

# Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, May 23, 2014  
Time: 9:30 a.m. to 11:00 a.m.  
Place: Metro, Council Chamber

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|-----------------|--------------|--|------------------------------|
| <b>9:30 AM</b>  | <b>1.</b>    | <b>CALL TO ORDER AND DECLARATION OF A QUORUM</b>   | <b>Elissa Gertler, Chair</b> |
| <b>9:35 AM</b>  | <b>2.</b>    | <b>COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS</b> <ul style="list-style-type: none"><li>· Results from the 2014 RTP and 2015-18 MTIP Joint Air Quality Conformity Results Determination</li></ul>   | <b>Elissa Gertler, Chair</b> |
| <b>9:40 AM</b>  | <b>3.</b>    | <b>CITIZEN COMMUNICATIONS TO TPAC AGENDA ITEMS</b>   |                              |
| <b>9:45 AM</b>  | <b>4. **</b> | <b>CONSIDERATION OF THE TPAC MINUTES FOR APRIL 25, 2014</b>  |                              |
| <b>9:50 AM</b>  | <b>5. **</b> | Climate Smart Communities Scenarios Project: Draft Preferred Approach To Test - ACTION: <u>RECOMMENDATION TO JPACT</u> <ul style="list-style-type: none"><li>· <i>Purpose:</i> Update TPAC on May 30<sup>th</sup> JPACT/MPAC meeting and request recommendation to JPACT</li><li>· <i>Outcome:</i> Recommendation to JPACT on draft preferred approach next steps</li></ul>  | <b>Kim Ellis, Metro</b>      |
| <b>10:30 AM</b> | <b>6. *</b>  | Southwest Corridor Steering Committee Recommendation – ACTION: <u>RECOMMENDATION TO JPACT REQUESTED</u> <ul style="list-style-type: none"><li>· <i>Purpose:</i> Update on Southwest Corridor Plan Steering Committee draft High Capacity Transit (HCT) design options, complementary multimodal projects and potential station areas for further study in a DEIS</li><li>· <i>Outcome:</i> Recommendation to JPACT to forward HCT design options for further study in a DEIS and move forward to the Metro Council</li></ul> | <b>Matt Bihn, Metro</b>      |

***\*PLEASE NOTE:*** Allotted time includes question/answer in addition to presentation

*Continued on back...*

**11 AM**

**7.**

**ADJOURN**

**Elissa Gertler, Chair**

**Upcoming TPAC Meetings:**

- Friday, June 27 from 9:30 a.m. to 12 p.m. (noon) at the Metro Regional Center, Council Chamber.
- Friday, July 25 from 9:30 a.m. to 12 p.m. (noon) at the Metro Regional Center, Council Chamber.

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

For agenda and schedule information, call 503-797-1540

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## 2014 TPAC Work Program

5/16/14

### Jan. 3, 2014 – Regular Meeting

- Draft Regional Active Transportation Plan Refinement Update – Comments from the Chair
- Powell Boulevard East of I-205 Unified Planning Work Program Amendment to Add a Planning Study and State Transportation Improvement Program (STIP) Amendment for a Preliminary Engineering Phase for Funding Received from the Legislature to Study and Engineer Street Design Changes – Recommendation to JPACT
- Powell-Division Project Approach and Steering Committee Appointments – Recommendation to JPACT
- 2014 Regional Transportation Plan Process Update and Draft Project List – Information
- Climate Smart Communities Scenarios Project: First Look at Results (Part 3) and review of process for shaping preferred approach in 2014 – Information / discussion

### Jan. 31, 2014 – Regular Meeting

- Draft Metropolitan Transportation Improvement Program (MTIP) Analysis and Programming – Information
- Climate Smart Communities Scenarios Project: Approval of the process and policy areas to be the focus of regional discussion and input to shape draft preferred approach in 2014 – Recommendation to JPACT requested
- Review of Draft Active Transportation Plan work group refinements and next steps – Information

**Feb. 28, 2014 – Regular Meeting**

- Preview of Public Review Draft Regional Transportation Plan – Information
- Preview of Public Review Draft Regional Active Transportation Plan – Information
- Oregon Statewide Transportation Strategy Vision and Short-Term Implementation Plan – Amanda Pietz, ODOT – Information/discussion
- Regional Flexible Funds Retrospective Findings – Information
- State Transportation Options topic plan – Information / discussion
- Climate Smart Communities Scenarios Project: Review draft policy questions for discussion by JPACT and MPAC – Information/Discussion

**March 28, 2014 – Regular Meeting**

- Air Quality Conformity Methodology Consultation – Approval
- 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI analysis process and draft findings – Information / discussion
- Climate Smart Communities Scenarios Project – Review findings and recommendations from Health Impact Assessment – Oregon Health Authority - Information/Discussion
- Climate Smart Communities Scenarios Project – Discuss policy options for consideration by MPAC and JPACT - Discussion
- Regional Travel Options Program Evaluation – Information
- Final Review of Unified Planning Work Program(UPWP) – Recommendation to JPACT

**March 17 – TPAC/MTAC workshop to share RTP system performance results and review Climate Smart Communities policy options for consideration by MPAC and JPACT**



April 25, 2014 – Regular Meeting

- Recommendation on potential Refinements to RTP from Public Comments received to date – recommendation to JPACT requested
- Recommendation on potential Refinements to Draft Regional Active Transportation Plan from Regional Travel Options Grant Program – Information
- Regional Travel Options Grant Program – Information
- Climate Smart Communities Scenarios Project: Discuss draft public engagement report and emerging ideas for draft preferred approach
- Metropolitan Planning Area boundary Update – Recommendation to JPACT
- Environmental Justice and Title VI Assessment for 2014 RTP and 2015-2018 MTIP (20 minutes) (Staff Presenters: Grace Cho and Ted Leybold) (Added 4/7 per Grace Cho's 4/1 e-mail)

May 23, 2014 – Regular Meeting

- Air Quality Conformity Results and Public Comment – Comments from the Chair
- Climate Smart Communities Scenarios Project: Draft preferred approach – Recommendation to JPACT requested
- ~~Streetcar Evaluation Model – Information~~
- ~~2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment – Action – request for approval~~
- Southwest Corridor Steering Committee Recommendation to move forward into Draft Environmental Impact Statement (DEIS) (20 Minutes) (Staff Presenter: Malu Wilkinson) (Added 4/7)

June 27, 2014 – Regular Meeting

- 2015-2018 Metropolitan Transportation Improvement Program (MTIP) – Action: Recommendation to JPACT requested (Ted Leybold; 15 min)
- 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment – Action: Request for approval (Ted Leybold; 15-20 min)
- 2014 RTP and 2015-2018 MTIP Air Quality Conformity Determination – Action: Request for approval (Ted Leybold/Grace Cho; 10 min)
- Adoption of Regional Active Transportation Plan – Action: Recommendation to JPACT requested (Lake McTigue; 15-20 min)
- Adoption of 2014 Regional Transportation Plan (RTP) – Action: Recommendation to JPACT requested (John Mermin; 20-30 min)

July 25, 2014 – Regular Meeting

- Streetcar Evaluation Model – Information/discussion (Elissa Gertler/Jamie Snook; 30-35 min)
- Climate Smart Communities Scenarios Project: Discussion of draft Regional Framework Plan amendments and near-term implementation recommendations – Information/discussion (Kim Ellis; 60 min)

<p><u>August 29, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none"> <li>Climate Smart Communities Project: Discuss evaluation results and public review draft preferred approach – Information (Kim Ellis)</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><u>Sept. 26, 2014 – Regular Meeting</u></p> <p>(possibly empty – working to combine CSC items)</p>
<p><u>Oct. 31, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none"> <li>Climate Smart Communities Scenarios Project: Begin discussion of recommendation to JPACT (Kim Ellis)</li> </ul>	<p><u>Nov. 21, 2014 – Regular Meeting</u></p> <ul style="list-style-type: none"> <li>Climate Smart Communities Scenarios Project: Adoption of preferred approach – Action: Recommendation to JPACT requested (Kim Ellis)</li> </ul>

Parking Lot

- TriMet Service Enhancement Plan Update (presentation by TriMet – fall)
- Oregon Clean Fuels Program and Oregon Electric Vehicle Action Plan (presentation by DEQ - fall)
- Travel model update
- Regional Infrastructure Supporting Our Economy (RISE) update



## Metro | Memo

Date: May 16, 2014  
To: TPAC and Interested Parties  
From: Grace Cho, Assistant Transportation Planner  
Subject: Results of the 2014 RTP and 2015-2018 Joint Air Quality Conformity Determination

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### **Purpose**

To inform TPAC members of the results and opportunity to comment on the Draft 2014 RTP and 2015-2018 Joint Air Quality Conformity Determination.

### **Introduction**

To comply with federal mandates, Metro is required to conduct an air quality impact analysis with each update of Metro's Regional Transportation Plan (RTP) and development of a new Metropolitan Transportation Improvement Program (MTIP). As part of the conducting the analysis, Metro informs, consults and solicits feedback from our local and regional partners about the conformity determination. TPAC is also the designated forum for consultation with local and regional partners.

### **Background**

The scheduled update of the RTP and the development of the next four-year MTIP in 2014 requires Metro to conduct a new air quality conformity determination to ensure the region's future long and short-term transportation investments do not cause adverse impacts to the region's air quality. Because of the timeline of the 2014 RTP and the 2015-2018 MTIP, a joint air quality conformity determination is being pursued since the 2015-2018 MTIP is a subset of projects from 2014 RTP. Therefore the projects in the 2015-2018 MTIP are consistent with the 2014 RTP. An approved air quality determination of the 2014 RTP would replace the existing air quality conformity determinations for the amended 2035 RTP and the 2012-2015 MTIP which received approval from FHWA, FTA, and EPA on September 25, 2013 and June 29, 2012.

In anticipation of conducting a new conformity determination, Metro staff consulted with federal partners (FHWA, FTA, EPA) and state partners (DEQ and ODOT) on March 20, 2014 about the approach and methodology to the air quality conformity analysis. Federal and state partners agreed on the approach and methodology to the analysis. The following week at the March 28, 2014 TPAC meeting, TPAC members were provided an overview of the methodology and gave staff approval to move forward with the air quality analysis methodology.

Metro conducted the air quality analysis in May 2014. The draft 2014 RTP and 2015-2018 Joint Air Quality Conformity Determination was release for a 30-day public comment on May 16, 2014.

### **Air Quality Analysis and Results**

To demonstrate conformity, the total projected emissions from the region's planned future investments must be less than or equal to the motor vehicle emissions budget(s) established for each analysis year (OAR 340-252-0190(b)(A)). In addition, the regional emissions analysis must be performed for the last year of the transportation plan's forecast period. The results for each analysis year can be found in Table 1.

**Table 1. Carbon Monoxide Motor Vehicle Emissions Compared to SIP Approved Budgets**

<b>Year</b>	<b>Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)</b>	<b>Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)</b>
<b>2010</b>	1,033,578	448,398
<b>2017</b>	1,181,341	324,234
<b>2040</b>	1,181,341	290,007

The results show the projected total emissions is substantially less than the approved motor vehicle emissions budgets for each analysis year. Therefore the 2014 RTP and the 2015-2018 MTIP conform to federal and state air quality rules. The full report with details of the analysis can be found on Metro’s website.

**Next Steps**

Public comment on the Draft 2014 RTP and 2015-2018 Joint Air Quality Conformity Determination will close on June 15, 2014. Following the close of public comment, Metro will summarize and respond to public comments on the Draft 2014 RTP and 2015-2018 Joint Air Quality Conformity Determination and include the information as part of an appendix. Metro will return to TPAC in June 2014 and ask for recommendation to forward the revised 2014 RTP and 2015-2018 Joint Air Quality Conformity Determination to JPACT. Once recommended, Metro staff will ask for JPACT and Metro Council approval of the conformity determination at the July 2014 meetings.

