvements create a consistent three lane cross section (one through travel lane in each direction, with a center turn lane) with dedicated on-street bicycle lanes, planter strip, and pedestrian facilities. In addition, the plan identified set-backs on each side of the roadway to be implemented as future development, or redevelopment, occurs. The intent of this project is to focus on the three-lane cross section with bicycle, planter strip, and sidewalks.

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 reserved for incorporation of the preliminary design and engineering phase, 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 project to be eligible for transportation funding.

**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.

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Tom Hughes, Council President

Approved as to Form:

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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

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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

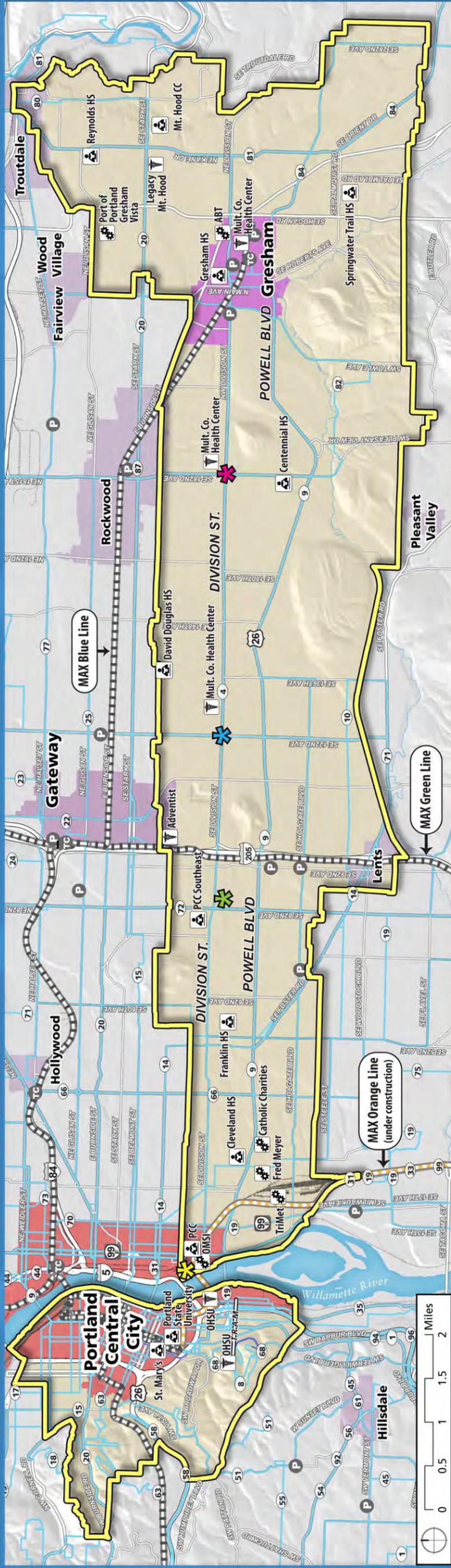


As the civic, cultural, and commercial hub of Oregon's 4th largest city, historic downtown Gresham is a gateway to Mt. Hood tourism.

## 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.

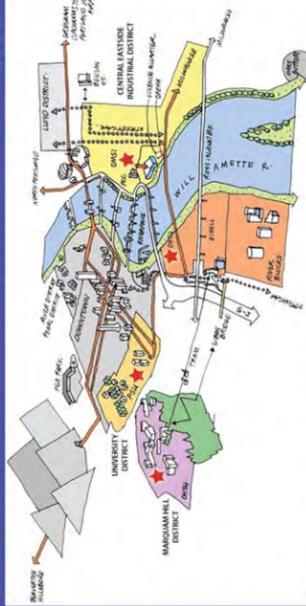


## OHSU



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?







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](http://www.oregonmetro.gov/rtp)

about the project solicitation process:  
[www.oregonmetro.gov/2014solicitation](http://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.**

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

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Tom Hughes

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### Auditor

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### Stay informed

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

### For email updates,

send a message to  
[trans@oregonmetro.gov](mailto: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



DATE: December 30, 2013  
TO: MPAC, JPACT 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**

MPAC and JPACT 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 MPAC AND JPACT 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 Plan<sup>1</sup>**. Accepted by the Oregon Transportation Commission in March 2013, the Statewide Transportation Strategy (STS)<sup>2</sup> 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.

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<sup>1</sup> [http://www.oregon.gov/ODOT/TD/OSTI/docs/STS%20Short-Term%20Implementation%20Plan\\_12.19.2013.pdf](http://www.oregon.gov/ODOT/TD/OSTI/docs/STS%20Short-Term%20Implementation%20Plan_12.19.2013.pdf)

<sup>2</sup> <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](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 Plan<sup>3</sup>, the Oregon Global Warming Commission 2020 Road Map<sup>4</sup>, the Statewide

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<sup>3</sup> [http://www.oregon.gov/energy/pages/ten\\_year/ten\\_year\\_energy\\_plan.aspx](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

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<sup>4</sup>[http://www.keeporegoncool.org/sites/default/files/Integrated\\_OGWC\\_Interim\\_Roadmap\\_to\\_2020\\_Oct29\\_1-19Additions.pdf](http://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.<sup>5</sup> 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.<sup>6</sup>

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**

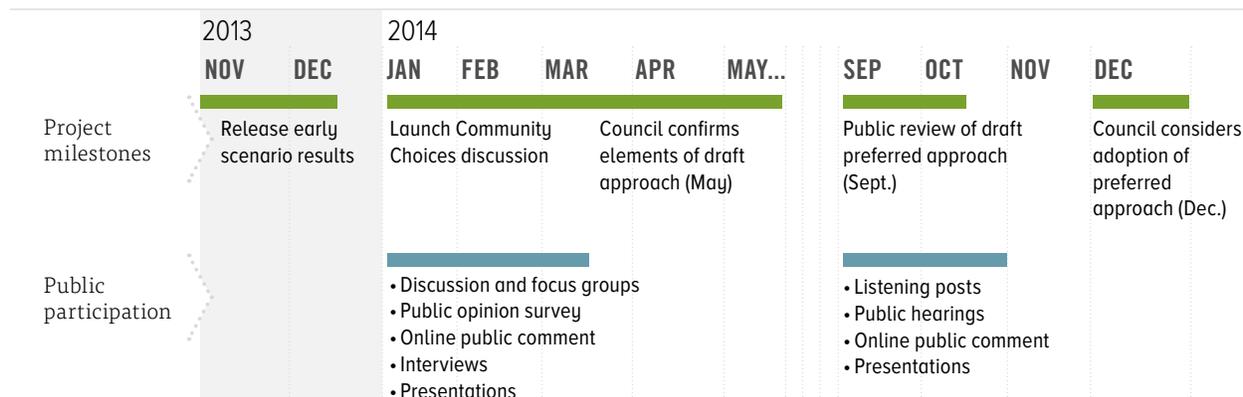
**Figure 1** provides a summary of Phase 3 activities and milestones for reference.

### **FIGURE 1. PHASE 3 PROJECT MILESTONES AND PUBLIC PARTICIPATION OPPORTUNITIES**

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

<sup>6</sup> <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
<b>May 2014</b>	<b>Seek Council direction on public review draft preferred approach</b>

## Milestone 2

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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
<b>September 5, 2014</b>	<b>Release public review draft preferred approach for 45-day comment period</b>

## Milestone 3

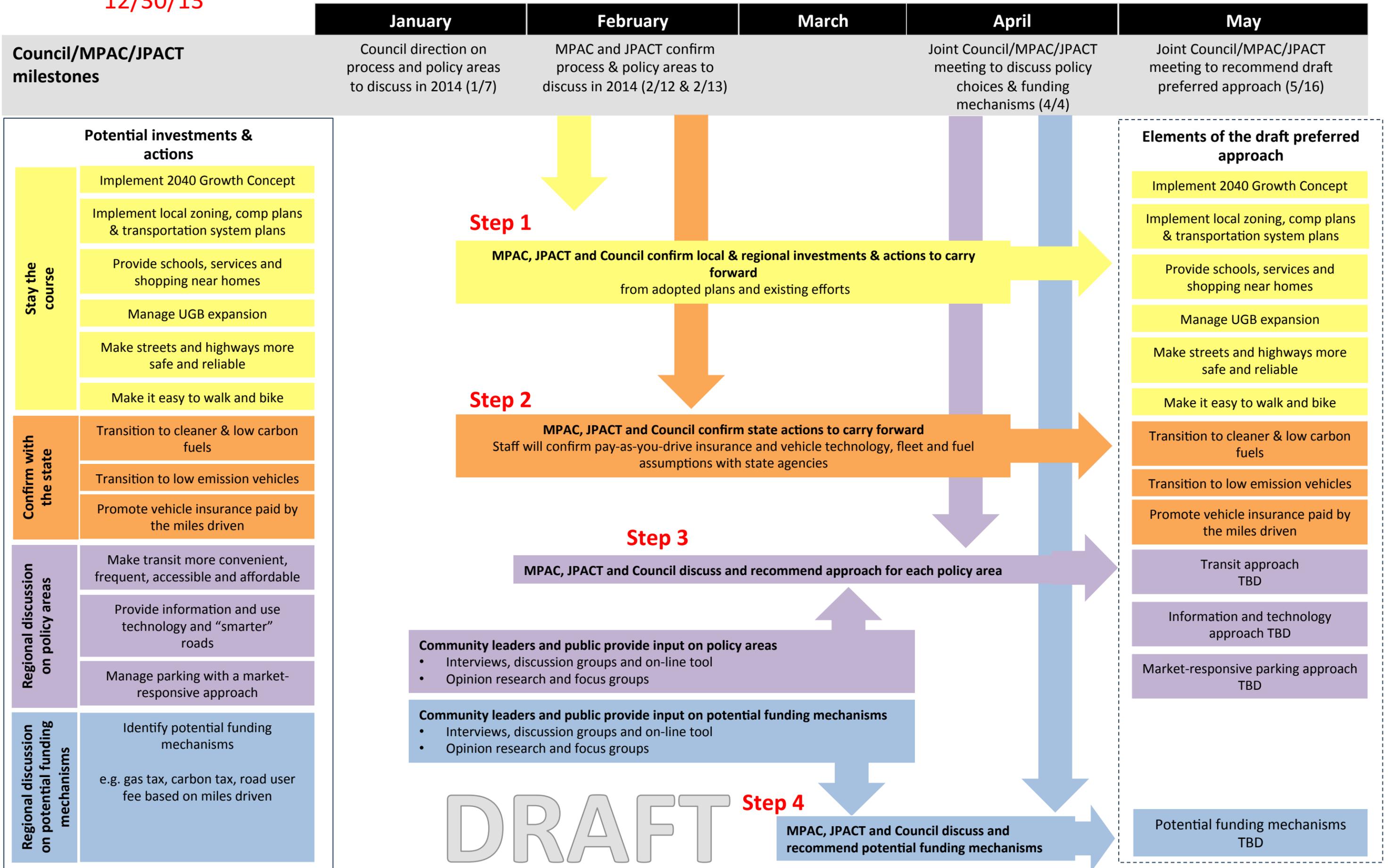
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Sept. 11 or 18, 2014	Metro Council - First reading/hearing
Sept. – Oct., 2014	Additional public hearings/listening posts ( <i>dates TBD</i> )
September 26, 2014	TPAC preview of potential refinements from public comments
October 7, 2014	Metro Council 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
<b>October 20, 2014</b>	<b>Public comment period ends</b>
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
<b>December 11, 2014</b>	<b>Seek Metro Council adoption of recommended preferred approach (2<sup>nd</sup> reading, final hearing and action)</b>
<b>January 2015</b>	<b>Transmit adopted preferred approach to LCDC for review</b>

12/30/13

# Shaping the Preferred Approach in 2014

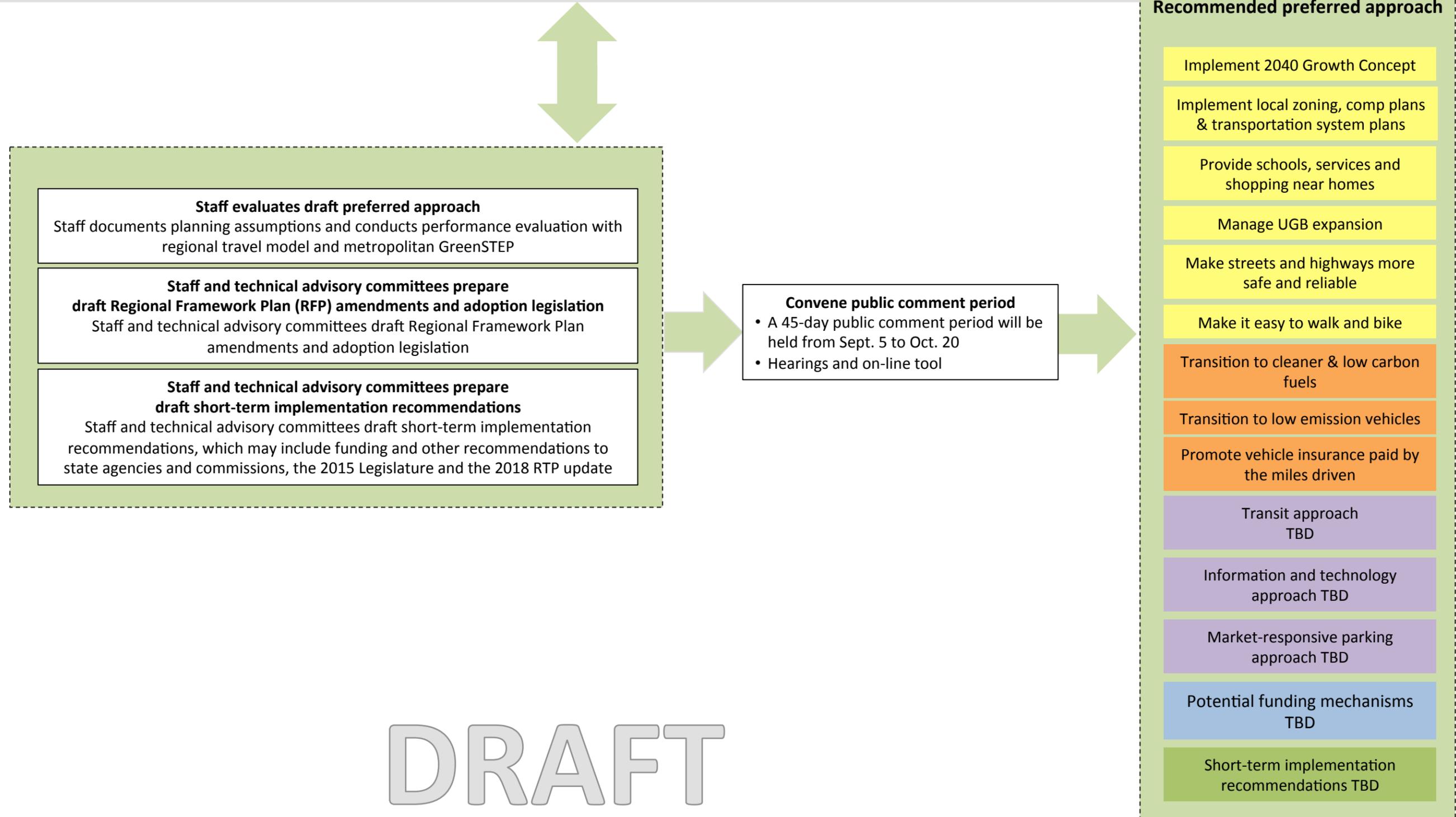
## Attachment 2



# Adopting the Preferred Approach in 2014

12/30/13

	June	July	August	September	October	November	December
<b>Council/MPAC/JPACT milestones</b>		Council action on 2014 RTP investment priorities (7/17)	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)



DRAFT

**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.

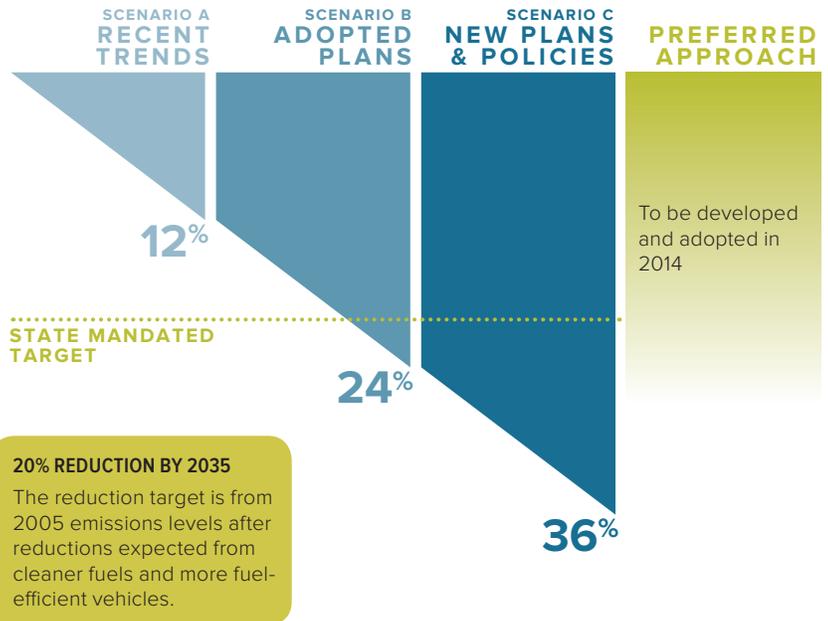
## WHAT HAVE WE LEARNED SO FAR?

### 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.**

## REDUCED GREENHOUSE GAS EMISSIONS PERCENT BELOW 2005 LEVELS



INVESTMENTS AND ACTIONS THAT CREATE GREAT COMMUNITIES	RELATIVE CLIMATE BENEFIT
<b>WHERE WE LIVE AND WORK</b>	
Implement 2040 Growth Concept	★★★★★
Implement local zoning and comprehensive plans	★★★★★
Locate schools, services, and shopping close to neighborhoods	★★★★★
Manage urban growth boundary expansion	★★★☆☆
<b>HOW WE GET AROUND</b>	
Maintain and make transit more convenient, frequent, accessible and affordable	★★★★★
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	★★★☆☆
Expand access to car-sharing	★★★☆☆
<b>OUR HEALTH AND ENVIRONMENT</b>	
Transition to low emission vehicles and engines, including electric vehicles	★★★★★
Transition to cleaner and low carbon fuels	★★★★★
Achieve federal fuel economy standards	★★★★☆

## 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 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.

RELATIVE COST	WHO HAS A ROLE?			
	FEDERAL	STATE	REGIONAL	LOCAL
\$\$\$			●	●
\$\$\$				●
\$\$\$				●
\$\$\$			●	
Up to \$\$\$	●	●	●	●
\$\$\$				●
\$\$\$	●	●	●	●
\$\$\$	●	●	●	●
\$\$\$	●	●	●	●
Up to \$\$\$	●	●	●	●
\$\$\$				●
\$\$\$	●	●	●	●
\$\$\$	●	●		
\$\$\$	●	●		



## About Metro

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

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

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

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

### Metro Council President

Tom Hughes

### Metro Council

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

### Auditor

Suzanne Flynn

## WHAT'S NEXT?

**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

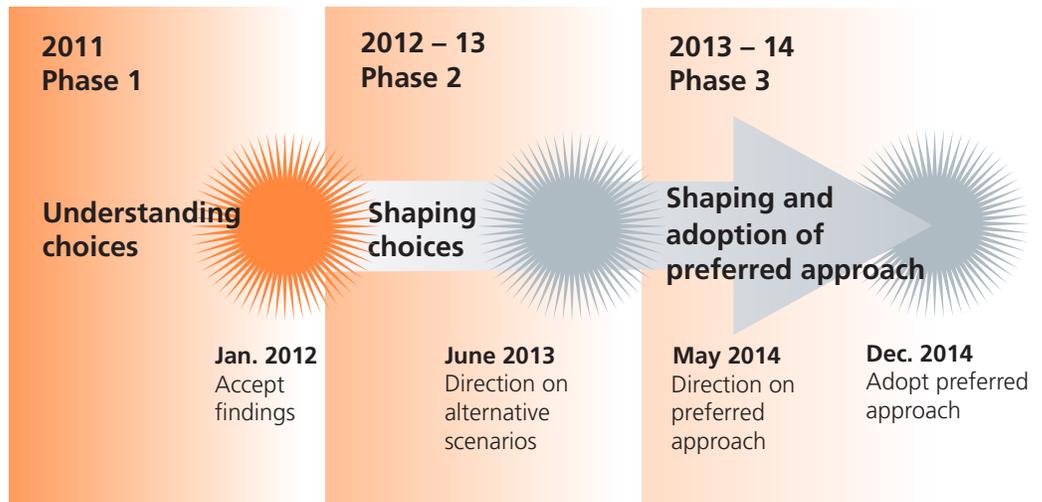
**Summer 2014** Evaluation of preferred approach

**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](http://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.

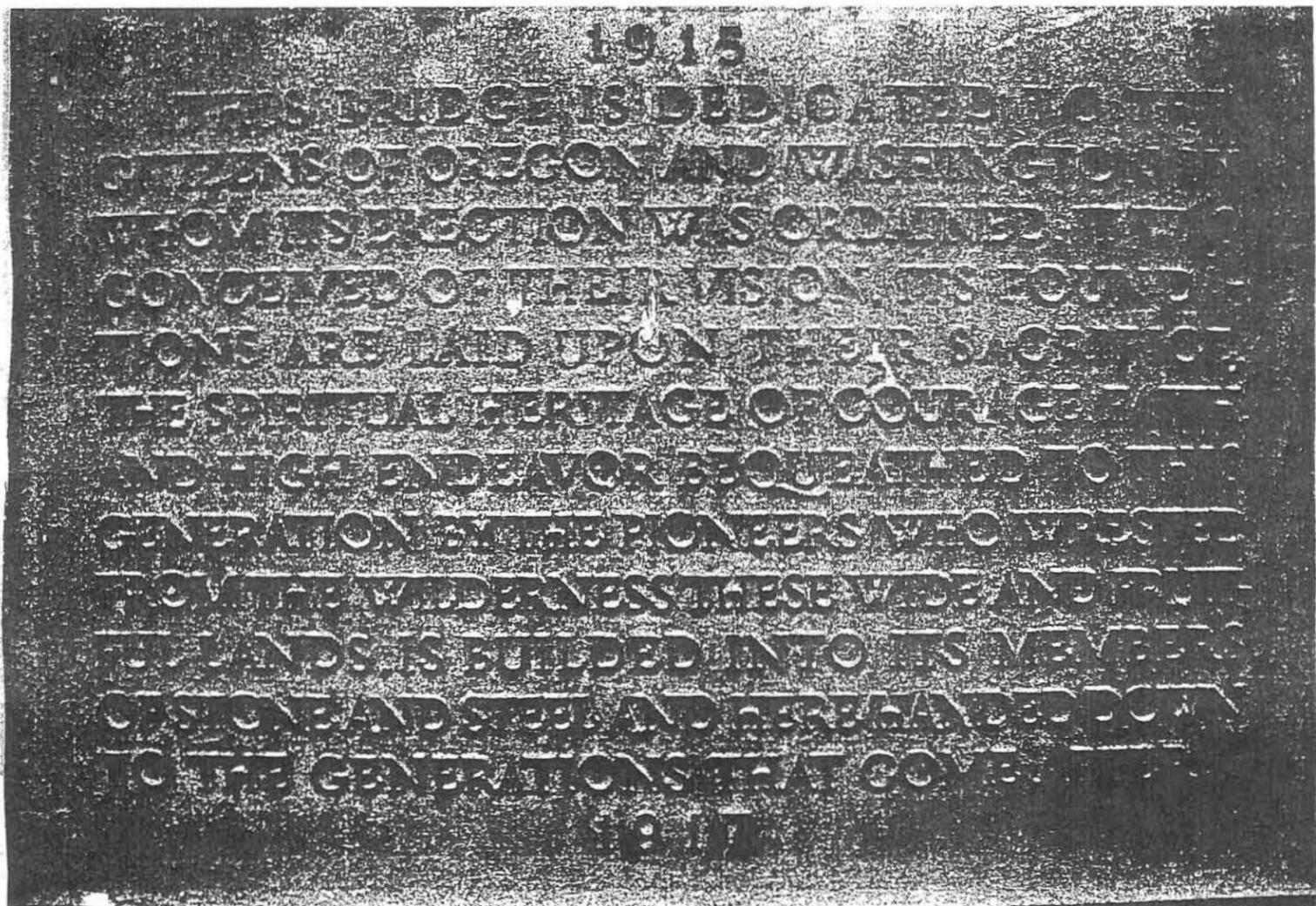
For email updates, send a message to [climatescenarios@oregonmetro.gov](mailto:climatescenarios@oregonmetro.gov)

# MAKING A GREAT PLACE



JAN. 2, 2014

Materials following this page were distributed at the meeting.