 Metro | Memo

Date: May 13, 2014  
To: TPAC  
From: Malu Wilkinson, Metro Southwest Corridor Project Manager  
Subject: Draft recommendation for Southwest Corridor HCT design options to study further

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**Purpose:** Update TPAC on the progress made by the Southwest Corridor Plan Steering Committee. Overview of the draft recommendation currently under review and discussion by the Steering Committee and project partners prior to upcoming Steering Committee decisions in June to define high capacity transit (HCT) design options, complementary multimodal projects, and potential station areas to study further in a Draft Environmental Impact Statement (DEIS).

**Outcome:** TPAC members are aware of upcoming milestone decisions as informed by community input and evaluation results and are prepared to make a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT) for June consideration.

This memo provides an overview of the draft recommendation developed for Steering Committee review and discussion as well as for public comment prior to upcoming Steering Committee decisions in June to define high capacity transit (HCT) design options, complementary multimodal projects, and potential station areas to study further in a Draft Environmental Impact Statement (DEIS).

### Background

The Southwest Corridor Plan is a comprehensive effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources.

In July 2013, the Southwest Corridor Plan Steering Committee narrowed the options for a potential high capacity transit investment to serve the corridor land use vision by recommending: 1) continued study of both Bus Rapid Transit (BRT) and light rail transit (LRT); 2) designs for at least 50 percent of bus rapid transit in a dedicated transitway; and 3) the route of a potential high capacity transit investment would be from Portland central business district to Tualatin via downtown Tigard.

The Steering Committee also approved a Shared Investment Strategy for the Southwest corridor. The strategy calls for 1) investments in both local service and high capacity transit, 2) investments in roadways and active transportation that connect people to high capacity transit and support local land use visions, 3) investments in parks, trails and nature, 4) consideration of new regulations, policies and incentives to promote private investment consistent with community visions, and 5) development of a collaborative funding strategy for the Southwest Corridor Plan. This Shared Investment Strategy was endorsed by each of the twelve project partners in fall 2013.

During the past year project partner staff have focused on developing: 1) potential transit design options consistent with the direction given by the Steering Committee, 2) potential station areas

along these options, and 3) complementary walking, biking and roadway improvement projects, also known as “multimodal projects,” related to the transit options and station areas.

Project partner staff, TriMet designers and members of the public defined close to 60 HCT design options that are consistent with the July 2013 Steering Committee recommendation. The refinement phase has been designed to identify the most promising options for further study in a draft environmental impact statement (DEIS). Staff from the cities of Portland, Tigard, Tualatin, Washington County and the Oregon Department of Transportation (ODOT) met with the TriMet design team to develop the HCT design options.

#### HCT design options removed in April

In April 2014 the Steering Committee unanimously removed 14 HCT design options based on initial design work and public comment. While the design serves as the foundation for additional analysis such as modeling and impacts analysis, the initial design process itself identified some options to be clearly less viable than competing alternative options. These design options are described in the April 7, 2014 Steering Committee meeting record and materials.

#### Draft staff recommendation for HCT design options & multimodal projects

Project partner staff have developed a recommendation for discussion includes 15 design options for BRT and 13 options for LRT (across nine geographic segments) for further study in a DEIS with complementary multimodal projects and station areas. Six BRT and six LRT design options are highlighted where there isn't a consensus recommendation among project partners as to whether or not they merit further study. Each of the HCT design options has been assessed as to the positive and negative impacts in the following areas:

- **capital cost magnitudes** – relative cost of construction including design elements such as tunnels, structure, length, and built environment;
- **impacts to the natural environment** – impacts to natural resources including trees, parks, watersheds, including considerations of potential opportunities for improvements;
- **development/redevelopment potential** – potential to support the Southwest corridor land use vision;
- **property impacts** - effects on buildings and private property;
- **traffic/bike/pedestrian performance** – effects on roadway operations, bikeways, and sidewalks;
- **transit performance** – assessment of ridership potential and operating costs based on design characteristics such as distance and speed, and household and employment access.

A summary of this information is presented in the attached map and is available at the Southwest Corridor Plan website.

#### Leveraging investment in potential station areas

The foundation of the Southwest Corridor Plan is the land use vision as defined by each community for their downtowns, main streets and employment areas. The HCT design options were delineated in a way that best supports that land use vision while meeting transportation goals. Project partner staff worked with the TriMet design team to identify the most promising potential station areas –30 locations due to the large number of HCT design options.

Metro completed a preliminary station area analysis that provides project partners with an assessment of the opportunities and constraints of each location. This includes some of the most promising tools, policies and incentives to consider putting in place to make the most out of a major transit investment and therefore support achieving the local land use vision. Since this analysis had

to be completed prior to a recommendation on HCT design options it includes each of the 30 odd potential locations. Many of the tools and policies would help support development consistent with the local vision regardless of a transit investment, and could be considered by each city for implementation.

#### Public input informing the draft recommendation

In March and April 2014 the Southwest Corridor Plan partner staff offered several opportunities for the public to provide input on the HCT design options, station locations and multimodal projects. Opportunities included: one (1) Transit Fair, three (3) corridor design workshops on HCT options, one (1) community planning forum and one (1) online questionnaire on station locations and multimodal projects. A memorandum summarizing public input on the removal of proposed HCT design options was submitted to the Steering Committee on March 31, 2014. A more complete report of the public input on HCT design options obtained in March will be submitted to the Steering Committee on May 12, 2014.

Public input obtained this spring regarding the station locations and multimodal projects is summarized in a public involvement report, available on the Southwest Corridor Plan website. The report includes information on the most popular station locations and multimodal projects identified by the public, a summary of the public comments on those topics, and the reasons why the public preferred those station locations and projects. The information on public input collected in March and April is for Steering Committee consideration to inform a final recommendation on HCT design options, complementary multimodal projects and potential station areas to study in a DEIS.

#### Next Steps

Project partner staff will be working with their citizens, advisory groups, councils and commissions to discuss the most promising package to forward for further study in a DEIS to support the Southwest Corridor land use vision over the next month.

The Steering Committee is anticipated to make a recommendation on what package of HCT design options, complementary multimodal projects and station areas to move forward for further study in a DEIS on June 9, 2014. The public will have several opportunities to discuss and provide input on the draft recommendation. Staff will collect and analyze public input, and submit another report to help inform the Steering Committee decision. The SWCP-sponsored public input opportunities are:

- Online survey, available May 6-23, 2014
- Community Planning Forum on May 23, 2014, in Tigard
- Business Summit on May 21, 2014, in Tigard
- ID Southwest meeting on May 20, 2014 in Portland
- Local discussions held by partner cities and counties

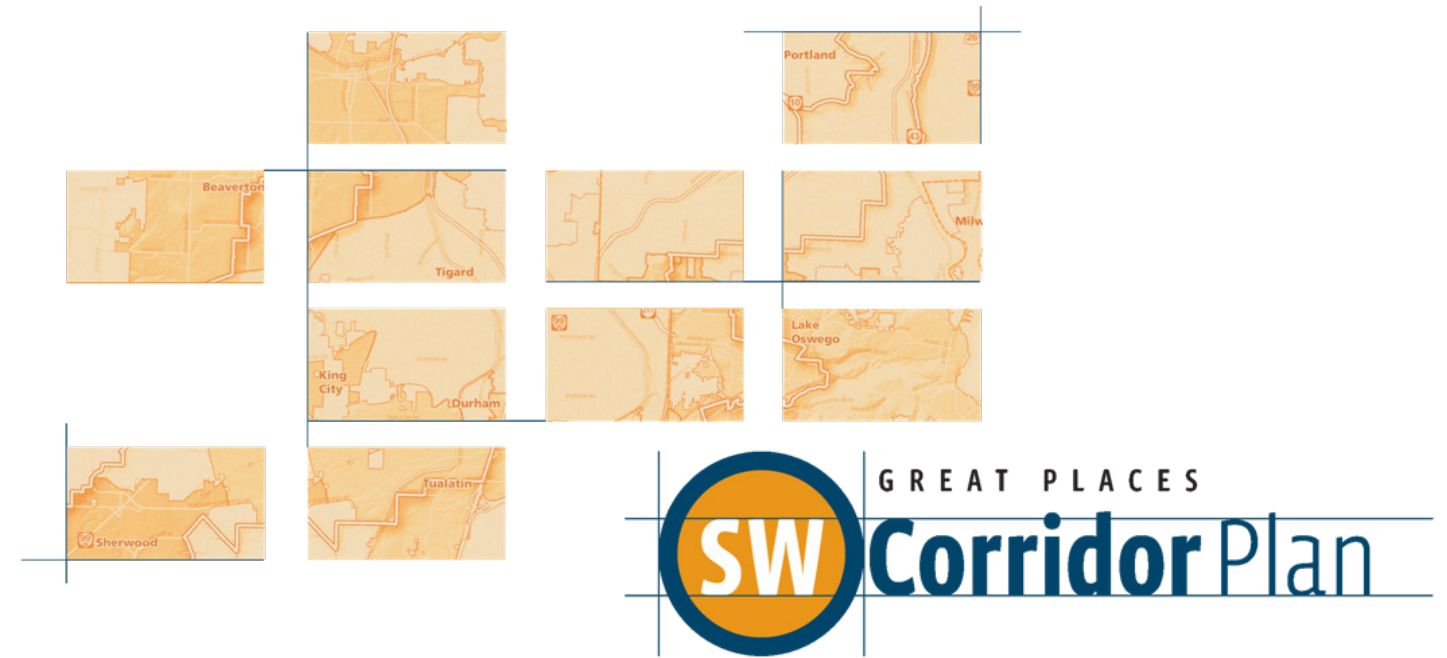
Detailed information about these public input opportunities is available on the Southwest Corridor Plan web site: <http://www.swcorridorplan.org>

#### Metro committee consideration

- MPAC: May 14, 2014 (discussion)
- Metro Council work session: May 20, 2014 (update)
- MTAC: June 4, 2014 (discussion/action)
- MPAC: June 11, 2014 (consider action)
- JPACT: June 12, 2014 (consider action)
- Metro Council work session: June 17, 2014 (review resolution)
- Metro Council: June 26, 2014 (consider action)



HCT Options Recommended for DEIS or Requiring Further Discussion	BRT - Recommended	BRT - Further discussion required	LRT - Recommended	LRT - Further discussion required
<b>Option</b>				
<b>1. Tie-In to Existing Transit</b>				
Barbur via Fifth/Sixth Ave Couplet (with OHSU elevator)	✓			
Barbur via Fourth Ave (with OHSU elevator)		✓	✓	
Naito to Transit Mall (with OHSU elevator)	✓		✓	
Naito to Transit Mall via First Ave (with OHSU elevator)		✓		✓
Naito to First Ave - extended downtown (with OHSU elevator)		✓		
<b>2. South Portland to Barbur Transit Center</b>				
Barbur Boulevard	✓		✓	
Barbur - Hillsdale Loop using Capitol Hwy & Bertha	✓			✓
Short Tunnel - exit at Hamilton			✓	
Adjacent to I-5		✓		✓
<b>3. PCC Area</b>				
PCC Campus via Capitol Hwy (uses either I-5 crossing)	✓			
Barbur - Crossroads to Tigard (with improved PCC walk via SW 53rd, uses new bridge I-5 crossing)	✓		✓	
Short Tunnel via Barbur (uses new bridge I-5 crossing)				✓
New Bridge (option for campus BRT routes)	✓		✓	
<b>4. Tigard Triangle</b>				
68th/69th Couplet	✓		✓	
<b>5. OR-217 Crossing</b>				
Clinton to Tigard Transit Center	✓		✓	
Beveland South	✓		✓	
Beveland North		✓		✓
<b>6. Downtown Tigard</b>				
Commercial Street to Tigard Transit Center (no loop)	✓		✓	
Commercial Street with Downtown Loop via Hall		✓		✓
<b>7. South Tigard</b>				
WES Alignment to Parallel I-5 via Tech Center Drive	✓		✓	
WES Alignment to Parallel I-5 vi PWNR Freight Rail ROW	✓		✓	
<b>8. Bridgeport Village</b>				
Lower Boones Ferry (from Durham Rd, 72nd or parallel to I-5)	✓		✓	
<b>9. Tualatin</b>				
Parallel to Boones Ferry (north side of downtown)	✓		✓	



**Draft Recommendation Summary – May 6, 2014**

The Project Team Leaders (PTL) assessed nearly 60 high capacity transit (HCT) design options in nine separate geographic segments throughout the corridor for consideration for further study in the Draft Environmental Impact Statement (DEIS). Through preliminary design, options were analyzed based on the following categories:

- **capital cost magnitudes** – relative cost of construction including design elements such as tunnels, structure, length, and built environment;
- **impacts to the natural environment** – impacts to natural resources including trees, parks, watersheds, including considerations of potential opportunities for improvements;
- **development/redevelopment potential** – potential to support the Southwest Corridor land use vision;
- **property impacts** – effects on buildings and private property;
- **traffic/bike/pedestrian performance** – effects on roadway operations, bikeways, and sidewalks;
- **transit performance** – assessment of ridership potential and operating costs based on design characteristics such as distance and speed, and household and employment access.

The PTL considered the technical assessment findings along with public comments and discussions during design meetings conducted with partner jurisdictions. The resulting PTL draft recommendation proposes

advancement to the DEIS of 15 design options for bus rapid transit (BRT) and 13 options for light rail (LRT) across the nine geographic segments. It also identifies an additional six options for BRT and six options for LRT that did not receive a consensus decision among the PTL and require further discussion. For some of these options, additional information in the next few weeks may result in a change in recommendation status; for others, the Steering Committee may be asked to make a final decision without a PTL recommendation. The table on the back side of this pamphlet lists the HCT design options recommended for further study and those identified as requiring more discussion.

Multimodal projects included in the recommendation were chosen based on their support for the recommended HCT options or for the SW Corridor land use vision. For some projects, only portions of the originally proposed are recommended for continued study in the DEIS.

Preliminary stations identified the design process were analyzed to help inform which potential station areas would best serve and activate the key places along the corridor. The analysis also helped to recommend policies and investments needed to activate the desired local land uses in each station area location.

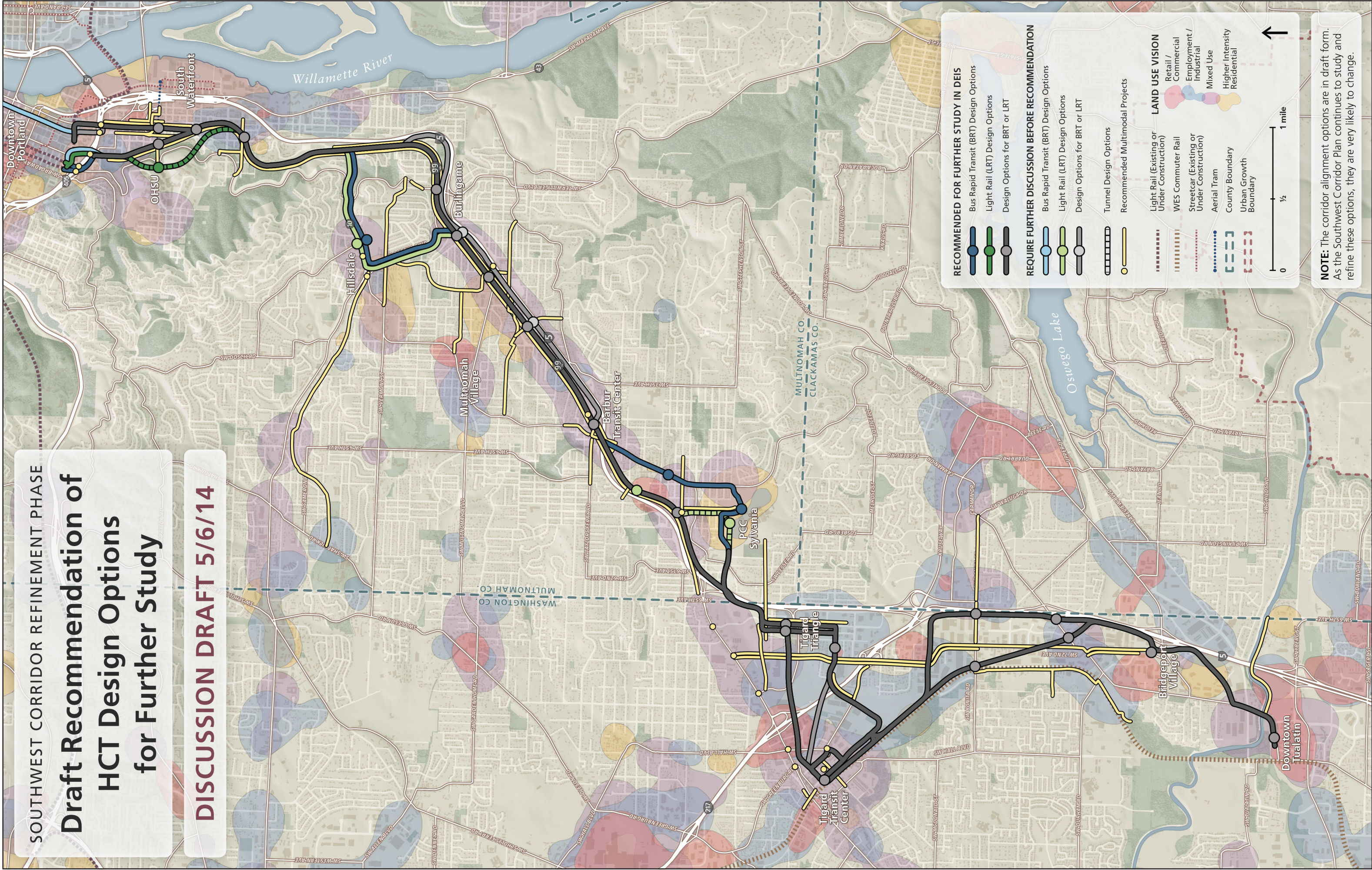
The HCT options, multimodal projects, and potential stations recommended for further study or for more discussion are shown on the map on inside of this pamphlet.



SOUTHWEST CORRIDOR REFINEMENT PHASE

# Draft Recommendation of HCT Design Options for Further Study

DISCUSSION DRAFT 5/6/14



### RECOMMENDED FOR FURTHER STUDY IN DEIS

- Bus Rapid Transit (BRT) Design Options
- Light Rail (LRT) Design Options
- Design Options for BRT or LRT

### REQUIRE FURTHER DISCUSSION BEFORE RECOMMENDATION

- Bus Rapid Transit (BRT) Design Options
- Light Rail (LRT) Design Options
- Design Options for BRT or LRT

- Tunnel Design Options
- Recommended Multimodal Projects

### LAND USE VISION

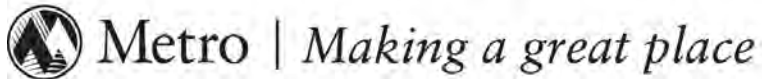
- Retail / Commercial / Industrial
- Mixed Use
- Higher Intensity Residential
- Light Rail (Existing or Under Construction)
- WES Commuter Rail
- Streetcar (Existing or Under Construction)
- Aerial Tram
- County Boundary
- Urban Growth Boundary



**NOTE:** The corridor alignment options are in draft form. As the Southwest Corridor Plan continues to study and refine these options, they are very likely to change.



Materials following this page were distributed at the meeting.



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

April 25, 2014

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig  
Adrian Esteban  
Lynda David  
Elissa Gertler, Chair  
Carol Gossett  
Judith Gray  
Eric Hesse  
Katherine Kelly  
Heather McCarey  
Dave Nordberg  
Cora Potter  
Karen Schilling  
Rian Windsheimer

AFFILIATION

Clackamas County  
Community Representative  
Southwest Washington Regional Transportation Council  
Metro  
Community Representative  
City of Tigard, representing Cities of Washington County  
TriMet  
City of Gresham, representing Cities of Multnomah Co.  
Community Representative  
Oregon Department of Environmental Quality  
Community Representative  
Multnomah Co.  
Port of Portland

MEMBERS EXCUSED

Mike Clark  
Chris Deffebach  
Courtney Duke  
Nancy Kraushaar  
Susie Lahsene  
Satvinder Sandhu  
Mychal Tetteh  
Steve White

AFFILIATION

Washington State Department of Transportation  
Washington Co.  
City of Portland  
City of Wilsonville, representing Cities of Clackamas Co.  
Port of Portland  
Federal Highway Administration  
Community Representative  
Community Representative

ALTERNATES PRESENT

Ken Burgstahler  
Phil Healy  
Peter Hurley  
Karen Savage

AFFILIATION

Washington State Department of Transportation  
Port of Portland  
City of Portland  
Washington Co.

**STAFF:** Taylor Allen, Grace Cho, CJ Doxee, Dan Kaempff, Tom Kloster, Ted Leybold, Lake McTighe, John Mermin and Troy Rayburn.

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

Chair Elissa Gertler declared quorum and called the meeting to order at 9:30 a.m.

## **2. COMMENTS FROM THE CHAIR AND COMMITTEE**

Chair Gertler updated TPAC members on the following:

- The 2014 Oregon State Rail Plan (SRP) is currently open for public review and comment from until June 20, 2014. The plan contains findings from studies and analysis on the future of rail in Oregon. The complete document is available online.

## **3. CITIZEN COMMUNICATION:**

There were none.

## **4. CONSIDERATION OF THE TPAC MINUTES FOR MAR. 28, 2014**

MOTION: Judith Gray moved, Carol Gossett seconded, to adopt the TPAC Minutes from March 28, 2014.

ACTION: With all in favor, the motion passed.

## **5. RECOMMENDATION ON POTENTIAL REFINEMENTS TO REGIONAL TRANSPORTATION PLAN (RTP) FROM PUBLIC COMMENTS RECEIVED TO DATE**

John Mermin of Metro provided an overview of the public comments received through April 13<sup>th</sup> on the draft Regional Transportation Plan (RTP). A track-changes and a clean version of the draft RTP document as well as the project list has been available to review on Metro's website.

Approval of the RTP is required for Metro to conduct the air quality model in an effort to conform to the Federal Clean Air Act and hold a required 30-day comment period on the results. Mr. Mermin provided a timeline of events for the RTP process. Completed steps include, solicitation of the project, for which JPACT and Metro Council adopted a work program in fall. During the month of February, project coding, modeling and finalization of the RTP document took place. For regional committees' review, Metro shared the proposed edits to the RTP at the February TPAC, March MTAC and MPAC meetings. The majority of edits to the RTP document are technical in nature. The policy edits are located primarily in the Chapter 2 biking and walking sections. These edits strengthen existing polices and provide additional detail to reflect the Regional Active Transportation and Regional Safety Plans.

The public comments on the RTP include (a) specific changes to RTP projects or policy language, and (b) more general comments that do not request a specific amendment. Some of the comments received included: 7 regarding specific language change, 3 proposed consent items and 29 that were forwarded to local jurisdictions. A complete summary of the comments can be accessed in the memo as a part of the electronic record entitled [ATTACHMENT 1].

JPACT and Metro Council will receive a summary of all public comments by May 8<sup>th</sup> when they will be asked for tentative approval of the 2014 RTP, pending an air quality conformity determination (and a 30-day comment period on the determination.) From mid-June to mid-July each of the Regional Engagement Committees will be asked to take final action on the 2014 RTP ordinance.