1915

THIS BRIDGE IS DEDICATED TO THE  
CITIZENS OF OREGON AND WASHINGTON BY  
WHOM ITS ERECTION WAS ORDAINED. IT WAS  
CONCEIVED OF THEIR VISION. ITS FOUNDA-  
TIONS ARE LAID UPON THEIR SACRIFICE.  
THE SPIRITUAL HERITAGE OF COURAGE, FAITH  
AND HIGH ENDEAVOR BEQUEATHED TO THIS  
GENERATION BY THE PIONEERS WHO WRESTED  
FROM THE WILDERNESS THESE WIDE AND FRUIT-  
FUL LANDS IS BUILDED INTO ITS MEMBERS  
OF STONE AND STEEL AND HERE HANDED DOWN  
TO THE GENERATIONS THAT COME AFTER.

1917

### Senate Transportation Committee

Budget Leadership	Joe Fain	R 1-360-786- 7692	<a href="mailto:joe.fain@leg.wa.gov">joe.fain@leg.wa.gov</a>	Doug Erickson	R 1-360-786- 7614	<a href="mailto:doug.erickson@leg.wa.gov">doug.erickson@leg.wa.gov</a>
Co-Chair	Curtis King	R 1-360-786- 7672	<a href="mailto:curtis.king@leg.wa.gov">curtis.king@leg.wa.gov</a>	Nick Harper	D 1-360-786- 7674	<a href="mailto:nick.harper@leg.wa.gov">nick.harper@leg.wa.gov</a>
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	Sharon Brown	R 1-360-786- 7614	<a href="mailto:sharon.brown@leg.wa.gov">sharon.brown@leg.wa.gov</a>	Nathan Schlicher	D 1-360-786- 7650	<a href="mailto:nathan.schlicher@leg.wa.gov">nathan.schlicher@leg.wa.gov</a>

### House Transportation Committee

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Vice Chair	Lilas Marko	D 1-360-786- 7972	<a href="mailto:lilas.marko@leg.wa.gov">lilas.marko@leg.wa.gov</a>	Dan Kristiansen	R 1-360-786- 7967	<a href="mailto:don.kristiansen@leg.wa.gov">don.kristiansen@leg.wa.gov</a>
Vice Chair	Luis Moscoso	D 1-360-786- 7900	<a href="mailto:luis.moscoso@leg.wa.gov">luis.moscoso@leg.wa.gov</a>	Jim Moeller	D 1-360-786- 7872	<a href="mailto:jim.moeller@leg.wa.gov">jim.moeller@leg.wa.gov</a>
Ranking Minority	Ed Orcutt	R 1-360-786- 7990	<a href="mailto:ed.orcutt@leg.wa.gov">ed.orcutt@leg.wa.gov</a>	Jeff Morris	D 1-360-786- 7970	<a href="mailto:jeff.morris@leg.wa.gov">jeff.morris@leg.wa.gov</a>
Asst.Ranking Minority	Mark Hargrove	R 1-360-786- 7918	<a href="mailto:mark.hargrove@leg.wa.gov">mark.hargrove@leg.wa.gov</a>	Steve O'Ban	R 1-360-786- 7890	<a href="mailto:steve.o'ban@leg.wa.gov">steve.o'ban@leg.wa.gov</a>
Asst.Ranking Minority	Jason Overstreet	R 1-360-786- 7980	<a href="mailto:jason.overstreet@leg.wa.gov">jason.overstreet@leg.wa.gov</a>	Marcus Riccelli	D 1-360-786- 7888	<a href="mailto:marcus.riccelli@leg.wa.gov">marcus.riccelli@leg.wa.gov</a>
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	Roger Freeman	D 1-360-786- 7830	<a href="mailto:roger.freeman@leg.wa.gov">roger.freeman@leg.wa.gov</a>	Dean Takko	D 1-360-786- 7806	<a href="mailto:dean.takko@leg.wa.gov">dean.takko@leg.wa.gov</a>
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	Brad Kippert	R 1-360-786- 7882	<a href="mailto:brad.kippert@leg.wa.gov">brad.kippert@leg.wa.gov</a>			

**Introduction**

This timeline shows most of the major steps and obstacles throughout 17 years of discussions and planning for the Columbia River Crossing project. The massive, multi-billion dollar project would replace the aged I-5 Interstate bridges and improve several interchanges in South Vancouver and North Portland.

Though it was recognized in 1996 that congestion on the I-5 corridor at this bridge is costing the region dearly, the process to narrow down a solution to meet the needs of two states, two cities, two transit agencies and two metropolitan planning organizations to address this has been time consuming and often quite controversial. The complex project is now potentially one short year away from breaking ground and the level of controversy seems to be peaking.

- **1996:** Washington and Oregon DOTs meet with businesses and civic leaders to examine whether congestion issues on the I-5 corridor at the Columbia River are negatively impacting the local economy.
- **1999:** The area's transportation policy-makers appoint the Leadership Committee, a 14-member group of business and civic leaders.
- **December 1999:** Leadership Committee publishes Portland/Vancouver I-5 Trade Corridor Study. The study identified the magnitude of the congestion problem on I-5, costs of inaction, improvements needed, how to fund improvements, and next steps in the process.
- **1999/2000:** Leadership Committee recommends initiating a public process to develop a plan for improving the I-5 corridor.
- **2001:** Washington and Oregon governors form the 26-member I-5 Portland/Vancouver Transportation and Trade Partnership Taskforce to study problems and potential solutions for I-5 corridor from I-205/I-5 junction in Washington to the I-84 interchange in Oregon.
- **June 2002:** Portland/Vancouver I-5 Transportation and Trade Partnership publishes its Final Strategic Plan. The plan provided findings on key issues, including transit, freeway capacity, environmental justice, and financing. It also provided recommendations for action and spelled out the next steps in the process to improve the corridor.
- **Early 2005:** Governors appoint 39-member Task Force to advise the DOTs on project-related issues and concerns.

- **Late 2006:** Four of 12 originally developed transportation plans are selected for a final proposal, along with a fifth no-build option.
- **2007:** Task Force explores using existing I-5 bridges to meet the project's purpose and need. Work on Draft Environmental Impact Statement under way.
- **May 2, 2008:** DEIS published, comment period begins.
- **July 2008:** Six local partner agencies selected a replacement I-5 bridge and light rail extension to Clark College as the project's Locally Preferred Alternative.
- **Summer 2008:** The Environmental Protection Agency finds the DEIS did not adequately cover certain issues, including potential increased suburban sprawl, which could negatively impact minority communities in North Portland.
- **November 2008:** Governors appoint 10-member Project Sponsors Council to help develop a long term, comprehensive solution for a five-mile stretch of I-5 between Portland and Vancouver.
- **December 2009:** Federal Transit Administration approved the project into preliminary engineering.
- **Late 2009/early 2010:** A series of public meetings are held to address the concerns of Hayden Island residents and businesses over lack of local access, overhead structures and elevation at Tomahawk Island Drive, and overall footprint of a proposed interchange on the island.
- **April 2010:** Washington and Oregon governors convene an Independent Review Panel (IRP) to ensure that key project study assumptions and methods are reasonable.
- **August 9, 2010:** Project Sponsors Council chooses 10-lane option with new Hayden Island interchange.
- **September 2010:** Governors and DOTs accept IRP's findings and recommendations. The IRP unanimously assesses that the project should move forward with a new crossing to be built at the earliest possible date.
- **October, 2010:** The Washington and Oregon departments of transportation convene a Bridge Expert Review Panel to evaluate bridge types and configurations for the replacement Interstate Bridge.
- **2010:** City of Vancouver and C-Tran select light rail route through downtown Vancouver.

**Introduction**

This is a timeline of the process to fund, plan and construct the Interstate 205 corridor, including the Glenn Jackson Bridge. Unlike the CRC project controversy, it was the I-205 corridor, not the I-205 bridge itself that was controversial. Still, comparing I-205 and I-5 is like comparing Granny Smith apples to Red Delicious apples: Though the I-5 corridor and bridge already exist, CRC is faced with the same kinds of trials and controversy that challenged Oregon and Washington during two decades of work on I-205.

- **June 29, 1956:** President Eisenhower signs Federal-Aid Highway Act, which funded construction of 41,000 miles of Interstate Highway System, including I-205. The funding was handled through a Highway Trust Fund that paid 90 percent of construction costs, with the remaining 10 percent funded by the states.
- **Mid-1960s:** I-205 corridor identification and planning.
- **1968:** City of Maywood Park, which incorporated in 1967 with the intent of halting construction of the freeway through its locale, files lawsuit against the Oregon State Highway Commission. The city lost the case and corridor design continued.
- **1969:** Oregon and Washington signed a design and construction pact.
- **May 1970:** I-205 George Abernathy Bridge, over the Willamette River in Oregon City, opened.
- **1971:** Maywood Park again attempted to halt construction, filing suit in federal court. The city lost the suit, but concessions were made by the state. Among those, it was agreed that I-205 would be built below grade, and a large sound berm would be constructed.
- **1973:** Groups opposed to the project filed petitions with the Department of Environmental Quality.
- **1974:** I-205 from I-5 northeast to West Linn and Oregon City opened in Clackamas County.
- **July 1974:** Multnomah County Board of Commissioners formally retracted an earlier approval of the I-205 route and required that ODOT redesign a nine-mile section of freeway.
- **December 1974:** ODOT stopped taking action on all pending right-of-way acquisitions with the I-205 corridor.

- **April 1975:** The City of Portland suggested modification of the I-205 designs to include bus lanes and other mass transit improvements.
- **Summer 1975:** Tentative consensus was reached that would keep the right-of-way but allow some dedication for bus-only lanes while removing or redesigning several of the originally planned interchanges.
- **November 1975:** FHWA objected to portions of the compromise plan related to types of interchanges and busway design. A local group published a "Report to the People" that asked if I-205, as newly proposed and agreed to, would be functional and worth the cost.
- **December 1975:** Following changes to the interchanges and redesign of portions of the bus corridor, FHWA withdrew its opposition and so removed the major obstacle to construction of the segment between Foster Road and the Columbia River.
- **August 1977:** Construction began on the Glenn Jackson Bridge.
- **1978:** Maywood Park filed another lawsuit for alleged damage to properties along the west side of the city. The city again lost its lawsuit.
- **1978 – 1979:** Most controversial segment of I-205 in Multnomah County constructed as a six-lane facility with fewer interchanges and fewer lanes than originally proposed; rights of way reserved for a busway.
- **December 1982:** I-205 Glenn J. Jackson Bridge over the Columbia River opened, thus completing the Oregon section.
- **1983:** Washington section of I-205 completed, thus finishing the bypass route.

#### **Funding**

The entire I-205 corridor, including the Glenn Jackson Bridge, cost about \$480 million. Oregon's portion cost roughly \$230 million, the bridge cost \$170 million, and Washington spent roughly \$80 million.

It is unclear whether the \$53 million it cost to build the justice center to replace Rocky Butte Jail is included in these numbers.

- **Late 2010/early 2011:** The appearance of a new I-5 bridge is a major topic of discussion among project partners. Some argue for an iconic design, while others argue a simpler design is still effective but less costly.
- **April 2011:** Governors of Washington and Oregon accept Bridge Review Panel's recommendation for a deck truss bridge type, presumably ending the debate over the bridge's appearance.
- **August 11, 2011:** Metro adopts Land Use Final Order, approving the route of CRC through Oregon, including highway improvements, the light rail route and stations, park and ride lots and maintenance facilities.
- **Summer 2011:** WSDOT performs an internal audit on the project's finances in response to accusations of lack of transparency and failure to respond to records requests.
- **September 2011:** Northeast Coalition of Neighborhoods and the Coalition for a Livable Future file suit against Metro, contending they are using an obscure 1996 law to force the project through.
- **October 2011:** Oregon Land Use Board of Appeals (LUBA) rules that Metro did not have authority to grant its approval of the CRC route through Oregon when it used a 1996 law aimed at siting rail lines. LUBA turned back most other opposing arguments.
- **September 2011:** Final EIS published.
- **December 2011:** Federal Record of Decision received.
- **March 2012:** U.S. Coast Guard announces that the new bridge, at 95 feet above the Columbia River, does not provide enough clearance to meet the "reasonable needs" of ships. CRC staff commit to analyzing options for bridge height.
- **April 12, 2012:** Metro Council approves a Revised Land Use Final Order, allowing the project to move forward within the realm of Oregon land use law.
- **November 2012:** Clark County voters reject a sales tax increase that would have covered the local cost to operate light rail.
- **November 9, 2012:** A group of 10 Southwest Washington lawmakers call for a complete redesign of the project, citing the recently rejected sales tax increase for light rail, funding problems and lack of public participation in the design.
- **December 2012:** Analysis of a 115- or 116-foot-high bridge presented to a group of Washington state lawmakers. This height will be used as the basis for the critical bridge permit application expected to be filed with the Coast Guard in early 2013.

- 
- **December 19, 2012:** State transportation commissions approve bi-state tolling agreement. Tolls must still have legislative approval to be used as part of funding.
  - **February 2013:** Oregon legislature approves \$450 million for CRC, contingent upon Washington producing its share of the funding.



# Metro | *Making a great place*

## Regional Active Transportation Plan (ATP) | Review & Refinement Timeline

### WorkGroup Review and Refinements

- Oct 10 ATP/RTP WorkGroup** -first meeting/identify process & focus areas
- Oct-Nov ATP topical focus groups** - focus on specific topics identified at first WorkGroup meeting
- Nov 1 TPAC** – Comments from Chair on WorkGroup process
- Nov 5 Metro Council work session** - ATP Council liaison ATP project update
- Nov 6 MTAC** - Comments from Chair on WorkGroup process
- Nov 17 Metro Council work session** - Update on ATP refinement progress included in RTP update
- Nov 13 MPAC** - Comments from Council liaison on WorkGroup process
- Nov 14 JPACT** - Comments from Chair on WorkGroup process
- Dec 6** – First deadline for ATP map network changes & refinement comments to ATP (same as RTP)
- End of Dec** – Workgroup proposed ATP refinements and edits to RTP available for review

### TPAC and MTAC review and feedback on WorkGroup Refinements

- Jan 3 TPAC** – Comments from the chair ATP refinement update
- Jan 7 Metro Council work session** – ATP Council liaison ATP refinement update
- Jan 8 MPAC** – Comments from Council liaison ATP refinement update
- Jan 9 JPACT** – Comments from Chair ATP refinement update
- Jan 15 MTAC**– Comments from the chair, ATP refinement process update
- Jan 16 ATP/RTP WorkGroup** - Second meeting, recommend WorkGroup ATP refinements/RTP edits
- Jan 31 TPAC** –Review of ATP WorkGroup refinements/RTP edits; feedback from TPAC
- Feb 5 MTAC**- Review of ATP WorkGroup refinements/RTP edits; feedback from MTAC

### Preview and overview of public comment draft ATP

- Feb 28 TPAC**- Preview of public review of draft ATP/RTP edits
- March 5 MTAC** - Preview of public review of draft ATP/RTP edits
- March 11 Metro Council work session** - Preview of the public review draft ATP/RTP edits
- March 13 JPACT** Preview of the public review draft ATP/RTP edits
- March 21 – May 5** - *Release of draft ATP for public comments, along with RTP*
- March 26 MPAC** - Overview of the public review draft ATP/RTP edits

### Recommendation on potential refinements to draft ATP & request for preliminary approval

- April 25 TPAC**- Recommendation on potential refinements to ATP from public comments
- May 6 Metro Council work session**- Review of draft ATP per public comments received
- May 7 MTAC**- Recommendation on potential refinements of ATP from public comments
- May 8 JPACT** -Preliminary approval of the draft ATP per public comments received
- May 14 MPAC** - Preliminary approval of the draft ATP per public comments received
- May 21 MTAC** – Comments from the Chair – Process update
- May 30 TPAC** - Comments from the Chair – Process update

### ATP proposed for adoption

- June 18 MTAC** – Recommendation to MPAC on ATP resolution
- June 25 MPAC** - Recommendation to Metro Council on ATP resolution
- June 27 TPAC** – Recommendation to JPACT on ATP resolution
- July 10 JPACT** - Approval of ATP resolution/RTP ordinance
- July 10 Metro Council** – First reading of 2014 RTP ordinance
- July 17 Metro Council** –Action on ATP resolution, final action on RTP ordinance

# Interstate Bridge

<b>Interstate Bridge</b>	
	
<b>Carries</b>	 I-5
<b>Crosses</b>	Columbia River
<b>Locale</b>	Portland, Oregon to Vancouver, Washington
<b>Maintained by</b>	ODOT, WSDOT
<b>ID number</b>	01377, 07333
<b>Design</b>	Dual truss with vertical lifts
<b>Total length</b>	3,538 ft (1,078 m)
<b>Width</b>	Northbound span 38 ft (12 m); southbound span 39 ft (12 m)
<b>Height</b>	Approx. 230 ft (70 m)
<b>Longest span</b>	531 ft (161.8 m)
<b>Clearance below</b>	72 ft (21.9 m) at highest fixed span; 176 ft (53.6 m) at open lift span
<b>Opened</b>	February 14, 1917 (Northbound), 1958 (Southbound)
<b>Portland–Vancouver Highway Bridge</b>	
U.S. National Register of Historic Places	
	
<b>Location</b>	Portland, Oregon; Vancouver, Washington
<b>Coordinates</b>	<span><span><span><span><span>45°36′24″N</span> <span>122°40′51″W</span></span></span><sup>[1]</sup></span></span> <span><span>Coordinates: <span><span><span><span>45°36′24″N</span> <span>122°40′51″W</span></span></span><sup>[1]</sup></span></span></span>
<b>Built</b>	1915–16
<b>Architect</b>	Harrington, Howard & Ash

<b>Governing body</b>	state (Oregon and Washington)
<b>MPS</b>	Historic Bridges/Tunnels in Washington State TR
<b>NRHP Reference #</b>	82004205
<b>Added to NRHP</b>	July 16, 1982
<b>Daily traffic</b>	130,000 (2006)

The **Interstate Bridge** (also **Columbia River Interstate Bridge**, **I-5 Bridge**, **Portland-Vancouver Interstate Bridge**, **Vancouver-Portland Bridge**) is a pair of nearly identical steel vertical-lift, "Parker type" through-truss bridges that carry Interstate 5 traffic over the Columbia River between Vancouver, Washington and Portland, Oregon in the United States.

The bridge opened to traffic in 1917 as a single bridge carrying two-way traffic. A second, twin bridge opened in 1958 with each bridge carrying one-way traffic. The original 1917 structure is the northbound bridge. As of 2006, the bridge pair handles around 130,000 vehicles daily. The green structure, which is over 3,500 feet (1,067 m) long, carries traffic over three northbound lanes and three southbound lanes. It was added to the National Register of Historic Places in 1982, as the "Portland–Vancouver Highway Bridge".

Since 2005, proposals for replacing the bridge have been produced and debated. The bridge is considered responsible for traffic congestion of road vehicles and river traffic. Plans for a replacement bridge, known as the Columbia River Crossing (CRC) project, estimated to cost at least \$3.4 billion, had come together by 2012 after many delays, but were very controversial, with both strong support and strong opposition. In late June 2013, the CRC project was canceled, after the Washington state legislature declined to authorize funding for the project.