Member Comments Included:

- Community Representative, Carol Gossett, mentioned reviewing the Draft RTP Project List with The Northeast Coalition of Neighborhoods and the importance of distributing this document to neighborhood associations across the Metropolitan Region for increased public engagement and outreach.

MOTION: Peter Hurley moved, Karen Buehrig seconded, to provide a recommendation to JPACT for tentative approval of the 2014 RTP.

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

## **6. METROPOLITAN PLANNING AREA BOUNDARY UPDATE**

Ted Leybold of Metro provided a summary of the Metropolitan Planning Area (MPA) Update. The MPA boundary is a federal requirement for the metropolitan planning process and is established by individual Metropolitan Planning Organizations (MPOs) according to federal metropolitan planning regulations. Metro is the MPO for the Portland, Oregon urbanized area and has the responsibility to direct and administer the continuing metropolitan planning process.

Each MPA boundary is required to include:

- At a minimum, an area encompassing the existing urbanized area (UZA) and the contiguous area expected to become urbanized within a 20-year forecast period;
- May further be expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.

The Census Bureau designates a new list of UZAs every 10 years following the conclusion of each census. A UZA represents a densely developed area encompassing residential, commercial, and other non-residential urban land uses. The MPA boundaries are reviewed and updated as necessary after each Census by the MPO in cooperation with State and public transportation operators and submitted to the FWA and the FTA.

The 2010 Census issued the list of 2010 urban areas in a Federal Register Notice on March 27, 2012. Boundaries of current MPOs should be updated no later than the next scheduled Metropolitan Transportation Plan (MTP) update after October 1, 2012 or within four years of the designation of the 2010 UZA boundary.

To address this guidance on updating the Metro area MPA boundary, an MPA boundary is proposed to utilize existing planning boundaries and limited number of boundary extensions to include significant transportation facilities. The purpose is to include programs and facilities specific to the Portland metropolitan area to form a comprehensive area for administering the federal metropolitan planning process. The details of the proposal can be accessed as a part of the electronic meeting record in the [STAFF REPORT]. Boundary descriptions and maps are also included in the electronic record [ATTACHMENT 1-7].

Metro staff convened a work group of ODOT, TriMet and local agency staff to review the approach to updating the boundary area designation. Mr. Leybold highlighted the fact that representatives from Marion County staff participated in the work group. The work group met two times to provide input on the boundary designation and has recommended the approach outlined in resolution under review for TPAC's approval.

#### Member Comments Included:

- Members asked clarifying questions regarding the implications of Marion County's inclusion in the MPA Boundary. Mr. Leybold explained that Marion County Staff had representation on the work group; however they wanted very little participation given that the extent of the boundary area is census designated and very small. Metro has agreed to keep Marion County informed in terms of TPAC and JPACT Engagement Meeting materials and activities so that they could participate as they desired. However, Mr. Leybold confirmed that some Federal transportation functions would be required to perform.
- Members asked clarifying questions about whether the Sauvie Island Bridge is included in the MPA Boundary. Mr. Leybold confirmed that the Sauvie Island Bridge is included in the MPA Boundary.
- Members expressed interest in the possibility of revising the MPA Boundary extensions. Mr. Leybold suggested legislative action as a method to consider to propose changes in the process of developing the MPA Boundary. CJ Doxee of Metro explained that the designation of the UZA Boundary utilizes a public comment process as they develop the formula for developing the boundary and it is an opportunity for agencies to include input.
- Members expressed some challenges and concerns with understanding the rural areas included within the UZA boundary that are depicted as urban areas. Mr. Leybold explained that based on state development objectives and language it is not in Metro's intent to urbanize rural areas within the Federal portion of the MPA, but instead assign rural designations which is supported by the state and federal long range transportation plans.

MOTION: Karen Schilling moved, Lainie Smith seconded, to provide a recommendation to JPACT with the following language amendments to clause seven of Resolution 14-4502 for the purpose of updating the Metropolitan Transportation Planning Area Boundary to Reflect the Year 2010 U.S. Census Bureau Urbanized Area Designation to include:

"WHEREAS, [the redefined urbanized areas include transportation facilities in rural areas] where Metro and Clackamas, Multnomah, and Washington Counties jointly adopted urban and rural reserves that sets the framework for where the region will and will not urbanize for the next 40-50 years;"

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

#### **7. REGIONAL TRAVEL OPTIONS (RTO) PROGRAM EVALUATION**

Dan Kaempff of Metro introduced a preview of the regional travel options grant program. The purpose of the RTO Grant Program is to fund strategies that increase the use of travel options, improve air quality, mobility and address community health issues. Government agencies and non-profit organizations are eligible to apply. Projects must be carried out within the Metro boundary, which includes the urbanized portions of Clackamas, Multnomah and Washington counties.

The 2013-2015 Regional Travel Options Grant Program saw several significant changes which were aimed at improving regional equity, expanding the size and scope of grant projects, and increasing the total amount of available funding. Twenty-five applications were received, with requests totaling nearly 3.7 million. 2.1 million dollars was awarded to fund a total of 13 projects selected. The average grant award was 161,538 dollars. In response to the feedback gathered during and following the 2013-2015 Regional Travel Options grant making process, Metro staff is proposing a

number of changes to the grant program in preparation to solicit projects for the 2015-2017 grant cycle. The six proposed changes can be accessed as a part of the electronic record in the informational [MEMO] 2015-2017 Regional Travel Options Grant Program.

Member questions and comments included:

- Members commended Metro on the 2013-2015 Regional Travel Options grant-making process.

## **8. REGIONAL ACTIVE TRANSPORTATION PLAN DRAFT ADOPTION RESOLUTION AND PUBLIC COMMENTS RECEIVED**

Lake McTighe of Metro provided an overview of the draft language feedback for the resolution proposing anticipated adoption of the Regional Active Transportation Plan (“ATP”) in July, 2014. The ATP is a guidance plan that provides policy direction and recommendations for the region to help implement the RTP. She also explained the comments received to date through the March 21-May 5 public comment period. A detailed report of the public comments can be accessed as a part of the electronic record [TPAC Memo: ATP Draft Adoption Resolution and public comments Received to Date].

A draft ATP was released for public review and comment on March 21, 2014. The draft plan reflects input from a variety of stakeholders including a Stakeholder Advisory Committee, a regional work group with over forty participants, the Metro Council and Metro’s advisory committees. Track-changes and clean copy versions of the draft ATP are accessible to review on Metro’s website: [www.oregonmetro.gov/activetransportationplan](http://www.oregonmetro.gov/activetransportationplan).

Metro has proposed that the ATP be adopted by Resolution because the plan consists of recommendations that do not impose binding obligations on local governments. However, key elements of the ATP that will create legal obligation on local jurisdictions are being incorporated into the 2014 RTP amendments. Adopting stand alone modal plans, such as the ATP, by Resolution is consistent with the purpose of the plans and how they will be implemented over time. Metro will recommend adopting future new and updated modal plans by Resolution, with key elements being incorporated into future RTP amendments through Ordinance. Regional pedestrian and bicycle elements of the RTP that are required by the Transportation Planning Rule are being updated with the new ATP provisions.

The draft ATP is anticipated to be finalized with Metro staff responses to public comments from May 5 through June 5. Preliminary approval will be solicited by the Metro Council June 24, 2014. The dates for seeking preliminary approval from MPAC and JPACT are anticipated for June and the Metro Council will seek adoption based on engagement committee recommendation July 17, 2014.

Member comments included:

- Members asked clarifying questions about the language in the Resolution in regards to the [Be it Resolved, Number 1 and 2].

## **9. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT DISCUSS SHAPING THE PREFERRED APPROACH**

Tom Kloster of Metro provided a summary of recently completed engagement activities for consideration in shaping the draft preferred approach. 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 project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that accommodates expected growth, meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

The project is in its third and final phase. In February, MPAC and JPACT approved moving forward with the eight-step process to shape and adopt a preferred approach in 2014. From January to April 2014, Metro facilitated a Community Choices discussion to explore policy choices and trade-offs. The engagement activities built upon earlier public engagement to solicit feedback from public officials, business and community leaders, interested members of the public and other identified audiences. Metro staff conducted three community forums and provided an online comment opportunity in coordination with the integrated comment periods being held for the 2014 Regional Transportation Plan update and the Metropolitan Transportation Improvement Plan for 2014-2018. Summary reports documenting each public engagement activity as well as findings and emerging themes are accessible as a part of the attachments to the electronic record.

From June to August 2014, Metro staff plans to evaluate the draft preferred approach and develop implementation recommendations with input from TPAC and MTAC. In September results will be reported and the 45-day public comment period is scheduled to begin. From September to December a public review and final adoption of the preferred approach will be conducted.

Member questions and comments included:

- Members commended Metro Staff on the work and efforts put towards the April 11<sup>th</sup> Joint JPACT/MPAC meeting.
- Members asked clarifying questions about locating funding sources to implement the preferred approach. Mr. Kloster stated that based on the straw poll results from the April 11<sup>th</sup> Joint JPACT/MPAC meeting the responses favored adopted plans, which would not require additional funding sources. He explained that the work developed for the Climate Smart Communities Scenarios Project can be utilized at the State Legislature to solicit funding for transportation infrastructure. A funding context will be provided at the Joint meeting, however the Federal mandate does not require funding to meet the target.
- Eric Hesse of TriMet highlighted the need for elected officials to understand the combination of large capital and operational projects within each scenario so that they are better able to make an informed vote moving forward in shaping the draft approach.
- Members expressed an interest in the straw poll and delineating geographic information based on what local jurisdictions preference.
- Members expressed the importance of developing targeted questions for elected officials to answer at the May 30, 2014 Joint JPACT/MPAC meeting. Mr. Kloster explained that the goal is for elected to develop a deeper understanding and speak with other jurisdictions throughout the Metropolitan region to develop policy framework for the preferred approach.



- Members expressed interest in communities identifying investments and actions for their respective local areas to further inform their decisions in shaping the policy for the preferred approach.

## **10. ENVIRONMENTAL JUSTICE AND TITLE VI ASSESSMENT FOR 2014 RTP AND 2015-2018 MTIP**

Mr. Ted Leybold of Metro provided an overview of the quantitative analysis method and draft data for the 2014 Regional Transportation Plan and 2015-2018 MTIP Environmental Justice and Title VI Assessment.

As the Metropolitan Planning Organization (MPO) for the Portland region, Metro is obligated to meet the requirements set forth by Executive Order 12898 on Environmental Justice and Title VI of the 1964 Civil Rights Act. As part of the requirements, Metro must conduct analytical assessments of the agency's transportation planning and programming activities. Therefore, a component of the RTP update and the 2015-2018 MTIP, includes an investment analysis which assesses where short-term and the long term transportation investments are being made relative to concentrations of five identified environmental justice communities (communities of color, limited English proficiency, low income, youth and older persons).

At the March 2014 TPAC meeting, Metro staff presented an overview of the scope of the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment and previewed the methodology for conducting the assessment. Since the March meeting feedback received from TPAC and through additional stakeholders was incorporated and refined the comparisons of the quantitative analysis methodology.

A preview of draft data for the 2014 RTP portion of the analysis is accessible as a part of the electronic record in [ATTACHMENT A]. The table reflects the total regional transportation investment (per person per acre) as compared to the five communities of concern. The analysis is taking into consideration only the financially constrained RTP projects.

The 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment will not make findings on disproportionate burden or disparate impact on communities of concern until the completion of the public comment period. The public comment period will allow stakeholders the opportunity to weigh in on whether there is a disproportionate burden on communities of concern in the region.

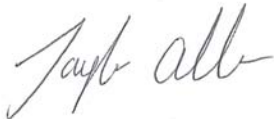
On May 16, 2014 the Draft 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment method is scheduled for release and public comment. A presentation of findings and recommendations from the assessment is scheduled for June 24, 2014. Metro Council adoption by Resolution is scheduled for July 17, 2104.

Member Comments:

- Members inquired about the “People of Color” demographic map distributed at the meeting. Mr. Ted Leybold explained that demographic maps highlighting concentrations of each of the five identified environmental justice communities will be developed.
- Members asked clarifying questions about whether the analysis was primarily spatial and if there were any additional ways to evaluate investments and their impact on different populations. Mr. Leybold confirmed that the analysis is just spatial relative to the demographics and future projects. A methodology to normalize population density and the square footage of area is being developed because the units of census blocks and tracks vary.

Chair Gertler adjourned the meeting at 12:02 p.m.

Respectfully Submitted,



Taylor Allen  
Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2	Handout	04/25/14	Oregon State Rail Plan SRP Ready for Review	042514-01
4	Handout	04/25/14	32814 Draft Minutes	042514-02
6	PPT	04/25/14	Metropolitan Planning Area Boundary Update	042514-03
7	PPT	04/25/14	2015-2017 Regional Travel Options Grants Presentation to TPAC	042514-04
9	Discussion Guide	04/14	Climate Smart Communities Shaping the Preferred Approach: A Discussion Guide for Policymakers	042514-05
10	PPT	04/25/14	Communities of concern and the 2014 RTP and 2015 MTIP	042514-06
10	Memo	04/23/14	TIP Adjustments for January- March 2014	042514-07



DATE: May 16, 2014  
TO: TPAC and MTAC  
FROM: Kim Ellis, Principal Transportation Planner  
SUBJECT: Climate Smart Communities Scenarios Project: Draft Approach To Test

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### **PURPOSE**

The purpose of this memo is to seek TPAC and MTAC's recommendation on a draft approach for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC).

On May 30, JPACT and MPAC will be asked to make a joint recommendation to the Metro Council on a draft approach to test this summer.

### **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 project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that accommodates expected growth, meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

In February 2014, MPAC and JPACT approved moving forward to shape and adopt a preferred approach in 2014. As recommended by the policy committees, the preferred approach to be developed will start with the adopted plans of the region's cities and counties – from local zoning, capital improvement, comprehensive and transportation system plans to the 2040 Growth Concept and regional transportation plan – to create great communities and build a vibrant economy.

From January to April 2014, Metro facilitated a Community Choices discussion to explore policy choices and trade-offs. The activities built upon earlier public engagement to solicit feedback from public officials, business and community leaders, interested members of the public and other identified audiences. Interviews, discussion groups, and statistically valid public opinion research were used to gather input on:

- perceptions of the region's transportation system, investment priorities and infrastructure finance
- perceptions of access to jobs, housing and transportation options
- perceptions of the feasibility of implementing key strategies under consideration

- general willingness to support or pay more for key strategies under consideration
- general willingness to take personal actions to reduce greenhouse gas emissions.

The results of the engagement activities were presented at a joint meeting of MPAC and JPACT on April 11. In addition, more detailed information about the policy options was provided, including estimated implementation costs and a comparison of the relative climate benefits and cost of the policy areas. <sup>1</sup>

Figure 1 summarizes the estimated cost of each policy area for the scenarios tested in 2013.

**Figure 1. Estimated Policy Area Cost By Scenario**

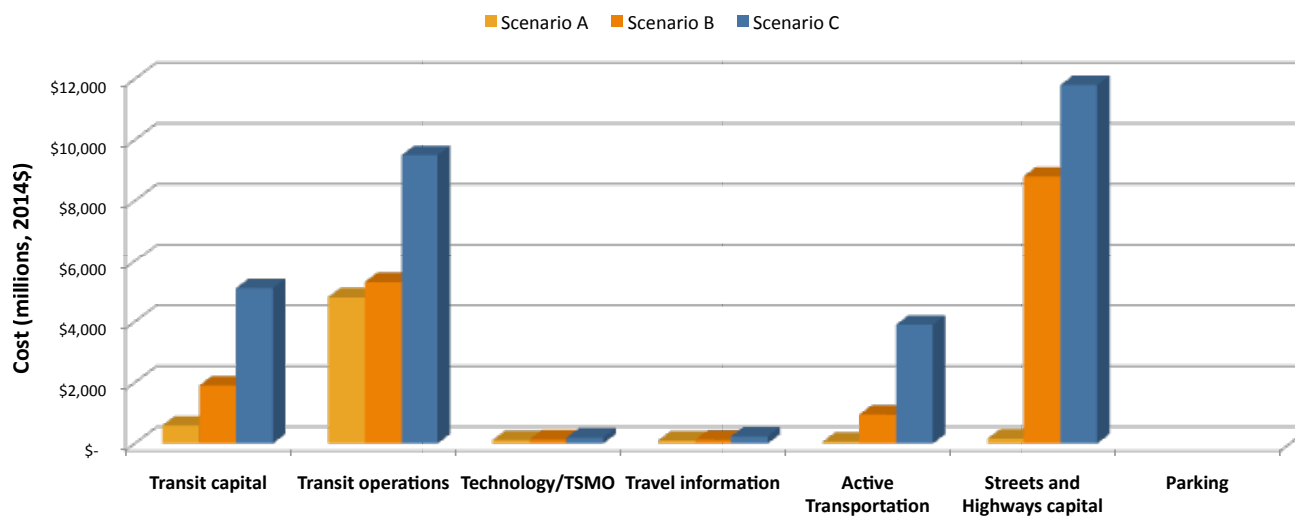


Figure 2 summarizes the relative climate benefit and cost ratings presented.

**Figure 2. Relative climate benefit and cost ratings**

RELATIVE CLIMATE BENEFITS		RELATIVE COST
★★★★★	Transit	Up to \$\$\$
★★★★☆	Parking	\$
★★★☆☆	Active transportation	\$\$
★★★☆☆	Information and incentives	\$
★★☆☆☆	Technology/TSMO	\$
★☆☆☆☆	Streets and highways	Up to \$\$\$

<sup>1</sup> Shaping the Preferred Approach: A Policymakers Discussion Guide is available to download from the project website at [www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios)

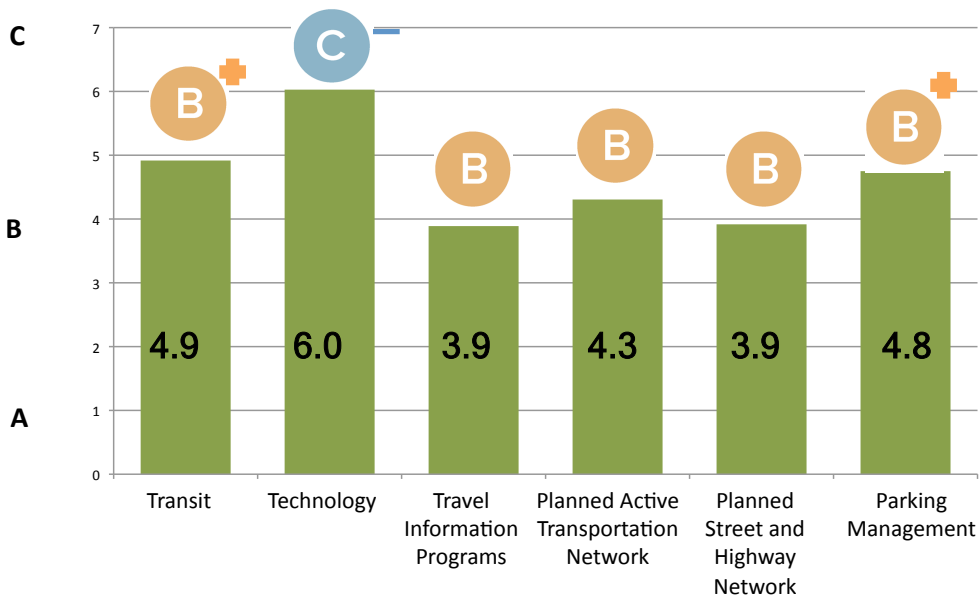
After receiving additional information about the policy options and previous engagement activities, the committees engaged in a discussion of the six policy areas contained within the Scenarios A, B and C, defined by progressively higher levels of investment. The meeting concluded with a straw poll conducted of members to identify desired levels of investment to assume in the region's draft approach. **Figure 3** shows a summary of the results. See Attachment 1 for more details.

**Figure 3. April 11 Straw Poll Results**

## April 11 JPACT/MPAC Straw poll results

Preferences for Scenarios A, B, C and in-Between Scenarios

Averages of all respondents (mean):



Since April 11, the Metro Council and staff continued briefing local governments on the April 11 straw poll results, primarily through the county-level coordinating committees and regional policy advisory committees.

On May 12, a TPAC/MTAC workshop was held to begin shaping a recommendation to MPAC and JPACT on a draft approach, considering cost, the region's six desired outcomes, the April 11 straw poll results, and other input from the public and coordinating committees.

## **RECOMMENDATION REQUESTED**

TPAC and MTAC are requested to affirm the group's direction provided at the May 12 joint workshop in the form of a recommendation to MPAC and JPACT, as follows:

1. Assume implementation of adopted regional and local plans, including the 2040 Growth Concept and local zoning, comprehensive plans and transportation plans, as recommended by MPAC and JPACT in February.
  - Assume adopted 2035 growth forecast (which reflects locally adopted plans as of 2010) and its estimated 12,000 acres of urban growth boundary expansion for purposes of analysis.
  - Assume 2014 Regional Transportation Plan Financially Constrained System as the starting point for the transportation network assumptions for transit, active transportation, streets and highways.
2. Assume state transition to cleaner fuels, more fuel-efficient vehicles and pay-as-you-drive insurance, as put forth by state agencies and recommended by MPAC and JPACT in February.
  - Assume the vehicle technology and fuel assumptions developed by three state agencies (ODOT, ODEQ and ODOE) and 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.
  - Assume the Statewide Transportation Strategy Vision assumptions for pay-by-the-mile vehicle insurance for 2035.
3. Consider public input, cost, climate benefit and the region's six desired outcomes when providing high-level policy direction on the level of investment to test in the draft approach for each of the six policy areas – transit, technology (transportation system management), travel information and incentives, active transportation, streets and highways, and parking.

The following levels of investment are proposed for the draft approach:

**MAKE TRANSIT MORE CONVENIENT, FREQUENT, ACCESSIBLE AND AFFORDABLE**

- Scenario B+ level of investment, reflecting the average of all respondents in the April 11 straw poll.
- Further discussion and direction is needed on the level of capital expansion versus service operations expansion to be tested in the draft approach.

**USE TECHNOLOGY TO ACTIVELY MANAGE THE TRANSPORTATION SYSTEM**

- Scenario C level of investment recognizing the cost-effectiveness of this policy area and its ability to leverage other policy areas.

**PROVIDE INFORMATION AND INCENTIVES TO EXPAND THE USE OF TRAVEL OPTIONS**

- Scenario C level of investment recognizing the cost-effectiveness of this policy area and its ability to leverage other policy areas.

**MAKE BIKING AND WALKING MORE SAFE AND CONVENIENT**

- Scenario B level of investment, reflecting the average of all respondents in the April 11 straw poll.

**MAKE STREETS AND HIGHWAYS MORE SAFE, RELIABLE AND CONNECTED**

- Scenario B level of investment, reflecting the average of all respondents in the April 11 straw poll.

**MANAGE PARKING TO MAKE EFFICIENT USE OF PARKING RESOURCES**

- Scenario B+ level of investment, reflecting the average of all respondents in the April 11 straw poll.
- This level reflects adopted plans plus additional programs to support building shared public parking in growing areas served by high capacity transit and frequent bus service.