The Interstate Bridge's name is a simple descriptive one based on its location, as a bridge connecting two states. In 1917, the new bridge gave its name to a Portland arterial street. Shortly before the bridge opened, a pair of streets through North Portland that were planned to be treated as the main route to and from the bridge, Maryland Avenue and Patton Avenue, were renamed Interstate Avenue.<sup>[2]</sup>

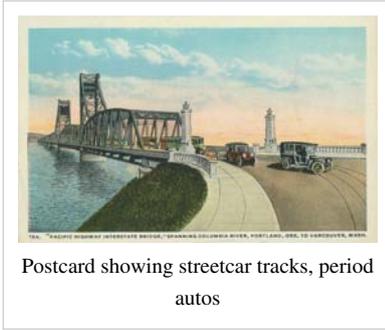
## First bridge



Interstate Bridge in 1917

The bridge was built to replace an overcrowded ferry system operated by Pacific Railway, Light & Power Co. Construction on the bridge began in March 1915, following the sale of bonds. The first bridge was opened on February 14, 1917 at a cost of \$1.75 million (equivalent to \$32 million in 2014<sup>[3]</sup>), which was shared between Clark County and Multnomah County. Clark County paid \$500,000 and Multnomah County \$1,250,000—probably proportional to population.<sup>[4]</sup>

The first bridge has a total of 13 steel spans, with three measuring 275 feet (84 m) in length and the remaining ten spans 265 ft (81 m) each. Piers sit atop pile caps on wooden pilings approximately 70 feet deep. One of the 275-foot (84 m) spans is the lift span for allowing river traffic under the bridge. The lift span is capable of moving 136 ft (41 m) vertically, and provides 176 ft (53.6 m) of clearance below when fully raised. The towers are 190 ft (57.9 m) tall, above the roadway.



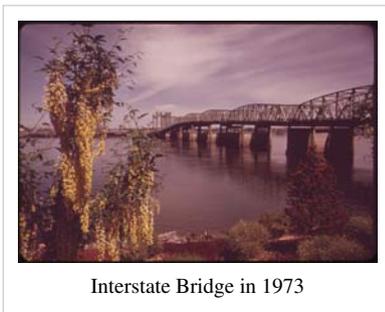
Postcard showing streetcar tracks, period autos

The original paved roadway was 38 ft (11.6 m) wide and had a 5 ft (1.52 m) wide sidewalk. It was the first automobile bridge across the river between Washington and Oregon, and the second to span the river at all, after the Wenatchee Bridge of 1908. It was originally a toll bridge costing 5¢ per vehicle or per horse and rider, equivalent to \$0.91 in 2014.<sup>[3]</sup> In 1928 the states of Washington and Oregon jointly purchased the bridge from the counties and discontinued tolling the following year.

Electric streetcars operated across the bridge from opening day in 1917<sup>[1]</sup> until 1940. The bridge's deck carried dual gauge track, to accommodate both Vancouver's standard gauge cars and Portland's narrow gauge cars. Before the bridge, Portland had a Vancouver streetcar line since 1893, but it ran to Hayden Island, where passengers transferred to a ferry owned by the street railway company to continue across the river to Vancouver.<sup>[5]</sup> Streetcar service across the Interstate Bridge ended on September 3, 1940.

The bridge became part of then-new Interstate 5 in 1957.

## Upgrades



Interstate Bridge in 1973

In 1958, a \$14.5 million (\$117.3 million in 2014 dollars<sup>[3]</sup>) upgrade created a southbound span and doubled the capacity of the bridge. The new bridge was built with a "humpback" that provides 72 ft (21.9 m) of vertical clearance and minimizes bridge openings. At the time the new bridge was opened, the old one was temporarily closed for rebuilding to give it a matching humpback section. When both bridges were first open concurrently, in 1960, each bridge became one-way, and tolls were reinstated at \$0.20 for cars, \$0.40 for light trucks, and \$0.60 for heavy trucks and buses, until removed in 1966 after the construction expenses were paid off. A \$3 million (\$5.4 million in 2014

dollars<sup>[3]</sup>) upgrade to the lift cables, expansion joints, and a deck repaving was completed in 1990. The diesel generator used to power the lift was replaced in 1995 at a cost of \$150,000. In 1999, the bridge was repainted at a cost of \$17 million. A \$10.8 million electrical upgrade was completed in mid-May 2005.

The bridge is 3,538 feet (1,078 m) long with a main span of 531 feet (162 m). The vertical lift provides 176 feet (53.6 m) of river clearance when fully opened. Openings last about ten minutes and occur between 10 and 20 times per month.

Outside peak commuting times (6:30 a.m. to 9 a.m. and from 2:30 p.m. to 6 p.m), marine traffic is granted right of way at the bridge by federal law (33 CFR 117.869).

In 2006 the six total lanes of the bridges carried 130,000 vehicles daily. Full traffic capacity occurs four hours every day.

## Replacement

The bridge is frequently a bottleneck which impacts both traffic on the freeway, as well as on the river. The Oregon and Washington transportation departments are jointly studying how to replace the bridge. Both spans have been rated as "functionally obsolete," with



A barge passing under the raised lift spans

sufficiency ratings of 18.3% and 49.4% for the original and second spans, respectively. Initially, the estimated cost for a replacement bridge was around \$2 billion, but that number has climbed steadily to around \$3.4 billion. An independent study in 2010 estimated the full cost to be closer to \$10 billion.

Design of a replacement (especially a fixed-span bridge) is complicated by the existence of a railroad drawbridge crossing the Columbia a short distance downriver (on the Burlington Northern Railroad Bridge 9.6), which constrains the location of the shipping channel; and by approach paths to Portland International Airport in Portland and to Pearson Field in Vancouver, which limit the height of any new structure. Some have proposed replacing the bridge in a different location. There were originally 12 transportation plans that were being studied to improve and expand the Interstate 5 crossing of the Columbia River. In late 2006, four of these plans were selected for a final proposal, along with a fifth no-build option.<sup>[6]</sup> The Columbia River Crossing project's six local partner agencies selected a replacement I-5 bridge and light rail extension to Clark College as the project's Locally Preferred Alternative (LPA) in 2008.<sup>[7]</sup>



There is also a longstanding debate as to whether or not a new bridge would include a MAX Light Rail line, express buses, or bus rapid transit. During his 2007 "State of the City" address, Vancouver mayor Royce Pollard stated

“I’ve said it before, but it bears repeating – Vancouver and Clark County residents have the cheapest buy-in to one of the most successful light-rail systems in the world, the MAX system. There is over \$5 billion invested in light rail across the river. We can tap into that system at a very minimal cost. We’d be foolish not to. The bi-state Columbia River Crossing initiative is making plans for the future of our community for 50 years and beyond. This project should not happen without integrating light rail that comes into downtown Vancouver. If the final alternative doesn’t have a light rail component, I will not support it.”

In December 2007, Oregon governor Ted Kulongoski advocated for a new bridge, publicly endorsing the Oregon Business Plan's proposal.

In 2008, as fuel prices increased and project cost estimates soared, many in the area began questioning whether the project is worth the costs. In addition, many on the Portland side of the river fear that a 12-lane highway bridge to Vancouver, which many also believe has virtually no land use restrictions, will encourage suburban sprawl and development north of the river.

Further concerns over the 12-lane "Columbia River Crossing" (CRC) proposal include its failure to examine critical environmental impacts, such as damage to Clark County's drinking water supply, endangered fish habitat in the Columbia, and air pollution in North Portland.

In 2008, the Environmental Protection Agency found that the Draft Environmental Impact Statement for the CRC had failed to adequately cover these issues, as well as the potential induced demand for suburban sprawl. In a letter to CRC planners, the EPA wrote that "There was no indication (in the CRC environmental impact statement) of how these vulnerable populations might be impacted by air pollution, noise, diesel construction vehicles and increased traffic", referring to minority communities in North Portland.

In June 2013, the Washington Legislature voted against further funding of the CRC. On June 29, Oregon Governor Kitzhaber directed the CRC to shut down operations.



The full bridge as seen from Hayden Island, showing the 1959-built "humped" section mid-span.

## References

- [1] [http://tools.wmflabs.org/geohack/geohack.php?pagename=Interstate\\_Bridge&params=45\\_36\\_24\\_N\\_122\\_40\\_51\\_W\\_region:US\\_type:landmark](http://tools.wmflabs.org/geohack/geohack.php?pagename=Interstate_Bridge&params=45_36_24_N_122_40_51_W_region:US_type:landmark)
- [2] "Street Name Changed: Maryland and Patton Avenue become Interstate Avenue" (December 7, 1916). *The Morning Oregonian*, p. 13.
- [3] Consumer Price Index (estimate) 1800–2013 ([http://www.minneapolisfed.org/community\\_education/teacher/calc/hist1800.cfm](http://www.minneapolisfed.org/community_education/teacher/calc/hist1800.cfm)). Federal Reserve Bank of Minneapolis. Retrieved March 31, 2013.
- [4] Horner, John B. (1919). "Oregon: Her History, Her Great Men, Her Literature". The J.K. Gill Co.: Portland.
- [5] Thompson, Richard H. (2010). *Portland's Streetcar Lines*, pp. 72–73, 77. Arcadia Publishing. ISBN 978-0-7385-8126-2.
- [6] Columbia River Crossing: Project Alternatives (<http://www.columbiarivercrossing.org/CurrentTopics/ProjectAlternatives.aspx>)
- [7] Columbia River Crossing: Locally Preferred Alternative (<http://www.columbiarivercrossing.org/CurrentTopics/LPA.aspx>)

## External links

- WSDOT:Interstate Bridge (<http://www.wsdot.wa.gov/Environment/CulRes/bridges.htm#VancouverPortland>)
- Columbia River Crossing: Home page of ODOT/WSDOT project to replace the Interstate Bridge (<http://www.columbiarivercrossing.org/>)

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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
December 12, 2013  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman  
Carlotta Collette, Chair  
Shirley Craddick  
Nina DeConcini  
Kathryn Harrington  
Denny Doyle  
Donna Jordan  
Neil McFarlane  
Diane McKeel  
Neil McFarlane  
Lisa Barton Mullins  
Steve Novick  
Roy Rogers  
Paul Savas  
Jason Tell  
Don Wagner

AFFILIATION

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

MEMBERS EXCUSED

Shane Bemis  
Steve Stuart  
Bill Wyatt

AFFILIATION

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

ALTERNATES PRESENT

Lisa Barton Mullins  
Rian Windsheimer  
Susie Lahsene

AFFILIATION

City of Fairview, representing Cities of Multnomah Co.  
ODOT  
Port of Portland

**STAFF:** Grace Cho, Andy Cotugno, Kim Ellis, Elissa Gertler, Tom Kloster, Ted Leybold, Jim Middaugh, Kelsey Newell, Steve Wheeler.

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

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:30 a.m.

## **2. CITIZEN COMMUNICATIONS ON JPACT ITEMS**

There were none.

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

Chair Collette updated members on the following items:

- Recognized Dean Lookingbill for his dedicated service and contributions as a JPACT Member.
- Announced the selection of Matt Ransom as the Southwest Washington Regional Transportation Council Executive Director.
- The Women's Transportation Seminar (WTS) International Conference is scheduled to meet in Portland May 14-16, 2014.
- The Annual JPACT Lobby Trip in Washington, DC is scheduled to occur March 5-6, 2014.

## **4. CONSIDERATION OF THE MINUTES FOR NOVEMBER 14, 2013**

MOTION: Commissioner Steve Novick moved, Councilor Donna Jordan seconded, to approve the JPACT Minutes from November 14, 2013.

ACTION: With all in favor, the motion passed.

## **5. CONCUR SUBSTITUTE STRATEGY TO REFLECT THE REGION'S INVESTMENT IN TRANSIT WHEN MAKING AIR QUALITY CONFORMITY FINDINGS**

Ms. Nina DeConcini of Oregon Department of Environmental Quality (DEQ) provided an overview of the Carbon Monoxide Maintenance Plan which the region in partnership with TriMet and Metro is required to develop to reduce carbon monoxide emissions in order to conform to the federal Clean Air Act. To ensure compliance, regulations require JPACT and the Metropolitan Planning Organization (MPO) Board to adopt an air quality plan with each Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP). Ms. DeConcini highlighted the proposed action to substitute a strategy, known as a transportation control measure (TCM), in the air quality plan. The substitute TCM is a recalculation of how the region reflects its commitment to transit, bike and pedestrian pollution reduction. In November 2012, the three agencies: Metro, DEQ and the Environmental Protection Agency (EPA) elected to initiate a TCM substitution for the transit TCM to prevent a conformity lapse.

Ms. DeConcini introduced Tom Kloster of Metro who explained three transportation control measures (TCMs) included in the air quality plan which serve as strategies to reduce carbon monoxide emissions. For the Portland region, the TCMs are: 1) Increasing transit service; 2) Expanding the bicycle network; and 3) Building pedestrian connections. Mr. Kloster highlighted the importance of TCMs citing examples such as cleaner air, improved public health and continuance of federal funding. The preferred substitute transit TCM increase included a mathematical recalculation that measures the entire scope of the ten-year Portland Area Carbon Monoxide Maintenance Plan (2007-2017), evaluating all transit investments.

Ms. DeConcini requested JPACT's approval of the TCM Substitution Measure which has been approved by the Environmental Quality Commission (EQC) and TPAC.

Member comments included:

- Members asked clarifying questions about whether the mathematical calculations in the Preferred Substitute Transit Service Increase TCM included fixed service or bus service. Mr. Kloster stated that the calculation was based on overall measure of light rail and bus service that informs the basis of the measure.
- Neil McFarlane of TriMet emphasized that the Metropolitan region has recovered from the great recession. He highlighted that two million dollars of new service has been added in addition to another two million dollars focused on restoration of the twelve frequent service lines.

MOTION: Councilor Harrington moved, Mr. Neil McFarland seconded, to approve Resolution No. 13-4490.

ACTION: With all in favor, the motion passed.

## **6. ENDORSING A REGIONAL POSITION ON FEDERAL TRANSPORTATION POLICY**

Mr. Andy Cotugno of Metro provided a presentation that consisted of two main components. First, he provided a comprehensive assessment of regional transportation policy options and issues to be considered for adoption in preparation for JPACT's annual lobby trip to Washington, D.C. in March 2013. He highlighted the level of funding committed in the federal budget toward transportation as a significant issue addressed in the proposal. In addition to the overall funding level, examples of some regional priority issues include Metropolitan Mobility, Freight, Transit, Active Transportation and Intercity Passenger Rail. Mr. Cotugno highlighted the changes made to Exhibit A of Resolution 13-4489 in regards to the link between active transportation and health services, eligibility for electric vehicle charging stations extended to CNG (compressed natural gas) equipment and advocacy for funding through the Department of Homeland Security's "Urban Areas Security Initiative."

In addition, Mr. Cotugno briefly introduced an endorsement draft letter addressed to Congressman Earl Blumenauer regarding his introduction of the UPDATE Act. The act would stabilize the Highway Trust Fund by increasing the federal gas tax in the short term by fifteen cents, indexing it to inflation and then phasing it out in favor of a reliable long-term funding source by 2024. The letter is anticipated for further detailed discussion at a future JPACT meeting.

Member comments included:

- Members suggested the following substitute language for Exhibit A, number three of Resolution 13-4489: "Advocate for recognition of the fact that active transportation options (including transit which involves walking to and from transit stops) improve health and reduce the long term need for healthcare services. This link provides an added benefit to the federal budget since healthcare costs drive the budget deficit which the federal government is attempting to rein in."

- Mr. Cotugno explained that Congressman Earl Blumenauer's office is welcome to providing more information about the UPDATE Act to JPACT Members. Additionally the Congressman's office has proposed the possibility of a joint JPACT and MPAC meeting in which Congressman Earl Blumenauer would directly present the bill.
- Members recommended verbal talking points recognizing the progress of MAP-21 while also providing new policy issue suggestions.
- Members highlighted the need to explain the fifteen cents gas tax included in the UPDATE Act.
- Commissioner Paul Savas suggested further evaluation and comparison of state versus federal funding for transportation.
- Members asked clarifying questions about Resolution 13-4489, item eight, in regards to the pursuance of state mandates for addressing climate change. Mr. Cotugno stated that rather than having a regional pursuit addressing climate change, current state mandates should be pursued as an example to other across the nation.

MOTION: Commissioner Steve Novick moved, Councilor Bill Wyatt seconded, to recommend adoption of Resolution 13-4489 as amended.

ACTION: With all in favor, the motion passed.

## **7. CLIMATE SMART COMMUNITIES SCNEARIOS PROJECT: FIRST LOOK AT RESULTS (PART 2)**

Chair Collette introduced Commissioner Jerry Lidz of Land Conservation and Development Commission (LCDC). Commissioner Lidz explained that the Climate Smart Communities preferred scenario is scheduled for review by LCDC in 2015, after approval by the Metro Council. He highlighted the three standards that the commission is anticipated to evaluate including: (1) did the process follow LCDC's administrative rules (2) does the preferred approach achieve the mandated greenhouse gas emissions reduction and (3) are local governments supportive of the process and committed to its implementation.

Ms. Kim Ellis of Metro 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, transitioning from data development and analysis to policy discussions to shape a draft preferred scenario by May 2014.

Ms. Ellis highlighted that results presented today relate to economic and social equity outcomes and will be used in combination with previously reported results to inform regional discussions to shape the preferred scenario approach in 2014. The results reported included access to transit, economic benefits from reduced emissions and congestion, and household budget benefits from driving less and more fuel-efficient vehicles. The full presentation is included as a part of the meeting record.

Ms. Ellis solicited advice from JPACT members regarding the policy areas that should be considered for shaping the preferred approach such as local plans concerning transit and funding. She emphasized the anticipated transition from data development and analysis to focusing on discussing the choices and tradeoffs concerning key regional policy areas. The policy areas would be the focus of engagement and upcoming policy committee discussions. She noted that the analysis of the draft preferred approach will be conducted using the regional travel demand model which will consider localized impacts such as transit ridership and congestion. Greenhouse gas emissions reductions will be analyzed using the GreenSTEP model. Additionally, she explained that there will be opportunities for joint meetings of the Metro Council, MPAC and JPACT to discuss development of the draft preferred scenario. A more detailed process will be presented for input at the January meeting.

#### Member Comments Included:

- Members asked clarifying questions regarding development of the preferred approach and meeting the expectations of LCDC in regards to the reduction of greenhouse gas emissions. Ms. Ellis explained the LCDC's administrative rules call for the region's preferred approach to meet specific greenhouse gas emissions targets, to conduct local government consultation before adoption; and establishes Dec. 31, 2014 as the deadline for adoption. She confirmed that Metro staff conducts regular coordination meetings with Department of Land Conservation and Development (DLCD) and Oregon Department of Transportation (ODOT) staff and is scheduled to brief LCDC and the Oregon Transportation Commission in the 2014. Commissioner Lidz stated that the LCDC would evaluate the reasonable basis for the conclusions in the preferred approach, competent technical work and a good faith effort that has been shown to date.
- Members expressed the need for a technical based analysis for reducing greenhouse gas emissions included in the scenario planning.
- Members recommended the need for understanding the preferred approach on a local level. Ms. Ellis reminded committee members that the projects and investments in Scenarios B and C represent local priorities from the adopted Regional Transportation Plan, which was developed from locally-adopted transportation system plans.
- Members asked clarifying questions about parking policy areas and suggested it would be helpful to have a better understanding of the parking assumptions used in the analysis and potential for this policy area in the region. They also asked about how the economic analysis in the scenario planning represents the avoided cost of parking for businesses. Ms. Ellis stated that the current scenario planning analysis does not account for that information, but that Metro staff could present additional background information on parking to inform shaping the preferred approach.

#### **8. WESTSIDE FREIGHT ACCESS AND LOGISTIC ANALYSIS**

Sean Robbins 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.

Susie Lahsene of the Port of Portland 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.

Chris Maciejewski of DKS Associates provided details of the conclusions reached regarding the transportation issues included in the study. 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 recognized the work of the Westside Freight Access and Logistics Analysis in regards to intelligent transportation as an important item to prioritize for state funding at the legislature. Mr. Maciejewski stated that there is a federal grant for the specific purpose of evaluating incident response processes.
- Members observed the fact that the Metropolitan region's freight is increasingly concentrated at the airport which may have significant implications on freight and transportation investments in the future.

**9. ADJOURN**

Chair Collette adjourned the meeting at 9:15 a.m.

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Taylor Allen".

Taylor Allen

Recording Secretary

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
4	Minutes	11/14/13	111413 JPACT Minutes	121213j-01
5.1	Legislation	12/05/13	Resolution No. 13-4490 with attached Staff Report	121213j-02
5.1	Handout	05/31/13	Air Quality Conformity Memo	121213j-04
5.1	PPT	12/12/13	Transportation Control Measure Substitution	121213j -05
5.2	Legislation	12/02/13	Resolution No. 13-4489 with attached Staff Report	121213j-06
5.2	Letter	11/20/13	Senator Wyden and Merkley Letter	121213j-07
5.3	Letter	12/16/13	UPDATE Act Letter	121213j-08
6.1	PPT	12/12/13	Climate Smart Communities Scenarios Project First Look at Results Part 2	121213j-09
6.1	Letter	11/15/13	LCDC Letter	121213j-10
6.2	PPT	12/12/13	Westside Freight Access and Logistics Analysis	121213j-11

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING THE POWELL ) RESOLUTION NO. 14-4498  
BOULEVARD: I-205 TO SE 176<sup>TH</sup> 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 176<sup>th</sup> 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 176<sup>TH</sup> PROJECT TO THE 2012-15 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AND THE UNIFIED PLANNING WORK PROGRAM (UPWP)

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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 176<sup>th</sup> 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.

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Tom Hughes, Council President

Approved as to Form:

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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

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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

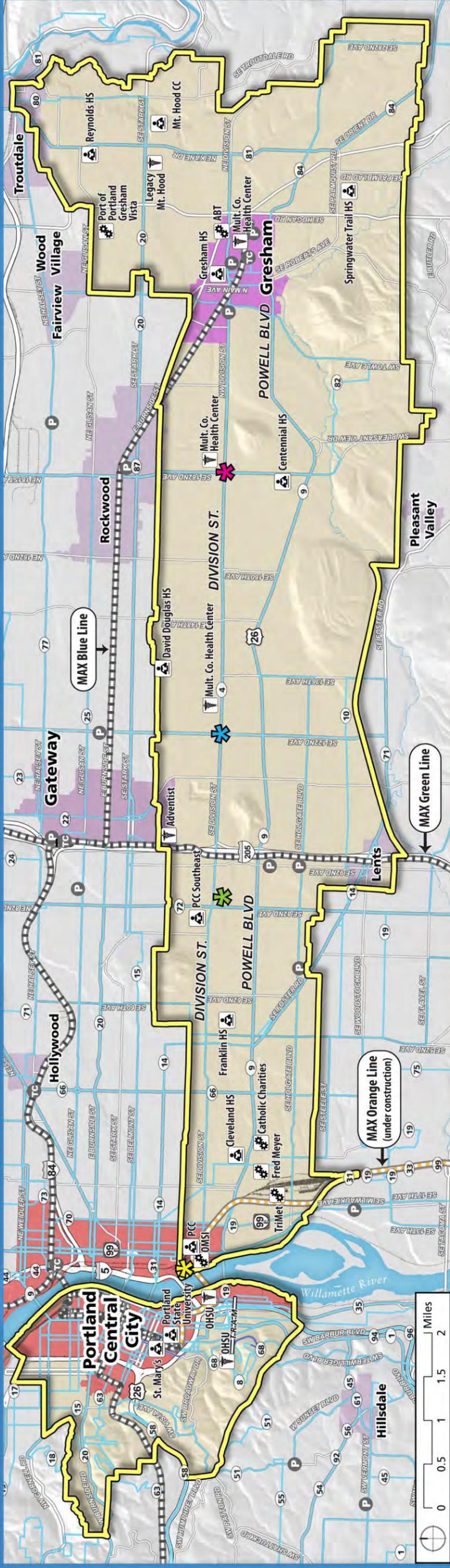


As the civic, cultural, and commercial hub of Oregon's 4th largest city, historic downtown Gresham is a gateway to Mt. Hood tourism.