4. Design the evaluation of the draft approach to address caveats and ideas raised, including:

- Ensure local priorities as defined in adopted local land use and transportation plans and the 2014 Regional Transportation Plan are reflected in the analysis.
- Assume new community transit connections that link to regional transit connections, as identified in TriMet's Service Enhancement Plans (SEPs) and the South Metro Area Rapid Transit District (SMART) Master Plan.
- Link the use of technology to capital and operational investments in roads, transit, active transportation and parking management.
- Link the provision of travel information and incentives to capital and operational investments in transit, active transportation and parking management.
- Report the estimated greenhouse gas emissions reduction of each policy area to better demonstrate the climate return on investment.
- Report the cost of implementation, potential impacts on household travel costs, and the benefits of reducing road delay, providing better work force access with transit, increased physical activity, reduced air pollution and other key outcomes reported in Phase 2.
- Report the cost of implementation and, recognizing financing data limitations, report any funding gap between the draft approach and the 2014 Regional Transportation financial assumptions. The reporting should identify potential funding mechanisms for

investments needed to implement the preferred approach that do not have identified sources of funding.

5. Project staff should work with TPAC and MTAC to develop more detailed and locally-tailored modeling assumptions that reflect the draft approach. The evaluation will be conducted during the summer and estimate greenhouse gas emissions reduction and other outcomes evaluated earlier in the project, such as cost, travel behavior, economic impacts, air quality, social equity and public health.
6. Project staff should work with TPAC and MTAC to identify recommended actions that guide how the region integrates reducing greenhouse gas emissions with ongoing efforts. This will include preparing Regional Framework Plan amendments that refine existing regional policies and/or add new policies needed to implement the preferred approach. In addition, staff will prepare a near-term implementation plan that describes future actions (post 2014) that are needed to implement the preferred approach. It is important for the preferred approach and implementation recommendations to provide local flexibility and reflect a menu of options across the six policy areas that support the needs and priorities of each community.
7. Project staff should report the results in September and provide opportunities for further refinement of the draft approach prior to final action by the Metro Council in December 2014.

## **NEXT STEPS**

On May 30, MPAC and JPACT will consider the April 11 MPAC/JPACT straw poll results; new information; feedback from community leaders, the public, county-level coordinating committees and other elected officials briefings; and recommendations from MTAC and TPAC as part of making a recommendation to the Metro Council on the draft approach to be tested.

The May 30<sup>th</sup> meeting will conclude with a joint recommendation from the two committees to the Metro Council on how much of each policy area should be included in the draft approach (answering the policy questions on page 19 of the discussion guide). The recommendation on the draft approach is not a final action, but a policy recommendation on what should be included in the draft approach for analysis purposes. The desired outcome is that Metro staff receive sufficient input and policy direction to work with local staff, ODOT and TriMet to develop more detailed modeling assumptions in June and to evaluate the draft approach over the summer.

In June, the Metro Council will consider the joint JPACT/ MPAC recommendation.

## **ATTACHMENTS**

- Attachment 1. Straw poll results from April 11 joint JPACT/MPAC meeting (4/15/14)
- Attachment 2. 2014 Metro Council and Regional Advisory Committee Meetings (updated 5/14/14)
- Attachment 3. Additional background information on costs




**CLIMATE SMART COMMUNITIES SCENARIOS PROJECT**

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

Climate Smart Communities Scenarios Project

# Straw poll results from April 11 joint JPACT/MPAC meeting

April 15, 2014




Metro | *Making a great place*

1

**CLIMATE SMART COMMUNITIES SCENARIOS PROJECT**

## Where we've been & where we are headed

PHASES 1 & 2		PHASE 3	
Understand Choices 2011-2012	Shape Choices Jan.-Oct. 2013	<b>Shape Preferred Nov. 2013-June 2014</b>	Adopt Preferred Sept.-Dec. 2014



**WE ARE HERE**

Straw poll results from April 11 joint JPACT/MPAC meeting

2

## What the future might look like in 2035



### RECENT TRENDS

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



### 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.



### 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*

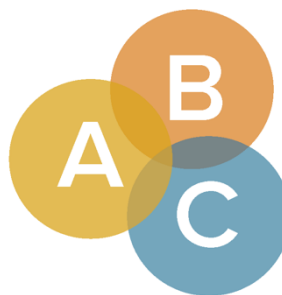
Straw poll results from April 11  
joint JPACT/MPAC meeting

3

## Choices to make on May 30...

To realize our shared vision for healthy and equitable communities and a strong economy while reducing greenhouse gas emissions...

- How much **transit** should we provide by 2035?
- How much should we use **technology** to manage the system by 2035?
- How much should we expand the reach of **travel information** by 2035?

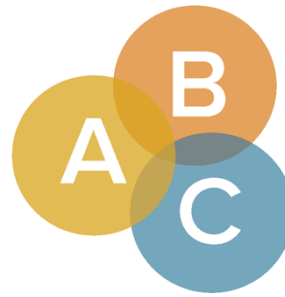


Straw poll results from April 11  
joint JPACT/MPAC meeting

4

## ...Choices to make on May 30

- ❑ How much of the planned **active transportation** network should we complete by 2035?
- ❑ How much of the planned **street and highway** network should we complete by 2035?
- ❑ How should local communities manage **parking** by 2035?

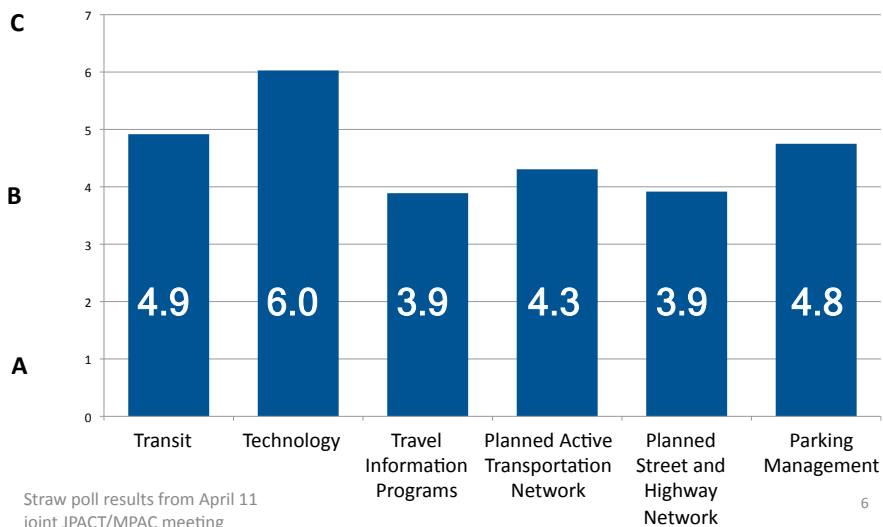


Straw poll results from April 11  
joint JPACT/MPAC meeting

5

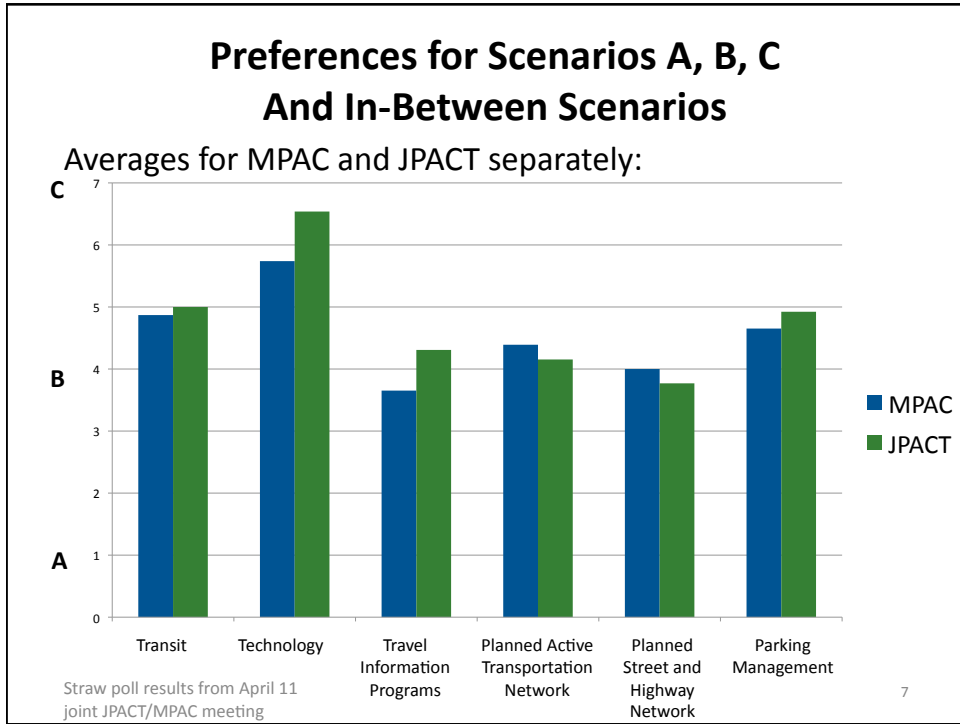
## Preferences for Scenarios A, B, C And In-Between Scenarios

Averages of all respondents (mean):



Straw poll results from April 11  
joint JPACT/MPAC meeting

6

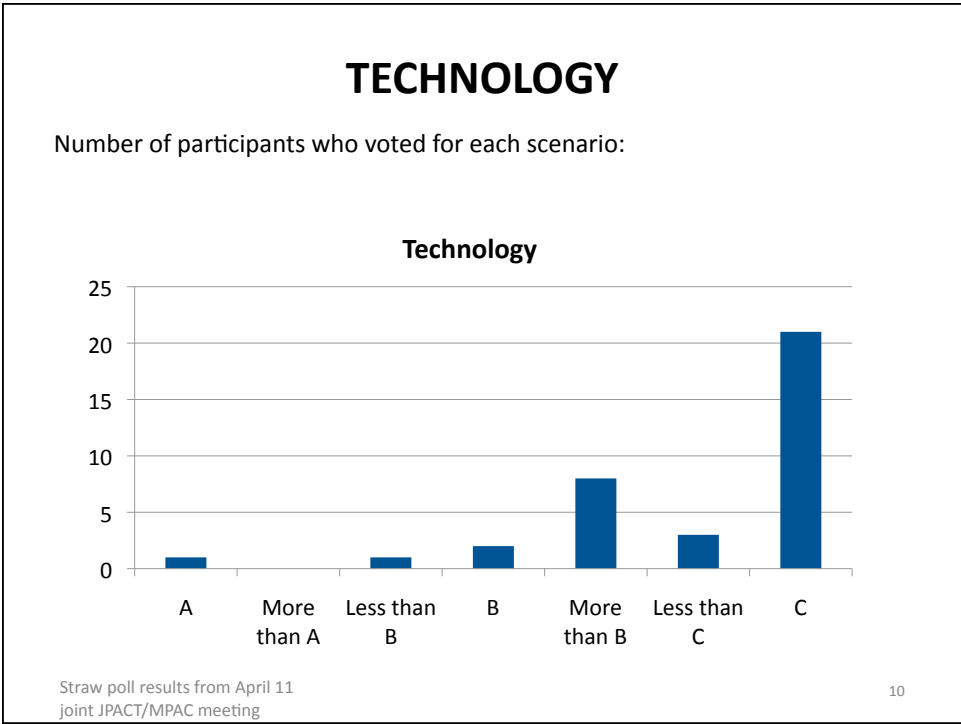
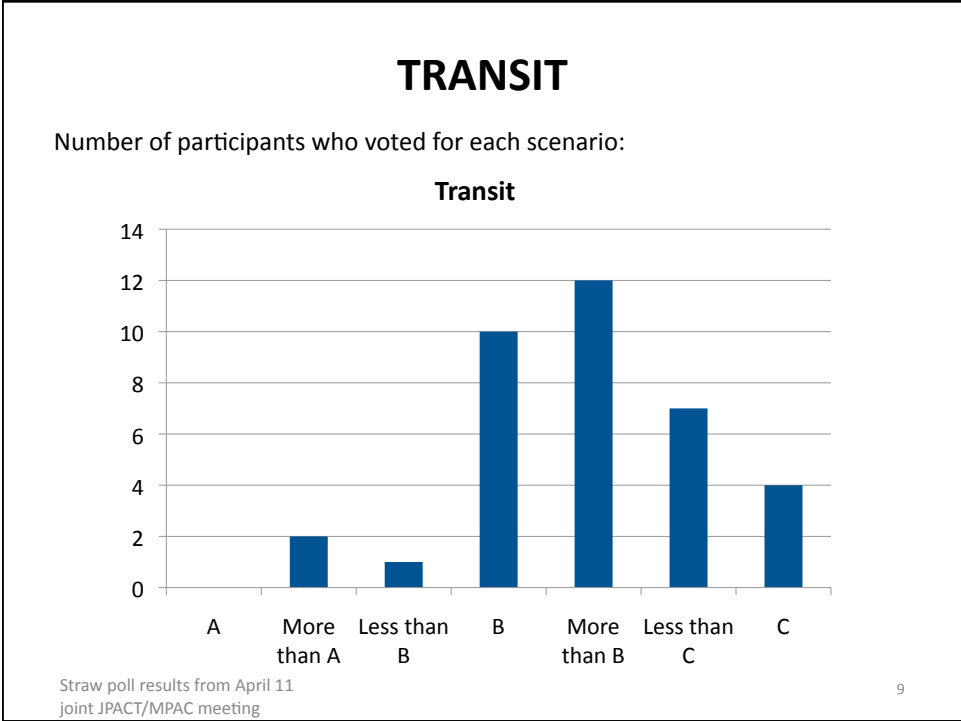


### Preferences for Scenarios A, B, C And In-Between Scenarios

**Ranges of Responses for Each Component**  
Number of participants who voted for each scenario:

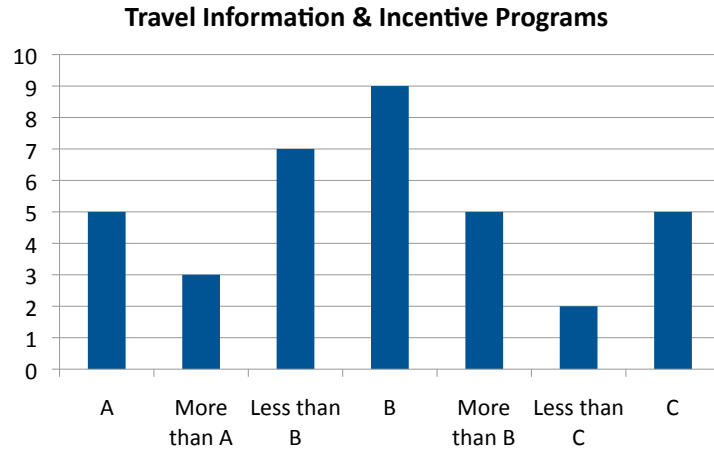
	Transit	Technology	Travel Information Programs	Planned Active Transportation Network	Planned Street and Highway Network	Parking Management
C	4	21	5	2	3	9
Less than C	7	3	2	3	0	4
More than B	12	8	5	10	6	5
B	10	2	9	14	14	12
Less than B	1	1	7	3	9	2
More than A	2	0	3	4	3	1
A	0	1	5	0	1	3
<b>Total Participants</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>36</b>

Straw poll results from April 11 joint JPACT/MPAC meeting



## TRAVEL INFORMATION & INCENTIVE PROGRAMS

Number of participants who voted for each scenario:

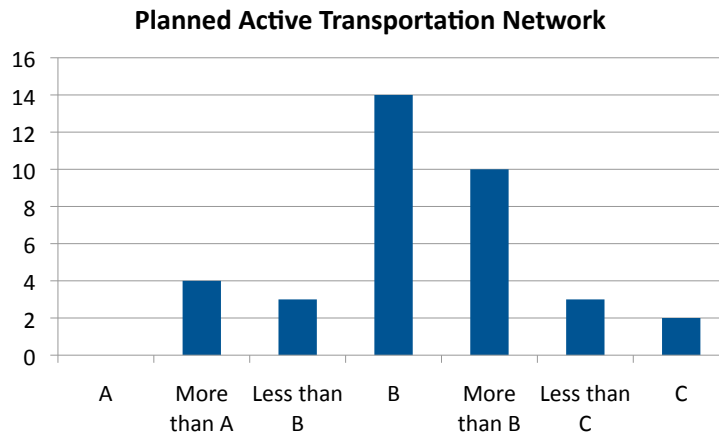


Straw poll results from April 11  
joint JPACT/MPAC meeting

11

## PLANNED ACTIVE TRANSPORTATION NETWORK

Number of participants who voted for each scenario:

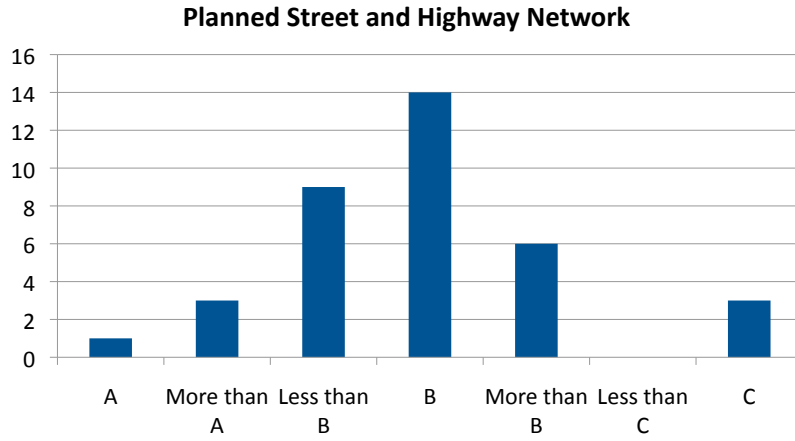


Straw poll results from April 11  
joint JPACT/MPAC meeting

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## PLANNED STREET AND HIGHWAY NETWORK

Number of participants who voted for each scenario:



Straw poll results from April 11  
joint JPACT/MPAC meeting

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## PARKING MANAGEMENT

Number of participants who voted for each scenario:



Straw poll results from April 11  
joint JPACT/MPAC meeting

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## Immediate next steps

<b>WEEK OF APRIL 14</b>	Report results of meeting
<b>MAY 1-5</b>	Members report to county coordinating committees
<b>MAY</b>	TPAC and MTAC shape draft option for consideration on May 30
<b>MAY 30</b>	JPACT and MPAC rec'd on draft preferred approach and begin funding discussion
<b>JUNE 19</b>	Council direction on draft preferred approach

Straw poll results from April 11  
joint JPACT/MPAC meeting

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## Final steps in 2014

<b>JUNE – AUGUST</b>	Staff evaluates draft preferred & develops implementation rec'ds with TPAC and MTAC
<b>SEPTEMBER</b>	Report back results and begin 45-day public comment period
<b>SEPT. – DEC.</b>	Public review of draft preferred approach & final adoption

Straw poll results from April 11  
joint JPACT/MPAC meeting

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## 2014 Metro Council and Regional Advisory Committee Meetings

*This schedule identifies remaining discussions and decision points for shaping and adoption of the Climate Smart Communities preferred approach.*

### SHAPING DRAFT PREFERRED APPROACH

**SPRING 2014**

- April 11** JPACT/MPAC meeting to discuss policy options (*World Forestry Center from 8am to noon*)
- April 16** MTAC receives public engagement report & JPACT/MPAC straw poll results on draft preferred approach
- April 25** TPAC receives public engagement report & JPACT/MPAC straw poll results on draft preferred approach
- May 8** JPACT receives public engagement report & JPACT/MPAC straw poll results on draft preferred approach
- May 12** TPAC/MTAC workshop to shape draft preferred approach (*2:30-5:00 p.m., Council chamber*)
- May 13** Council work session on April 11 straw poll results and May 30 joint JPACT/MPAC meeting
- May 14** MPAC receives public engagement report & JPACT/MPAC straw poll results on draft preferred approach
- May 21** MTAC makes recommendation to MPAC on draft preferred approach
- May 23** TPAC makes recommendation to JPACT on draft preferred approach
- May 30** JPACT/MPAC meeting to make recommendation to Metro Council on draft preferred approach to test, subject to final evaluation and public review (***World Forest Center from 8am to noon***)
- June 10** Council work session to discuss JPACT and MPAC recommendation on draft preferred approach
- June 12** JPACT discussion on Health Impact Assessment conducted by Oregon Health Authority
- June 19** Council direction to staff on draft preferred approach to test and next steps for adoption (Resolution)
- June 25** MPAC discussion on Health Impact Assessment conducted by Oregon Health Authority

### EVALUATION OF DRAFT PREFERRED APPROACH

**SUMMER 2014**

- June 16** TPAC/MTAC workshop on model inputs to evaluate draft preferred approach (*2-5 p.m., Council chamber*)
- July 25** TPAC discussion on proposed RFP amendments and near-term implementation recommendations
- Aug. 6** MTAC discussion on proposed RFP amendments and near-term implementation recommendations
- Aug. 18** TPAC/MTAC workshop on draft preferred approach evaluation (*2-5 p.m., Council chamber*)
- Aug. 29** TPAC discussion on evaluation results and public review draft preferred approach
- Sept. 2** Council discussion on evaluation results and public review draft preferred approach
- Sept. 3** MTAC discussion on evaluation results and public review draft preferred approach
- Sept. 10** MPAC discussion on evaluation results and public review draft preferred approach
- Sept. 11** JPACT discussion on evaluation results and public review draft preferred approach

**FINAL ADOPTION PROCESS FOR PREFERRED APPROACH**

**FALL 2014**

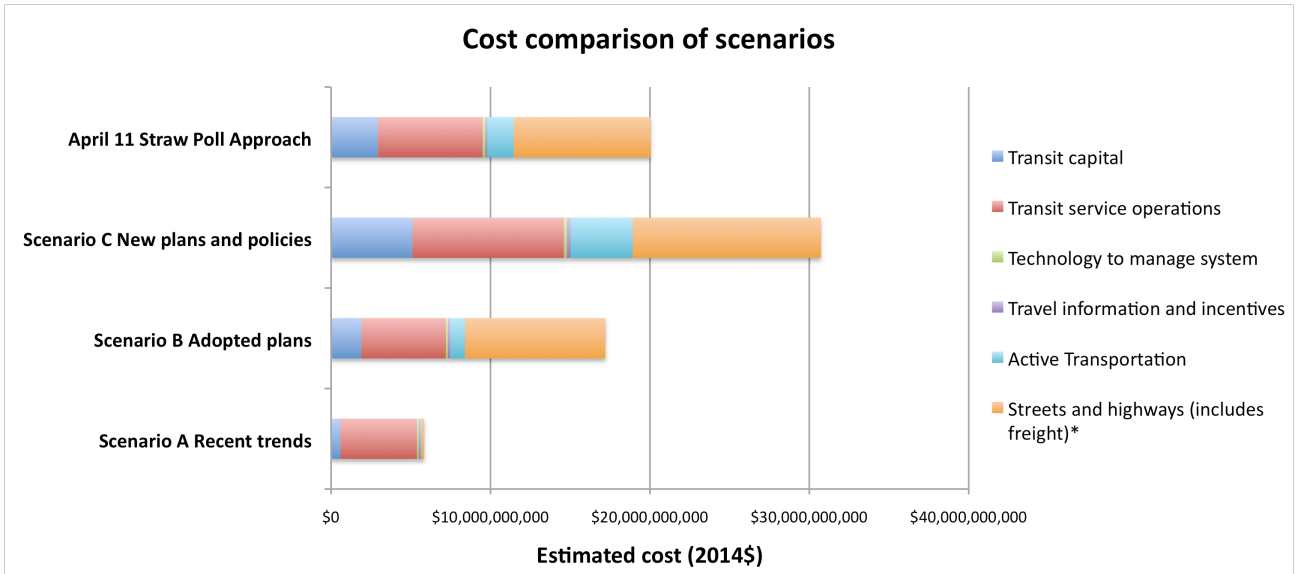
*Note: A 45-day comment period will be held from Sept. 18 – Nov. 3, 2014.*