## 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.

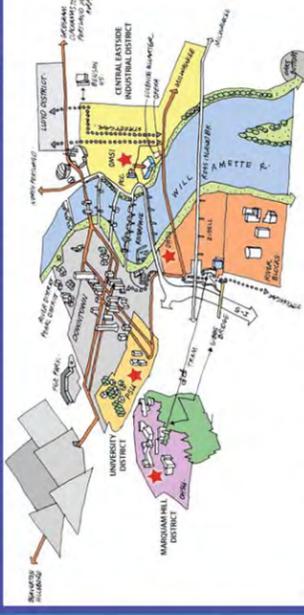


## OHSU



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 Metro Region





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

**Portland State**



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, streetscar loop, bus lines, regional trail, GMSL, 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**



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, 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, 2023

# 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 -->

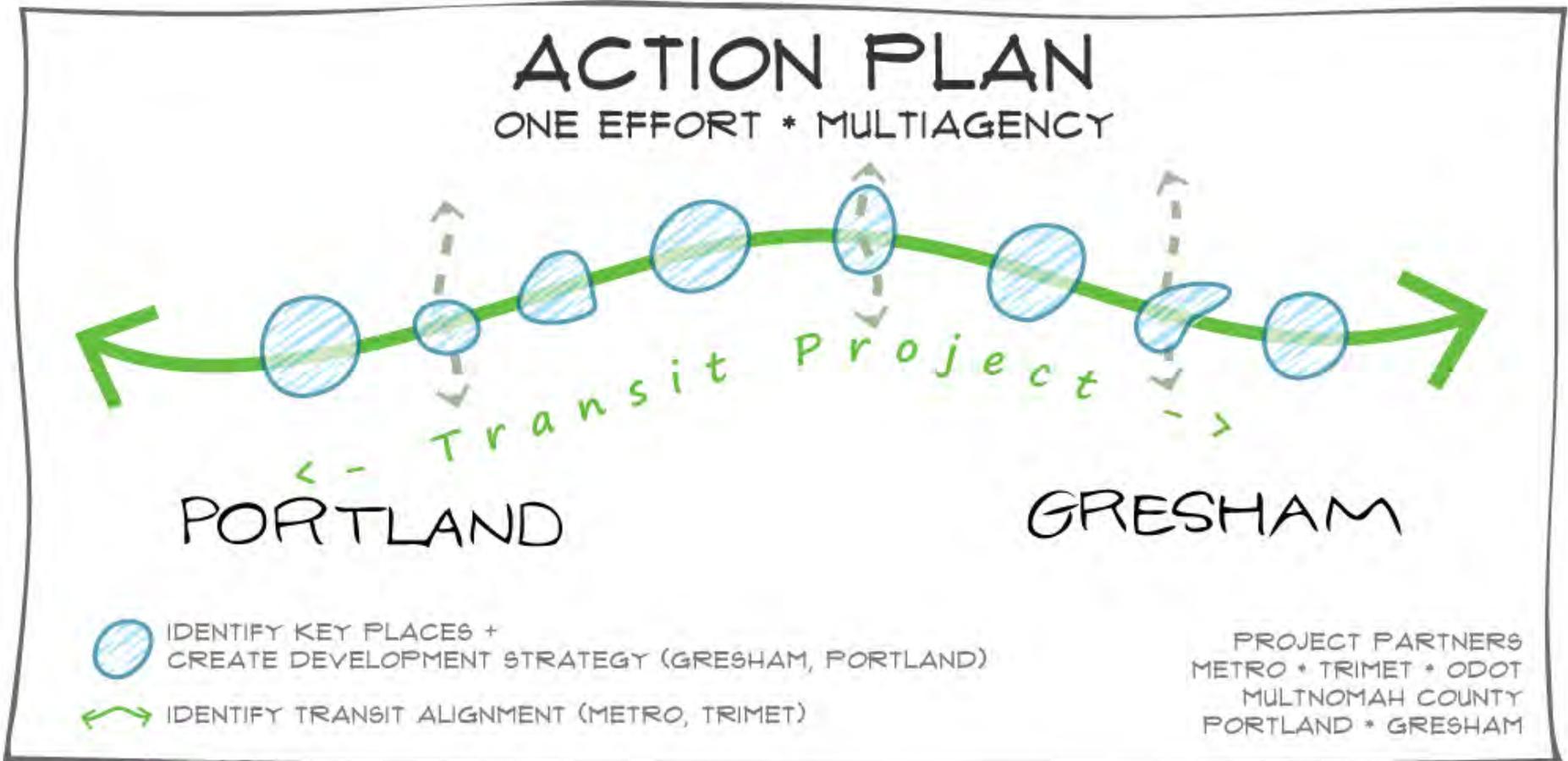
DEVELOP

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

BUILD

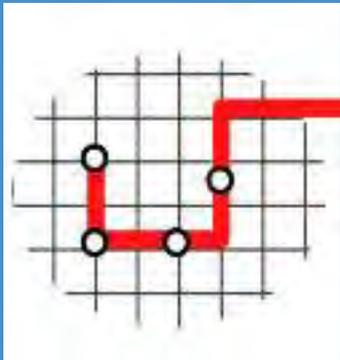
- Secure Funding
- Begin Construction

# 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:

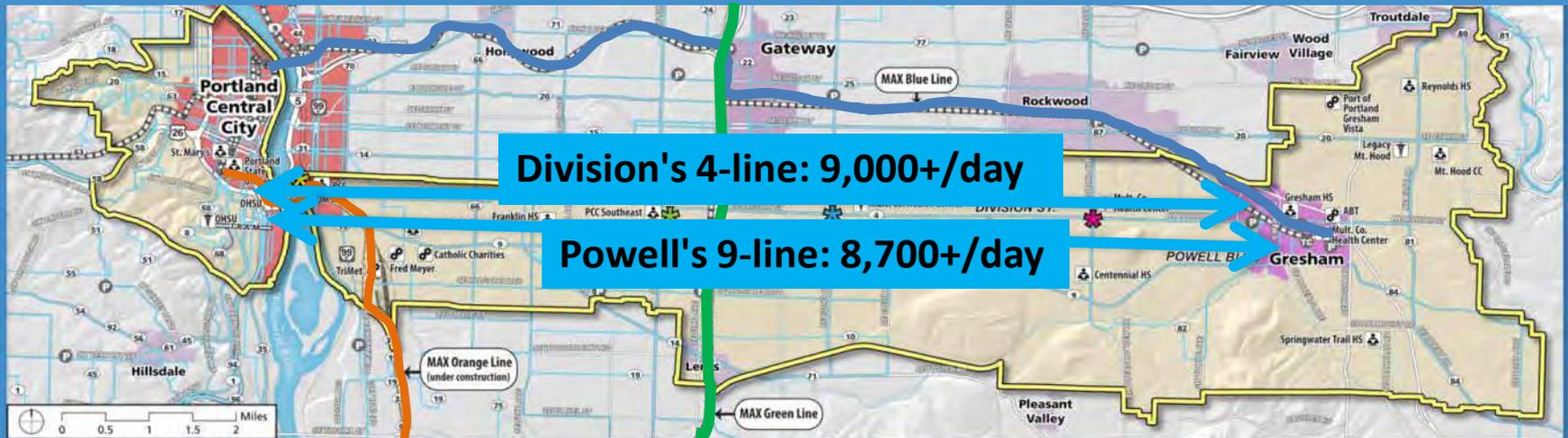
- What areas change and what remains stable.
- Policies and Projects to support stations, adjacent uses, buildings, public spaces.
- Economic development to focus future desired development



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

# TRANSIT connections

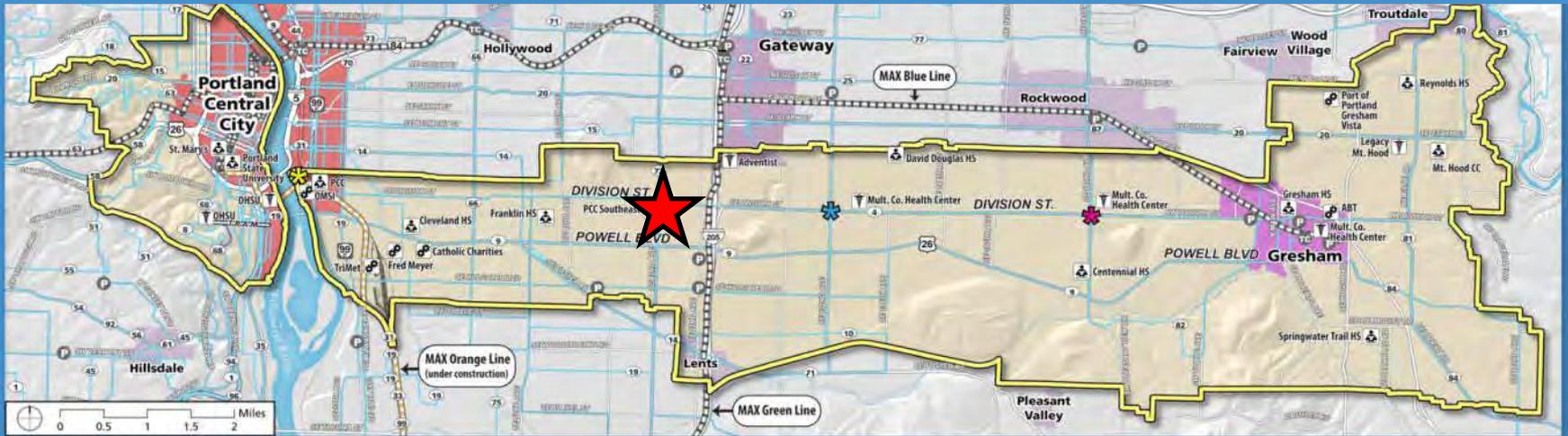
- Connects downtowns of 2 largest cities in region
- Connects to MAX light rail - Blue line, Green line, Portland-Milwaukie light rail
- Strong Transit Demand Today - Powell #9 and Division #4 high ridership



- 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

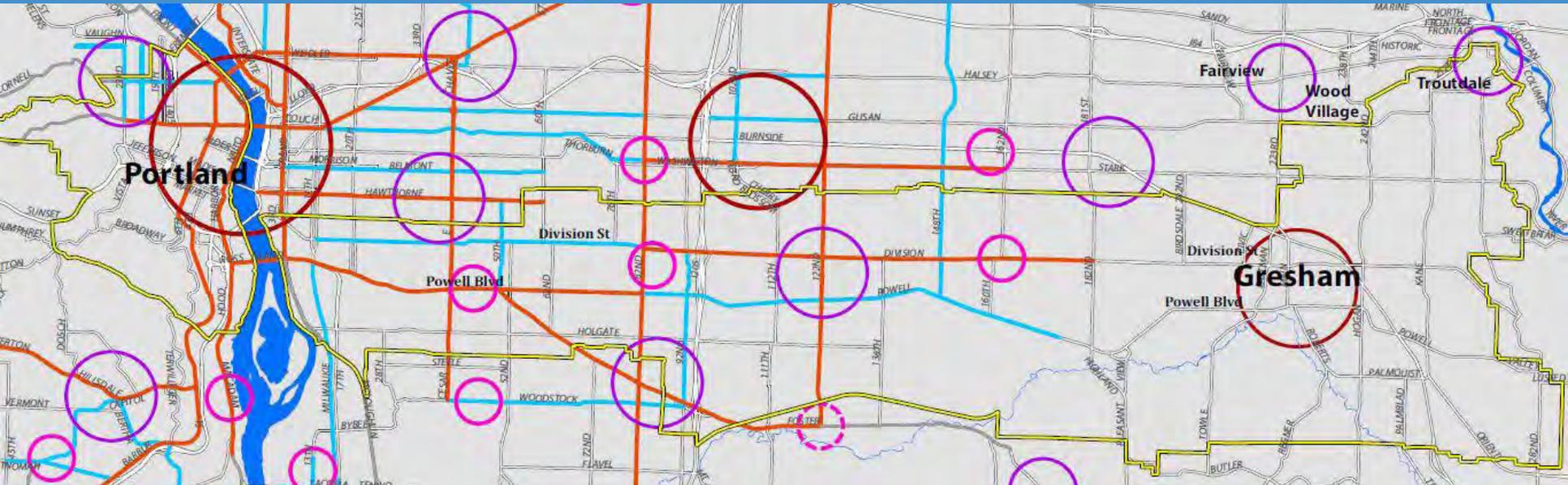


**82nd & Division  
18,000 ons/off a week**

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



# Community Development

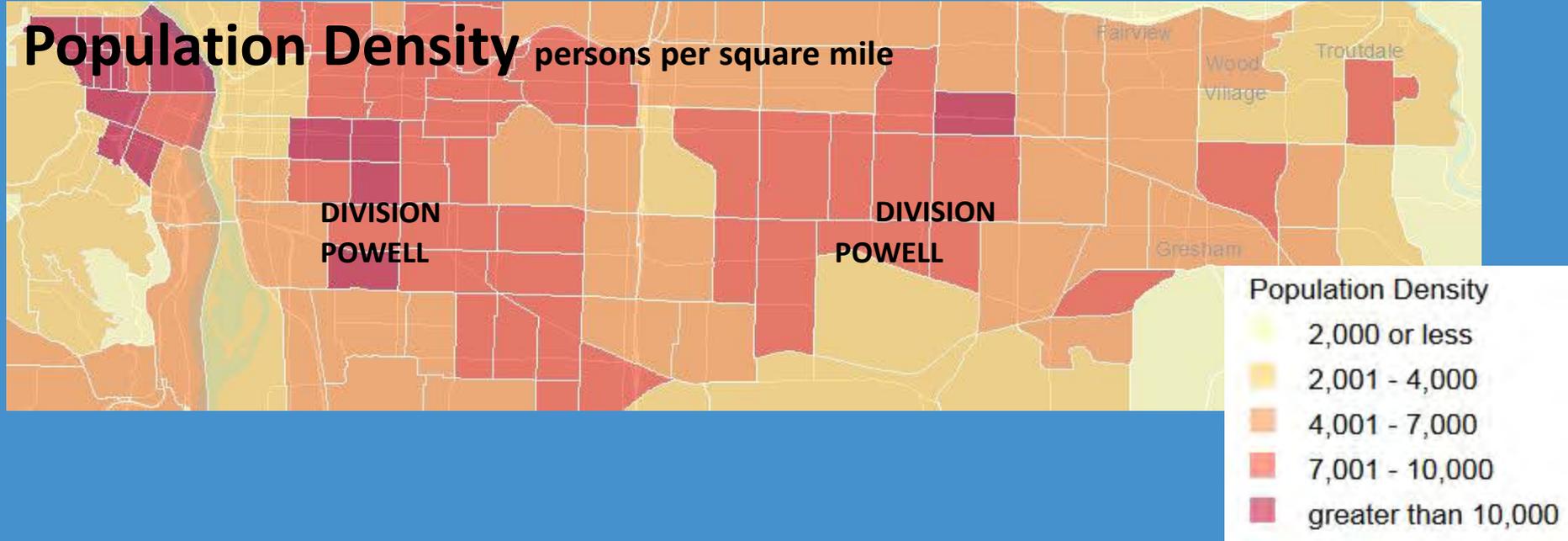


## Centers

-  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



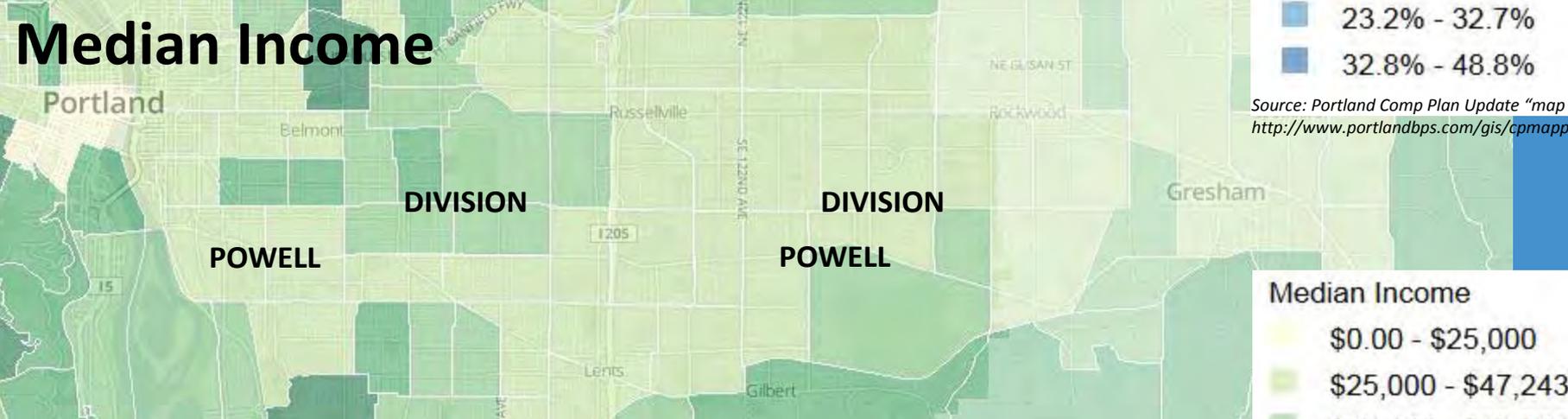
Source: Portland Comp Plan Update "map app"  
<http://www.portlandbps.com/gis/cpmapp/>

# Diversity and Equity

## Communities of Color



## Median Income



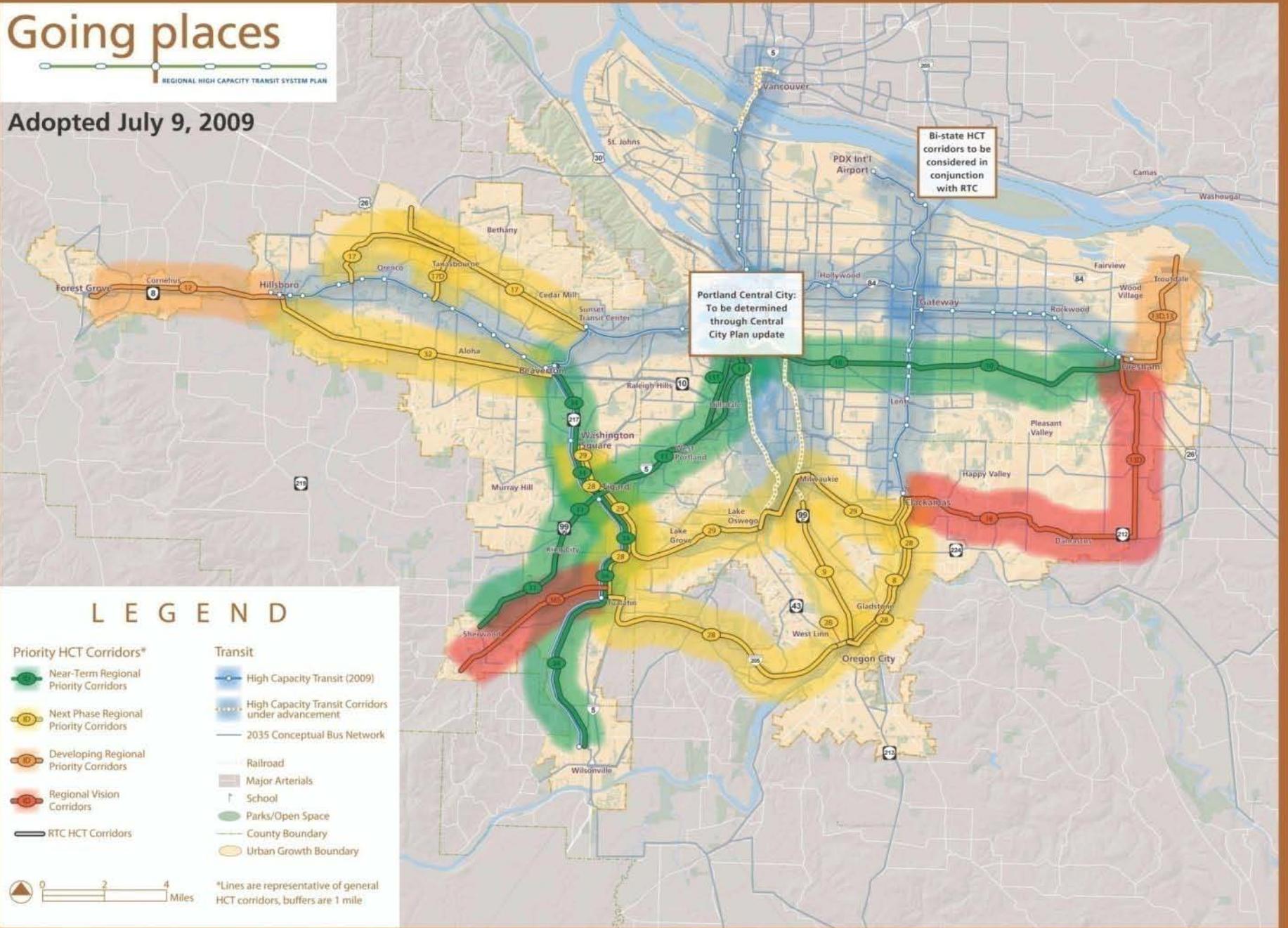
Source: Portland Comp Plan Update "map app"  
<http://www.portlandbps.com/gis/cpmapp/>

- Higher percentage of communities of color east of 82<sup>nd</sup> Avenue
- Higher percentage of low-income along Powell, east of 82<sup>nd</sup> 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



Bi-state HCT corridors to be considered in conjunction with RTC

Portland Central City: To be determined through Central City Plan update

## LEGEND

### Priority HCT Corridors\*

-  Near-Term Regional Priority Corridors
-  Next Phase Regional Priority Corridors
-  Developing Regional Priority Corridors
-  Regional Vision Corridors
-  RTC HCT Corridors

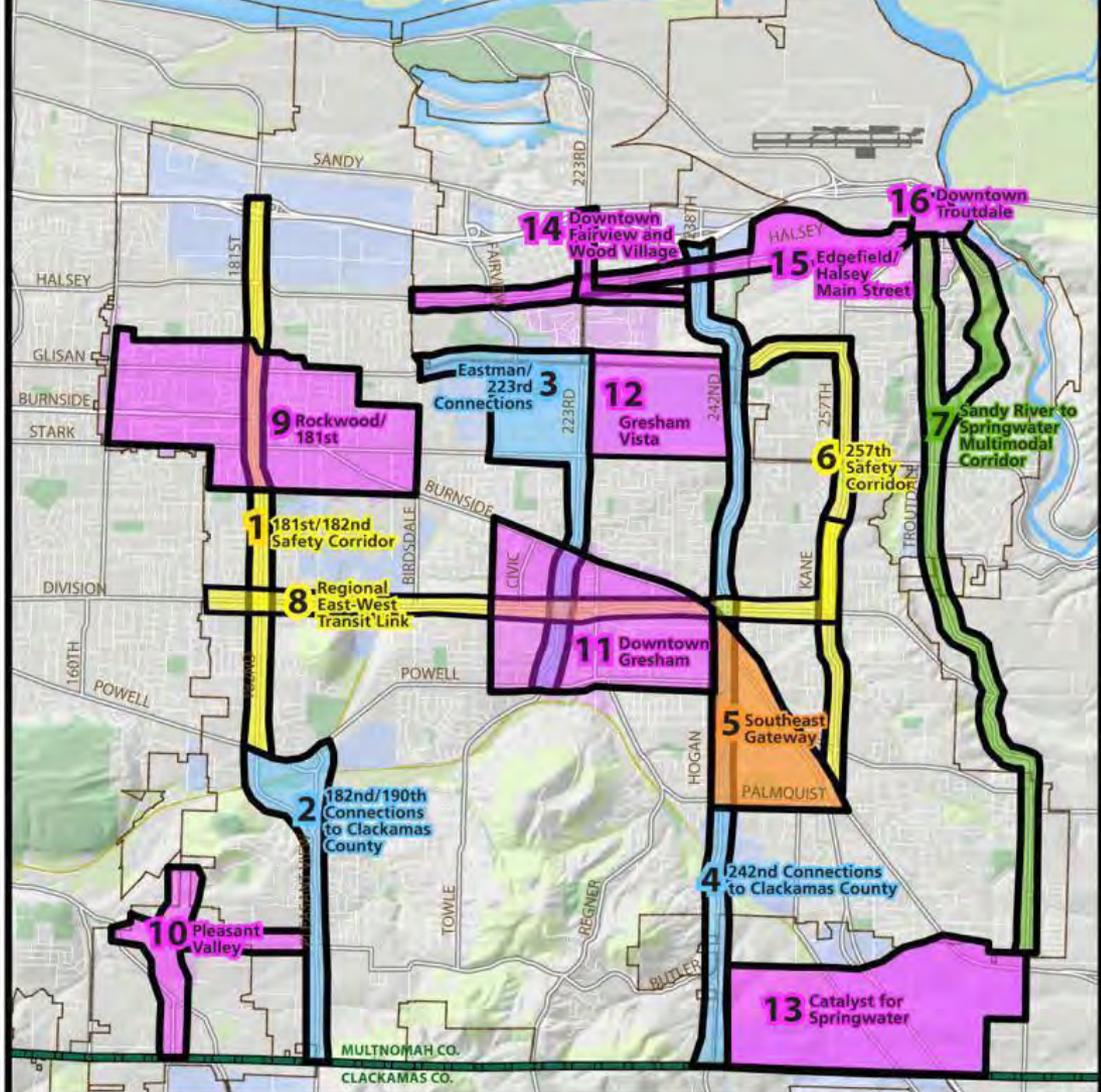
### Transit

-  High Capacity Transit (2009)
-  High Capacity Transit Corridors under advancement
-  2035 Conceptual Bus Network
-  Railroad
-  Major Arterials
-  School
-  Parks/Open Space
-  County Boundary
-  Urban Growth Boundary



\*Lines are representative of general HCT corridors, buffers are 1 mile

# East Metro Connections Plan



## Recommended Investment Packages

June 6, 2012

 Access & mobility	1) 181st/182nd Safety Corridor	9) Rockwood/181st
 Safety	2) 182nd/190th Connections to Clackamas County	10) Pleasant Valley
 Economic development	3) Eastman/223rd Connections	11) Downtown Gresham
 Multimodal	4) 242nd Connections to Clackamas County	12) Gresham Vista
 Regional gateway	5) Southeast Gateway	13) Catalyst for Springwater District
	6) 257th Safety Corridor	14) Downtown Fairview and Wood Village
	7) Sandy River to Springwater multimodal Corridor	15) Halsey Main Street
	8) Regional East-West Transit Link	16) Downtown Troutdale
	Managing the System (*not mapped)	



# Partnerships

# Partnerships

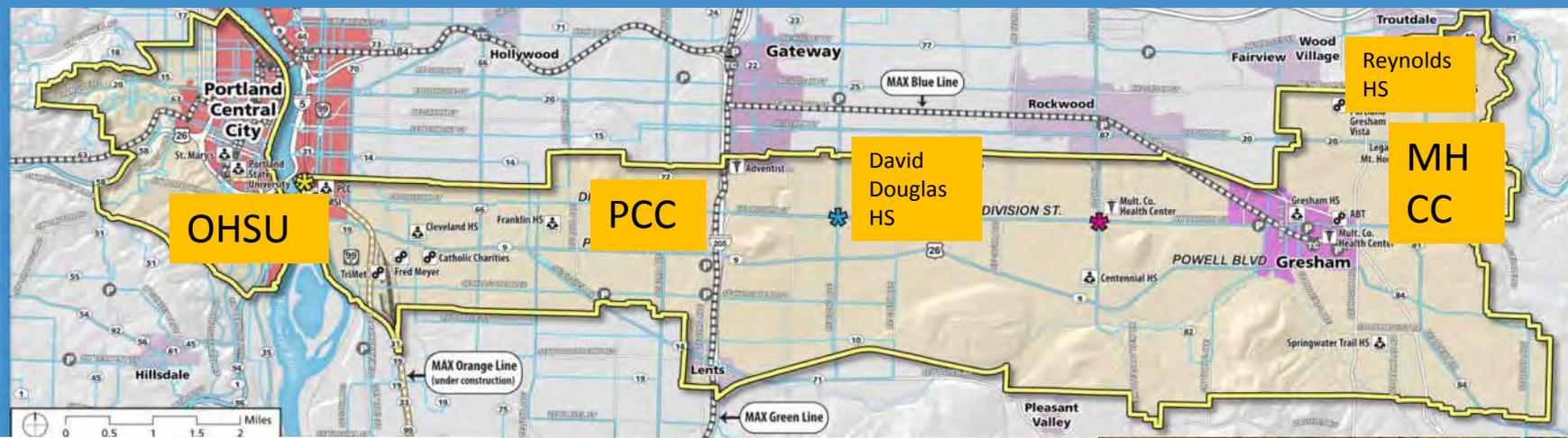
We have had early conversations with community and business groups.

- 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



# 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

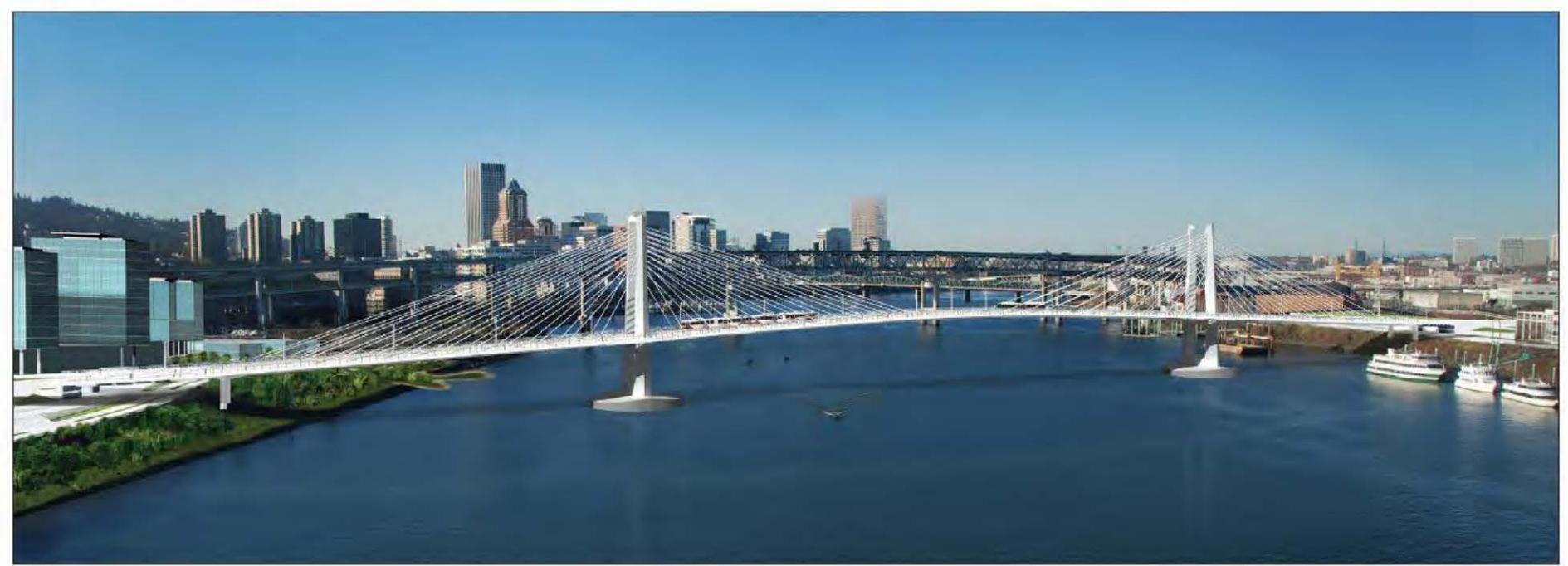


# OHSU/OUS Collaborative Life Sciences Building

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.*

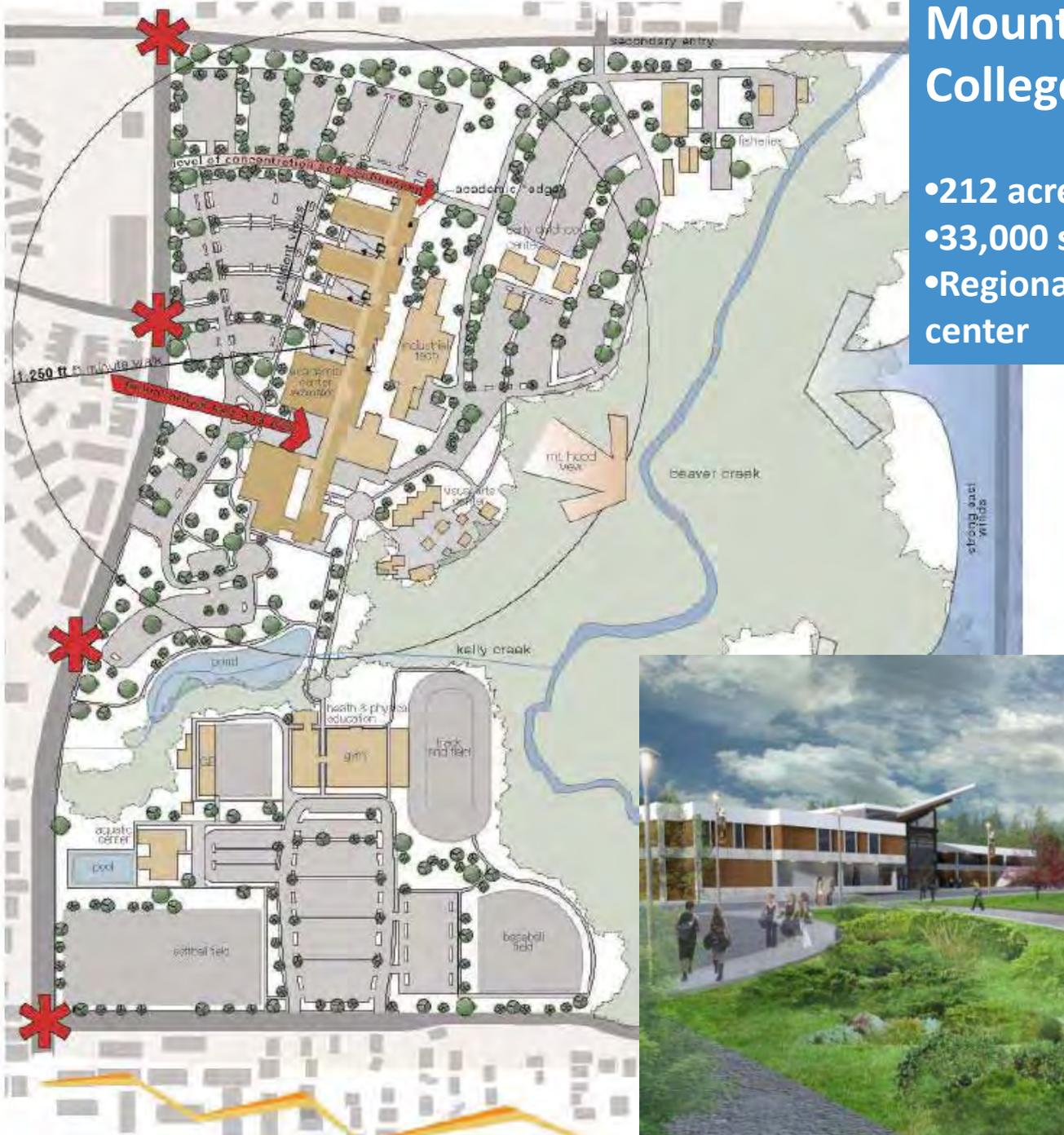


## Portland Community College Southeast

- 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 – 122<sup>nd</sup>
- 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.  
124th-148th  
District**

Division-Midway

S.E. Powell Blvd.

S.E. Division St.

S.E. 112th Ave.

S.E. 122nd Ave.

S.E. 148th Ave.



## 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.

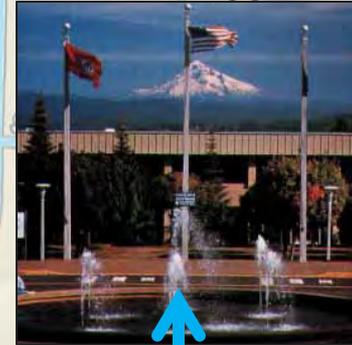
DAN AGUAYO/THE OREGONIAN



Portland of Portland  
Gresham Vista future  
2000 jobs on 200 acres



Largest hospital in East  
County



Mount Hood  
Community College



Gresham  
downtown



Gresham Civic

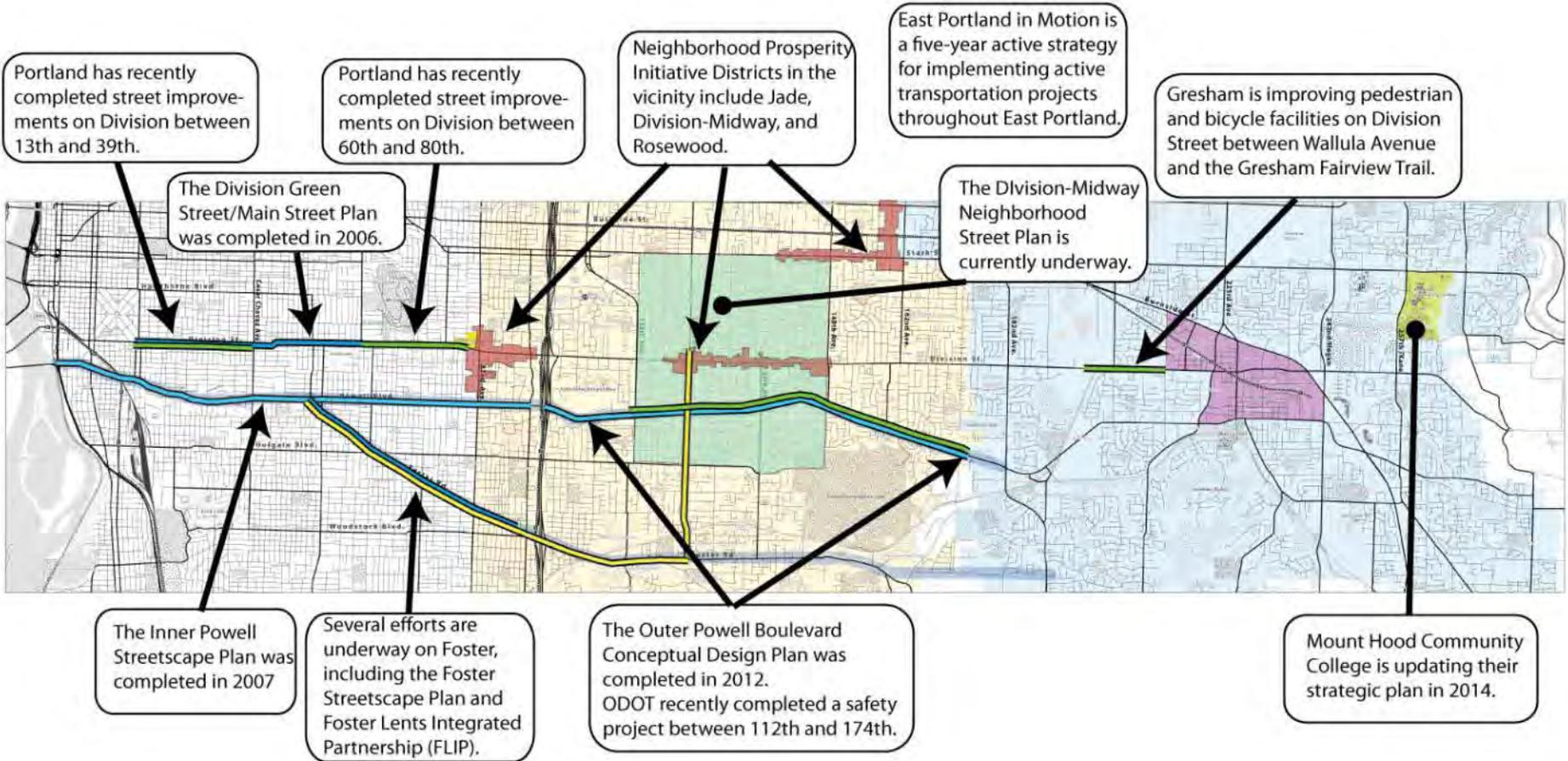
# Gresham Institutions

# 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
- 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

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

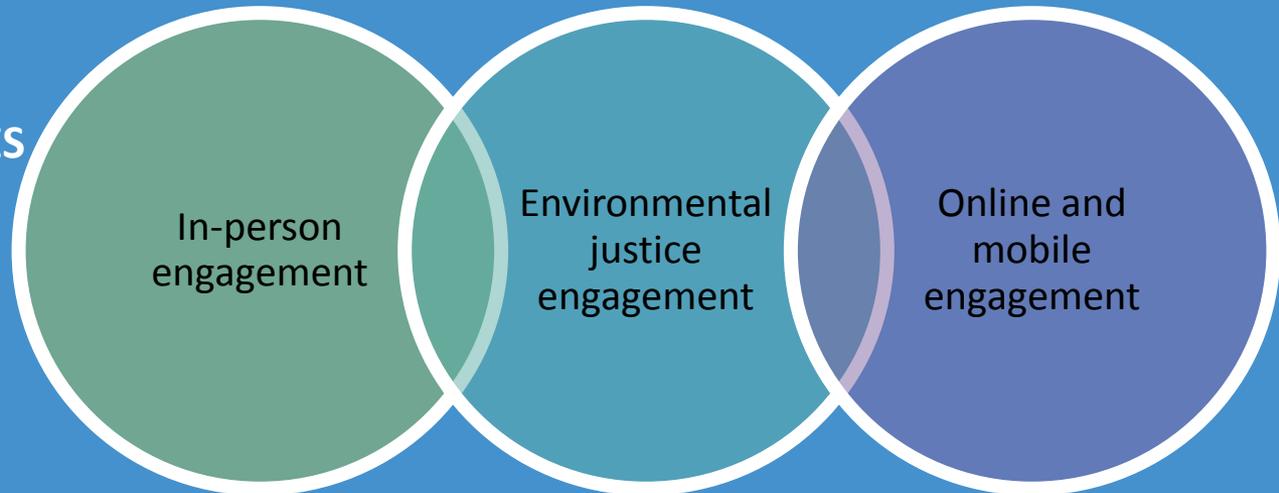
**2018 to 2020** Build the transit line and station areas and start new service



**Public  
engagement  
PRINCIPLES**

- **Customer-first lens**  
Relate to people the way they relate to the world, not through a project lens
- **Make it easy for people to participate**  
Meet people where they are and capitalize on opportunities for coordinated engagement
- **Be clear**  
Clarity about decisions, how input is a part of decision-making, who is making the decisions and when/what to expect as a result

**Public  
engagement  
OPPORTUNITIES**



# Public Engagement and Decisions

Panel of Experts

Transit surveys

Neighborhood presentations

Business district presentations

Campus outreach

Environmental Justice Engagement

Community meetings

## Activities during major phases of the project

Fall 2013 and winter 2014

**Develop common understanding of the project**

**Major activities**

- Fact sheet
- Stakeholder interviews
- Community meetings
- Agency committees
- Limited English proficiency analysis
- Survey
- Environmental justice engagement
- Station area engagement
- Agreement by decision making body – Steering Committee meeting #1

Spring and summer 2014

**Identify focus areas to inform transit alternatives**

**Major activities**

- Tours of corridor
- Community meetings
- Agency committees Surveys
- Environmental justice engagement
- Station area engagement
- Workshop #1 – explore range of development and transit alternatives
- Panels of experts
- Agreement by decision making body – Steering Committee meeting #2 -

Fall 2014

**Refine focus areas and corridor vision**

**Major activities**

- Fact sheet
- Stakeholder interviews
- Community meetings
- Environmental justice engagement
- Station area engagement
- Surveys
- Workshop #2 - Engagement - refinement of preferred alternatives and performance
- Agreement by decision making body – Steering Committee meeting #3

Winter 2015

**Agree on corridor vision and investment strategy**

**Major activities**

- Surveys
- Meetings - With community and other organizations
- Environmental justice engagement
- Station area engagement
- Open house(s)
- Agency committees
- Panels of experts
- Agreement by decision making body – Steering Committee meeting #4

# 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

**Bill Crawford**  
Southeast Uplift Neighborhood  
Coalition

**Jessica Howard**  
President,  
Portland Community College Southeast

**Councilor Lori Stegmann**  
City of Gresham

**Kem Marks**  
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

**Matt Clark**  
Johnson Creek Watershed Council

**Raahi Reddy**  
Asian Pacific American Network of  
Oregon

**Heidi Guenin**  
Upstream Public Health

# Steering Committee initiation

<b>Metro Council endorsement schedule</b>	
<b>TPAC</b>	<b>January 3<sup>rd</sup> 9:30am – 12</b>
<b>JPACT</b>	<b>January 9<sup>th</sup> 7:30 – 9am</b>
<b>Metro Council Work session</b>	<b>January 14<sup>th</sup> 2pm – 4pm</b>
<b>Metro Council Action</b>	<b>January 16<sup>th</sup> 2pm – 4pm</b>
<b>We are also briefing the MTAC and MPAC land use committees</b>	
<b>MTAC</b>	<b>January 15<sup>th</sup> 10 am – 12</b>
<b>MPAC</b>	<b>January 22<sup>nd</sup> 5-7pm</b>

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



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE USE ) RESOLUTION NO. 14-4493  
OF FEDERAL STREAMLINING PROVISIONS )  
FOR REGIONAL AIR QUALITY CONFORMITY )  
DETERMINATIONS ) Introduced by Chief Operating Officer Martha  
Bennett in concurrence with Council  
President Tom Hughes

WHEREAS, clean air contributes to the health of Metro residents and their quality of life; and

WHEREAS, the federal Clean Air Act (CAA) and other federal laws, including Code of Regulations (CFR) 93.100 through CFR 93.128 contain air quality standards designed to ensure that federally supported activities meet air quality standards, and these federal standards apply to on-road transportation plans, programs and activities in the Metro area; and

WHEREAS, Chapter 340, Division 252, Transportation Conformity, of Oregon Administrative Rules was adopted to implement section 176(c) of the federal Clean Air Act, as amended, and these rules also apply to Metro area on-road transportation plans, programs and activities; and

WHEREAS, these federal and state regulations require an air quality conformity determination in order for metropolitan planning organizations (MPOs) to conduct its transportation planning and programming activities; and

WHEREAS, the federal transportation conformity rules 40 CFR 93.106(d)(3) allow that MPOs with an adequate or approved CAA section 175A(b) maintenance plan may elect to shorten the timeframe of the conformity determination to extend through the last year of such maintenance plan after consultation with state and local air quality agencies, solicitation of public comments, and consideration of such comments ; and

WHEREAS, Metro has consulted with the Oregon Department of Environmental Quality about utilizing the streamlining provision and gained approval; and

WHEREAS, the Transportation Policy Advisory Committee took action November 22, 2013 approving the proposed use of the streamlining provision for air quality analyses; and

WHEREAS, opportunities for public comment was made available and staff made refinements to the air quality analysis approach according to the comments; and

WHEREAS, Metro agrees to continue to assess the final year of the long-range transportation plan in subsequent air quality conformity analyses to gain a long-term look at the implications of regional transportation policy and its effects on air quality; and

WHEREAS, Metro reviewed federal and state requirements and have determined all criteria have been met to utilize the provision to streamline the air quality conformity analysis; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) approved this legislation at the January \_\_\_ meeting; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT and approves the use of the transportation conformity streamlining provision for regional air quality conformity determination.

ADOPTED by the Metro Council this \_\_\_\_ day of January 2014.

---

Tom Hughes, Council President

Approved as to Form:

---

Allison R. Kean, Metro Attorney

## **STAFF REPORT**

### **FOR THE PURPOSE OF APPROVING THE USE OF FEDERAL STREAMLINING PROVISIONS FOR REGIONAL AIR QUALITY CONFORMITY DETERMINATIONS**

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Date: December 16, 2013

Prepared by: Grace Cho

#### **REQUEST**

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council are requested to approve the use of federal streamlining provisions for regional air quality conformity purposes. Action by JPACT and the Metro Council is requested to fulfill process requirements issued by EPA in order to utilize the provision.

#### **INTRODUCTION**

Because the Portland region failed to meet national air quality standards for carbon monoxide pollution in the past the region was designated a non-attainment area. As a result, the region is required to conduct an air quality conformity analysis for each update of the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) to demonstrate compliance with an adopted air quality maintenance plan in order for transportation projects to be eligible to receive federal funding.

#### **BACKGROUND**

The air quality conformity determination is a regional emissions analysis which compares future emissions from transportation activities to a state allocated emissions budgets. To conduct a regional air quality analysis Metro builds and maintains a series of transportation networks to feed into a regional emissions model. Known as analysis years, these networks must meet federal air quality requirements. The transportation networks are derived from the projects identified in the RTP and MTIP.

#### **ISSUE**

Typically, Metro models three transportation networks for air quality analysis purposes (base year, final year of maintenance plan, and horizon year), but in preparation for the 2014 RTP update and the 2015-2018 MTIP, federal requirements dictate five transportation networks will need to be constructed. This adds significant workload to the relatively minor update of the 2014 RTP.

#### **PROPOSED SOLUTION – UTILIZE REGULATORY STREAMLINING PROVISION**

The Transportation Conformity Regulations Section §93.106(d)(3) allows regions with approved maintenance plans to elect to shorten the timeframe of the conformity analysis to the end of the maintenance plan.<sup>1</sup> For the Portland metropolitan region, streamlining 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.

However, recognizing that a 2017 conformity determination would not allow for a long-term picture of air quality impacts, staff proposes conducting an air quality analysis for the base year (2010), end of the maintenance plan (2017) and long-range transportation plan horizon year (2040). This approach would utilize the shortening provision and reduce the number of transportation networks to develop, while also providing for the long-term air quality picture. Therefore, the use of the provision would not have an impact on the air quality outcomes, as the region would still aim to meet or be below the emissions budget allocated by the state for 2040. Additionally, staff determined modeling additional years will not yield additional beneficial information to assist policymakers, but would require significant resources.

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

Utilizing the shortened conformity provision would be applicable for all air quality analysis moving forward.

**AIR QUALITY CONFORMITY ANALYSIS STREAMLINING PROCESS**

In accordance with federal rules, the metropolitan planning organization is the main party to initiate a TCM substitution.<sup>2</sup> Following internal consultation, Metro elected to initiate undergoing to the process to utilize the streamlining provision in November 2013. Metro consulted with the U.S. Environmental Protection Agency (EPA) to gather clarity on the process requirements which must be met in order to utilize the provision. Following, Metro consulted with DEQ on utilizing the provision. Based on the consultation with DEQ, Metro has agreed to continue to assess the horizon year of the long-range transportation plan as part of all subsequent air quality conformity analyses to ensure the region’s long-term transportation policies and investments do not harm air quality.

At the November 22, 2013 Transportation Policy Advisory Committee (TPAC) meeting, members were consulted on utilizing the provision to streamline the conformity analysis work and requested TPAC make a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT). Members were presented an analysis the proposal to utilize the EPA streamlining provision met the following criteria:

- Consultation with state and local air quality agencies;
- Solicitation of public comments and consideration of public comments; and
- MPO board and governing body approval.<sup>3</sup>

**Table 2. Proposed Utilization of Streamlining Provision Criteria Being Met**

Proposed Activity	Justification/Rationale	Applicable EPA Rule/Provision
Consultation with DEQ on proposed shortened conformity timeframe	EPA rules require MPOs consult with state and local air quality agencies regarding streamlining the conformity timeframe. Full interagency consultation is not required and formal approval from state and local air quality agencies is not required. DEQ would not need to take this through any of its processes, unlike the TCMs.  Consultation was conducted on November 20, 2013 with DEQ staff.	Consultation with state and local air quality agencies
Consultation and request of approval from TPAC	Notification of an action is provided to the TPAC interested parties list a week in advance of the meeting. EPA also states MPOs should follow normal process for public participation regarding conformity actions. Since a formal public comment period is not conducted for conformity methodology approval, the approach to ask for approval from TPAC is sufficient. Opportunity for public comment is available at the TPAC meeting.  TPAC consultation was conducted on November 22, 2013. Action to recommend to JPACT made. <sup>4</sup>	Solicitation of public comments

<sup>3</sup> US Environmental Protection Agency. Transportation Conformity Regulations. April 2012, page 15.

<sup>4</sup> TPAC. November 22, 2013 <http://www.oregonmetro.gov/index.cfm/go/by.web/id=31965>

Review comments received and refine shortened conformity timeframe (if appropriate)	Metro staff took the comments made at the TPAC meeting to refine the proposed approach for streamlining the conformity timeframe in the materials presented before JPACT and Metro Council. Public comments made on the conformity streamlining provision will also be taken will also be accepted.	Consideration of public comments.
Approval by MPO board and Metro Council on the streamlined air quality conformity determination method	EPA requires receiving approval from the MPO board and governing body to use the streamlining conformity provision in the air quality analysis methodology.	MPO board and governing body approval

## ANALYSIS/INFORMATION

1. **Known Opposition:** DEQ is in agreement with the proposed approach Metro has put forward to continue to assess the horizon year of the plan as part of all air quality conformity analyses.

### Legal Antecedents:

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended].
- US EPA transportation conformity rules (40 CFR, parts 51 and 93)

State regulations include:

- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
- 2006 State Implementation Plan (SIP).
- 2006 Portland Area Carbon Monoxide Maintenance Plan and 2007 Portland Area Ozone Maintenance Plan.

2. **Anticipated Effects:** Adoption of this resolution allows for air quality analysis to assess emissions for three transportation networks: base year (2010), last year of the maintenance plan (2017), and horizon year (2040) of the plan. This goes into effect immediately for demonstrating conformity of regional transportation plans and programming documents. The funding of proposed transportation projects in the 2015-2018 MTIP and the update of the 2014 Regional Transportation Plan update will be able to continue as scheduled.
3. **Budget Impacts:** None. Upon approval of this action, projects included in the 2015-2018 Metropolitan Transportation Improvement Program and the 2014 RTP update will be able to move forward with implementation.

## RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 14-4493.

MAKING A  
GREAT  
PLACE



# Proposed Air Quality Conformity Streamlining



Streamlining the conformity  
process for the 2014 RTP for  
efficiency and cost savings



*Tom Kloster, Metro*

*Nina DeConcini, Department of Environmental Quality*

# Why Streamline?



- Timing of the 2014 RTP relative to the horizon year of our air quality maintenance plan (2017) is having unintended effects



- Federal rules allow streamlining for this circumstance

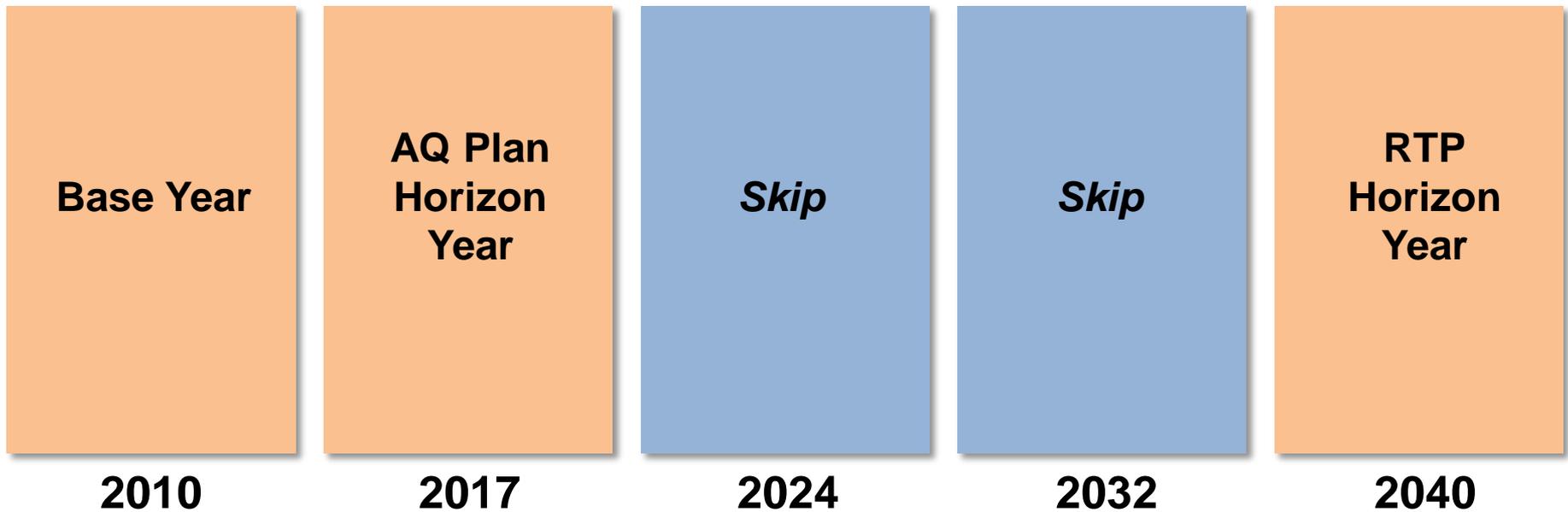


- Streamlining offers Metro substantial time and cost savings without compromising air quality findings for the RTP

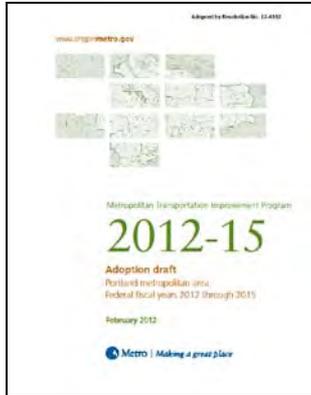
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# What does it do?

Allows the region to skip two additional analysis years for the purpose of air quality conformity findings for the 2014 RTP



# Why does it matter?



- The 2014 RTP update is operating under a very tight timeline and must be completed by July of this year - streamlining helps keep the project on schedule
- Also applies to the updated MTIP
- Proposed streamlining saves technical services time and resources that can be allocated to other transportation projects in the region



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# Today's Recommended Action

## ***Approval of Resolution No. 13-4493***

*Approving a streamlined approach to demonstrating air quality conformity for the 2014 Regional Transportation Plan*



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

# 2014 RTP UPDATE



## RTP status update & summary of updated draft project list

**JPACT**

**January 9, 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



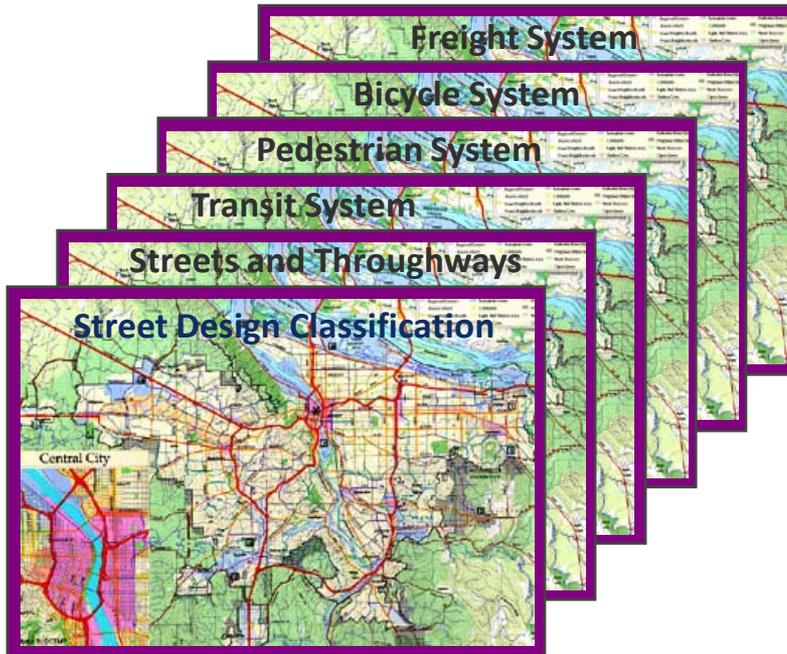
# Collaboration with many partners



- **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” and meet a series of Transportation Control Measures (TCMs) that ensure ongoing investments in clean transportation



# 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

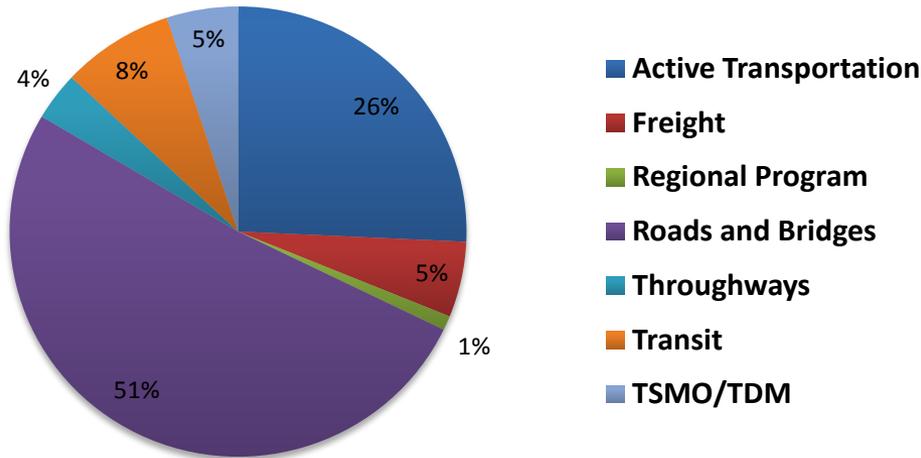


- **Local projects must have been adopted through a public process:**
  - Local TSPs
  - Area or corridor plans
  - Special action to endorse projects
- **Metro has solicited new projects and changes to existing projects as part of the update**
- **The overall project list is subject to an updated regional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

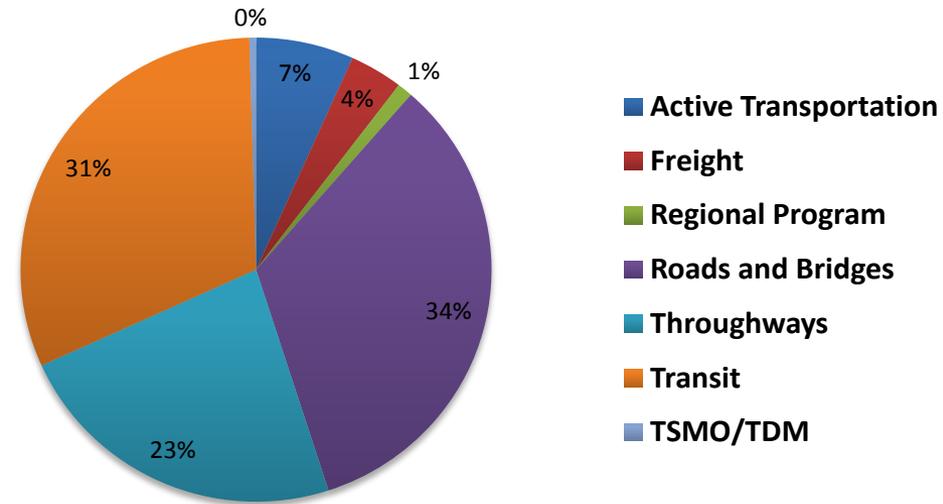


# Composition of adopted RTP project list

## By Number of Projects

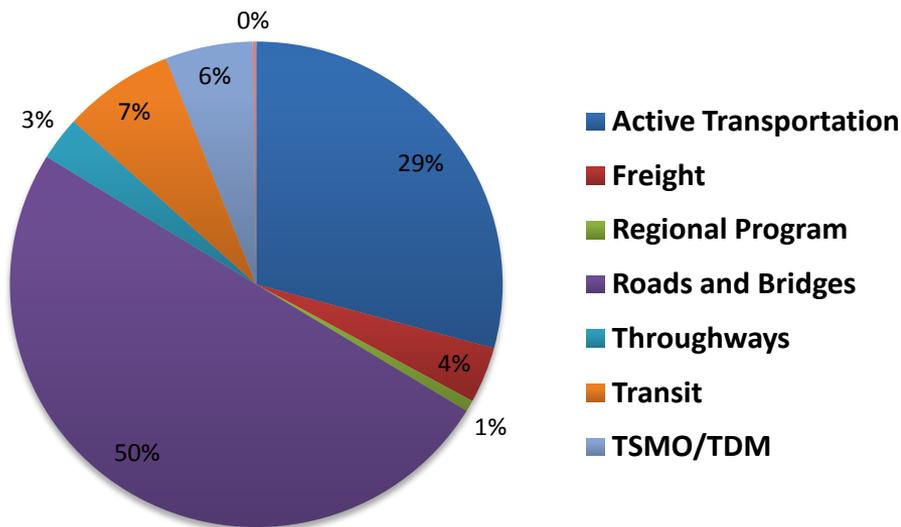


## By Cost of projects

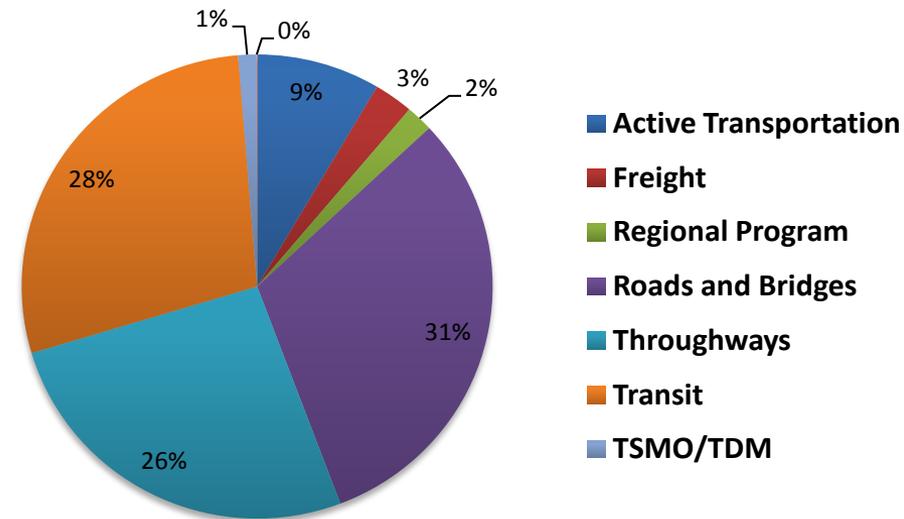


# Composition of updated draft project list

## By Number of Projects



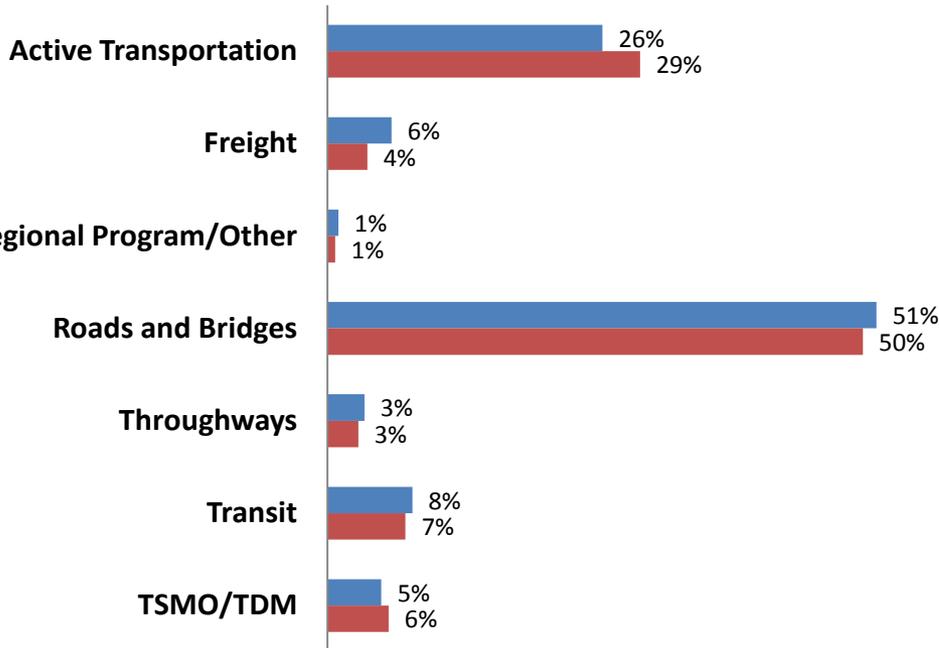
## By Cost of Projects



# Change in project list since last RTP

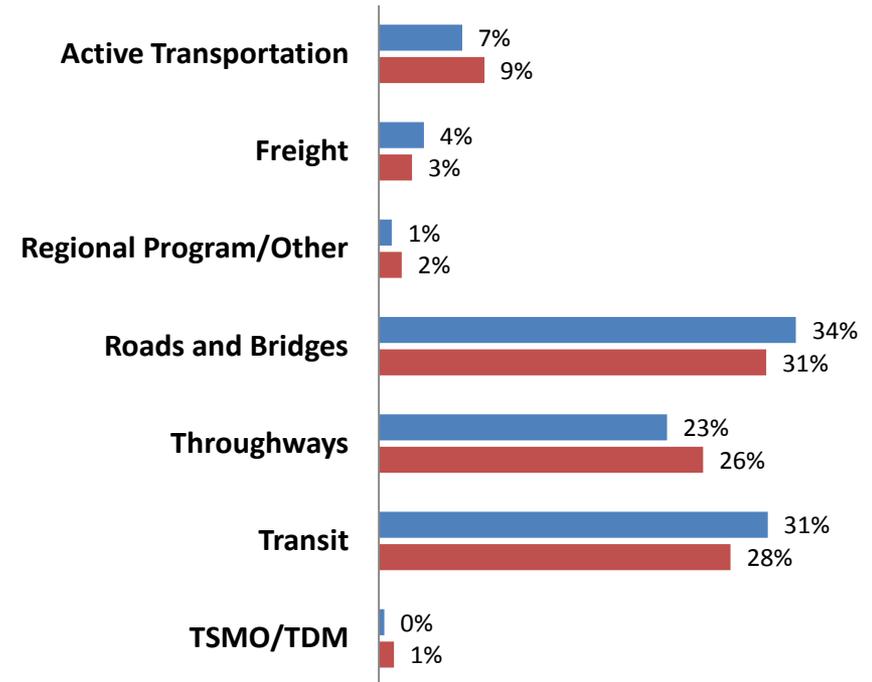
## Project Composition (by number)

■ 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 number... **26% to 31%** by cost

## East Multnomah County

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

## Washington County

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

## Portland

- Active transportation increased from **49% to 50%** by number... **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 greater 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



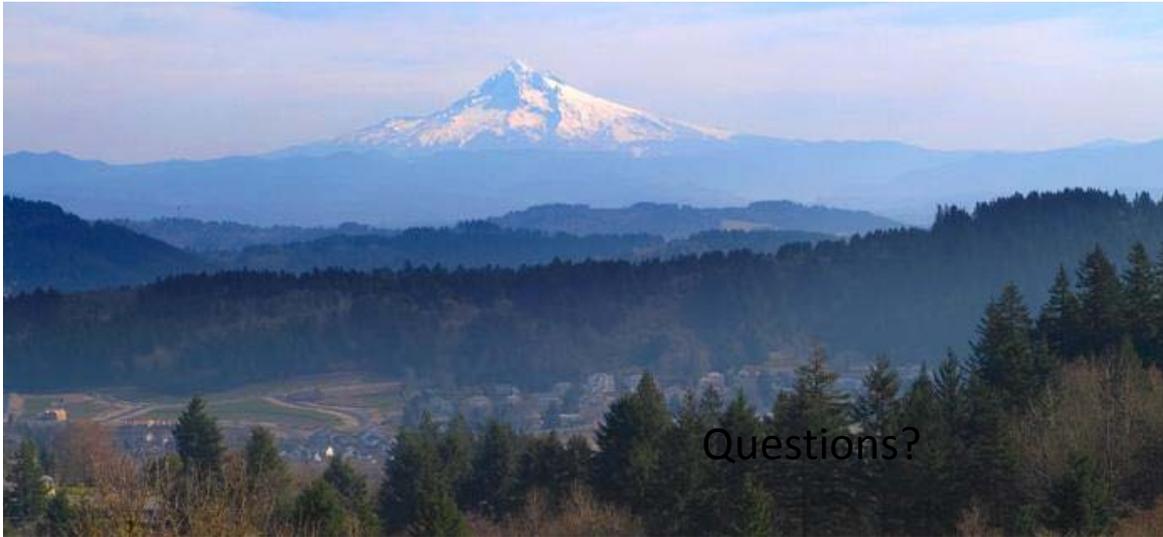


# Next Steps

- Policy committee briefings in January
- March 13 JPACT to review draft RTP and ATP
- Public Comment Period  
(March 22 – May 5)
- Preliminary Approval at May 8 JPACT
- Air quality modeling & comment period  
(May - June)
- Final Action by JPACT & Metro Council in July



# Questions



**John Mermin, 503-797-1747**

**[John.mermin@oregonmetro.gov](mailto:John.mermin@oregonmetro.gov)**



**Metro** | *Making a great place*

**CLIMATE  
SMART  
COMMUNITIES  
SCENARIOS PROJECT**

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

**Climate Smart Communities Scenarios Project**

# **First Look at Results – Part 3**

**Joint Policy Advisory Committee on Transportation**

**Kim Ellis, project manager**

**January 9, 2014**



**Metro** | *Making a great place*

# Region's response to state target

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



# Where we've been & where we are headed

## PHASES 1 & 2

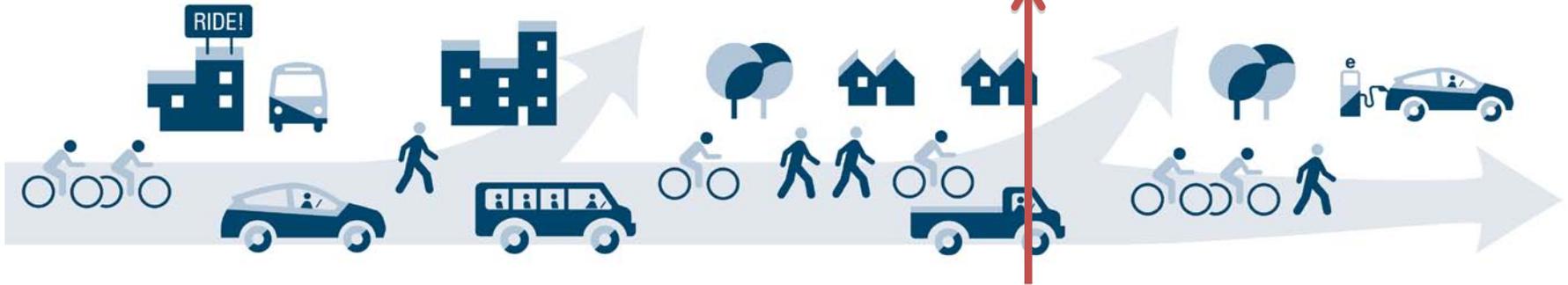
Understand Choices  
2011-2012

Shape Choices  
2013-early 2014

## PHASE 3

Shape Preferred  
Jan.-May 2014

Adopt Preferred  
Sept.-Dec. 2014



**WE ARE HERE**

# What the future might look like in 2035

Scenario

**A**

## RECENT TRENDS

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

Scenario

**B**

## ADOPTED PLANS

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

Scenario

**C**

## NEW PLANS & POLICIES

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

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

# First Look at Results

## **NOVEMBER – PART 1**

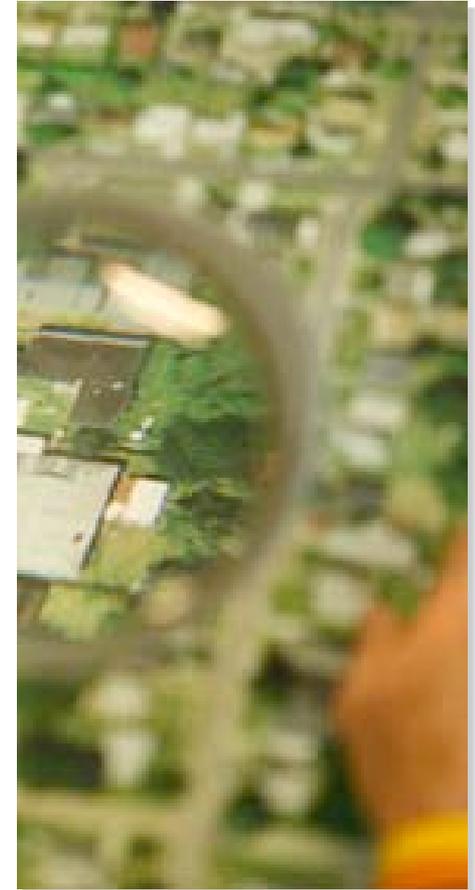
- ☑ Report emissions, travel, air quality, housing and job outcomes

## **DECEMBER – PART 2**

- ☑ Report costs relative to economic and social equity outcomes

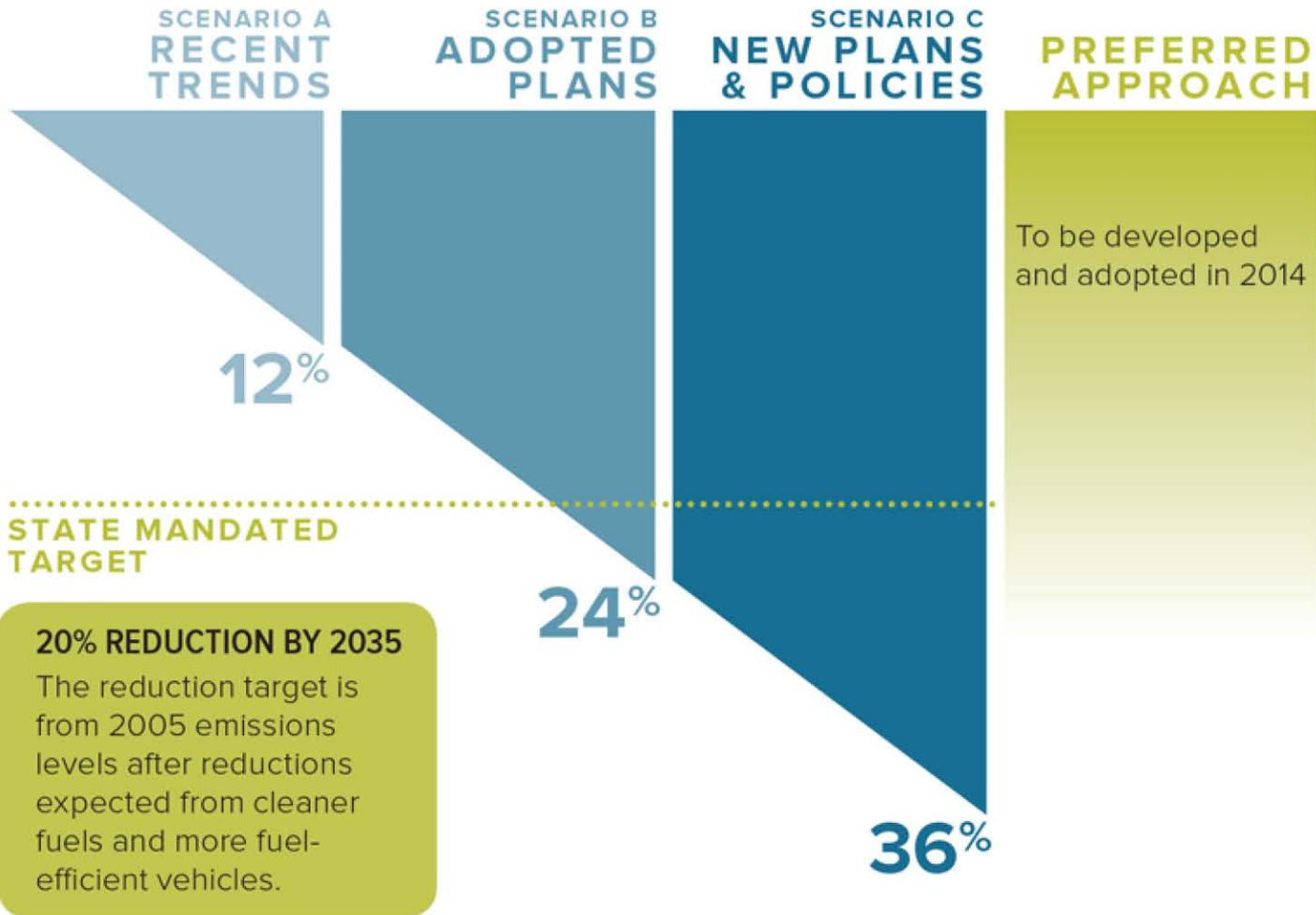
## **JANUARY – PART 3**

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



# REDUCED GREENHOUSE GAS EMISSIONS

PERCENT BELOW 2005 LEVELS



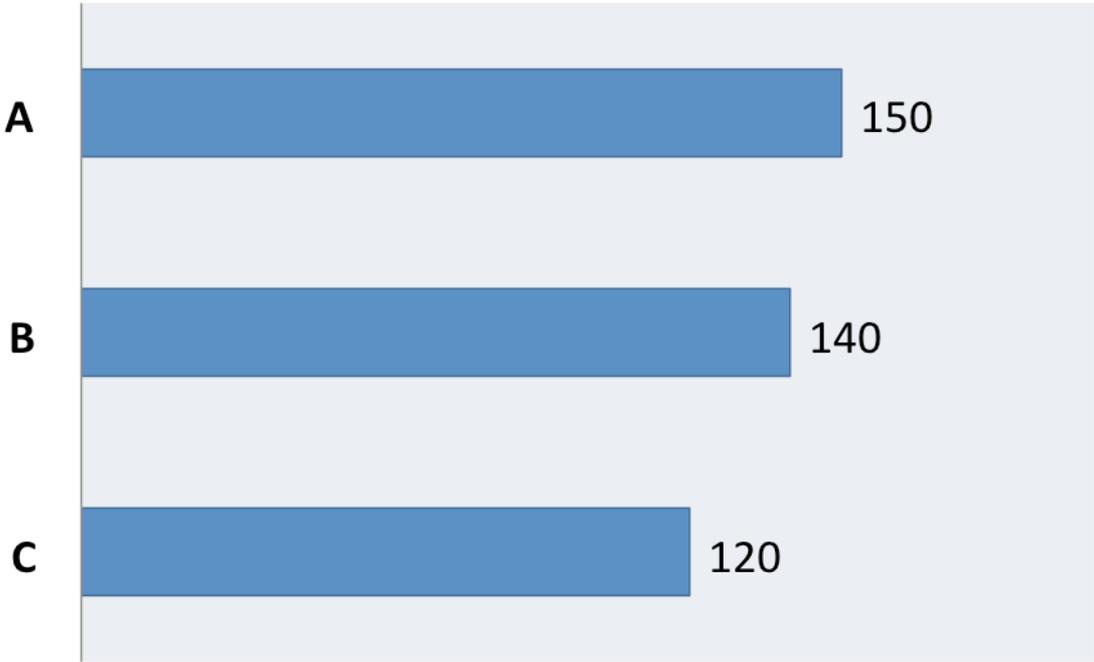
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# **WHAT WE LEARNED**

## **PART 3**

# Investment helps reduce air pollution

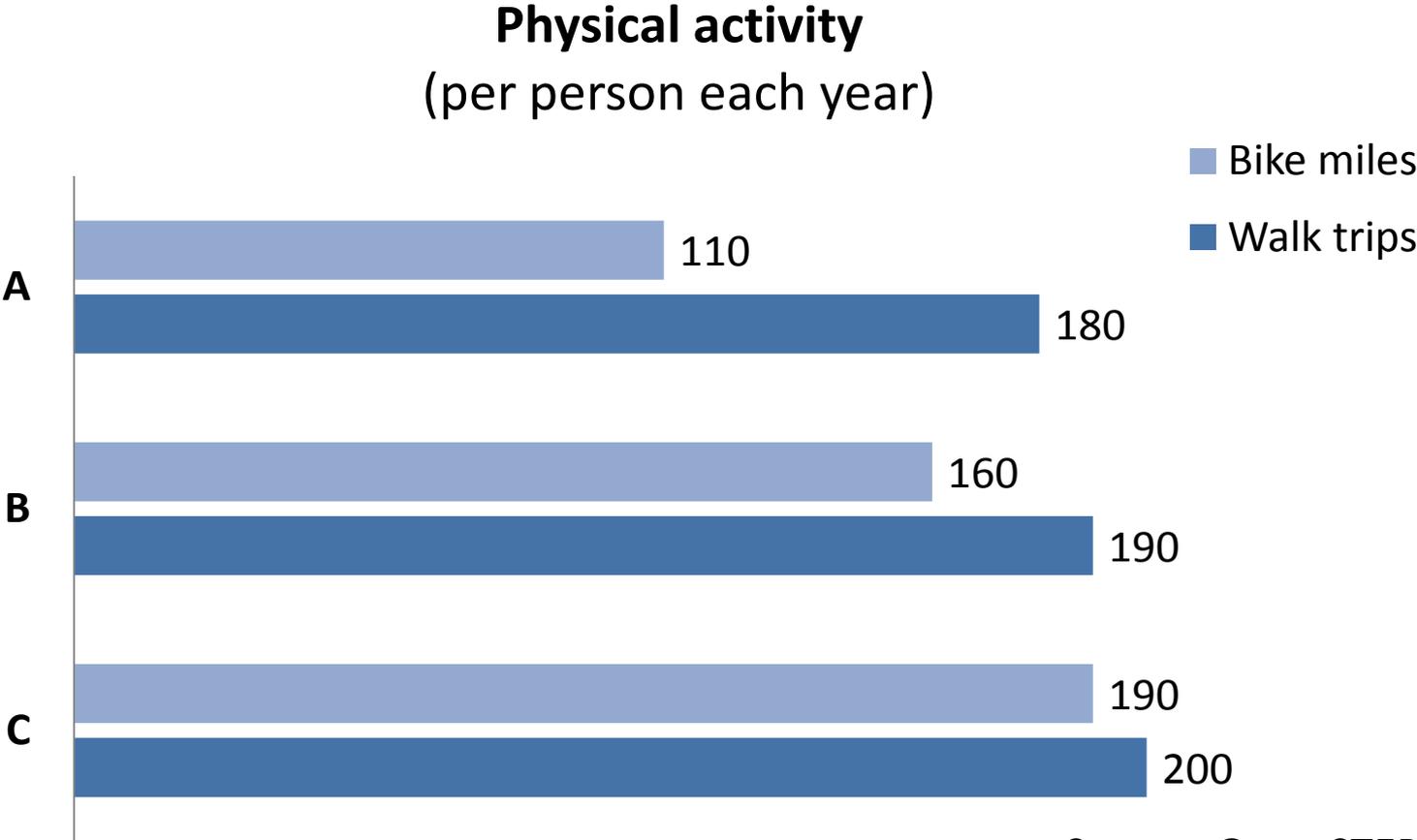
**Air pollutants**  
*(metric tons per day)*



*Analysis includes PM<sub>2.5</sub>, hydrocarbons and nitrogen oxides.*

*Source: GreenSTEP*

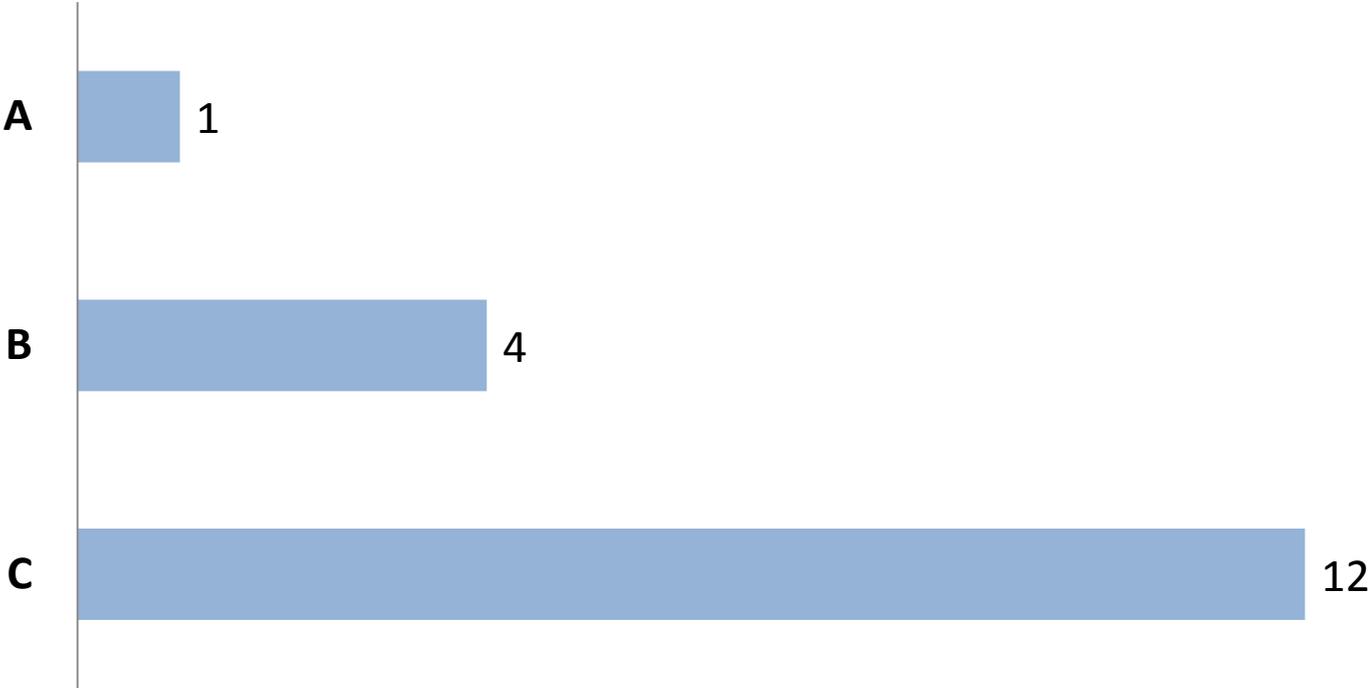
# Investment helps increase physical activity



Source: GreenSTEP

# Investment helps improve traffic safety

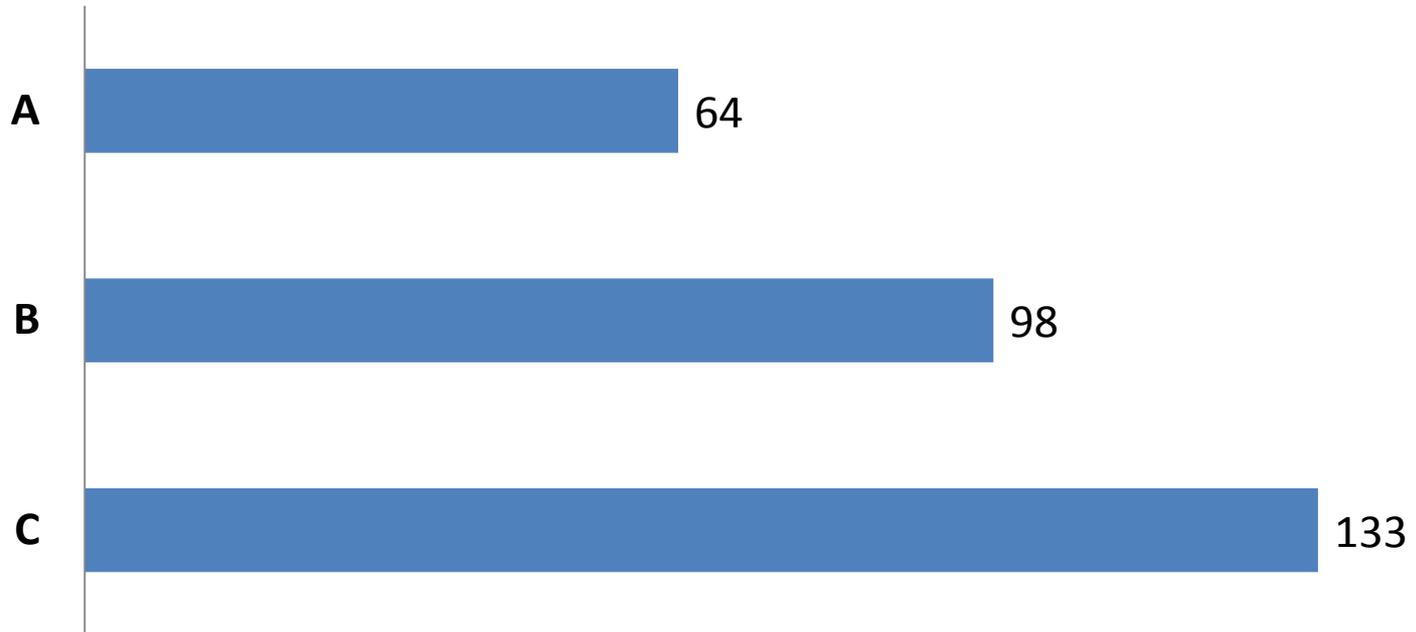
Traffic fatalities avoided per year by 2035



Source: ITHIM

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

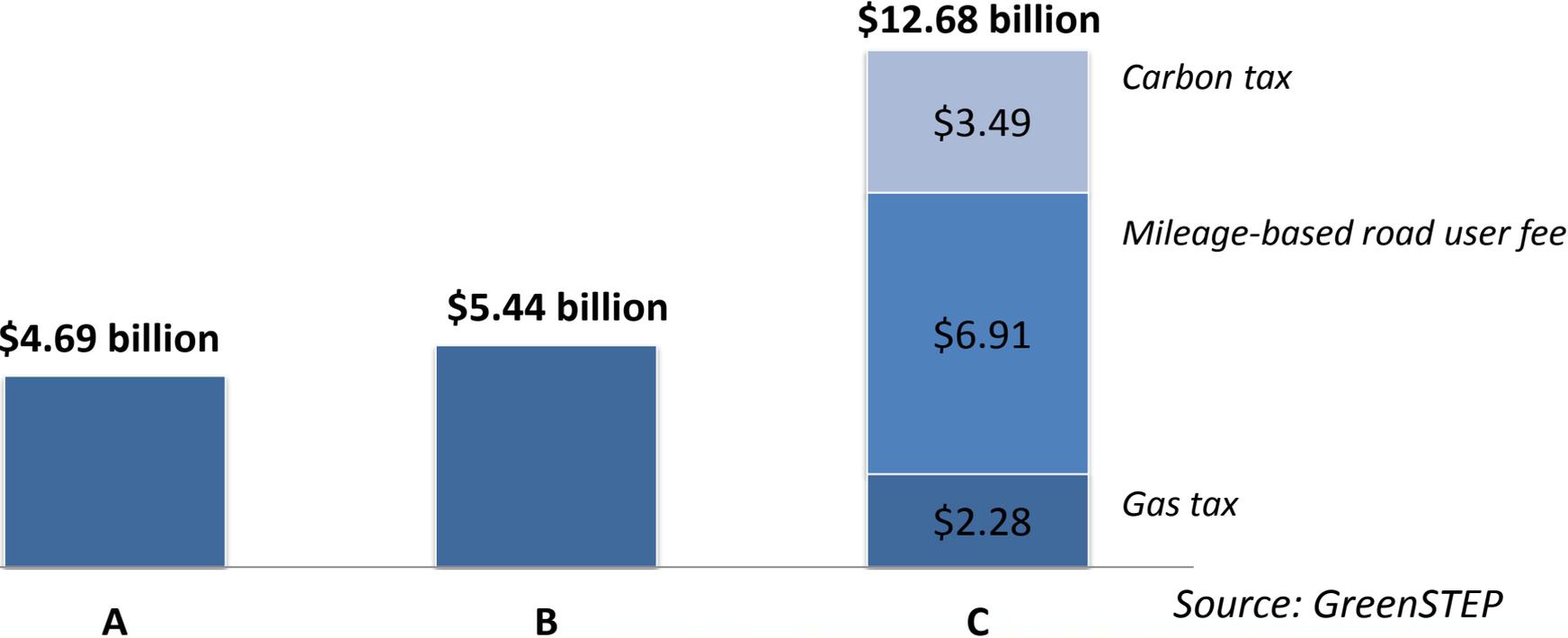
Lives saved each year by 2035



Source: ITHIM

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

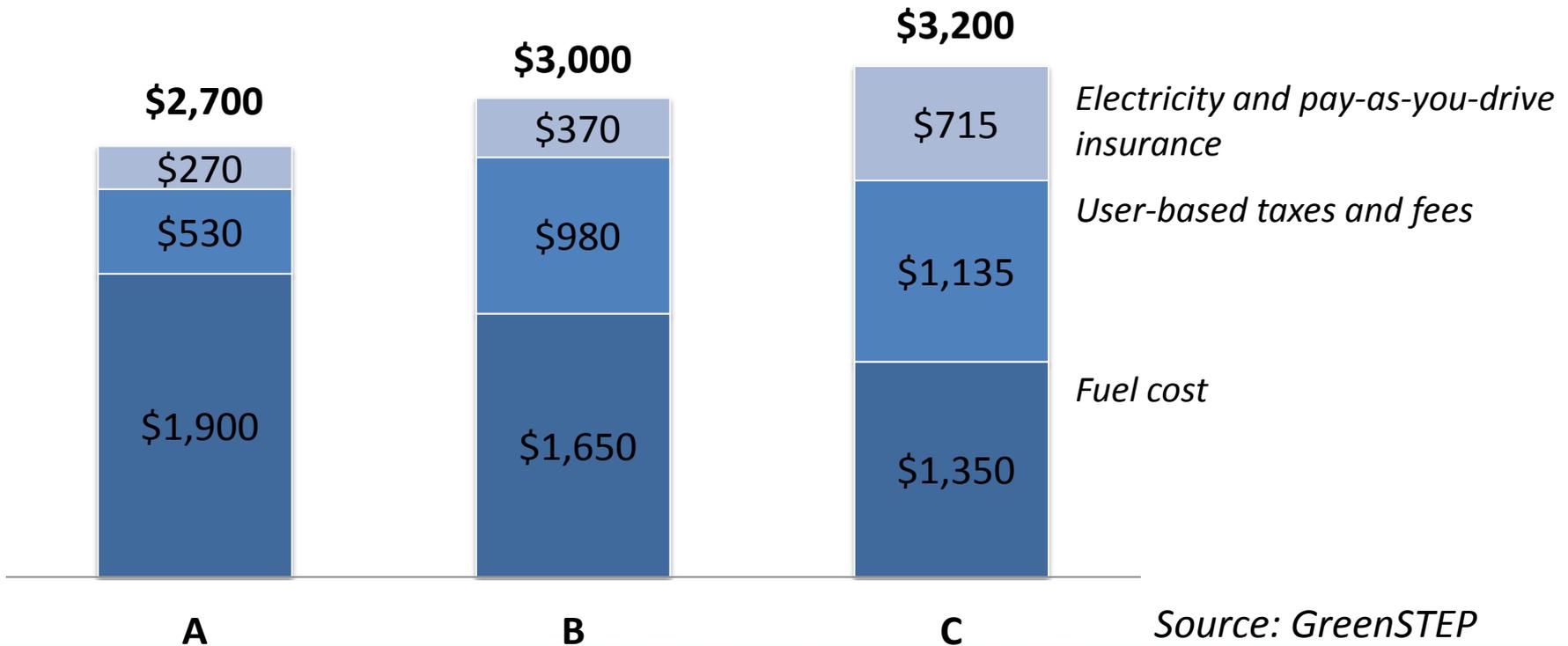
Total revenues from user-based fees and taxes by 2035  
(billions, 2005\$)



Source: GreenSTEP

# Vehicle operating costs increase due to new fees and taxes

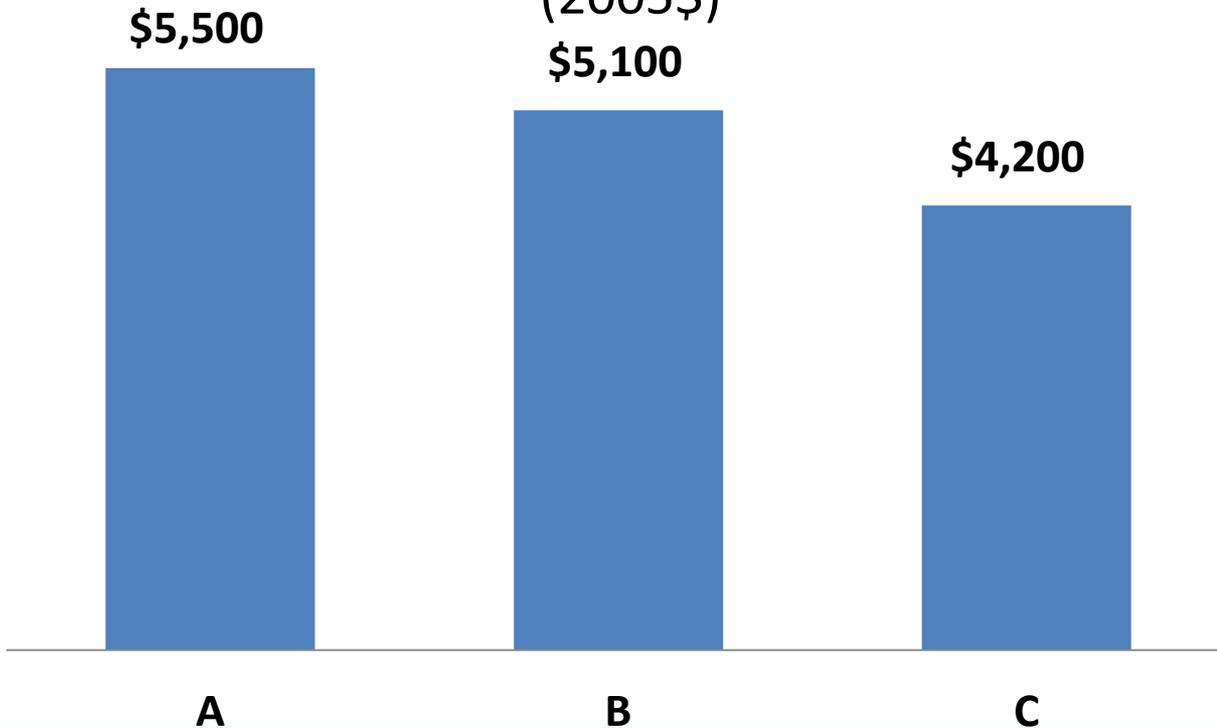
Annual household vehicle operating costs  
(2005\$)



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

Average annual household vehicle ownership costs

(2005\$)  
\$5,100

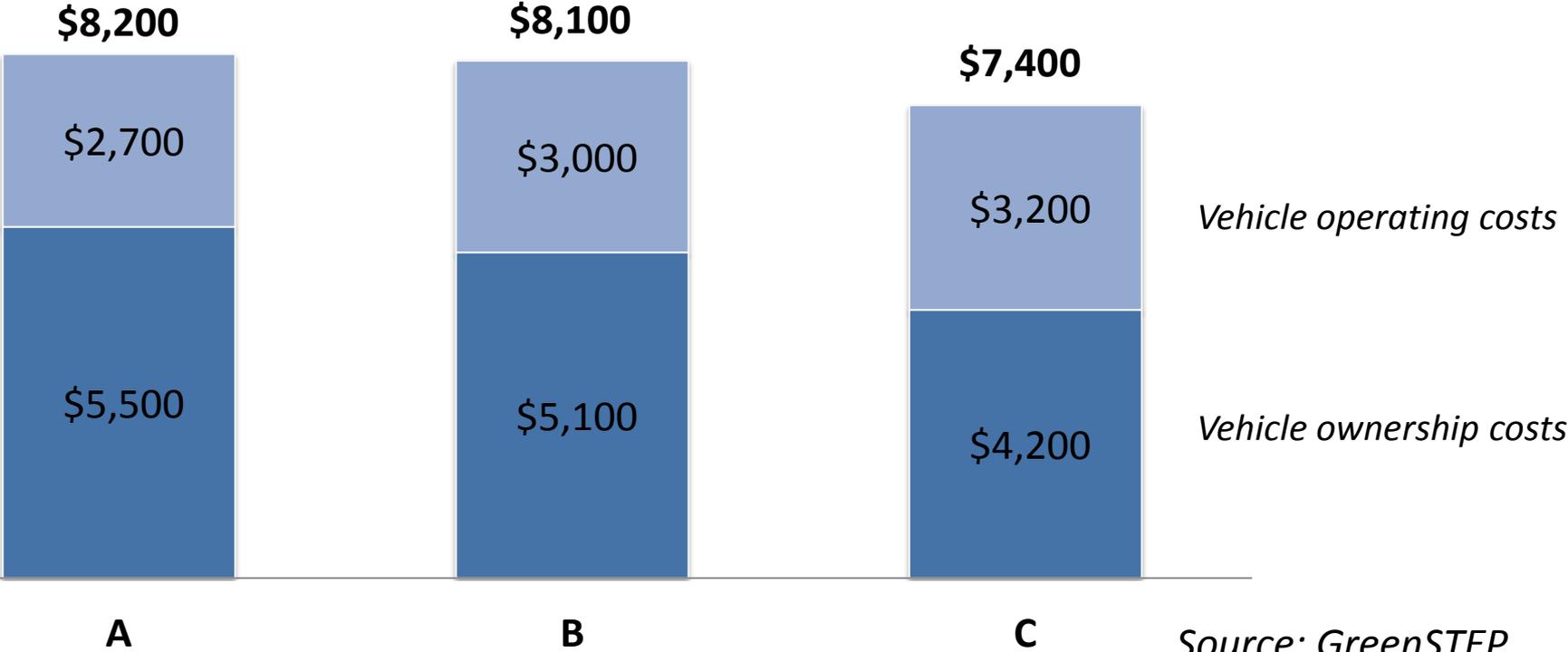


- Ownership costs include:*
- *registration*
  - *maintenance*
  - *tires*
  - *depreciation*
  - *insurance (not including pay-as-you-drive insurance)*

Source: GreenSTEP

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

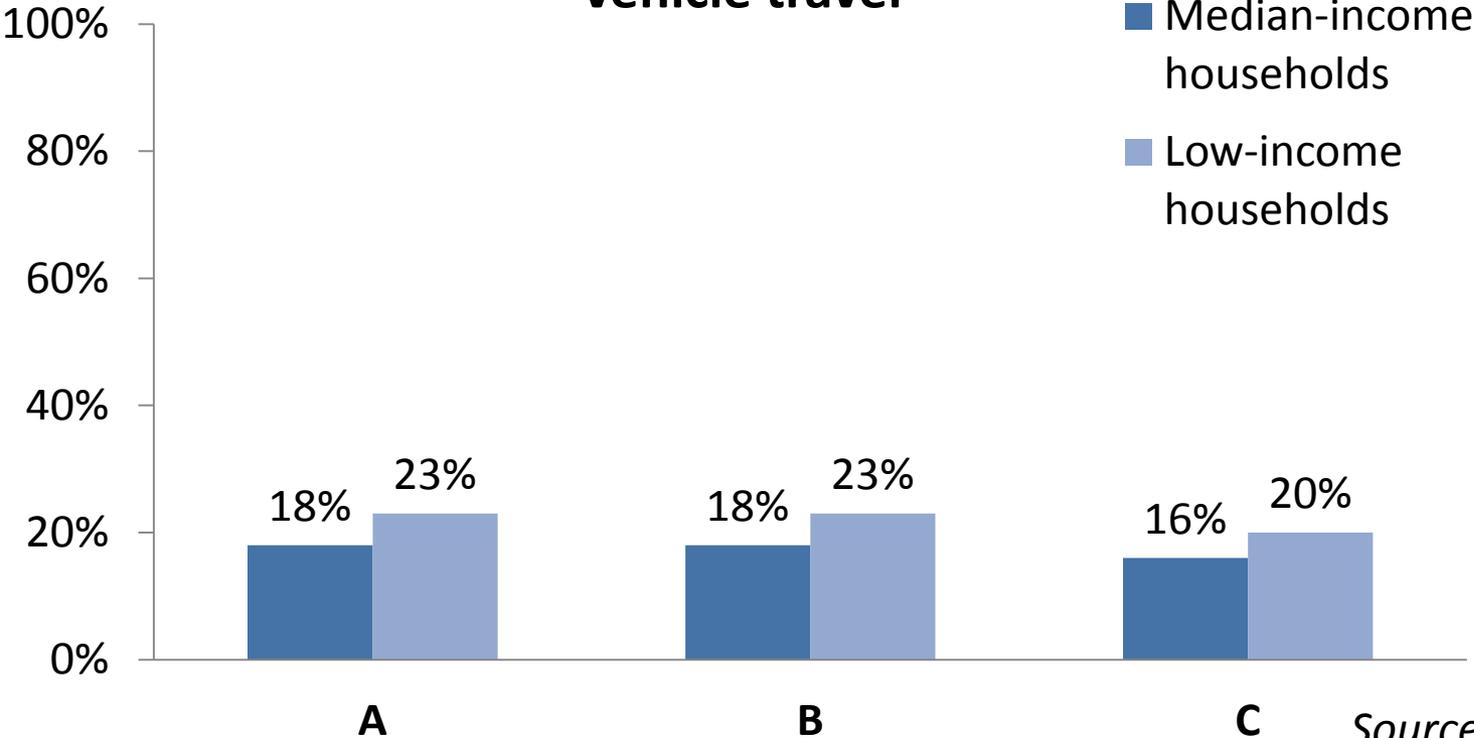
Average annual household vehicle ownership & operating costs  
(2005\$)



Source: GreenSTEP

# Lower vehicle travel costs help household budgets

Share of annual household income spent on vehicle travel



Source: GreenSTEP

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**MOVING FORWARD IN 2014**

**SHAPING THE PREFERRED  
APPROACH**

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# What's next?

## **JAN. TO MAY 2014**

Discuss policy areas 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