- Sept. 18** Council hearing/first reading (Ordinance) on recommended preferred approach
- Sept. 26** TPAC discussion on recommended preferred approach
- Oct. 15** MTAC begins discussion of recommendation to MPAC
- Oct. 31** TPAC begins discussion of recommendation to JPACT
- Oct. 7** Council discussion on public comments, potential refinements *(if needed)*
- Oct. 9** JPACT discussion on public comments, potential refinements & recommendation to the Metro Council
- Oct. 22** MPAC discussion on public comments, potential refinements & recommendation to the Metro Council
- Nov. 11** Council discussion of public comments on recommended preferred approach and potential refinements
- Nov. 12** MPAC discussion on public comments, potential refinements & recommendation to the Metro Council
- Nov. 13** JPACT discussion on public comments, potential refinements & recommendation to the Metro Council
- Nov. 19** MTAC makes recommendation to MPAC on adoption of the preferred approach
- Nov. 21** TPAC makes recommendation to JPACT on adoption of the preferred approach
- Dec. 9** Council discussion of public comments on recommended preferred approach and potential refinements
- Dec. 10** MPAC recommendation to the Metro Council on adoption of the preferred approach
- Dec. 11** JPACT recommendation to the Metro Council on adoption of the preferred approach
- Dec. 18** Council action MPAC and JPACT recommendations on adoption of the preferred approach (Ordinance)

### ATTACHMENT 3. ADDITIONAL BACKGROUND INFORMATION ON COSTS

Figure 1 summarizes the estimated cost of the three scenarios tested in 2013 and the April 11 straw poll approach. The draft approach reflects the average level of investment selected through the April 11 MPAC/JPACT straw poll.

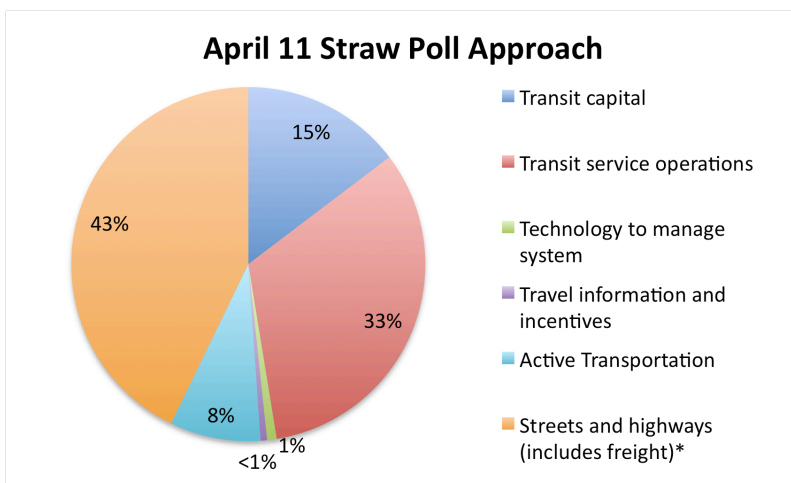
**Figure 1. Cost comparison of April 11 Straw Poll and Scenarios A, B and C**



\* does not include road-related maintenance costs.

Figure 2 displays the share of investment for each policy area identified in the April 11 straw poll approach.

**Figure 2. Share of each policy area by cost**



TPAC AND MTAC DISCUSSION DRAFT						May 16, 2014				
Comparison of Scenario Costs - A starting point to provide context for shaping draft approach										
	Estimated costs					Estimated annual cost per capita (2014\$) to give sense of scale				
	Scenario A Recent trends	Scenario B Adopted plans	Scenario C New plans & policies	April 11 Straw Poll Approach	May 16 Draft Approach	Scenario A	Scenario B	Scenario C	April 11 Straw Poll Approach	May 16 Draft approach
Transit capital	\$590 million	\$1.9 billion	\$5.1 billion	\$2.9 billion	\$2.9 billion	\$ 16	\$ 51	\$ 137	\$ 79	\$ 79
Transit service operations	\$4.8 billion	\$5.3 billion	\$9.5 billion	\$6.6 billion	\$6.6 billion	\$ 129	\$ 143	\$ 256	\$ 177	\$ 177
Technology	\$113 million	\$135 million	\$193 million	\$173 million	\$193 million	\$ 3	\$ 4	\$ 5	\$ 5	\$ 5
Information	\$99 million	\$124 million	\$234 million	\$121 million	\$234 million	\$ 3	\$ 3	\$ 6	\$ 3	\$ 6
Active Transportation	\$57 million	\$948 million	\$3.9 billion	\$1.7 billion	\$948 million	\$ 2	\$ 26	\$ 105	\$ 45	\$ 26
Streets and highways (includes freight)*	\$162 million	\$8.8 billion	\$11.8 billion	\$8.6 billion	\$8.8 billion	\$ 4	\$ 237	\$ 318	\$ 231	\$ 237
<b>Total</b>	<b>\$6 billion</b>	<b>\$17 billion</b>	<b>\$31 billion</b>	<b>\$20 billion</b> rounded	<b>\$20 billion</b> rounded	<b>Total \$ 157</b>	<b>\$ 464</b>	<b>\$ 828</b>	<b>\$ 540</b>	<b>\$ 530</b>
* does not include roadway OMP costs						<i>Assumptions:</i> 25 year period (2010-2035) 2010 UGB population (1,484,026) Numbers are rounded to nearest dollar.				
<b>Methodology for calculating estimated cost of April 11 straw poll approach</b>										
Transit capital costs:										
	<b>C</b>	<b>C-</b>	<b>B+</b>	<b>B</b>						
<b>April 11 transit capital</b>	\$ 5,100,000,000	\$ 4,100,000,000	\$ 3,000,000,000	\$ 1,900,000,000	\$ 1,100,000,000	(Difference between B to C divided by 3 - rounded)				
			<b>\$ 2,940,000,000</b>		4.9/5*\$3 billion					
Transit service operations costs										
	<b>C</b>	<b>C-</b>	<b>B+</b>	<b>B</b>						
<b>April 11 transit service</b>	\$ 9,500,000,000	\$ 8,100,000,000	\$ 6,700,000,000	\$ 5,300,000,000	\$ 1,400,000,000	(Difference between B to C divided by 3 - rounded)				
			<b>\$ 6,566,000,000</b>		4.9/5*\$5.3 billion					
Technology costs										
	<b>C</b>	<b>C-</b>	<b>B+</b>	<b>B</b>						
<b>April 11 technology</b>	\$ 193,000,000	\$ 173,000,000	\$ 154,000,000	\$ 135,000,000	\$ 19,000,000	(Difference between B to C divided by 3 - rounded)				
		<b>\$ 173,000,000</b>			6/6*\$173 million					
Information costs										
	<b>C</b>	<b>C-</b>	<b>B+</b>	<b>B</b>						
<b>April 11 travel information</b>	\$ 234,000,000	\$ 198,000,000	\$ 161,000,000	\$ 124,000,000	\$ 37,000,000	(Difference between B to C divided by 3 - rounded)				
				<b>\$ 120,900,000</b>	3.9/4*\$124 million					
Active transportation										
	<b>C</b>	<b>C-</b>	<b>B+</b>	<b>B</b>						
<b>April 11 active transportation</b>	\$ 3,900,000,000	\$ 2,916,000,000	\$ 1,932,000,000	\$ 948,000,000	\$ 984,000,000	(Difference between B to C divided by 3 - rounded)				
			<b>\$ 1,661,520,000</b>		4.3/5*\$1.9 billion					
Streets and highways										
	<b>C</b>	<b>C-</b>	<b>B+</b>	<b>B</b>						
<b>April 11 streets and highways</b>	\$ 11,800,000,000	\$ 10,800,000,000	\$ 9,800,000,000	\$ 8,800,000,000	\$ 1,000,000,000	(Difference between B to C divided by 3 - rounded)				
				<b>\$ 8,580,000,000</b>	3.9/4*\$8.8 billion					

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE ) RESOLUTION NO. 14-XXXX  
SOUTHWEST CORRIDOR HIGH CAPACITY )  
TRANSIT DESIGN OPTIONS, )  
COMPLEMENTARY MULTIMODAL ) Introduced by Councilor Craig Dirksen and  
PROJECTS AND POTENTIAL STATION ) Councilor Bob Stacey  
LOCATIONS FOR FURTHER STUDY

WHEREAS, the Metro Council identified the Southwest Corridor, located between downtown Portland and Sherwood, as the region's top priority for consideration for a high capacity transit investment based on the 2009 Regional High Capacity Transit System Plan;

WHEREAS, in December 2011, the Southwest Corridor Plan Steering Committee, including representatives of the cities and counties in the corridor, as well as Metro, TriMet and ODOT, adopted a charter agreeing to use a collaborative and publicly inclusive approach to develop the Southwest Corridor Plan;

WHEREAS, the Southwest Corridor Plan process is intended to lead to the adoption of a locally preferred alternative under the National Environmental Policy Act of 1969 (NEPA) for a high capacity transit investment in the Southwest Corridor, and consideration of the Southwest Corridor Plan as an amendment to Metro's Regional Transportation Plan;

WHEREAS in fall 2013, along with each of the Southwest Corridor Plan partner jurisdictions, the Metro Council endorsed the *Southwest Corridor Shared Investment Strategy* (Metro Council Resolution No. 13-4468A) and directed staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit alternatives and local connections in the Southwest Corridor, along with associated roadway, active transportation and parks/natural resource projects that support the land use vision for the corridor, as described in the *Southwest Corridor Shared Investment Strategy*;

WHEREAS the Southwest Corridor Plan Steering Committee and its project partners have organized three community planning forums, three design workshops, a business summit, and three online questionnaires in order to gather public input and help further refine and analyze potential impacts of over 60 high capacity transit design options, 66 associated multimodal projects, and 30 potential station areas in the corridor;

WHEREAS, as a result of this work, the Southwest Corridor Plan Steering Committee created the *Southwest Corridor Transit Design Options*, which sets forth a range of the most promising high capacity transit design options and associated roadway, bicycle and pedestrian improvements and potential station locations in the corridor that support the Southwest Corridor land use vision;

WHEREAS, on June 9, 2014, the Steering Committee unanimously adopted the *Southwest Corridor Transit Design Options* and recommended that its transportation alternatives be further analyzed through an official NEPA process;

WHEREAS, the Southwest Corridor project partners have committed to collaboratively fund further study of the options set forth in *Southwest Corridor Transit Design Options* under NEPA, as demonstrated in the actions of their governing bodies;

WHEREAS, the Metro Council has considered the support of local and agency partners in the corridor for the *Southwest Corridor Transit Design Options*, and the public comments and public testimony it has received regarding the Southwest Corridor Plan;

WHEREAS, the Metro Council's adoption of the *Southwest Corridor Transit Design Options* for further study under NEPA is not intended to be a binding land use decision, but instead directs continued study which could result in future consideration of a locally preferred alternative under NEPA and appropriate plan and code amendments for possible adoption and implementation; now therefore

BE IT RESOLVED that the Metro Council, in order to support the Southwest Corridor land use vision and address current and future transportation needs in the corridor, adopts the *Southwest Corridor Transit Design Options*, attached as Exhibit A, and directs staff to study the *Southwest Corridor Transit Design Options* under the National Environmental Policy Act in collaboration with the Southwest Corridor Plan project partners and with the involvement of stakeholders and public, as has been done in earlier phases of this project.

ADOPTED by the Metro Council this 26<sup>th</sup> day of June, 2014.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney