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Metro | *Agenda*

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, June 12, 2014
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

7:30 AM	**1.**		**CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS**	**Craig Dirksen, Chair**
7:35 AM	**2.**		**CITIZEN COMMUNICATIONS ON JPACT ITEMS**	
7:40 AM	**3.**		**UPDATES FROM THE CHAIR & COMMITTEE MEMBERS** • RTP/MTIP Air Quality Conformity Analysis • May 30 MPAC/JPACT Recommendation on CSC • ACT Update - Councilor Collette • Transportation for America - Andy Cotugno	**Craig Dirksen, Chair**
7:45 AM	**4.**	*	**CONSIDERATION OF THE MINUTES FOR MAY 8, 2014**	**Craig Dirksen, Chair**
7:50 AM (25 Min)	**5.**	*	Southwest Corridor Steering Committee Recommendation to move forward into Draft Environmental Impact Statement (DEIS) -ACTION: Recommendation to Council	**Malu Wilkinson, Metro**
8:15 AM (30 Min)	**6.**	*	Climate Smart Communities Scenarios Project – Discuss findings and recommendations from Health Impact Assessment – Oregon Health Authority – INFORMATION / DISCUSSION	**Kim Ellis, Metro** **Andrea Hamberg, Oregon Health Authority**
8:45 AM (15 Min)	**7.**		2015 State Transportation Package: JPACT Policy Development Process - INFORMATION	**Craig Dirksen, Chair**
9 AM	**8.**		**ADJOURN**	**Craig Dirksen, Chair**

Upcoming JPACT meetings:
- **June 12** – JPACT Meeting
- **July 10** – JPACT Meeting
- **August 14, 2014 Meeting / Guest: Congressman Earl Blumenauer**

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

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Continued on back…

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2014 JPACT Work Program
6/4/2014

May 8, 2014	**June 12, 2014**
• Preliminary approval of the 2014 Regional Transportation Plan pending air quality conformity determination and public comment period – Action • Metropolitan Planning Area Boundary Update – Action • Regional Travel Options Program Evaluation Grant Allocation Process – Information • Climate Smart Communities Scenarios: Preview of draft public engagement report and emerging ideas for draft preferred approach – Information/ discussion FYI: Friday, May 30, Joint MPAC/JPACT Meeting *Climate Smart Communities Scenarios Project: Approval of draft preferred approach, subject to final evaluation and public review (Step 5) – Recommendation to the Metro Council* FYI: May 14-17, WTS International Annual Conference, Portland OR	• Climate Smart Communities Scenarios Project – Discuss findings and recommendations from Health Impact Assessment – Oregon Health Authority - Information/Discussion • Southwest Corridor Steering Committee Recommendation to move forward into Draft Environmental Impact Statement (DEIS) ACTION: Recommendation to Council (20 Minutes) (Staff Presenter: Malu Wilkinson) (Added 4/7) • Transportation for America (Andy Cotugno) FYI: Public comment period on Air Quality Conformity Analysis and the Title VI Environmental Justice Analysis for the draft 2014 Regional Transportation Plan and the 2015-18 MTIP, May 16 – June 15

July 10, 2014 • 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment – Action: request for approval (**First on the Agend**a) • 2014 RTP and 2015-2018 MTIP Air Quality Conformity Determination – Action: request for approval (?) **(Second on the Agenda)** • Approval of Active Transportation Plan – Action Requested: Adoption of Resolution • Adopt the 2014 Regional Transportation Plan – Action • 2015-18 Metropolitan Transportation Improvement Program – Action • 2015 Transportation Funding Package (Randy Tucker) • *State & Federal Transportation Initiatives / Guest: Craig Campbell (15 Minutes) (Per Randy T. & Andy C.)* FYI: National Assoc. of Counties (NACo) Annual Conference,	**August 14, 2014** • Climate Smart Communities Scenarios Project: Discuss near-term implementation recommendations (Step 6)– Information/Discussion • Streetcar Evaluation Model: 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 • *State & Federal Transportation Initiatives / Guest: Congressman Blumenauer(Per Randy T. and Andy C.)*
September 11, 2014 • Climate Smart Communities Scenarios Project: Discuss evaluation results and public review draft preferred approach (Step 7) – Information/Discussion FYI: A 45-day comment period is planned from Sept. 18 to Nov. 3, 2014 on the public review draft preferred approach. FYI: 2014 Rail~Volution, Minneapolis, MN, September 21 – 24	**October 9, 2014** • Climate Smart Communities Scenarios Project: Step 7 – Discussion on public comments, potential refinements and recommendation to Metro Council.
November 13, 2014 • *Climate Smart Communities: Continued discussion on public comments, potential refinements and recommendation to Metro Council* FYI: National League of Cities Congress of Cities and Exposition, Austin, TX, November 18 - 22	**December 11, 2014** • Kaiser Permanente Healthcare Advocacy Kick-Off / Walking, Biking & Active Transportation" (Added 5/16 per Beth Cohen) • Climate Smart Communities Scenarios Project: Adoption of the preferred approach (Step 8) – Recommendation to the Metro Council requested

Parking Lot:

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

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Metro | *Memo*

DATE: June 3, 2014

TO: MPAC, JPACT and interested parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Climate Smart Communities Scenarios Project: May 30 MPAC and JPACT Recommendation to the Metro Council on A Draft Approach For Testing

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PURPOSE

This memo transmits the May 30 MPAC/JPACT recommendation to the Metro Council on the draft approach to test this summer for your information. The Metro Council will be requested to formally act on JPACT and MPAC 's recommendation on June 19 to direct staff to move forward with testing the draft approach 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 project continues to engage community, business, public health and elected leaders in a discussion to shape and adopt a preferred approach that meets the state mandate and supports local and regional plans for investments in downtowns, main streets and employment areas.

In February 2014, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (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, and 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.

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 in a discussion guide, including estimated implementation costs, potential benefits and impacts, and a comparison of the relative climate benefits and cost of six policy areas.

CHANGES SINCE MPAC AND JPACT LAST CONSIDERED THIS ITEM

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

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

- MTAC and TPAC further refined their recommendation to MPAC and JPACT on May 21 and May 23, respectively. The refinements included better connecting their recommendations for a draft approach for testing to the 2014 Regional Transportation Plan (RTP) that is scheduled for adoption in July. The 2014 RTP reflects local, regional and state priorities that are updated from what was tested last year in Scenario B and Scenario C.

- On May 30, a joint meeting of the MPAC and JPACT was held to review additional cost information, public input, the April 11 straw poll results and recommendations from MTAC and TPAC on a draft approach for testing. After discussion of each recommendation, the committees took a poll. The committees unanimously recommended forwarding the results of the May 30 poll to the Metro Council as the draft approach recommended for staff testing this summer. The recommendation on the draft approach for testing is summarized in Attachment 1. More information on the poll results is included in Attachment 2.

<u>Attachments</u>

- Attachment 1. MPAC/JPACT Recommendation to the Metro Council on A Draft Approach for Testing (dated May 30, 2014)
- Attachment 2. May 30 MPAC/JPACT Meeting Poll Results (audited 5/31/14)

May 30, 2014

MPAC and JPACT recommendation to the Metro Council on a draft approach for testing

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 recommendations below (#1-9) are intended to provide project staff with sufficient direction to move forward with testing a draft approach that will be subject to further discussion and potential refinement after analysis. They do not serve as an endorsement of the draft approach. The recommendations also reflect transitioning from Scenarios A, B and C to begin incorporating updated local, regional and state priorities from the 2014 Regional Transportation Plan (RTP) into the region's draft preferred approach.

RECOMMENDATION #1

Assume implementation of adopted regional and local plans, including the 2040 Growth Concept and local zoning, comprehensive plans and transportation plans.

- Ensure local priorities as defined in adopted local land use and transportation plans and the 2014 Regional Transportation Plan (RTP) are reflected in the analysis.
- 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.

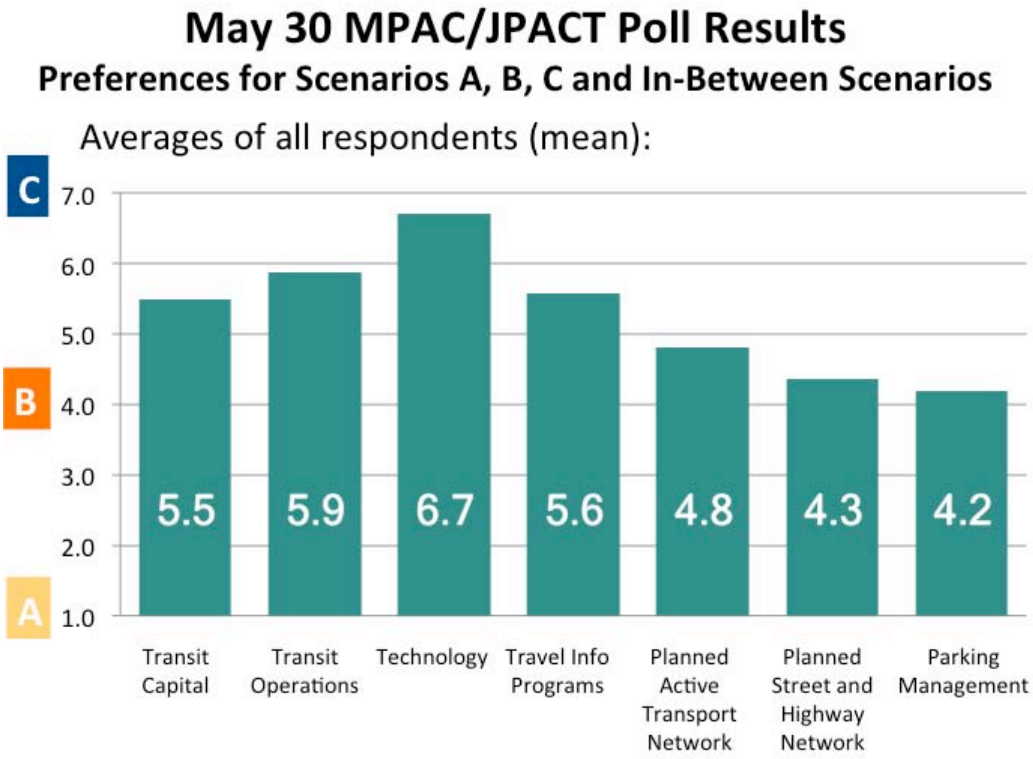
RECOMMENDATION #2

Assume state transition to cleaner fuels, more fuel-efficient vehicles and pay-as-you-drive insurance, as put forth by state agencies.

- 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. More recent information shows Oregon is on track to meet the vehicle technology and fuel economy assumptions; however more progress is needed to remove the 2015 sunset on low carbon fuels standard.
- Assume the Statewide Transportation Strategy Vision assumptions for pay-by-the-mile vehicle insurance for 2035.

RECOMMENDATION #3

Considering public input, cost, climate benefit and the region's six desired outcomes, the following levels of investment are recommended for the draft approach for testing:



More information about the recommendation for each policy area is summarized below to guide staff on the development and evaluation of the draft approach recommended for testing.

A. MAKE TRANSIT MORE CONVENIENT, FREQUENT, ACCESSIBLE AND AFFORDABLE

- Assume a "More than Scenario B" level of investment for transit capital. This level of investment is reflected in the 2014 RTP financially constrained system of transit capital investments, which includes the next priority high capacity transit corridors being planned for in the region and updated local, regional and state priorities identified during the 2014 RTP update.
- Assume a "Less than Scenario C" level of investment for transit operations that includes service enhancements and 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. For purposes of analysis, this level of investment reflects approximately 9,200 revenue hours of service (a 64% increase in revenue hours from 2010 levels).

B. USE TECHNOLOGY TO ACTIVELY MANAGE THE TRANSPORTATION SYSTEM

- Assume a "Scenario C" level of investment, recognizing the effectiveness and relatively low cost of this policy area and its ability to leverage investments and enhance the effectiveness of other policy areas.
- Target investments in technology to capital and operational investments in roads, transit, active transportation and parking management. For example, implement transit signal priority on frequent bus routes or use cameras linked to a traffic operations center to deploy incident response patrols to quickly clear breakdowns and crashes on the freeway system.

C. PROVIDE INFORMATION AND INCENTIVES TO EXPAND THE USE OF TRAVEL OPTIONS

- Assume a "More than B Scenario" level of investment recognizing the effectiveness and relatively low cost of this policy area and its ability to leverage investments and enhance the effectiveness of other policy areas. Success of this policy area is also contingent on the availability of transit and other travel options in areas targeted with these programs.
- Target investments in travel information and incentives to leverage and enhance the effectiveness of capital and operational investments in transit, active transportation and parking management to increase awareness and use of travel options in areas assumed to have new transit service, a new trail connection, or electric vehicle charging stations.
- The region has successfully implemented these policies and programs, but could accomplish more with expanded coordination, public-private partnerships and resources directed to local governments, employers, transportation management associations and transit agencies to support their implementation efforts.

D. MAKE BIKING AND WALKING MORE SAFE AND CONVENIENT

- Assume a "More than Scenario B" level of investment. This level of investment reflects the 2014 RTP financially constrained system of active transportation investments and represents updated local, regional and state priorities identified during the 2014 RTP update.

E. MAKE STREETS AND HIGHWAYS MORE SAFE, RELIABLE AND CONNECTED

- Assume a "More than Scenario B" level of investment. This level of investment reflects the 2014 RTP financially constrained system of street, highway, bridge, and street-related freight investments and represents updated local, regional and state priorities identified during the 2014 RTP update. It should be noted that investments aimed at improving streets or building new street connections will also include bicycle and pedestrian facilities, further completing the active transportation network.

F. MANAGE PARKING TO MAKE EFFICIENT USE OF PARKING RESOURCES

- Assume the parking management approach reflected in Scenario B, which links higher levels of parking management to the availability of high capacity transit, frequent bus service and active transportation in 2040 centers. This approach is also assumed in the 2014 RTP.

- Conduct a sensitivity test of the draft approach by analyzing a second version that assumes no change to parking management (as tested in Scenario A) and a third version that assumes the parking management approach used in Scenario C. The sensitivity test is intended to help build understanding of the range of parking management approaches available for each community and inform the tradeoffs between level of effort and ability to leverage and enhance the effectiveness of investments in other policy areas. The sensitivity test should be designed to fit within available time and resources.

- Parking management approaches include completing an assessment of parking usage and supply, building shared public parking in growing areas served by high capacity transit and frequent bus service, reducing/removing minimum parking requirements or setting maximum parking requirements in downtowns and transit-oriented developments, providing bicycle parking and restricting on-street parking time limits or installing parking meters in areas served by high quality transit and active transportation options. [1]

RECOMMENDATION #4
Project staff should work with MTAC and TPAC to conduct the evaluation during the summer and develop more detailed and locally-tailored modeling assumptions that reflect the draft approach. The evaluation should 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.

RECOMMENDATION #5
Project staff should report the results in September, including:

- the estimated greenhouse gas emissions reduction of each policy area to demonstrate the climate return on investment

- the potential benefits and impacts on household and freight travel costs, jobs, work force access to transit, physical activity, air pollution and other key outcomes reported in Phase 2

- the cost of implementation and, recognizing financing data limitations, any funding gap between the draft approach, current funding levels and the 2014 RTP 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.

RECOMMENDATION #6
Project staff should work with MTAC and TPAC 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.

[1] See *Parking Made Easy*, a handbook developed for local governments, for more information at: http://www.oregon.gov/LCD/TGM/docs/parkingprimerfinal71213.pdf

RECOMMENDATION #7

Project staff should prepare a near-term implementation plan that describes future actions (post 2014) that are needed to implement the preferred approach. This could include developing a shared agenda seeking transportation funding during the 2015 legislative session and advocating for state actions to achieve fleet and technology advancements. 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. A draft framework is provided for reference.

DRAFT

Near-Term Implementation Plan Framework – A Starting Point

I. Policy tools
- State policy
- Regional policy
- Local policy
- Regulatory

II. Funding tools
- Federal resources
- State resources
- Regional resources
- Local resources
- Public/private models

III. Programmatic tools
- TriMet Service Enhancement Plans
- SMART Master Plan and travel options programs
- Regional travel options program
- Local programs

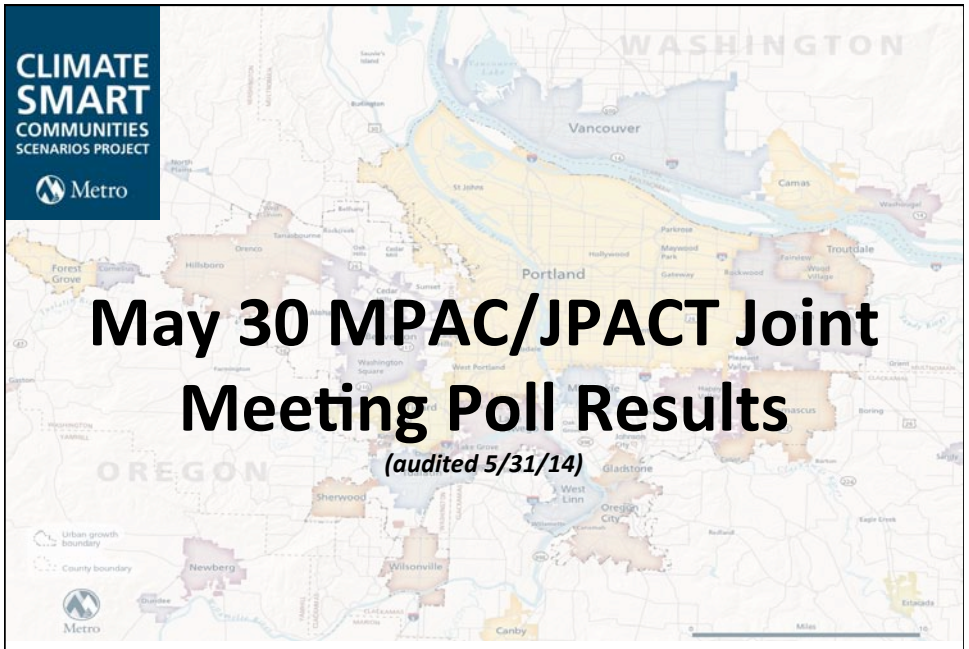
IV. Engagement and education tools
- Advocacy for funding
- Advocacy for cleaner, low carbon fuels and technology advancements
- Community engagement

RECOMMENDATION #8

Project staff should provide opportunities for further refinement of the draft approach during Fall 2014, prior to final action by the Metro Council in December 2014.

RECOMMENDATION #9

Project staff should provide opportunities for more discussion of what potential funding mechanisms should be considered to help pay for the investments and actions recommended in the preferred approach the Metro Council considers for adoption in December 2014. The discussions could lead to development of recommendations for continuing these finance discussions beyond the Climate Smart Communities Scenarios Project.


CLIMATE SMART COMMUNITIES SCENARIOS PROJECT
Metro
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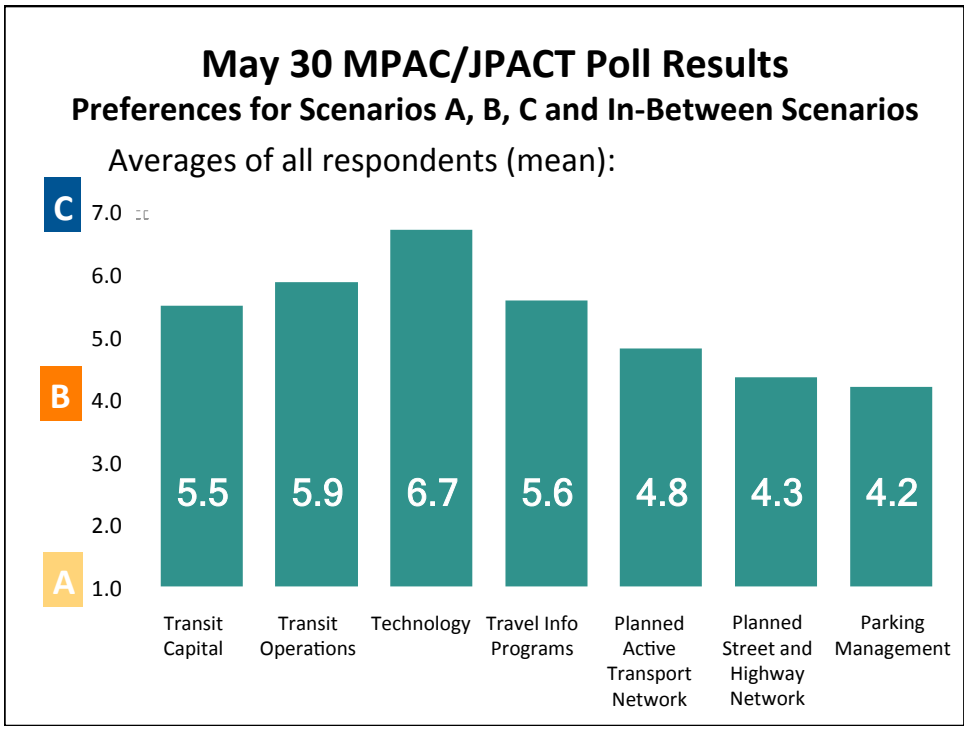
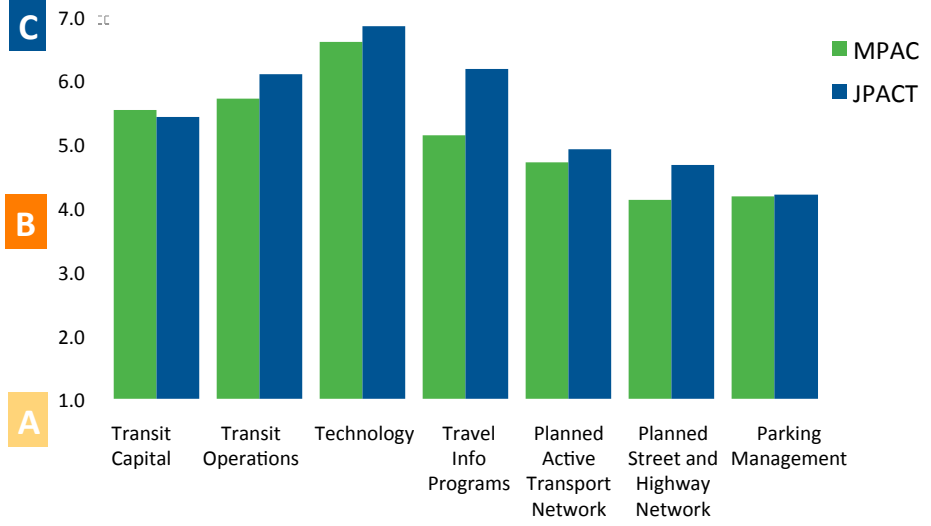
May 30 MPAC/JPACT Joint Meeting Poll Results
(audited 5/31/14)
1


May 30 MPAC/JPACT Poll Results
Preferences for Scenarios A, B, C and In-Between Scenarios
Averages of all respondents (mean):
C
B
A
7.0
6.0
5.0
4.0
3.0
2.0
1.0
5.5
5.9
6.7
5.6
4.8
4.3
4.2
Transit Capital
Transit Operations
Technology
Travel Info Programs
Planned Active Transport Network
Planned Street and Highway Network
Parking Management

May 30 MPAC/JPACT Poll Results

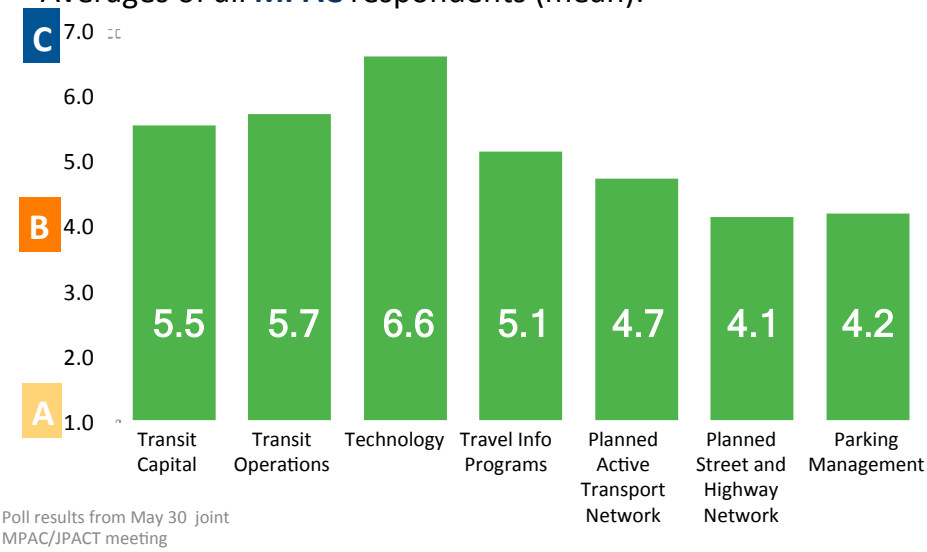
Preferences for Scenarios A, B, C and In-Between Scenarios

Comparison of Averages for **MPAC** and **JPACT**:



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

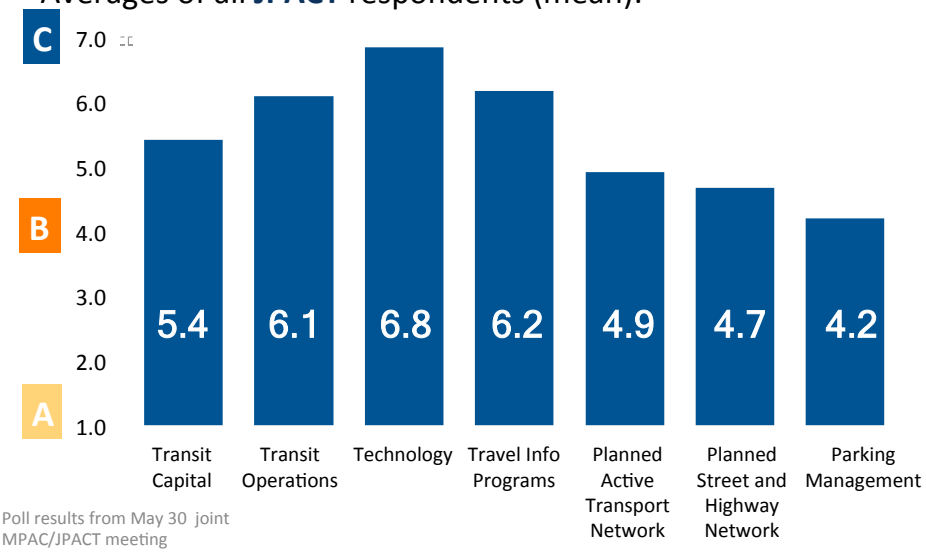
Averages of all **MPAC** respondents (mean):



Poll results from May 30 joint MPAC/JPACT meeting

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

Averages of all **JPACT** respondents (mean):



Poll results from May 30 joint MPAC/JPACT meeting

May 30 MPAC/JPACT Poll Results

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

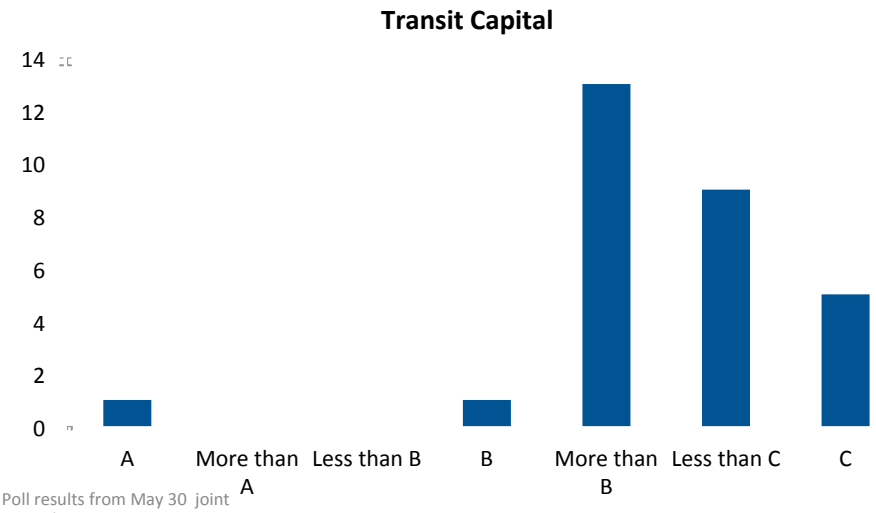
Ranges of Responses for Each Component

Number of participants who voted for each scenario:

	Transit Capital	Transit Operations	Technology	Travel Information Programs	Planned Active Transport Network	Planned Street and Highway Network	Parking
C	5	7	25	15	0	0	2
Less than C	9	13	3	2	5	2	1
More than B	13	7	0	3	18	12	7
B	1	2	0	4	4	12	13
Less than B	0	0	0	2	0	1	0
More than A	0	0	0	0	1	1	2
A	1	0	1	2	1	1	2
Total Responses	**29**	**29**	**29**	**28**	**29**	**29**	**27**

Transit capital

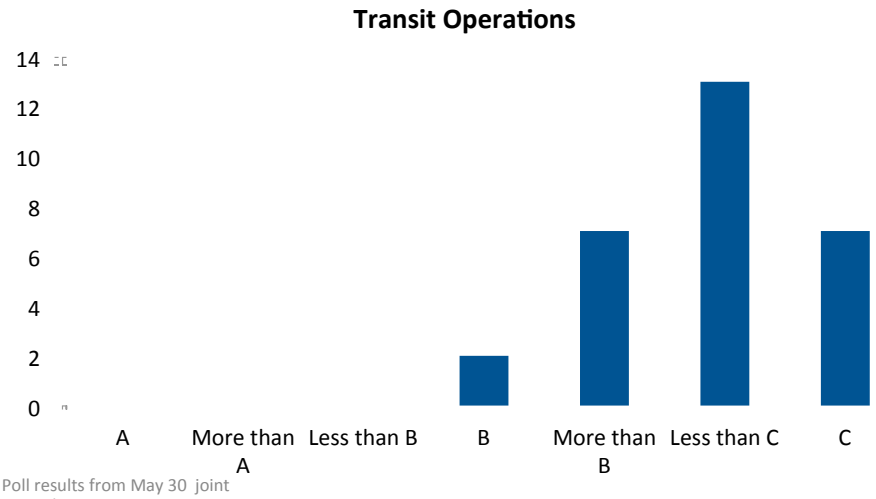
Number of participants who voted for each scenario:



Poll results from May 30 joint MPAC/JPACT meeting

Transit operations

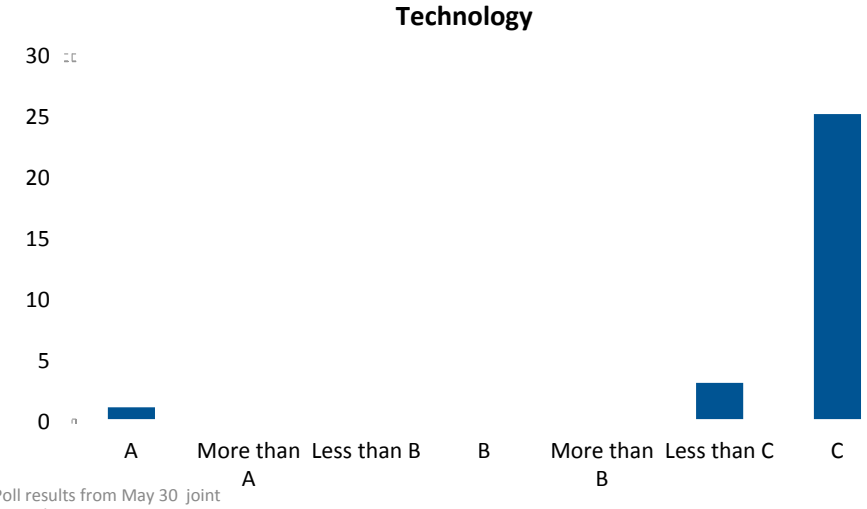
Number of participants who voted for each scenario:



Poll results from May 30 joint MPAC/JPACT meeting

Technology

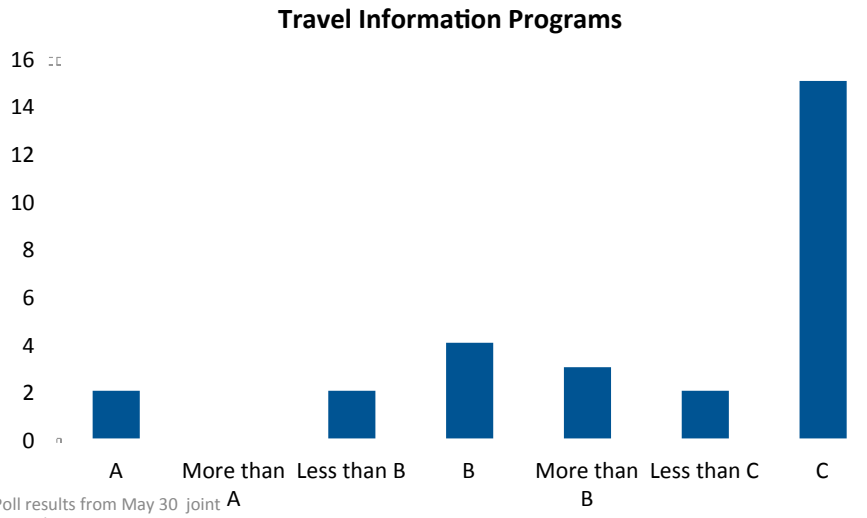
Number of participants who voted for each scenario:



Poll results from May 30 joint MPAC/JPACT meeting

Travel information and incentives

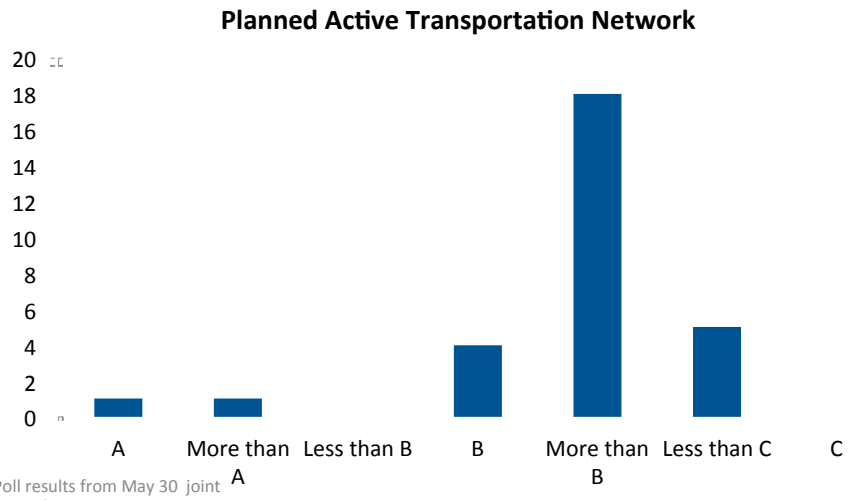
Number of participants who voted for each scenario:



Poll results from May 30 joint MPAC/JPACT meeting

Active transportation

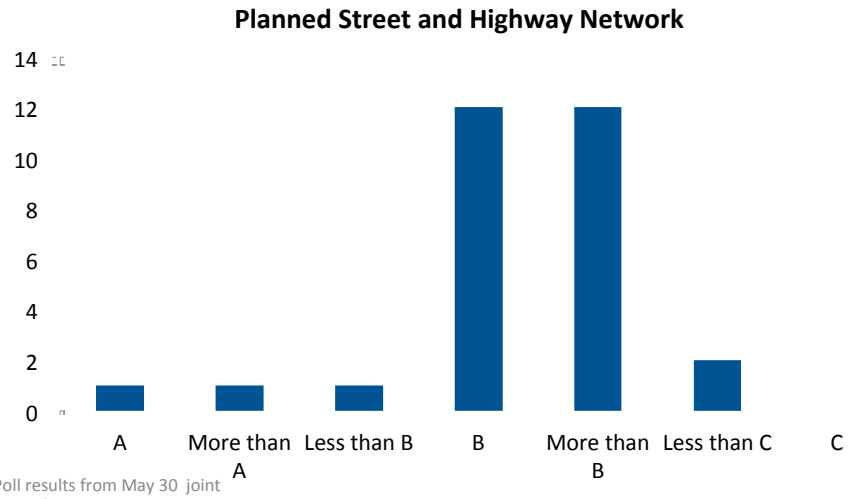
Number of participants who voted for each scenario:



Poll results from May 30 joint MPAC/JPACT meeting

Streets and Highways

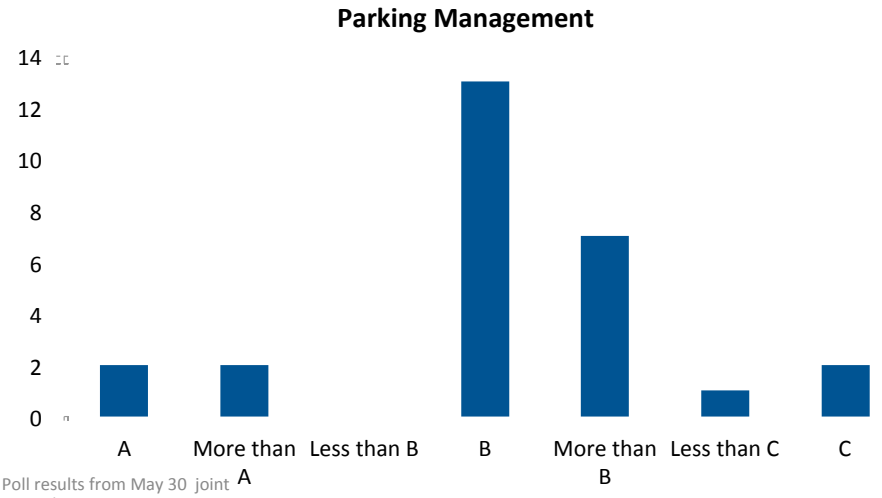
Number of participants who voted for each scenario:



Poll results from May 30 joint MPAC/JPACT meeting

Parking management

Number of participants who voted for each scenario:



Poll results from May 30 joint MPAC/JPACT meeting

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Metro | *Memo*

Date: June 3, 2014
To: JPACT
From: Malu Wilkinson, Metro Southwest Corridor Project Manager
Subject: Recommendation for Southwest Corridor HCT design options to study further

Purpose: Update JPACT on the progress made by the Southwest Corridor Plan Steering Committee. Overview of the recommendation of 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: JPACT members express their support for their colleagues in the Southwest Corridor by supporting Metro Council consideration of the resolution directing further study of a potential transit investment.

The following is information will inform the Steering Committee action scheduled for June 9, 2014.

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 Bus Rapid Transit (BRT) and light rail transit (LRT); 2) at least 50 percent of bus rapid transit in a dedicated transitway; and 3) a route from Portland to Tualatin via Tigard.

During the past year project partner staff has focused on developing: 1) potential transit alignment options consistent with the Steering Committee direction, 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, consultant technical staff and members of the public defined close to 60 HCT alignment options that are consistent with the July 2013 recommendation. The refinement phase has been designed to identify the most promising options for further study in a DEIS to make the most efficient use of limited public funds. Staff from the cities of Portland, Tigard, Tualatin, Durham, Washington County, Metro and the Oregon Department of Transportation (ODOT) worked with the TriMet technical team to develop the HCT alignment options.

HCT alignment options removed in April

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

Draft staff recommendation for HCT alignment options and multimodal projects

Project partner staff developed a recommendation for discussion that included 15 alignment 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 alignment options were highlighted where there wasn't a consensus recommendation among project partners as to whether or not they merit further study. Each of the HCT alignment options was assessed according 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 performance** – effects on roadway operations;
- **transit performance travel time** - assessment of ridership potential and operating costs based on characteristics such as distance and speed;
- **transit performance – accessibility** – assessment of ridership potential based on household and employment access.

Major elements informing a Steering Committee decision

Over the last month project staff have received public input on the discussion draft recommendation and have also explored technical concerns through additional work and analysis that can inform a Steering Committee decision in June. Partner discussions have addressed some concerns and helped to define further questions to focus attention on moving forward.

Public input informing the draft recommendation

The information on public input collected in March and April is available on the Plan's website. The public input collected in May to inform a Steering Committee recommendation on HCT alignment options, complementary multimodal projects and potential station areas to study in a DEIS is summarized in Appendix A. Public meetings in May included: project-sponsored meetings (a Community Planning Forum and a Business Summit, both held in Tigard); project partner-sponsored meetings (e.g., Portland Working Group, Tigard Transportation Advisory Committee and City Center Advisory Commission, Tualatin Planning Commission, etc.); and two citizen-sponsored meetings:

- ***Southwest Neighborhoods Inc. Forum:*** This forum included a panel of four Steering Committee members plus Portland's Mayor Hales and a moderated question and answer format. Approximately 80 people attended and were able to get questions answered and share their thoughts on HCT, multimodal projects and station areas in Southwest Portland.
- ***Tualatin Citizen Involvement Organization meeting:*** Two of Tualatin's CIOs partnered to host a meeting to inform their members about the Southwest Corridor Plan and to give them an opportunity to hear from other perspectives. Metro, TriMet, SMART and John Charles of the Cascade Policy Institute were invited to present with the CIO organizers moderating questions.

Metro and project partners provided the public with an opportunity to give input on the draft recommendation with an online questionnaire. More than 350 people responded and 22% of the comments entered indicated that they supported the draft recommendation in full, while 57% of the comments indicated that they supported the draft recommendation with changes. The percentage of comments indicating that they did not support the draft recommendation at all or did not know was 12% and 9%, accordingly. The comments entered in the online questionnaire on the

draft recommendation, and the comments provided by the public at the May 13 Community Planning Forum and the May 29 Business Summit, are presented and discussed in Appendix A and inform the suggested changes presented in this memo.

PTL recommended changes to discussion draft recommendation

Based on public input and partner discussions, the PTL recommends the Steering Committee consider the following changes to the 5/6/2014 draft recommendation:

1. ***Multimodal project 5009:*** Include the full length of bicycle and pedestrian improvements from Barbur Boulevard to Multnomah Village along Capitol Highway for further study. The City of Portland has completed much of the design work for this project and has identified potential funding sources, which minimizes the environmental work necessary for this project in the DEIS. The project is of high importance to the community, provides a critical connection to Multnomah Village (one of the highest ranked stations based on citizen preference), and is difficult to complete in a phased approach due to the existing conditions of many local streets. Inclusion for further study does not mean the project will necessarily be included as part of a New Starts package but allows for future discussion.
2. ***Multimodal project 9023:*** Include the segment of trail west of Boones Ferry Road to connect to the existing trail near the Tualatin Senior Center.
3. ***Highway 217 overcrossings to Tigard:*** Ensure that a transit crossing over Highway 217 in Tigard (HCT options 5A and 5C) allows for pedestrian, bicycle and motor vehicle accessibility to support Tigard's land use vision of increased connectivity between downtown and future development in the Tigard Triangle. Remove Option 5B: Beveland North due to wetland and traffic concerns identified through project partner discussions, as well as the ability of the alternatives to address the same needs.
4. ***BRT in mixed traffic:*** A chief benefit of BRT as a transit mode is that it can operate in mixed traffic where appropriate. The project should work to minimize placing buses in mixed traffic where congestion is anticipated. One example is bus rapid transit serving Hillsdale in mixed traffic through the town center which would result in reliability concerns and delay during peak traffic times with increased congestion in the future. Therefore BRT through Hillsdale should be studied only with the cut and cover tunnel similar to the tunnel being considered for LRT.

PTL recommended further technical analysis prior to initiating DEIS

The PTL suggests the Steering Committee direct further technical analysis and partner discussions to refine the number of alternatives prior to starting the environmental impact statement on the following options to determine the merits of further study:

5. ***Traffic analysis to assess tie-in options:*** Additional traffic analysis and partner discussion to determine the best approach to tie in to downtown Portland and the existing transit system. For example, with the Naito BRT options (1D & 1E), answer questions such as bus routing on SW Lincoln St, an alignment through the Jackson St. terminus, an alignment on SW 1st Ave connecting to SW Jefferson St. or SW Columbia St. For Barbur BRT and LRT options (1A) & 1B), confirm traffic operations into the transit mall can work successfully with the transit improvements.
6. ***HCT branch service to Tigard and Tualatin:*** Explore opportunities to implement branched service to downtown Tigard and south to Tualatin to achieve operational efficiencies.

PTL recommended questions to address during Scoping

The PTL suggests the Steering Committee direct the following questions be addressed during the initial Scoping phase under NEPA, with the aim to further narrow the HCT design options that receive full environmental analysis to those most reasonable and feasible options:

7. ***OHSU Marquam Hill access:*** Explore options for pedestrian/bicycle access (project 2999) to Marquam Hill from a surface alignment on Barbur (1A) or Naito (1F), including outreach

to neighborhoods, interest groups, OHSU, Portland Parks and Recreation and the Veterans Hospital.

8. ***Medium tunnel that serves Marquam Hill and Hillsdale:*** Explore replacing the short tunnel (2A) that serves Marquam Hill with the medium tunnel that serves Hillsdale (2B). Outreach to communities and stakeholders regarding refined tunnel costs, construction impacts, travel time, ridership and equity issues.
9. ***Hillsdale:*** Explore the benefits as compared to the costs and travel time of directly serving the town center (HCT option 2E) that currently has 8 bus lines, and look at enhanced pedestrian/bicycle connections from Barbur Boulevard.
10. ***Adjacent to I-5:*** Further explore and discuss the tradeoffs of providing HCT adjacent to I-5 (2F) rather than on Barbur Boulevard (2D). The construction cost is higher, property impacts are slightly less, travel time may be improved (with two fewer stations), and opportunities to support the community vision as described the Barbur Concept Plan are minimized. Citizen concerns about an HCT investment on Barbur resulting in further barriers to the community need to be addressed.
11. ***Direct service to Portland Community College – Sylvania:*** Assess the potential of a more robust pedestrian connection from Barbur Boulevard to PCC along SW 53rd Ave while working with PCC and the neighborhood to understand the benefits of direct service for future campus plans. BRT direct service (3A) increases travel time but does not cost significantly more than along Barbur. LRT direct service (3C) requires a cut and cover tunnel at a much higher cost than remaining on Barbur.

Next Steps

The Steering Committee recommendation will be forwarded to the Metro Council for consideration on June 26, 2014. Upon Metro Council action and the completion of intergovernmental agreements for the funding of the DEIS, the project partners will move forward with further study of these HCT alignment options by initiating a Scoping Phase under NEPA. The Steering Committee will be asked to finalize the HCT options that receive full environmental review at the close of project Scoping. Our proposed calendar is outlined below. Project partners are aiming towards a streamlined process that will result in consideration of a Locally Preferred Alternative in 2016.

TPAC representatives recommended to JPACT that the HCT design options move forward to the Metro Council, pending the Southwest Corridor Plan Steering Committee's action in the decision making process. Members support the decision making process and wish to continue receiving updates on the project to further their understanding.

BEFORE THE METRO COUNCIL

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

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

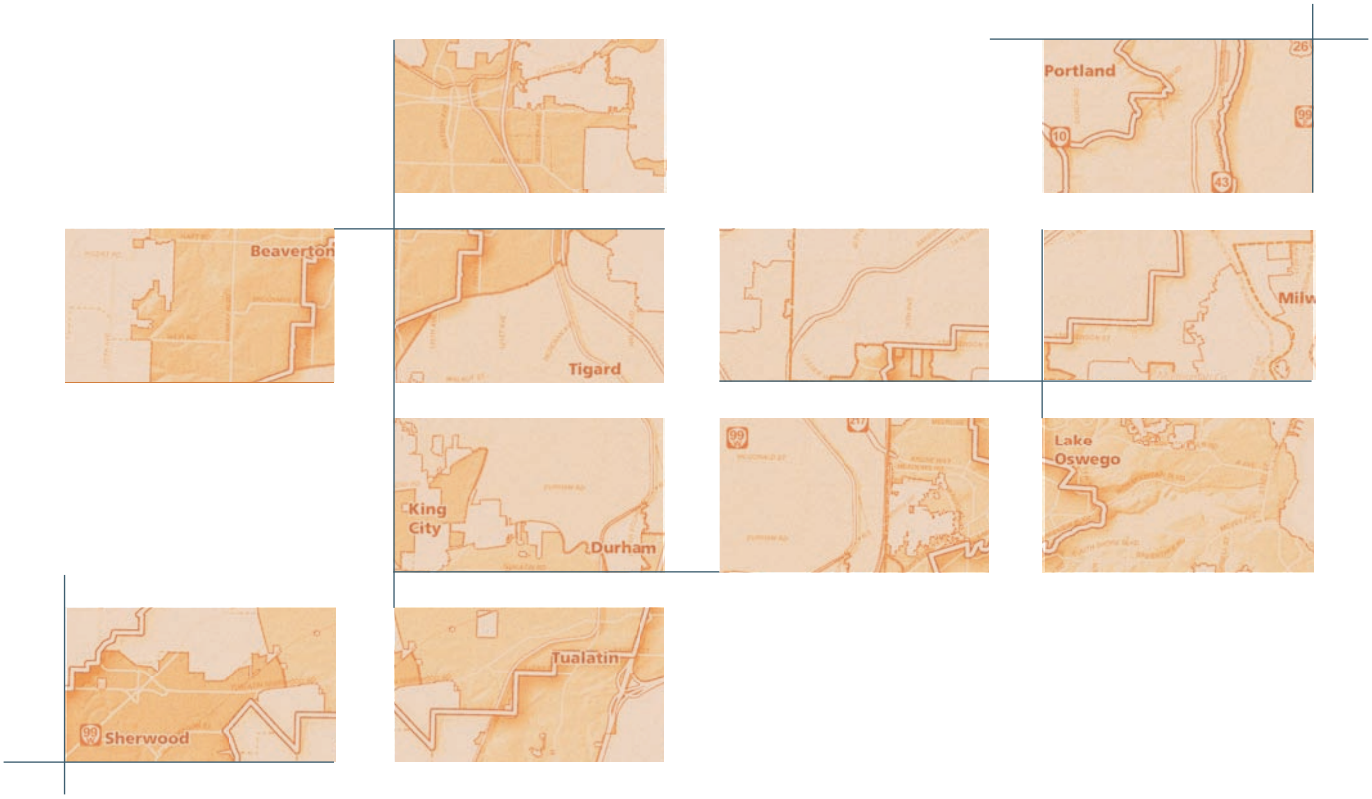
BE IT RESOLVED that the Metro Council, in order to support the Southwest Corridor land use vision and address current and future transportation needs in the corridor, adopts the *Southwest Corridor Transit Design Options*, attached as Exhibit A, and directs staff to study the *Southwest Corridor Transit 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 26th day of June, 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney



GREAT PLACES

SW Corridor Plan

Recommendations on Southwest Corridor high capacity transit design options, complementary multimodal projects and potential station locations for further study

DRAFT JUNE 2, 2014

STEERING COMMITTEE PROJECT PARTNERS

Cities of Beaverton, Durham, King City, Portland, Sherwood, Tigard and Tualatin, Washington County, Oregon Department of Transportation, TriMet and Metro

Overview

As people and employers seek to locate in the Southwest corridor, worsening traffic congestion will impact economic development and livability in the area. In light of this as well as local redevelopment and revitalization goals, the Southwest corridor was selected by regional leaders as the next priority area to study for a potential set of investments, including high capacity transit, to address accessibility and enhance the great places envisioned by communities in the corridor. The Southwest Corridor Plan was launched in September 2011.

Purpose and need for the Southwest Corridor Plan

The purpose of the Southwest Corridor Plan is to connect Tualatin, Tigard, Southwest Portland, and the region's central city through a high capacity transit (HCT) project with strong conncections to other neighboring cities like Sherwood, Durham, King City, Lake Oswego and Beaverton, paired with appropriate community investments to improve mobility in a congested corridor and create the conditions that will allow communities to achieve their land use vision. An HCT project in the Southwest Corridor is needed to address issues including: limited transit service to places where people need or want to go; limited street connectivity and gaps in pedestrian and bicycle networks that create barriers and unsafe conditions for transit access and active transportation; slow and unreliable travel on congested roadways; and unmet demand for transit service in the corridor. The complete statement of purpose and need is available in Appendix B.

Steering Committee

The Southwest Corridor Plan is guided by a Steering Committee that includes representatives from Southwest corridor cities, Washington County and agencies:

Metro Councilor Craig Dirksen, co-chair
Metro Councilor Bob Stacey, co-chair
Tigard Mayor John Cook
Beaverton Mayor Denny Doyle
TriMet general manager Neil McFarlane
Sherwood Mayor Bill Middleton
Portland Commissioner Steve Novick
Tualatin Mayor Lou Ogden
King City Commissioner Al Reu
Washington County Commissioner Roy Rogers
Durham Mayor Gery Schirado
ODOT Region 1 manager Jason Tell

Shared Investment Strategy

In July 2013 the Steering Committee directed staff to: start a local transit service enhancement plan and study both bus rapid transit (with at least fifty percent of the route in a dedicated transitway) and light rail from downtown Portland to Tualatin, via Tigard in more detail. This was part of the Steering Committee's Shared Investment Strategy for the Southwest corridor. The strategy calls for investments in both local service and high capacity transit and related multimodal (biking, walking and roadway improvements) and green (parks, trails and nature) projects, consideration of new regulations and incentives to promote private investment consistent with community visions, and development of a collaborative funding strategy for the Southwest Corridor Plan.

Land use vision and context

The foundation of the Southwest Corridor Plan is the local land use vision that reflects each community's unique characteristics and aspirations, and identifies areas to focus new development. Land use plans include Portland's Barbur Concept Plan, Tigard's High Capacity Transit Land Use Plan, the Linking Tualatin plan and Sherwood's Town Center Plan. Building on these plans, partners selected potential HCT alternatives that could catalyze the corridor land use vision, and refined a list of multimodal projects that would support HCT and make it work better for the corridor.

The corridor land use vision emphasizes maintaining and enhancing the many stable single-family neighborhoods, while allowing for growth in the cities' downtowns, main streets, corridors and employment areas to create more services for existing residents as well as more housing, employment and transportation choices in the future.

Creating and enhancing great places

Great places are defined by a mix of elements that come together in one location to meet a range of community needs. Public investment can play a key role in creating and enhancing great places in the Southwest corridor. Public actions can influence development in three main ways: by regulations and policies, by investments in the public realm, and by development incentives that catalyze private investment. The Southwest Corridor Plan and Shared Investment Strategy address all three of these areas.

Public investments in HCT can improve traffic congestion and enhance the attractiveness and market appeal of the corridor. Through public-private partnerships, catalytic projects can bring more people to identified locations in the corridor, which in turn attracts more amenities and private investment to the area. Locating more jobs and housing choices near transit – and attracting additional retail and services – not only spurs economic activity, but it also increases the overall market value in the corridor and preserves the character of existing single-family neighborhoods. Collaboration between Plan partners and the private and non-profit sectors will ensure that the local land use vision is supported by the implementation of prioritized projects that serve a diverse range of people in a sustainable and equitable way.

Implementation & Development in the Southwest Corridor

Collaborative efforts between public entities and the private sector are one crucial way to create and enhance great places and realize the local land use vision. The Southwest Corridor Plan identified the need to provide an opportunity for these collaborations. With this goal in mind, the Steering Committee convened a group of community leaders with a passion for the Southwest corridor who know how to get things done. This group is known as "Implementation & Development in the Southwest Corridor," or ID Southwest. Members include representatives from major employers, small businesses, environmental concerns, non-profit organizations, higher education institutions and state legislators. ID Southwest's goal is to make the most of public-private partnerships and help implement early opportunity projects in the corridor. You can find the list of ID Southwest members in Appendix H.

Refinement process

In August 2013 staff began a refinement phase that included analysis of potential transit design options consistent with the direction given by the Steering Committee, potential station areas along these options, and multimodal projects supportive of transit options and station areas. Based on the technical analysis and public input, the Steering Committee recommends a set of high capacity transit design options for further study in a draft environmental impact statement (DEIS) under the National Environmental Policy Act (NEPA). The recommendation includes the most promising transit design options that emerged during the refinement phase, and their associated potential station areas and transit-supportive multimodal projects.

Creating better options for local connections

People get to transit by car, bike, or their own feet and when they arrive at their station they will either walk or bicycle to their final destination. Multimodal (car, bike, or pedestrian) improvements that are complementary to the HCT design options will maximize access to transit by people who live, work, study, shop, play and visit the Southwest Corridor. Staff identified projects from the Shared Investment Strategy that include improvements to help people walk, bike or drive to each transit station or along the alignment, which are known as "station-supportive multimodal projects" or "transit-supportive multimodal projects," accordingly.

During the Southwest Corridor Plan refinement phase, project partners studied 67 potential multimodal projects that were originally identified in the local land use plans. Each transit design option studied had associated multimodal projects that help people reach the potential station areas. Other multimodal projects are improvements to help people walk, bike or drive next to HCT in a safe and convenient way.

In addition to the technical analysis of the multimodal projects, the public had the opportunity to review the analysis results and give feedback in April 2014. Based on public input and the analysis results, 49 station-supportive and transit-supportive multimodal projects are recommended to advance into the DEIS for further study. Some of the multimodal projects are recommended to be partially included in the DEIS if a smaller component of the project shows more capacity to connect people to transit than the entire project. The complete list of multimodal projects recommended for further study in the DEIS can be found on pages 8 and 9.

How we got here

The Southwest Corridor Plan Steering Committee assessed nearly 60 HCT design options in nine different geographic segments throughout the corridor for consideration for further study. Through preliminary design, options were analyzed based on the following categories:

- **relative (capital) cost of construction** including design elements such as tunnels, structure, length and built environment
- i**mpacts to natural resources** including trees, parks, watersheds, and considerations of potential opportunities for improvements
- **potential to support the Southwest corridor land use vision** through new development or redevelopment
- **effects on buildings and private property**
- **effects on roadway operations, bikeways and sidewalks**
- **assessment of ridership potential and operating costs** based on design characteristics such as distance and speed, and household and employment access

The Steering Committee considered the technical assessment, public input, and discussions with partners. The resulting recommendation proposes to study 18 design options for bus rapid transit (BRT) and 19 options for light rail (LRT) across the nine geographic segments. The table on page 5 lists the HCT design options recommended for further study.

Multimodal projects included in the recommendation were selected based on how well they support the recommended HCT options. For some projects, only portions are recommended for further study.

Potential stations identified during the refinement phase design process were analyzed to establish which locations could best serve and activate the key places along the corridor. The analysis also helped to recommend policies and investments for local consideration to activate the desired local land uses in potential station areas.

The HCT options, multimodal projects, and stations recommended for further study are shown on the map on pages 6 and 7.

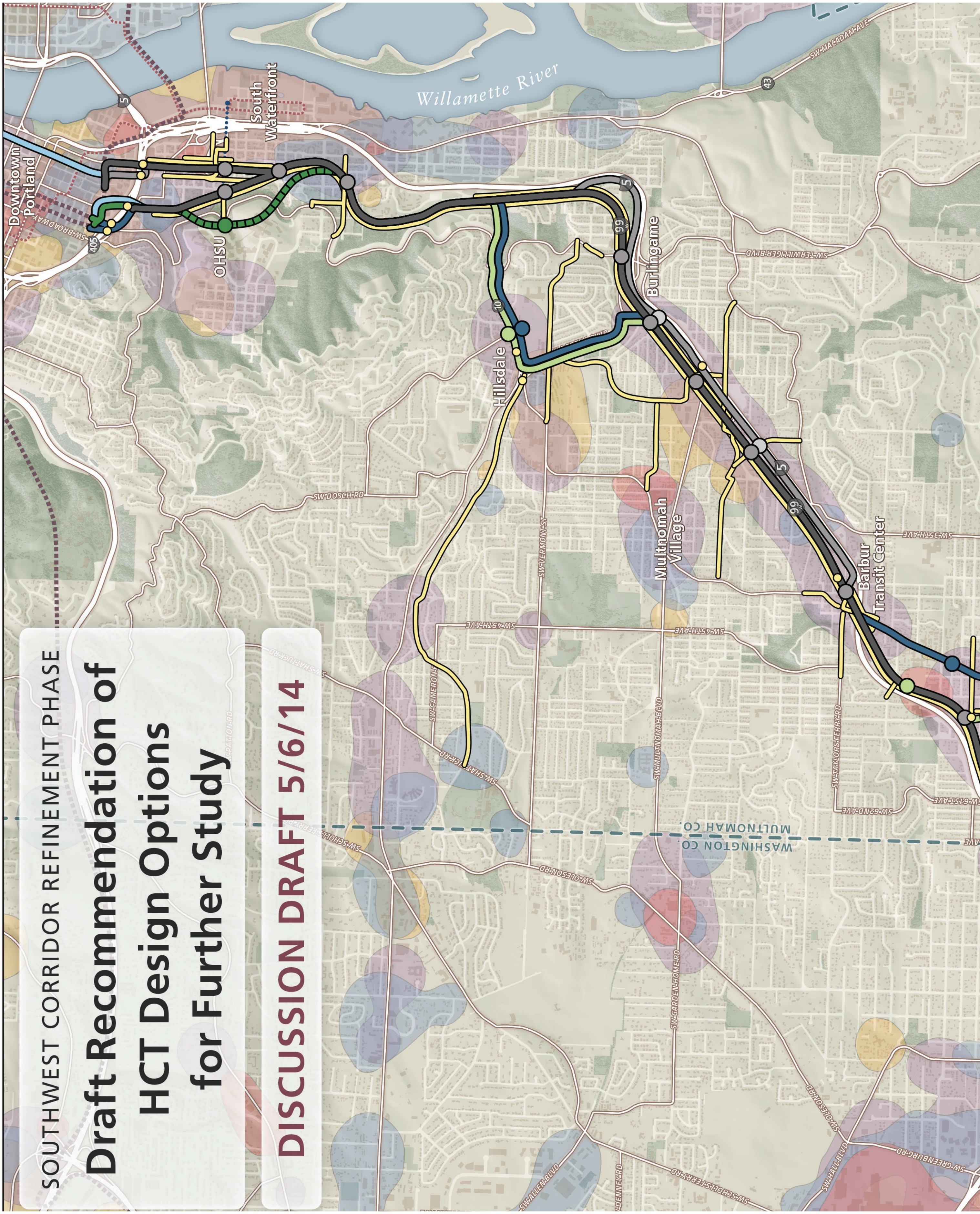
HCT options recommended for further study

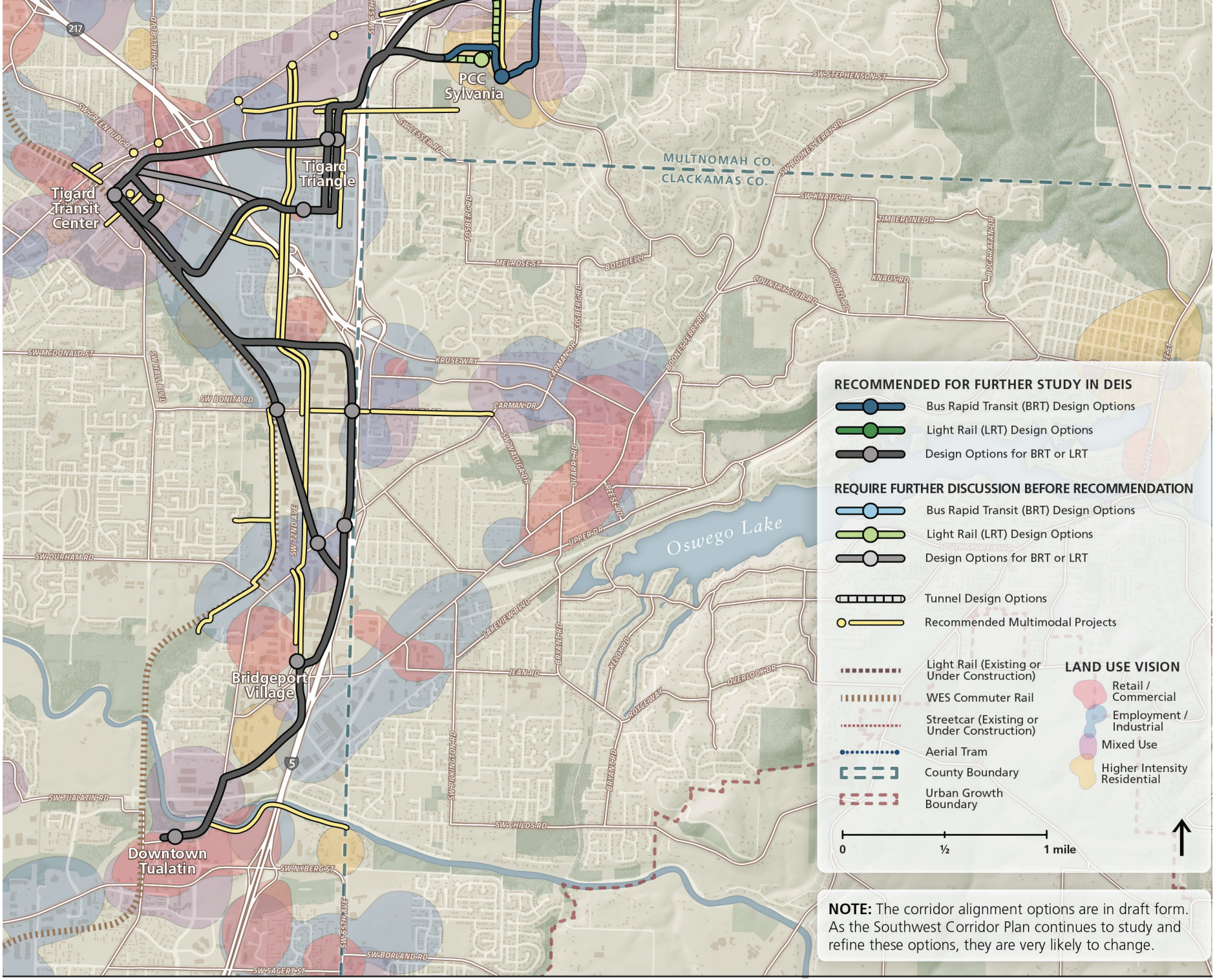
Options	BRT - Recommended	LRT - Recommended
1. Tie-in to Existing Transit		
Barbur via Fifth/Sixth Ave couplet (with OHSU elevator)	✔	
Barbur via Fourth Ave (with OHSU elevator)		✔
Naito to Transit Mall (with OHSU elevator)	✔	✔
Naito to Transit Mall via First Ave (with OHSU elevator)	✔	✔
Naito to First Ave – extended downtown (with OHSU elevator)	✔	
2. South Portland to Barbur Transit Center		
Barbur Boulevard	✔	✔
Barbur-Hillsdale Loop using Capitol Hwy & Bertha	✔	✔
Short tunnel – exit at Hamilton		✔
Adjacent to I-5	✔	✔
3. PCC Area		
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)	✔	✔
4. Tigard Triangle		
68th/69th Couplet	✔	✔
5. OR-217 Crossing		
Clinton to Tigard Transit Center	✔	✔
Beveland South	✔	✔
6. Downtown Tigard		
Commercial Street to Tigard Transit Center (no loop)	✔	✔
Commercial Street with downtown loop via Hall	✔	✔
7. South Tigard		
WES alignment to parallel I-5 via Tech Center Drive	✔	✔
WES alignment to parallel I-5 via PWNR Freight Rail ROW	✔	✔
8. Bridgeport Village		
Lower Boones Ferry (from Durham Rd, 72nd or parallel to I-5)	✔	✔
9. Tualatin		
Parallel to Boones Ferry (north side of downtown)	✔	✔

SOUTHWEST CORRIDOR REFINEMENT PHASE

Draft Recommendation of HCT Design Options for Further Study

DISCUSSION DRAFT 5/6/14




PCC Sylvania
Tigard Triangle
Tigard Transit Center
Bridgeport Village
Downtown Tualatin
MULTNOMAH CO.
CLACKAMAS CO.
Oswego Lake
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
Light Rail (Existing or Under Construction)
WES Commuter Rail
Streetcar (Existing or Under Construction)
Aerial Tram
County Boundary
Urban Growth Boundary
LAND USE VISION
Retail / Commercial
Employment / Industrial
Mixed Use
Higher Intensity Residential
0
½
1 mile
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.

Multimodal projects complementary to HCT design options included for further study

NUMBER	PROJECT TITLE	COST	RECOMMENDATION FOR FURTHER STUDY
	1. Tie-in to existing transit		
1044	South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)	$$$$	Naito design option
2999	Pedestrian connection from Barbur to Terwilliger at Gibbs	$	Barbur/Naito station near Gibbs
3038	Lower SW 1st bikeway – from SW Barbur Blvd to SW Arthur St.	¢	Barbur/Naito station near Gibbs
4002	Barbur Blvd, SW (3rd - Terwilliger): Multimodal Improvements. (Also included in segment 2. South Portland to Barbur Transit Center)	$$	Barbur design option
5013	Naito/South Portland Improvements (left turn pockets with bike/ped and remove tunnel, ramps and viaduct)	$$$$	Barbur station: signalized pedestrian crossing(s) of Naito Naito design option
6022	I-405 Bike/Ped Crossing Improvements	$	All options: opportunity to address with HCT crossing of I-405
	2. South Portland to Barbur Transit Center		
1020	Beaverton Hillsdale/Bertha/Capitol Hwy. Intersection Improvements	$	Hillsdale/Capitol surface options
1048	Traffic Calming (in the Burlingame and Hillsdale retail districts)	¢	Hillsdale station: access and safety treatments in Hillsdale Transit Center
2004	26th Ave, SW (Spring Garden – Taylors Ferry): Pedestrian Improvements	¢	Barbur/26th Ave. station
2011	Connections to Transit/Transit Improvements: Barbur & Taylors Ferry	¢	All options
2041	SW 19th Ave sidewalks: Barbur – Spring Garden	¢	Barbur/Multnomah station
3017A	Capitol Hill Rd bikeway – from SW Barbur Blvd to SW Bertha Blvd	¢	Barbur/Multnomah station
3017B	Capitol Hill Rd sidewalks– -from SW Barbur Blvd to SW Bertha Blvd.	$	Barbur/Multnomah station: Barbur to existing sidewalk at Custer Park
3028	Inner Hamilton bikeway – from SW Terwilliger Blvd to SW Corbett	¢	Barbur/Multnomah station
3033A	Inner Troy bikeway – from SW Capitol Hwy to SW Capitol Hill Rd.	¢	Barbur/Multnomah station
3044	Middle Barbur bikeway – from SW 23rd Ave to SW Capitol Hwy-Barbur Blvd Ramp.	$	I-5 option or Barbur stations within ½ mile of stations Include with Barbur option
3069A	Spring Garden, SW (Taylors Ferry – Capitol Hwy): Bikeway	$	Include low-cost elements with Barbur/26th Ave. or Barbur/Multnomah station
3069B	Spring Garden/Dolph Ct, SW (Capitol Hwy - Barbur): Sidewalks	$	Barbur/26th Ave. or Barbur/Multnomah station: 27th Ave. to intersection with 26th Way/Dolph Ct.
3093A	Terwilliger bikeway gaps	¢	Terwilliger station: lower section (near Barbur)
3101	Vermont-Chestnut bikeway – from SW Capitol Hwy to SW Terwilliger	¢	Terwilliger station
5005	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements Also included in segment 3. PCC area	$$$$	Include within ½ mile of Barbur stations (including tunnel and I-5 options) Include with Barbur option
5009	Capitol Hwy Improvements (replace roadway and add sidewalks)	$$$	All options: one side, Taylors Ferry Rd. to Alice St.
5010	Capitol Hwy, SW (Terwilliger – Sunset): Multi-modal Improvements	$	Surface Hillsdale/Capitol alignment
5059	SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)	$$$$	All options: multimodal investment at the Barbur/Capitol/Huber/Taylors Ferry intersections
6003	Multnomah viaduct bicycle and pedestrian facilities	$	Barbur option
6034	Taylors Ferry, SW (Capitol Hwy – City Limits): Bicycle & Pedestrian Improvements	$	All options: Capitol to 49th Ave.
9005	Red Electric Trail: Fanno Creek Trail to Willamette Park	$$$	Hillsdale station: Hillsdale to Shattuck
	3. PCC area		
2027	Pedestrian Overpass of I-5 near Markham School	$$	Include adjacent to station area, with Barbur/53rd Ave. station, if station is on Barbur

NUMBER	PROJECT TITLE	COST	RECOMMENDATION FOR FURTHER STUDY
5057	SW 53rd and Pomona (improves safety of ped/bike users)	¢	Include with Barbur/53rd Ave. station, if station is on Barbur
6013	Barbur/PCC ped/bike connection	¢	Barbur/53rd Ave. station, if station is on Barbur
6026	Pomona St: Bicycle and Ped improvements (35th to Barbur)	$	Barbur/53rd Ave. station: 53rd to 45th
9053	Ped/Bike Connection between Tigard Triangle and PCC-Sylvania	$	All options: opportunity to add ped/bike facilities to HCT connection
	4. Tigard Triangle		
1078	Atlanta Street Extension (new roadway)	$$	North Triangle station
2045	72nd Avenue sidewalks: 99W to Bonita. (Also included in segment 7. South Tigard)	$	Triangle North station: one side 99W to Dartmouth Triangle South station: one side Dartmouth to Hunziker 72nd/Tech Ctr. Dr. station: west side Tech Ctr. Dr. to Landmark Ln. WES/Bonita station: east side Bonita to Landmark Ln.
3117	72nd Avenue bikeway: 99W to city limits. (Also included in segments 7, South Tigard and 8, Bridgeport Village)	$	All options: if re-striping (conversion from 3- to 2-lane with bike lanes)
5024	68th Avenue (widen to 3 lanes)	$$$	Triangle North station: sidewalk on one side Atlanta to south of Baylor 68th Ave. option
	5. OR–217 crossing		
1107	Hwy. 217 Over-crossing – Beveland/Hampton Connection	$$$$	Beveland or Hampton options
2054	Commercial Street sidewalks: Main to Lincoln	¢	All options: one side of street
2058	Hunziker Street Sidewalks: 72nd to Hall	$	Hunziker/Beveland station: one side Beveland overcrossing to 72nd
	6. Downtown Tigard		
1077	Ash Avenue railroad crossing (new roadway)	$	All options (requires closure of another crossing by city)
2077	Tigard Transit Center crossing improvements.	$	All options: crosswalk visibility and timing elements at Greenburg, Hall Dartmouth, 72nd and 68th
2079	Tigard Transit Center pedestrian path	¢	All options
2080	Tigard Transit Center sidewalk infill	¢	All options
3129	Tigard Transit Center Bicycle Hub	¢	All options: bike-n-ride
	7. South Tigard		
3121	Bonita Road bike lanes: 72nd to Bangy	¢	WES/Bonita station: re-striping only
6001	Bonita Rd. sidewalks and bike lanes – Carman Dr. to Bangy Rd.	¢	WES/Bonita station: bike lanes only, minor widening
9014	Fanno Creek Trail – Tualatin River to Tigard St.	$	WES/Bonita station: Bonita to Ashford Durham/79th station: Bonita to Durham Park Bridgeport West station: Bonita to Ashford
	8. Bridgeport Village		
2046	72nd Avenue sidewalks: Upper Boones Ferry to Durham	$	Bridgeport Village front-door station 72nd Ave. option
	9. Tualatin		
9023	Tualatin River Pathway	$$	Tualatin TC or UBF/LBF stations: Boones Ferry Rd. east to existing trail

¢ = up to $500,000

$ = up to $5 million

$$ = up to 10 million

$$$ = up to $20 million

$$$$ = more than $20 million

Parks, trails and nature projects

People consistently point to the parks, trails, natural areas and urban tree canopy as essential elements of what draws them to live, work and play in the Southwest corridor. Gathering information from local plans, project partners compiled an inventory of "green" projects including parks, trails and natural areas as well as water quality improvements and natural resource enhancements like improved wildlife habitat corridors and replacing or retrofitting culverts for fish passage.

The Shared Investment Strategy approved in July 2013 identified more than 400 "green" projects in the Southwest corridor. If there is a decision to invest in HCT in the corridor, a number of these green projects will be prioritized for implementation based on their proximity to transit, station areas and multimodal projects, and also on environmental impact mitigation criteria.

Leveraging investment in potential station areas

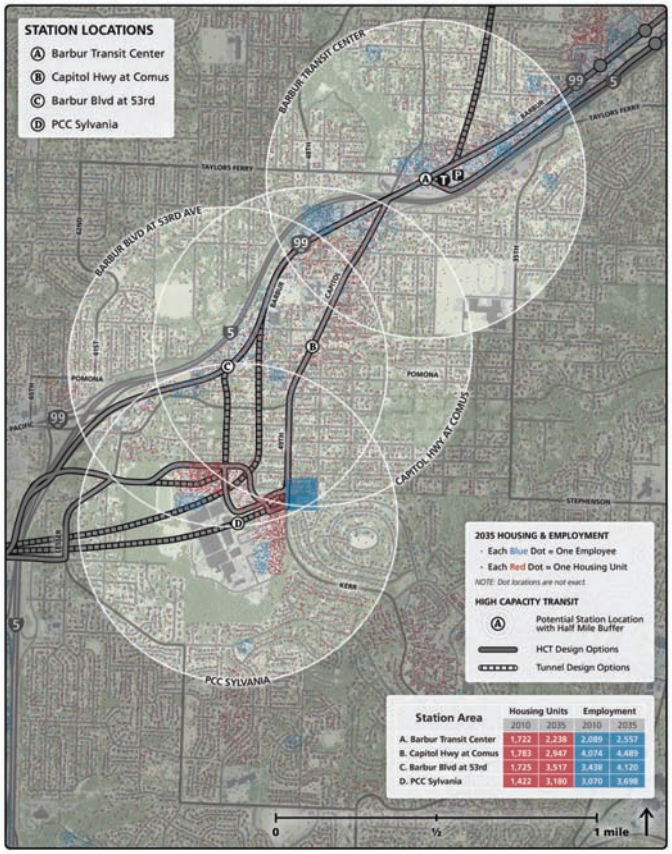
The foundation of the Southwest Corridor Plan is the land use vision as defined by each community for their downtowns, main streets and employment areas. The HCT design options were delineated in a way that best supports that land use vision while meeting transportation goals. Partner staff identified the most promising potential station locations, close to 30 due to the large number of HCT design options. As the number of transit design options is narrowed, the number of potential station locations will also be reduced.

Metro completed a preliminary potential station area analysis that provides an assessment of the opportunities and constraints of each location. The analysis included some of the most promising tools, policies and incentives to consider putting in place to leverage a major transit investment and support achieving the local land use vision. Many of the tools and policies included in the potential station area analysis would help support development consistent with the local vision regardless of a transit investment, and could be considered by each city for implementation. The potential station area analysis can be found in Appendix D.

In addition to the technical analysis of the potential station area locations, the public had the opportunity to review the analysis results and give feedback in April 2014. The public input gathered was read, analyzed and provided to the Steering Committee members to help inform their consideration of the recommendation.

In the DEIS, the potential station areas will be studied in further detail, and may result in changes to the location of the station areas or changes in multimodal projects in order to increase their potential to serve more households and employment. Metro, TriMet, and local staff will continue to work collaboratively with the public to determine the best location for station areas.

③ Crossroads to PCC: 2035 Housing & Employment



SOUTHWEST CORRIDOR PLAN
DRAFT 4/10/14

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

Public involvement in the refinement period

Successful plans and projects share one common element: they respond to the needs and priorities of the public. Residents of the cities in the Southwest corridor were involved in the creation of the local land use plans that form the foundation of the Southwest Corridor Plan. Broad and effective public involvement has been one of the pillars and aspirations of the Southwest Corridor Plan since its inception. Staff has utilized a variety of both tried-and-true and innovative engagement techniques to reach out to the residents and other stakeholders in the corridor and encourage them to provide input and make their voices heard. Tools utilized include Shape SW (an interactive online planning game), a Southwest corridor blog, Twitter feed and Facebook page, tabling at events where specific audiences congregate, community planning forums, corridor design workshops, and paper and online questionnaires. Public input is analyzed, summarized and presented to the Steering Committee to help them make informed decisions. The voices of the community are powerful: public input has contributed greatly to maintaining tunnel options for further study in the DEIS, as well as contributed to the removal from further study of unfeasible options in Durham, Tigard and elsewhere in the corridor.

During the refinement phase Metro and the Southwest Corridor Plan partners implemented public involvement activities designed to inform the public about the elements of the Plan, interact with the public in large events to answer questions and concerns, and solicit their input in person or through online questionnaires. In October and November 2013, the public was asked to comment on the Plan's statement of purpose and need. In March 2014, staff conducted three corridor design workshops to gather feedback on the HCT design options, especially on the options proposed to be removed from further study. During the same period staff conducted outreach to Spanish- and Vietnamese-speaking members of the public in Tigard. The Plan also obtained public input on the potential station area locations and related multimodal projects in April 2014. Finally, in May 2014 staff solicited public input on the draft recommendation of transit design options and multimodal projects to carry into a DEIS phase. Input collected from the public was read, analyzed, summarized and presented to the Steering Committee to inform their decisions. Public involvement reports have been published online. Appendix A contains the report on the draft recommendation input received in May 2014. A complete public involvement report for the refinement phase will be published online in June 2014.

Improving local bus service in the Southwest corridor

One of the recommendations in the Shared Investment Strategy was to improve local bus service to help people better connect with jobs, educational opportunities and other important destinations in the region. To implement this recommendation, TriMet is conducting the Southwest Service Enhancement Plan (SWSEP), which will be a shared, long-term vision for local bus service throughout the Southwest region, including locations outside the Southwest corridor. TriMet has been coordinating with Metro and the Southwest Corridor Plan partners to ensure any bus improvements connect and work in coordination with the proposed HCT investment.

TriMet has heard directly from the public in the Southwest region through neighborhood meetings, an online survey, and meetings with community groups, employers, youth, seniors, and people with limited English proficiency. The public identified connections to job centers and community resources as their most important goals for the SWSEP. The next steps for TriMet are to create a draft plan, hold a second round of public engagement in the fall of 2014, and finalize the vision for improved service in early 2015. New service improvements will be implemented as TriMet's budget allows.

Next steps

The Southwest Corridor project partners are still in the early stages of implementing the Shared Investment Strategy. Project partners will complete further study of the high capacity transit options, potential station locations and supportive multimodal projects in the DEIS as well as moving forward to enhance local service and collaborate to fund early implementation projects in the corridor:

- The Southwest Corridor Plan will begin environmental review, in accordance with NEPA, following Federal Transit Administration (FTA) regulations and policies:

  Summer 2014: Scoping will include the notification of intent to publish an environmental impact statement, purpose and need statement, range of alternatives, and scope of and methods for the environmental review and analysis

  Fall 2014: Detailed definition of HCT design option alternatives and complementary multimodal projects, including plan and profile drawings

  Winter 2014 – early 2016: Prepare, review and finalize the DEIS documenting the environmental analysis and including a finance plan for funding a potential project

  Spring 2016: Anticipated publication of the DEIS

- Metro and FTA will provide a 45 to 60-day public and agency comment period for the DEIS. The comment period will include one or more public hearings
- Following the close of the DEIS comment period, Metro and project partners will select a locally preferred alternative (LPA), considering the DEIS, public and agency comments and recommendations from the project's local and regional partners
- After the LPA is selected, if the LPA is a build alternative, Metro and FTA will prepare and publish the project's final environmental impact statement (FEIS), which will be based on the project's LPA and the no-build alternative

Robust public engagement will continue to be a priority for the project partners throughout all phases, as well as an expectation and requirement under NEPA.

Steering committee decisions: high capacity transit

October 2012	July 2013	mid-2014	mid 2014- mid 2016
Narrowed from 10 HCT alternatives concepts to five	• Direction on Southwest (Transit) Service Enhancement Plan • Which HCT modes to carry forward for further study • Policy direction on "level" of bus rapid transit for further study • Destination	Refinement • Transit design options – For BRT & LRT • Potential station locations • Multimodal projects – Bicycle, pedestrian and roadway improvements	Draft Environmental Impact Statement • Mode • Station locations • Transit system connections • Funding strategies

Refinement decisions and public input opportunities

November/December	January/February/March	March/April	May/June
Feedback on the purpose and need • community planning forum • questionnaire Project purpose and need statement for refinement phase approval	Guidance on narrowing of design options Which seem most promising? Which can be set aside? • corridor design workshops • questionnaire	Feedback on station area planning approach and multimodal projects • community planning forum • questionnaire	Draft recommendation on design options and related elements for further study Feedback on draft recommendation • community planning forum • business summit • questionnaire Final recommendation

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Metro | *Memo*

DATE: June 3, 2014

TO: JPACT members, alternates and interested parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Climate Smart Communities Scenarios Project: Community Climate Choices Health Impact Assessment Findings and Recommendations

****

PURPOSE

On June 12, Oregon Health Authority staff will present the key findings and recommendations from the Community Climate Choices Health Impact Assessment (HIA) conducted in 2013 and 2014.

OUTCOME

JPACT members have an increased understanding of the findings and recommendations to inform future discussions and recommendations on the Climate Smart Communities Scenarios Project.

BACKGROUND

The 2009 Oregon Legislature required the Portland metropolitan region to develop an approach to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The project continues to engage community, business, public health and elected leaders in a discussion to shape and adopt a preferred approach that meets the state mandate and supports local and regional plans for investments in downtowns, main streets and employment areas.

In 2013 and 2014, the Oregon Health Authority conducted a HIA as part of Phase 2 of Metro's Climate Smart Communities Scenarios Project. The Community Climate Choices HIA (CCC HIA) is intended to provide Metro and its partners health information and evidence-based recommendations to support the selection of a final scenario by December of 2014. The HIA represents groundbreaking work to provide the region's decision-makers with information about how three scenarios may affect the health of people before a final decision is made.

The analysis found significant public health benefits from investments that support increased physical activity, reduce air pollution and improved traffic safety, while reducing greenhouse gas emissions.

WHAT HAS CHANGED SINCE JPACT LAST CONSIDERED THIS ISSUE/ITEM?

The HIA report and executive summary were provided to JPACT earlier this spring to inform shaping the draft approach for testing this summer. A factsheet of the findings was provided to JPACT for consideration at the April 11 joint meeting with the Metro Policy Advisory Committee (MPAC).

Attachments:

1. Community Climate Choices Health Impact Assessment: Executive Summary [1]
2. Community Climate Choices Health Impact Assessment: Key Findings

[1] The full report is available to download at www.healthoregon.org/hia.

Executive Summary

Community Climate Choices Health Impact Assessment

Climate change may pose serious risks to public health. Significant shifts in the climate are already happening. The Third National Climate Assessment found that as the climate continues to change, Oregon will likely experience more frequent heat waves and wildfires, an increase in asthma and other respiratory diseases, changes in disease patterns, and diminishing water quality and quantity [1]. Curbing climate change is a critical public health issue and national public health officials support efforts across the nation to reduce greenhouse gas (GHG) emissions.

The recommendations offered in this Community Climate Choices Health Impact Assessment (CCC HIA) will be considered during Phase 3 of Metro's Climate Smart Communities Scenarios (CSCS) Project, underway in the Portland, Oregon metropolitan region. The focus of the project is to understand and choose the best way to reduce GHG emissions through transportation and land use strategies. The CSCS Project seeks to reduce GHG emissions by reducing per capita vehicle miles traveled (VMT) for light duty-vehicles and by investing in technologies that reduce emissions.

Community Climate Choices Health Impact Assessment Scope

Geography: Portland, Oregon metropolitan region within the Urban Growth Boundary

Timeline: 2010 (base year) to 2035 (horizon year)

Scenarios - adopted local and regional plans with:

- A: existing revenues
- B: increased revenues from existing sources
- C: new plans, policies and revenue sources

Exposure pathways: physical activity, traffic safety, air quality, land use

Quantitative tool: Integrated Transportation Health Impact Model (ITHIM)

Other considerations: magnitude of health costs associated with health pathways, vulnerable populations.

Health Impact Assessment (HIA) is a way to consider how a policy or plan affects community health before the final decision is made. By providing objective, evidence-based information, HIA can increase positive health effects and mitigate unintended health impacts. The Public Health Division of Oregon Health Authority (PHD) conducted this assessment at Metro's request, with funds provided by the Center for Disease Control and Prevention's Healthy Community Design Initiative.

Investments in land use and transportation systems that reduce GHG emissions positively impact health by increasing physical activity, reducing traffic collisions and improving air quality. PHD and Metro agreed that the CCC HIA is necessary to better inform Metro and its partners in the selection of a final scenario by December 2014.

Key findings

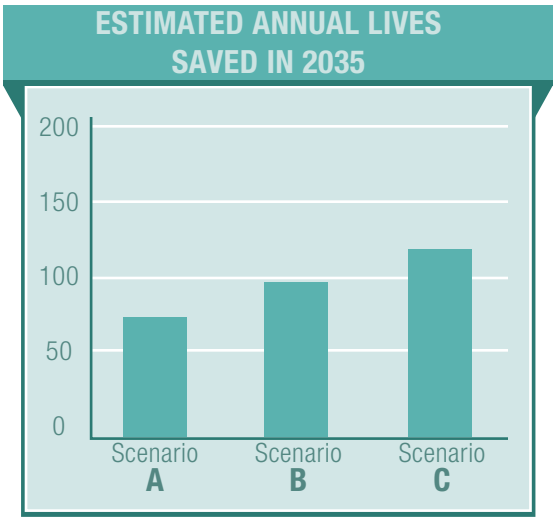
This analysis found that the strategies under consideration to reduce GHG emissions also result in important health benefits in all exposure pathways, including increased physical activity, fewer traffic injuries and less exposure to air pollutants. These changes are likely to reduce illness and death in the region.

Through a literature review including 348 peer-reviewed articles and government reports linking the built environment to health, PHD found most of the land use strategies under consideration for the CSCS Project promote health. Evidence shows that elements such as level of residential density, land use mix, the number of nearby community destinations and ease of street connectivity are effective at promoting active transportation. Scenario B and C subsections labeled 'Complete Streets and Active Transportations Investments' support healthy behaviors the most. These strategies include better street connections, safer street crossings, wider sidewalks, safer street crossings, improved bus stops, more bikeways, trails and on-street bicycle facilities, and more efficient operation of transit signals.

The literature also aligns with advisory members' equity concerns. Low-income households in search of affordable housing options may locate in neighborhoods that are not well-served by affordable transportation options and have fewer health-supportive amenities. This underscores the need to create and preserve affordable housing options in areas that are well-served by transit.

Integrated Transport and Health Impact Model (ITHIM)

In addition to literature reviews for all pathways, PHD also used a quantitative model, ITHIM, to help understand the relative impact of each of three exposure pathways — physical activity, traffic safety and air pollution as measured by particulate matter (PM2.5) [2]. ITHIM uses relative risks and burden of disease to estimate avoided illnesses (as measured by disability adjusted life years) and deaths for nine conditions associated with physical activity, three conditions linked to PM2.5 exposure, and current traffic fatality rates. A clear limitation of ITHIM is it underestimates all health benefits by restricting calculations to certain pathways and diseases.



Results from ITHIM predict that strategies for reducing GHG emissions will promote health; health benefits occur in all exposure pathways for all scenarios. Scenario A levels of investment are expected to contribute to 64 avoided premature deaths annually. Scenarios B and C would result in 98 and 133 avoided premature deaths respectively. Every 12% decrease in GHG — the difference between each successive scenario — results in an approximate 0.65% decrease in illness among diseases studied.

Physical activity

The most significant and attainable health benefit of active transportation is increased physical activity. Increased physical activity from active transportation could account for as much as 86–91% of avoided deaths and 69–84% of avoided illness resulting from implementing the CSCS project.

We can improve our region's health and reduce premature deaths by increasing the number of people who regularly walk or bike to the library, school, work, church or store. A safe and convenient transportation system provides individuals with the flexible and healthy options they need to routinely

choose more active modes of transportation. Prioritizing non-automobile users in the design and maintenance of streets increases the safety of all users and will facilitate walking, bicycling and use of public transit.

Traffic safety

Reduced GHG emissions through lower per capita vehicle miles traveled (VMT) results in fewer overall traffic fatalities and injuries. Scenario A results in one avoided traffic fatality per year and decreases disabilities from serious injuries (measured by disability adjusted life years or DALYs) by 2.0%. Scenario C would help avoid 12 traffic fatalities and 12.5% of DALYs from serious injuries a year.

Due to the increase in miles covered in active transportation modes, ITHIM shows the absolute numbers of pedestrian and bicycle fatalities will rise even as the rate decreases due to population growth. While physical activity benefits outweigh the risks of active transportation, effort should be made to mitigate traffic hazards for pedestrians and cyclists through traffic calming, street design and mode separation. Efforts should also be made to capture the 53% of 'interested but concerned' individuals in the region who would like to bike, but are worried about safety issues.

Air quality

Improved air quality is an important benefit of addressing GHG. Metro is targeting aggressive GHG emission reductions of 12, 24 and 36% for Scenarios A, B and C respectively. However, Metro's scenarios result in only modest PM2.5 reductions of 2.8, 3.2 and 3.6% due to population growth and reliance on fleet change and fuel technologies. ITHIM results predict a modest decrease in respiratory illness, heart disease cases associated with air pollution, and premature death of lung cancer patients from long-term PM2.5 exposure.

ITHIM only incorporates long-term exposure to PM2.5 and may underestimate health benefits associated with improved air quality. As suggested by the Portland Air Toxics Solutions Project, additional benefits may accrue from lower ambient ozone and air toxic concentrations.

There is no safe level of PM2.5 exposure and current average concentrations of ozone are above safe levels. Episodic PM2.5 (winter) and ozone (summer) events require regional solutions such as leading public efforts to change travel behavior in order to minimize health risk. Poor air quality can be localized and many vulnerable populations live near transportation corridors. Care should be taken to influence increased physical activity while minimizing exposure when designing active transportation facilities and adjoining transportation corridors.

Recommendations

Climate change poses a risk to the future health of Oregonians. Proposed strategies to mitigate climate change will also increase health benefits associated with physical activity, traffic safety and improved air quality. Based upon the findings of this report and with the support of the CCC HIA Advisory Committee, PHD has developed a series of recommendations to preserve and promote healthy communities throughout the region.

By developing and implementing a preferred scenario that meets or surpasses the GHG emissions reduction target set by the Department of Land Conservation and Development, PHD anticipates an improvement in public health.

The majority of health benefits from the CSCS Project can be attributed to active transportation such as walking and biking to work, transit, school and community destinations. Based on this evidence, this HIA recommends that Metro maximize opportunities for active transportation for all communities by:

[continued on page 4]

- Adopting and identifying stable funding for the design elements listed in the subsection 'Complete Streets and Active Transportation Investments' of Scenarios B and C: street connections, wider sidewalks, safer street crossings, improved bus stops, bikeways, transit signal priority, and on-street bicycle facilities and trails.
- Improving transit service miles to meet levels recommended in Scenario C.
- Using an equity analysis to plan and develop equal access to active transportation throughout the region.
- While the benefits of physical activity far outweigh the risks, active modes of transportation can lead to increased exposure to traffic injury and air pollution. In order to reduce the risk of increased exposure to traffic injury and air pollution for all road users, this HIA recommends that Metro prioritize the design and maintenance of non-automobile facilities by:
- Including safety features for pedestrians and bicyclists, such as separation from motorized traffic, when possible. Prioritize non-automobile users in design and maintenance of streets.
- Providing a parallel bicycle route one block removed from high-volume roads where feasible to reduce exposure to localized pollution while still maintaining access to community destinations.

Per capita VMT reduction is expected to modestly improve air quality as measured by many pollutants including air toxics, but temporal and localized air quality concerns remain. Due to temporal and spatial air quality concerns, this HIA recommends that Metro maximize overall improvements in air quality through actions such as:

- Aligning the CSCS preferred alternative to PATS goals. In collaboration with DEQ, determine how the preferred alternative helps meet Oregon's adopted ambient benchmark concentrations.
- Reducing exposure by using zoning and incentives to improve indoor filtration systems in new buildings along transportation corridors.
- Convening a regional committee to further address episodic air quality events. Solutions should be season specific and could promote incentives for short-term, alternative commute arrangements.
- Finally, to improve health equity, this HIA recommends Metro ensure social and health goals are considered when prioritizing investments by:
- Explicitly and transparently addressing how investment links low-income and other vulnerable households to health-promoting resources.

Oregon Health Authority
PUBLIC HEALTH DIVISON
Environmental Public Health
Center for Prevention and Health Promotion

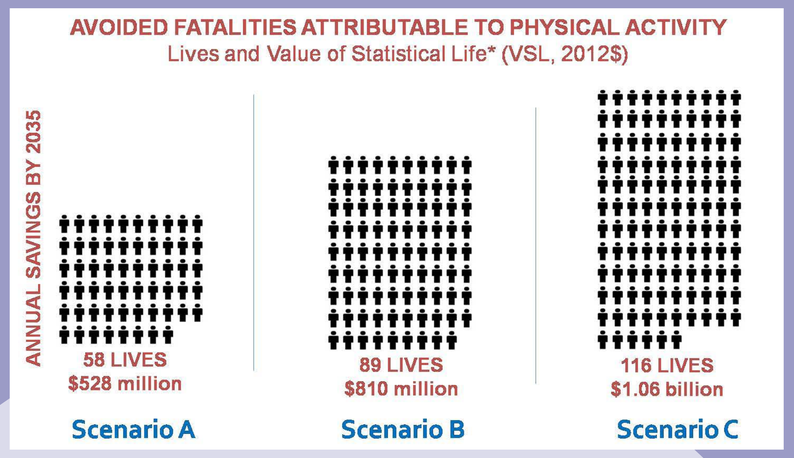
Community Climate Choices
Health Impact Assessment-Key findings

ABSTRACT: The Oregon Health Authority (OHA) collaborated with Metro on a health impact assessment (HIA) of the Climate Smart Communities Scenarios planning process. The HIA modeled expected impacts on three areas – physical activity, roadway-related injuries and fatalities, and exposure to air pollution – and addressed specific land-use strategies impact on health.

physical activity

Physical inactivity leads to chronic diseases – like heart disease, stroke, diabetes – and associated premature death. **44% of adults do not meet the minimum recommendation of 150 minutes of moderate activity per week**.

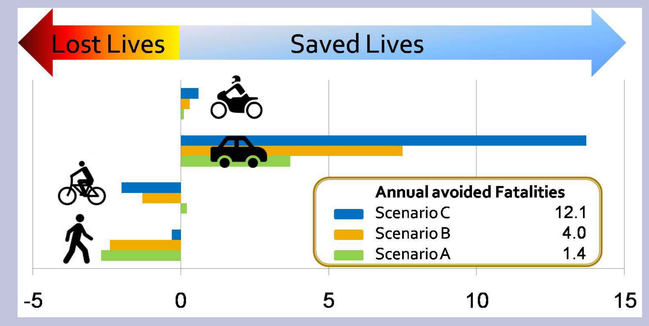
Research shows the built environment, transportation infrastructure, and other environmental factors strongly influence physical activity. People who commute by walking, bicycling or public transit are more likely to meet physical activity recommendations and do twice as much total physical activity as those who commute by automobile.



The scenarios improve health by increasing physical activity.

The scenarios provide a net improvement to traffic safety.

Motor vehicle crashes are the second leading cause of death in Oregon in 2009, and the leading cause of death for individuals between the ages of 5 and 24. Serious pedestrian and bicycle crashes – resulting in a fatality or incapacitating injury – accounted for 20% of all serious crashes in the region.



Streets that support all users including pedestrians and cyclists dramatically reduce traffic injury and fatality. Designing complete streets for all users throughout the region is a critical part of implementing a healthy preferred scenario.

traffic safety

To protect and improve health throughout the region, we recommend the Preferred Scenario:

1) Maximize opportunities for active transportation for all communities

2) Prioritize the design and maintenance of non-automobile facilities

3) Maximize improvements in air quality, and

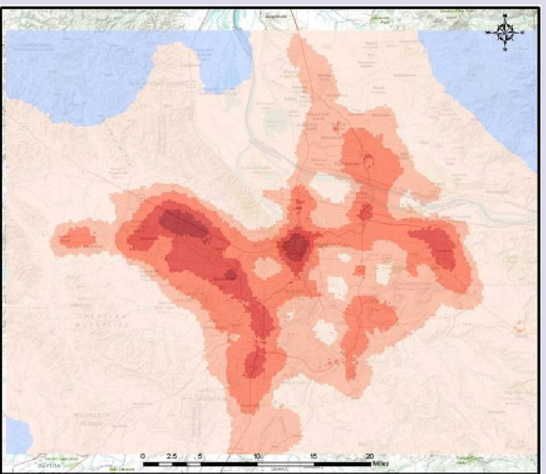
4) Link low-income and other vulnerable households to health-promoting resources

recommendations

air pollution

Adopting a Preferred Scenario that meets or exceeds GHG targets will improve Portland's air quality. Reducing per capita VMT and phasing in cleaner fuels and technologies will result in reductions of small particulate matter (PM2.5), associated with **modest decreases in respiratory illness and heart disease**. Portland Air Toxics Solutions Project suggests additional health benefits should accrue from lower ambient ozone and air toxics concentrations, especially for those who live near freeways.

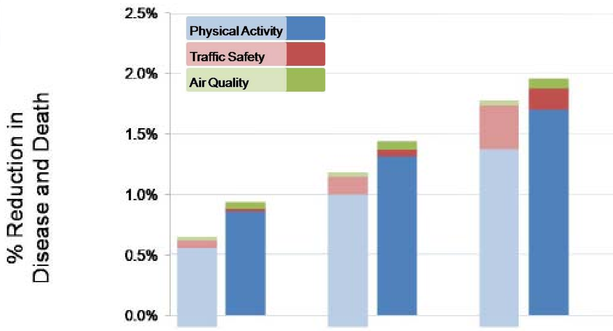
Air pollution emissions are highest within 500 yards of major roads.
Source: http://www.deq.state.or.us/aq/toxics/pats.htm



The scenarios improve health by decreasing air pollution.

Oregon Health Authority

Sample estimated health care savings



Annual Saving in Medicaid & Medicare Expenditures	Scenario A	Scenario B	Scenario C
Cardiovascular	$7.8 million	$11.4 million	$16.8 million
Diabetes	$3.7 million	$5.4 million	$8.0 million

CDC Chronic Disease Cost Calculator, v2.0 for three-county area, 2010$

Community Climate Choices
Health Impact Assessment-Methods

HIA is guided by practice standards established by the Society of Practitioners of Health Impact Assessment (SOPHIA). This HIA adheres to the HIA Minimum Elements established by the North American HIA Practice Standards Working Group (www.hiasociety.org). The HIA was supported by an advisory committee of volunteers from Metro's MTAC and TPAC committees as well as local nonprofits and universities. The project was funded by a grant from the Healthy Community Design Initiative at the National Center for Environmental Health in the Centers for Disease Control and Prevention.

HIA begins by assessing the state of the science for pathways of interest with in-depth literature reviews for land use strategies, physical activity, traffic safety, and air quality. This HIA reviewed more than 300 journal articles, scientific reports, and government guidance linking the built environment to health. Particular weight was given to systematic reviews, government guidance, and/or articles addressing sub-populations with vulnerabilities such as children, elders, and racial-ethnic minorities.

An important objective of HIA is documenting current health conditions. PHD used state and federal databases to characterize current prevalence and incidence rates. Information about costs associated with health impacts come from a combination of reports from partner state agencies and CDC's Chronic Disease Calculator, v2.0. http://www.cdc.gov/chronicdisease/resources/calculator/

Chronic conditions are a significant financial burden to households and taxpayers. While Oregon-specific cost data are sometimes difficult to calculate, the CDC provides a Chronic Disease Cost Calculator to estimate state-specific Medicaid (Oregon Health Plan), Medicare, and private insurance expenditures for the treated population in any given year. The tool estimates annual direct medical costs in 2010 dollars and does not include lost wages, reduced productivity or years lost to premature death. It does minimize double counting across categories by statistically controlling for deaths with more than one cause, also called comorbidity.

This report also aimed to understand the benefit of preventing a fatality. The US DOT defines the Value of a Statistical Life (VSL) is defined as the additional cost that individuals would be willing to bear for improvements in safety (that is, reductions in risks) that, in the aggregate, reduce the expected number of fatalities by one. This conventional terminology has often provoked misunderstanding on the part of both the public and decision-makers. What is involved is not the valuation of life as such, but the valuation of reductions in risks. In 2012 USDOT set the VSL at $9.1 million/life, with a 1.7% annual increase. http://www.dot.gov/sites/dot.gov/files/docs/VSL%20Guidance_2013.pdf

This HIA also quantitatively modeled health impacts using ITHIM for physical activity, traffic safety, and air quality as measured by PM2.5. ITHIM uses current and local burden of disease estimates and applies relative risks or measures of expected changes in exposure to estimate changes in mortality (deaths) and illness (as measured by disability adjusted life years or DALYs). ITHIM calculates mortality and illness for both baseline and each scenario (A, B, and C as defined by Metro in Phase 2); outputs are generally reported in the difference between baseline and scenario. Conceptually, baseline in ITHIM is the expected number of deaths and illness given the current rate of exposure for the expected population in 2035. Estimated impact is thus the difference between the expected outcome at baseline and the scenario. More information is available about ITHIM methodology in the CCC HIA Report.

The full report is available at: www.healthoregon.org/hia

Oregon Health Authority

Community Climate Choices Health Impact Assessment

Environmental Public Health
Center for Prevention and Health Promotion
Oregon Health Authority, Public Health Division
June 2014

Health impacts of a changing climate

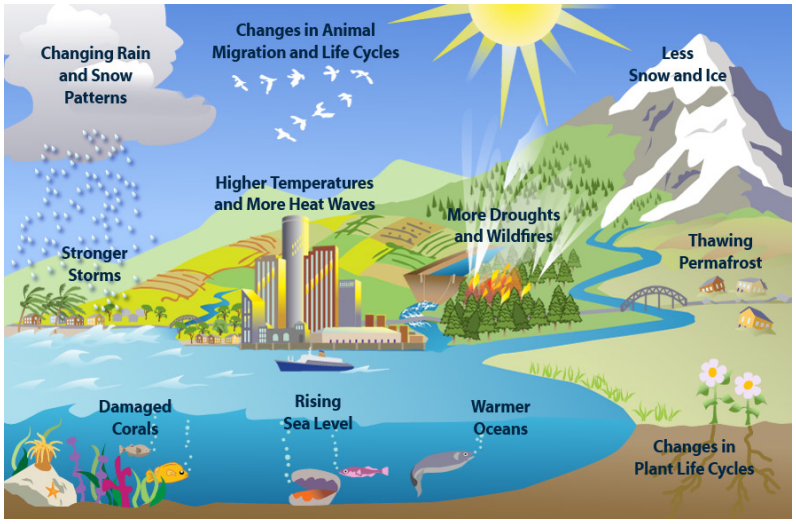
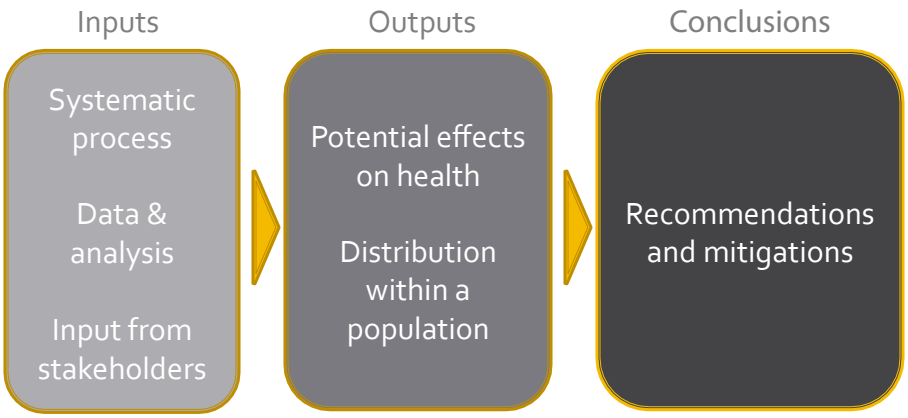


Image source: EPA.gov

HIA is…



Health determinants

Social and Environmental Determinants of Health

Image source: Whitehead, M. & Dahlgren, G. (1991). What can we do about inequalities in health? *The Lancet, 338*, 1059-1063.

CCC HIA Advisory Committee

Images source: Andrea Hamberg, 2013

Physical activity

44% of Oregon adults did not meet minimum recommendations for physical activity in 2009.

Inactivity = Chronic disease & premature death

Source: Health Promotion and Chronic Disease Section. 2012. *Oregon Overweight, Obesity, Physical Activity and Nutrition Facts*. Oregon Department of Human Services, Oregon Public Health Division. Available online at http://public.health.oregon.gov/PreventionWellness/PhysicalActivity/Pages/pubs.aspx

Physical activity

Three-county Annual Expenditures

Cardiovascular Disease **Diabetes**

CDC Chronic Disease Cost Calculator, v2.0. Available online at http://www.cdc.gov/chronicdisease/resources/calculator/
Hand image source: StopDiabetes.com

Physical activity

Trips per Person per Week

0.48 mile trip

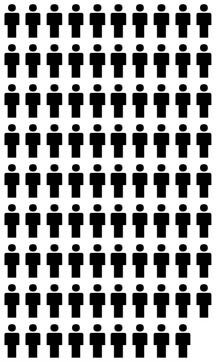
2 mile trip

Baseline **Scenario B**

2.8 → 3.7

1.0 → 1.5

=



89 LIVES
SAVED ANNUALLY

Physical activity

Trips per Person per Week

0.48 mile trip

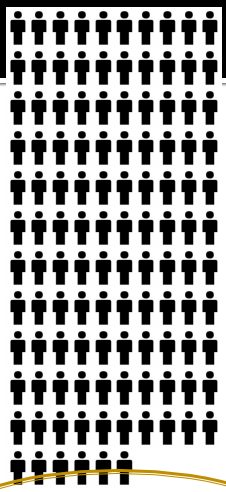
2 mile trip

Baseline → Scenario C

2.8 → ~~3.7~~3.8

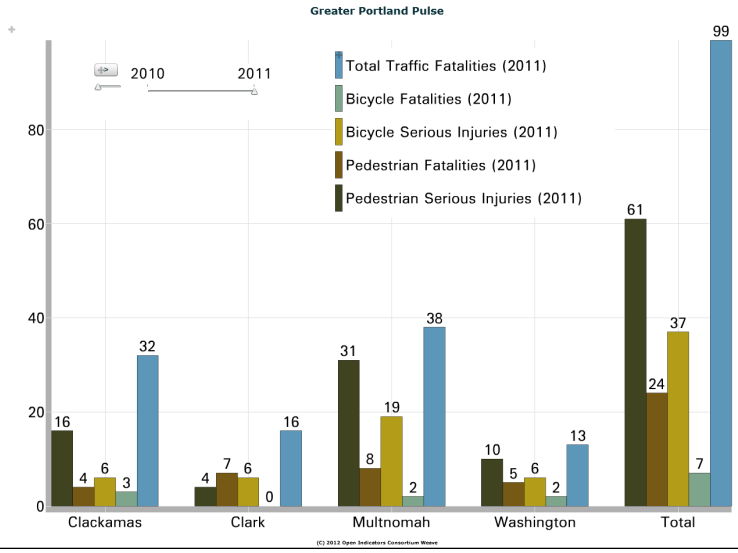
1.0 → ~~1.5~~1.8

=



116 LIVES SAVED ANNUALLY

Traffic Safety



Traffic Safety

Saved Lives

Avoided Fatalities	
Scenario C	12.1
Scenario B	4.0
Scenario A	1.4

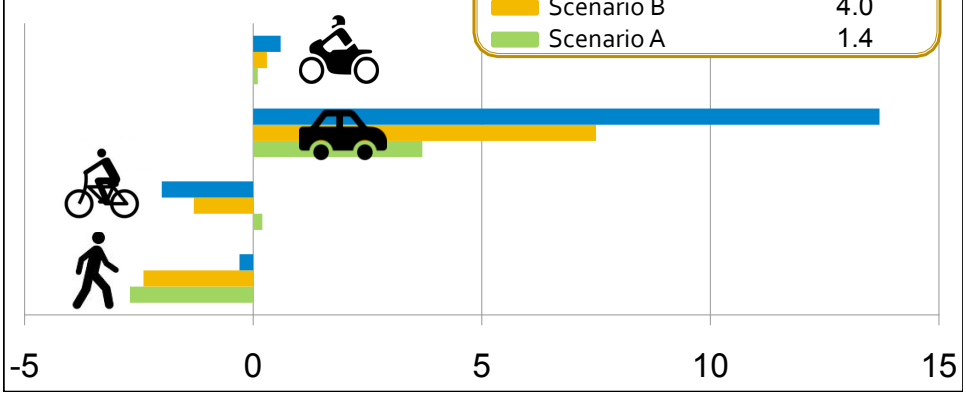
Avoided Injuries	
Scenario C	12.5%
Scenario B	4.9%
Scenario A	2.0%

Traffic Safety

Lost Lives

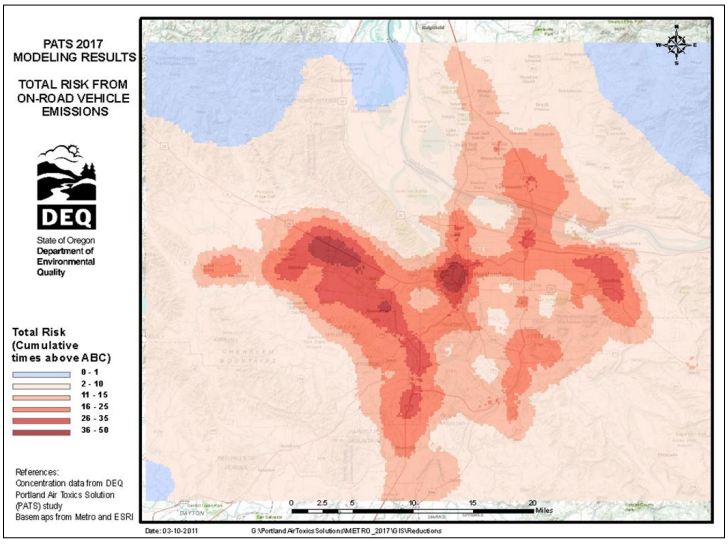
Saved Lives

Avoided Fatalities	
Scenario C	12.1
Scenario B	4.0
Scenario A	1.4



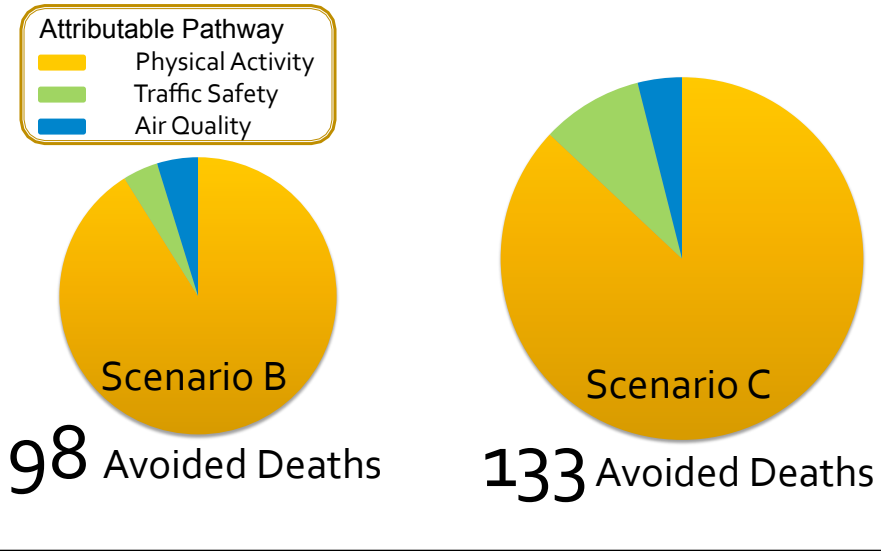
Traffic Safety

Air quality

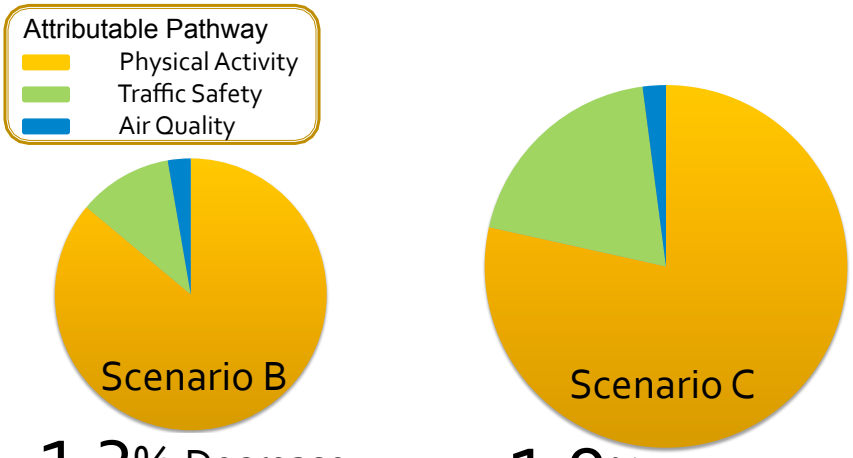


Air quality

Health impacts - Mortality



Health impacts – Disease & illness



1.3% Decrease

1.9% Decrease

measured by disability adjusted life years (DALY)

You can improve our region's health by developing and implementing a preferred scenario that meets or surpasses the GHG emissions reduction target set by the Department of Land Conservation and Development.

To protect and improve health throughout the region, we recommend that the Preferred Scenario:

- **Maximize opportunities for active transportation for all communities**
- **Prioritize the design and maintenance of non-automobile facilities**
- **Maximize improvements in air quality**
- **Link low-income and other vulnerable households to health-promoting resources**

www.healthoregon.org/hia

Materials following this page were distributed at the meeting.

Federal Highway Trust Fund Talking Points, June 2014

- For decades, the federal Highway Trust Fund, and within it, the Transit Trust Fund, have provided a reliable revenue base to fund needed transportation improvements. As a long term commitment of the federal government, it has provided the basis for planning, prioritizing and developing projects into the future. The trust fund revenue base is primarily a 18.4-cent gas tax and a 24.4-cent diesel tax.

- The Trust Fund is required to maintain a positive balance with gas tax collections deposited to the fund on a continuous basis and incremental outlays to pay for construction invoices as projects progress. However, USDOT projects that the Trust Fund will be at a zero fund balance in August, forcing them to no longer allow new projects to begin construction and delay payment of project invoices.

- As a result of this situation, State DOTs will be forced to hold off starting new projects, potentially losing the whole fiscal year 2015 cycle of projects (i.e. all of the projects scheduled to begin construction in FY 2015 would either be canceled or delayed to FY 2016 and, in turn, bump those projects). The gas/diesel taxes flowing into the Trust Fund during FY 2015 will be used for invoice payments on projects that are already underway.

- The next major deadline is the expiration of MAP-21 authorizing the federal transportation program through September 30, 2014. In order for any program to continue past September 30, a new authorization bill must be adopted into law. The Senate Environment and Public Works Committee has passed the highway title of a 6-year extension of MAP-21 at current levels plus a modest 1-2% inflation increase. The Senate Committee on Banking, Housing and Urban Affairs is scheduled to consider the transit title soon.

- The existing gas/diesel tax does not produce the funding level called for in the extension to MAP-21 and requires increased funding from somewhere. Without increased funding, the extension to MAP-21 would have to be reduced by 25% for highway funding programs and 43% for transit funding programs to match the cash flow generated by the gas/diesel tax and maintain the trust fund with a positive balance. Past practice of the Congress has been to subsidize the Trust Fund with the General Fund which for the MAP-21 6-year extension would require $14-16 billion per year.

- ODOT just completed the process to select the 2016-18 “Enhance” project for the STIP, including $70.7 million in projects in Region 1. A 25% cut in the federal program could virtually eliminate these projects. Note: there has been no action taken to identify the projects that would be eliminated or delayed but the clear priority expressed by the OTC with to hold harmless their “Fix-It” projects meaning the cut would be concentrated on “Enhance” projects. The list of projects is Attachment 2-C to Resolution No. 14-4501.

- Metro just completed the process to select the 2016-18 Regional Flex Fund Program, making commitments to $142.5 million in projects. A 25% cut in the federal program would require $36 million in projects being eliminated or delayed.

- Resolution No. 14-4501 endorses the proposal introduced by Transportation 4 America to increase transportation user fees to the Trust Fund by $30 billion per year. This would both displace the need for a $14-16 billion General Fund subsidy and allow for the MAP-21 extension to grow by 26% rather than the current plan for 1-2% per year inflation adjustment.

- $30 billion could be raised by a number of different user fee approaches. T4America has identified the following possibilities:
    - 17-cent federal gas/diesel tax increase
    - Retain the existing 18.4-cent federal gas tax and add a 5.5% sales tax on gas
    - Replacing the existing 18.4-cent federal gas tax with an 11% sales tax on gas/diesel
    - Imposition of a $4 fee on each barrel of oil
    - Index the gas tax to construction cost inflation and raise one of the above at a lesser rate.

- Congressman Blumenauer has introduced HR 3636 which could be a legislative vehicle for implementing the T4A recommendation. It would increase the gas tax 8-cents in 2014, 4-cents in 2015 and 3-cents in 2016. Further, it would index the Trust Fund for inflation. Finally, it would sunset the gas/diesel tax in 2024 forcing consideration of a VMT Fee as a replacement.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE FEDERAL TRANSPORTATION REVENUE PROPOSAL INTRODUCED BY TRANSPORTATION FOR AMERICA	)))	RESOLUTION NO. 14-4501 Introduced by Councilor Dirksen, Chair of the Joint Policy Advisory Committee on Transportation

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

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

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) approved and the Metro Council adopted Resolution No. 13-4489 establishing a regional position on federal transportation policy; and

WHEREAS, the most important issue called for by Resolution No. 13-4489 is for a significant increase in federal transportation user fees to support reauthorization of MAP-21 both to eliminate the need for a subsidy of the Highway Trust Fund from the General Fund and to increase the level of federal transportation investment; and

WHEREAS, it is in the interest of Metro and JPACT to work with leaders of other regions responsible for addressing transportation needs; and

WHEREAS, the advocacy organization Transportation for America is comprised of interest groups, business, local governments and transit agencies that share a common interest in transportation investment; and

WHEREAS, Transportation for America has called on the US Congress to increase federal transportation user fees by $30 billion per year to both eliminate the need for a subsidy of the Highway Trust Fund by the General Fund and increase the level of federal transportation investment; and

WHEREAS, the Joint Policy Advisory Committee on Transportation recommended adoption of the resolution at its April 10, 2014 meeting; now therefore

BE IT RESOLVED that the Metro Council:

1. Endorses the proposal from Transportation for America to increase federal transportation user fees by $30 billion per year to displace the dependence of the Highway and Transit Trust Funds on the General Fund and support growth in federal transportation investment. The full Transportation for America proposal is described in Attachment 1 to the Staff Report.

2. Recognizes that other funding options may be considered that merit endorsement as well.

ADOPTED by the Metro Council this 5th day of June 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14- 4501, FOR THE PURPOSE OF ENDORSING THE FEDERAL TRANSPORTATION REVENUE PROPOSAL INTRODUCED BY TRANSPORTATION FOR AMERICA

Date: January xx, 2014 Prepared by: Andy Cotugno, xt. 1763

BACKGROUND

Metro and the Joint Policy Advisory Committee on Transportation (JPACT) have consistently engaged in advocacy with the US Congress on matters of federal transportation policy. In December 2013, JPACT approved and the Metro Council adopted Resolution No. 13-4489 calling for an increase in federal transportation user fees and establishing a position on the use of those fee increases. The most significant priority called for in Resolution No. 13-4489 is to increase transportation user fees to both eliminate the need for a general fund subsidy and provide the resources for an increased federal investment in transportation.

Transportation for America (T4America) is an advocacy organization of interest groups, businesses, and governments and has proposed a $30 billion per year increase in federal transportation user fees (Attachment 1). They have suggested any of the following as options to raise the $30 billion per year:

1. A 17-cent addition to the existing 18.3 cent federal gas tax; or
2. Replacing the existing 18.3 cent federal gas tax with an 11% federal sales tax on gasoline; or
3. Imposition of a $4 fee on each barrel of oil; or
4. Addition of a 5.5% federal sales tax on gasoline; or
5. Indexing the gas tax to construction costs and raising one of the options above but at a lower rate.

Another example, consistent with option 5 in the above list, could be implemented through HR 3636 – The "Update, Promote, and Develop America's Transportation Essentials Act of 2013" (The UPDATE Act) and HR 3638 – The "Road Usage Fee Pilot Program Act of 2013." Through HR 3636, the federal gas tax would be increased by 8-cents in 2014, by 4-cents in 2015 and by 3-cents in 2016. Further, it would be indexed for cost-of-living increases. Finally, the federal fuel tax would be terminated in 2024 to be replaced by a more stable funding source. Through HR 3638, the Secretary of the Treasury would be directed to manage a pilot program, providing grants to state and localities to test and evaluate a fee on vehicle miles driven to enable it to become the replacement to the fuel tax in 2024.

Attachment 2-A to this Staff Report provides information describing the current and expected General Fund subsidy to the Transit and Highway Trust Funds based upon continuing the practice established in MAP-21 to incorporate a modest inflation factor (1.8-2%) and subsidize the Trust Fund deficit with the General Fund. In addition, Attachment 2-B shows the consequence of eliminating this subsidy and drastically reducing the program **and** the impact of increasing transportation user fees by $30 billion per year with the resulting increased investment in transportation. As shown in Attachment 2-A, the General Fund subsidy for the decade leading up to the current fiscal year (FFY 2014) has been over $53 billion and it is expected this will balloon to over $140 billion for the next decade. This is in addition to General Fund commitments of $45 billion for transportation projects funded through the American Recovery and Reinvestment Act of 2009 (aka the Stimulus Bill), $3.6 billion for the past five years of funding for the TIGER Program (Transportation Investment Generating Economic Recovery) and $17.6 billion for the past decade of New Starts/Small Starts funding.

Overall, there has been an increasing dependence on this funding subsidy from the General Fund, placing continued reliance at great risk. If the practice were to **not** continue and the general fund subsidy were eliminated, on average it

would result in a 28% reduction of the program (Attachment 2-A). This would translate into an average annual reduction of funding from the Highway Trust Fund to Oregon of over $130 million per year. A reduction of that magnitude is equivalent to nearly double the annual amount ODOT allocated for their entire statewide "Enhance" program as part of their recent 2015-2018 STIP update process. Conversely, increasing transportation user fees by $30 billion per year in addition to displacing the need for a General Fund subsidy would allow the Highway Trust Fund program to grow by an average 26% per year. This would produce an increase to Oregon of funding from the Highway Trust Fund of an average $145 million per year.

Furthermore, a portion of the FHWA funding to Oregon is sub-allocated to Metro/JPACT and is the source for the recent Flexible Funding allocation. Elimination of the General Fund subsidy would pass through a portion of the Oregon reduction resulting in a nearly $10 million per year decrease in Flex Funds (from about $40 million per year to about $30 million per year). The Transportation for America proposed increase would produce an approximate $12 million per year increase in Flex Funds. This potential reduction (of $10 million per year) or increase (of $12 million per year) is roughly equivalent in size to the 3-year Regional Economic Opportunity Fund which allocated $34 million to projects region-wide in the FY 2016-18 Regional Flex Fund Allocation.

Finally, the impact on programs funded through the federal Transit Trust Fund is even more significant. While the New Starts/Small Start program has always been funded with General Funds (which is expected to continue), bus and bus-related and rail rehab programs have been funded through the Transit Trust Fund using the federal gas tax and other federal user fees. However, like the Highway Trust Fund, the General Fund has subsidized the Transit Trust Fund. Projected revenues to transit districts could be reduced an average of 43% per year, translating to an average reduction of $24 million per year to TriMet and similar impacts to SMART and C-TRAN.

ANALYSIS/INFORMATION

1. **Known Opposition:** Increasing federal transportation funding is controversial and intertwined with the broader federal budget debate.

2. **Legal Antecedents:** Planning and policy conclusions developed through corridor and area plans must be adopted into the Regional Transportation Plan as a prerequisite for implementation. Federal funding to implement specific projects must be included in the Metropolitan Transportation Improvement Program.

3. **Anticipated Effects:** This action provides for the Portland region collaborating with other region's with a similar federal policy objective.

4. **Budget Impacts:** A portion of Metro's transportation planning budget is funded through the federal transportation program.

RECOMMENDED ACTION

Recommend adoption of Resolution No. 14-4501

ATTACHMENT 1

Transportation for America

SAVING THE NATION'S TRANSPORTATION FUND

An investment plan for the 21st century

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

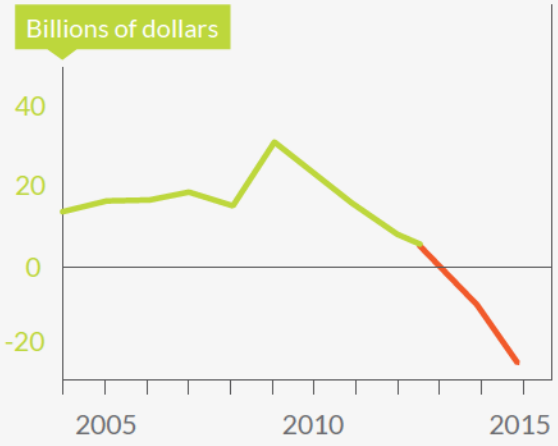
Trust Fund headed for insolvency

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

— Highway Trust Fund balance

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

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



PAYING FOR PROGRESS

What we need

Annual investment needed to make the transportation fund solvent and effective

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

How to raise it

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

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

Can we count on your support?

✓ *Stabilize funding for the MAP-21 program Congress adopted in 2012 and protect all modes of transportation from draconian budget cuts;*

✓ *Raise additional revenue for locally-driven projects that spur economic growth and innovation.*

OUR ECONOMY & COMMUNITIES DEPEND ON **TRANSPORTATION INVESTMENT**

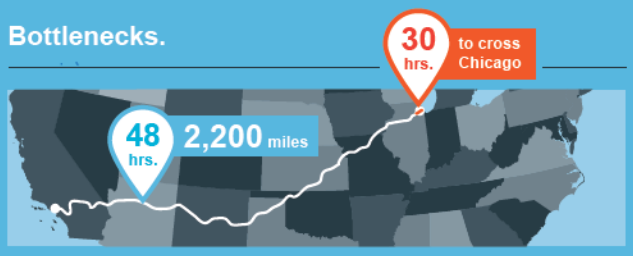
Across the country, our cities, towns and suburbs—the local centers of commerce that form the backbone of America's economy—are in a serious bind: They know they must have top-notch networks of roads and transit to compete on a global scale and preserve their quality of life. They know they need to get workers of all wage levels to their jobs. They also know they need to eliminate crippling bottlenecks in freight delivery. These local communities are stretching themselves to raise their own funds and to innovate, but without a strong federal partner the twin demands of maintaining their existing infrastructure and preparing for the future are beyond their means. Even as the transportation trust fund faces insolvency, existing federal programs too often put a damper on innovation rather than stoking it.

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

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

THE COSTS OF INACTION

Bottlenecks.



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

Hazardous conditions.

1 in 9 **bridges in the U.S. is structurally deficient,**

requiring significant repairs, maintenance or replacement.

Unmet demand.

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

A 21st century transportation plan

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

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

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

Fixing what we need to fix.

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

Improving communities & expanding opportunity.

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

Spurring local innovation.

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

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

Increasing accountability and local control.

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

SPURRING LOCAL **INNOVATION**: FEDERAL DOLLARS AT WORK

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

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

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

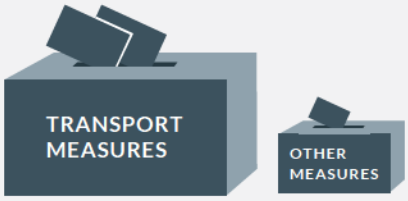
Local accountability: the best way to ensure a return on investment

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

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

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

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



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

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

PLEASE JOIN US!

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

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

Transportation for America

t4america.org @t4america

		General Fund Subsidy to the **Highway** and **Transit** Trust Funds		
		General Fund Subsidy to the Transit and Highway Trust Funds	Transit and Highway Trust Fund Spending[1]	General Fund Share
	2005	$0.0	$39.9	0.0%
	2006	$0.0	$35.9	0.0%
	2007	$0.0	$39.2	0.0%
	2008	$8.0	$43.0	18.6%
	2009	$7.0	$44.9	15.6%
	2010	$19.5	$39.4	49.5%
	2011	$0.0	$44.5	0.0%
	2012	$0.0	$49.3	0.0%
MAP 21	2013	$6.2	$49.4	12.6%
	2014	$12.6	$50.2	25.1%
	2015	$14.0	$51.1	27.4%
	2016	$14.0	$52.3	26.8%
	2017	$13.7	$53.4	25.7%
	2018	$14.3	$54.7	26.1%
	2019	$15.0	$55.9	26.8%
	2020	$16.0	$57.3	27.9%
	2021	$17.0	$58.6	29.0%
	2022	$17.6	$60.0	29.3%
	2023	$18.7	$61.5	30.4%
	2015 to 2023 Average	$15.6	$56.1	27.7%

	General Fund Subsidy to the **Highway** Trust Fund		
	General Fund Subsidy to the Highway Trust Fund	Highway Trust Fund Spending[1]	General Fund Share
2005	$0.0	$33.1	0.0%
2006	$0.0	$33.9	0.0%
2007	$0.0	$35.0	0.0%
2008	$8.0	$37.0	21.6%
2009	$7.0	$37.6	18.6%
2010	$14.7	$32.0	45.9%
2011	$0.0	$37.3	0.0%
2012	$0.0	$41.1	0.0%
2013	$6.2	$40.9	15.2%
2014	$10.4	$41.6	25.0%
2015	$10.7	$42.3	25.3%
2016	$10.6	$43.3	24.5%
2017	$10.2	$44.2	23.1%
2018	$10.5	$45.3	23.2%
2019	$10.8	$46.3	23.3%
2020	$11.5	$47.5	24.2%
2021	$12.3	$48.6	25.3%
2022	$12.7	$49.7	25.6%
2023	$13.6	$51.0	26.7%
2015 to 2023 Average	$11.4	$46.5	24.6%

	General Fund Subsidy to the **Transit** Trust Fund		
	General Fund Subsidy to the Transit Trust Fund	Transit Trust Fund Spending[1]	General Fund Share
2005	$0.0	$6.8	0.0%
2006	$0.0	$2.0	0.0%
2007	$0.0	$4.2	0.0%
2008	$0.0	$6.0	0.0%
2009	$0.0	$7.3	0.0%
2010	$4.8	$7.4	64.9%
2011	$0.0	$7.2	0.0%
2012	$0.0	$8.2	0.0%
2013	$0.0	$8.5	0.0%
2014	$2.2	$8.6	25.6%
2015	$3.3	$8.8	37.5%
2016	$3.4	$9.0	37.8%
2017	$3.5	$9.2	38.0%
2018	$3.8	$9.4	40.4%
2019	$4.2	$9.6	43.8%
2020	$4.5	$9.8	45.9%
2021	$4.7	$10.0	47.0%
2022	$4.9	$10.3	47.6%
2023	$5.1	$10.5	48.6%
2015 to 2023 Average	$4.2	$9.6	43.0%

[1]2005 - 2012: Actual Outlays
2013 - 2023: Expected spending Authority assuming 1.8-2% inflation

ATTACHMENT 2-A

Historical and Proposed Federal Transit and Highway Trust Fund Spending Levels ($ billions)

		General Fund Subsidy to the Transit and Highway Trust Funds	Transit and Highway Trust Fund Spending **without** General Fund Subsidy	Percent Reduced Spending Level **without** General Fund Subsidy	Status Quo Transit and Highway Trust Fund Spending[1] **with** General Fund Subsidy	Proposed Increase in Transportation User Fees to the Trust Fund	Elimination of General Fund Subsidy to the Trust Fund	Net Increase in Trust Fund Supported Programs	Increased Trust Fund Spending Level with Increased User Fees	Percent Increased Spending Level above Status Quo with inflation
	2005	$0.0	n.a.		$39.9					
	2006	$0.0	n.a.		$35.9					
	2007	$0.0	n.a.		$39.2					
	2008	$8.0	n.a.		$43.0					
	2009	$7.0	n.a.		$44.9					
	2010	$19.5	n.a.		$39.4					
	2011	$0.0	n.a.		$44.5					
	2012	$0.0	n.a.		$49.3					
MAP	2013	$6.2	n.a.		$49.4					
21	2014	$12.6	n.a.		$50.2					
	2015	$14.0	$37.1	-27.4%	$51.1	$30.0	$14.0	$16.0	$67.1	31.3%
	2016	$14.0	$38.3	-26.8%	$52.3	$30.0	$14.0	$16.0	$68.3	30.6%
	2017	$13.7	$39.7	-25.7%	$53.4	$30.0	$13.7	$16.3	$69.7	30.5%
	2018	$14.3	$40.4	-26.1%	$54.7	$30.0	$14.3	$15.7	$70.4	28.7%
	2019	$15.0	$40.9	-26.8%	$55.9	$30.0	$15.0	$15.0	$70.9	26.8%
	2020	$16.0	$41.3	-27.9%	$57.3	$30.0	$16.0	$14.0	$71.3	24.4%
	2021	$17.0	$41.6	-29.0%	$58.6	$30.0	$17.0	$13.0	$71.6	22.2%
	2022	$17.6	$42.4	-29.3%	$60.0	$30.0	$17.6	$12.4	$72.4	20.7%
	2023	$18.7	$42.8	-30.4%	$61.5	$30.0	$18.7	$11.3	$72.8	18.4%
			2015-2023 Average Reduction	-27.7%					2015-2023 Average Increase	26.0%

[1]2005 - 2012: Actual Outlays

2013 - 2023: Expected spending Authority assuming 1.8-2% inflation

ATTACHMENT 2-B

ODOT 2016 - 2018 Enhance Project Allocation
Metro Region

E9	OR47:OR8 Intersection Improvements	$2,341,382
E11	US 26: Cornelius Pass Road to NW 185th Avenue*	$1,794,600
E13	King City Sidewalk Infill	$913,839
E15	Boones Ferry Rd: Oakridge Rd/Reese Rd - Madrona St	$4,000,000
E21	Connected Cully	$2,994,624
E22	Downtown I-405 Pedestrian Safety and Operational Improvements	$2,009,952
E32	St. Johns Truck Strategy Phase II	$3,002,357
E48	Kinsman Road: Boeckman Rd - Barber Street	$2,230,000
E60	Willamette Grnwy Trail: Chimney Park/Kelley Pt Park	$1,580,511
E61	NE 238th Dr: Halsey St to Glisan St Freight and Multimodal Improvements	$6,549,187
E64	Historic Columbia River Highway State Trail: Shellrock Mountain Crossing	$5,473,530
	Historic Columbia River Highway State Trail: Summit Creek to Lindsey Creek	$5,000,000
E70	I-5 NB: Lower Boones Ferry Exit-ramp	$1,129,168
E71	I-5 SB: Lower Boones Ferry Exit to Lower Boones Ferry Entrance Auxiliary Lane	$3,953,303
E81	Columbia_Alderwood_Cully**	$4,959,856
E84	Barbur-99W Corridor Safety & Access to Transit	$3,234,767
E86	Highway 8 Corridor Safety & Access to Transit	$1,448,242
E87	Powell-Division Corridor Safety & Access to Transit	$2,512,440
E94	OR217: Allen-Denney Southbound Split Diamond	$5,330,744
	I-205 SB Auxiliary Lane: I-84 to Stark/Washington	$700,000
	US 26: NW 185th to Cornelius Pass Road	$8,000,000
	I-5 Rose Quarter Development	$1,500,000
	Total	$70,658,502

2016-18 RFFA project and program recommendations

Local projects						
Sub-region	**Project**	**Lead agency**	**Focus area**	**Phase**	**RFF request**	**Total Project Cost**
Washington County	Canyon Road Streetscape and Safety Project	Beaverton	AT/CS	CONS	$3,535,000	$3,939,579
	Fanno Creek Trail: Woodard Park to Bonita Road and 85th Avenue to Tualatin River Bridge	Tigard	AT/CS	CONS	$3,700,000	$4,600,000
	Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue	THPRD	AT/CS	PD	$800,000	$4,733,812
	Tonquin Road/Grahams Ferry Road Intersection	Washington County	GE/FI	CONS	$2,132,000	$3,352,154
	Pedestrian Arterial Crossings	Washington County	AT/CS	PD	$636,000	$3,979,350
	US 26/Brookwood Interchange – Industrial Access Project	Hillsboro	REOF	CONS	$8,267,000	$35,000,000
City of Portland	N. Going to Swan Island Freight Improvements	Portland	GE/FI	CONS	$500,000	$557,227
	South Rivergate Freight Project	Portland	GE/FI	CONS	$3,222,000	$4,164,507
	OR 99W: SW 19th Avenue to 26th Avenue - Barbur Boulevard Demonstration Project	Portland	AT/CS	CONS	$1,894,600	$2,111,445
	Foster Road: SE Powell 90th Pedestrian/Bicycle/Safety Phase II	Portland	AT/CS	CONS	$2,063,400	$5,313,400(1)
	Southwest in Motion (SWIM) Active Transportation Strategy	Portland	AT/CS	PLAN	$272,000	$303,132
	Portland Central City Multimodal Safety Project	Portland	AT/CS	PLAN/CONS	$6,000,000	$6,686,727
	East Portland Access to Employment and Education Multimodal Project	Portland	REOF	CONS	$8,267,000	$9,213,195
E. Multnomah County	Sandy Boulevard: NE 181st Avenue to East Gresham City Limits	Gresham	AT/CS	CONS	$3,644,000	$4,644,318
	NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project	Multnomah County	REOF	PD	$1,000,000	$8,421,944(2)
	Troutdale Industrial Access Project	Port of	REOF	CONS	$8,000,000	$14,797,827

Notes: AT/CS - Active Transportation & Complete Streets, GE/FI - Green Economy & Freight Initiatives, REOF –Regional Economic Opportunity Fund; PD - Project Development, CONS – Construction, PLAN – Planning

(1) Foster Road total cost includes Phase I costs.
(2) NE 238th total cost includes ODOT Enhance project award for construction costs.
(3) Element of the Green Economy and Freight Initiatives that was inadvertently left off Exhibit A presented to TPAC on September 27, 2013.

		Portland				
Clackamas Coounty	Jennings Avenue: OR 99E to Oatfield Road Sidewalk and Bikelane Project	Clackamas Co	AT/CS	CONS	$1,901,092	$3,806,673
	SE 129th Avenue Bikelane and Sidewalks Project	Happy Valley	AT/CS	CONS	$2,485,016	$3,105,644
	Clackamas County Regional ITS Project - Phase 2B	Clackamas Co	GE/FI	CONS	$1,230,000	$1,370,799
	Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City	Gladstone	AT/CS	PLAN	$201,892	$235,000
	Sunrise System: Industrial Area Freight Access and Multimodal Project	Clackamas Co	REOF	CONS	$8,267,000	$8,268,563
				Sub-total:	**$68,018,000**	**$128,605,296**
Region-wide programs						
Transit Oriented Development					$9,190,000	N/A
High Capacity Transit					$48,000,000	N/A
Transportation System Management & Operations					$4,640,000	N/A
Regional Travel Options					$7,010,000	N/A
Corridor & Systems Planning					$1,540,000	N/A
Regional Planning					$3,630,000	N/A
Regional Freight Analysis and Project Development(3)					$500,000	N/A
				Sub-total:	**$74,510,000**	**N/A**
				Grand Total:		**$142,528,000**

Notes: AT/CS - Active Transportation & Complete Streets, GE/FI - Green Economy & Freight Initiatives, REOF –Regional Economic Opportunity Fund; PD - Project Development, CONS – Construction, PLAN – Planning

(1) Foster Road total cost includes Phase I costs.
(2) NE 238th total cost includes ODOT Enhance project award for construction costs.
(3) Element of the Green Economy and Freight Initiatives that was inadvertently left off Exhibit A presented to TPAC on September 27, 2013.

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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
May 8, 2014
Metro Regional Center, Council Chamber

MEMBERS PRESENT	AFFILIATION
Carlotta Collette	Metro Council
Craig Dirksen, Chair	Metro Council
Shirley Craddick	Metro Council
Jack Burkman	City of Vancouver
Nina DeConcini	Oregon Department of Environmental Quality
Denny Doyle	City of Beaverton, representing Cities of Washington County
Donna Jordan	City of Lake Oswego, representing Cities of Clackamas Co.
Neil McFarlane	TriMet
Diane McKeel	Multnomah County
Steve Novick	City of Portland
Roy Rogers	Washington County
Paul Savas	Clackamas County
Jason Tell	Oregon Department of Transportation
Don Wagner	Washington State Department of Transportation

MEMBERS EXCUSED	AFFILIATION
Shane Bemis	City of Gresham, representing Cities of Multnomah Co.
Steve Stuart	Clark County
Bill Wyatt	Port of Portland

ALTERNATES PRESENT	AFFILIATION
Lisa Barton Mullins	City of Fairview, representing Cities of Multnomah Co.
Susie Lahsene	Port of Portland

STAFF: Taylor Allen, Andy Cotugno, CJ Doxsee, Kim Ellis, Dan Kaempff, Ted Leybold, John Mermin and Troy Rayburn.

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

Chair Dirksen declared a quorum and called the meeting to order at 7:34 a.m.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

Chair Dirksen updated members on the following items:

- The Joint MPAC/JPACT Climate Smart Communities Meeting is scheduled to occur Friday May 30, 2014 at the World Forestry Center. The purpose of the meeting is to hear feedback from the region on policy areas that were discussed at the April 11th Joint meeting and discuss a recommendation to the Metro Council on the draft preferred approach.
- Metro Council Member Carlotta Collette attended the ACT Task Force Meeting. The ACT Task Force is a result of a legislative action that mandated a transportation commission for rural Clackamas County that includes ODOT and Metro. The mission of the Task Force is to report and explore transportation concerns and solutions throughout the region.
- The United States Environmental Protection Agency has approved Metro's measure for tracking a commitment to expanding transit service over time as a part of the regional air quality strategy. This transit measure is of the three areas of ongoing investment in clean transportation for the Metropolitan region in order to ensure continued compliance with Federal emission standards.
- Kelly Brooks of Oregon Department of Transportation (ODOT) provided an update on Connect Oregon V Grant Process authorized by the state legislature. For the 2014 year there is 4.4 million dollars available for project allocation in Region 1. This year bike and pedestrian projects are now eligible.

4. CONSIDERATION OF THE MINUTES FOR APRIL 10, 2014

MOTION: Diane McKeel moved and seconded by Donna Jordan to adopt the Apr. 10, 2014 minutes.

ACTION: With all in favor, the motion passed.

5. 2014 REGIONAL TRANSPORTATION PLAN (RTP): ACCEPT PROJECT LIST FOR PURPOSE OF AIR QUALITY CONFORMITY DETERMINATION

John Mermin of Metro provided an overview of the draft RTP document and project list. The request for action at the May 8 Metro Council meeting is to receive acceptance of the 2014 RTP for purpose of air quality conformity determination. As part of the 45 day public comment period (March 21-May 5) a tracked changes and clean version of the draft RTP document and project list have been available for review on Metro's website. Community forums were held in Multnomah, Clackamas and Washington Counties. All comments received at each of the forums will be included in the 2014 RTP Final Public Comment Report.

The action is necessary so that Metro can run the air quality model on a 2014 RTP project list for conformity with the Federal Clean Air Act, and hold a required 30-day comment period on the results from May 16-June 15. Final action will be requested from regional committees and the Metro Council at meetings from June 18-July 17. The current RTP expires September 20, 2014. The final RTP must be submitted in late July for federal and state review prior to its expiration date.

Metro Council and JPACT approved a 2014 RTP work program on September 12, 2013. Metro staff shared existing conditions information such as demographic, economic and travel trends to regional committees and the Metro Council in September through November. During the fall, local jurisdictions and partner agencies worked to update their RTP project lists culminating in submissions to Metro in December, 2013. Metro staff shared an overview of changes to the project list at January meetings of regional advisory committees and the Metro Council. Metro staff shared an overview of the proposed edits to the RTP document at regional committees and the Metro Council from February to March. The majority of the edits to the RTP are technical in nature. The policy edits are primarily located in Chapter 2 biking and walking sections. These edits strengthen existing policies and provide additional detail to reflect the Regional Active Transportation and Regional Safety plans but do not propose dramatic shifts in policy direction. Specific Recommendations from the Regional Advisory Committees and a detailed summary of comments on the 2014 Public Review Draft RTP can be accessed as a part of the electronic record.

Member Comments Included:

- Jack Burkman of the City of Vancouver shared that the Regional Bi-State Coordination Committee decided at their May 1, 2014 Meeting to continue forward with the addressing mobility challenges with the I-5 Corridor without making immediate changes to the RTP.

MOTION: Denny Doyle moved and seconded by Carlotta Collette to accept the 2014 Regional Transportation Plan Project List for the Purpose of Air Quality Conformity Determination.

ACTION: With all in favor, the motion to approve Resolution Number 14-4527, For the Purpose of Accepting the 2014 Regional Transportation Plan Project List for Purpose of Air Quality Conformity Determination, passed.

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 the resolution and staff report.

Metro staff presented the approach to updating the boundary area designation to TPAC on April 25, 2014. The committee approved an action to recommend the matter to JPACT for further consideration. Action is anticipated by the Metro Council in May to update the MPA boundary.

Member Comments Included:

- Members asked clarifying questions regarding the ways in which density and population of certain jurisdictions like Marion County and Canby effect the MPA Boundary. Ted Leybold of Metro explained that the Federal Census Bureau employs a methodology that primarily considers density. Metro staff has expressed interest in opportunities to suggest changes in federal rule making that adhere more closely to the Oregon system of land use.
- Members expressed interest in MPO obligations to new local jurisdictions included in the MPA Boundary. Mr. Leybold explained that federal transportation functions are required including the designation of the federal function class for all transportation facilities within the MPA Boundary. All jurisdictions within the MPA Boundary are eligible to apply for Regional Flexible Funds.
- Members showed interest in Metro staff engaging in the formal rule making process at the Federal level to re-evaluate the methodology for determining the MPA Boundary especially as it relates to density and population of areas such as Marion County.

MOTION: Neil McFarlane moved and seconded by Lisa Barton Mullins to recommend adoption of the Metropolitan Planning Area Boundary Update to the Metro Council.

ACTION: With all in favor, the motion to recommend adoption of the Metropolitan Planning Area Boundary Update to the Metro Council passed.

7. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT RECEIVE PUBLIC ENGAGEMENT REPORTS AND APRIL 11 STRAW POLL RESULTS

Kim Ellis 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.

On April 11, a joint meeting of JPACT and MPAC was held. Findings and themes from recently completed engagement activities were presented. Members and alternates participated in a straw poll after discussion of the six remaining policy areas. The memo entitled [ATTACHMENT 2] formally transmits the April 11 straw poll results and summary reports documenting each public engagement activity.

Metro Council and staff briefed local governments on the straw poll results from the April 11 joint meeting and project timelines through county level coordinating committees. MPAC and JPACT members have been asked to bring input from their respective coordinating committees to share at the May 30 joint meeting and inform shaping a recommendation for the Metro Council on a draft preferred approach.

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 comments included:

- Members asked clarifying questions about potential carbon reduction impact strategies (transit and active transportation) and whether they were calculated based on cost effectiveness per dollar spent. Ms. Ellis explained that the overall relative climate benefit was developed based on analysis conducted during phase 1 of the project where 144 different combinations of policy areas at different levels of implementation were evaluated. There may be potential savings that are not accounted for in the analysis.
- Neil McFarlane of TriMet highlighted the TriMet budget anticipated for consideration at the end of May will raise transit service levels. He also highlighted the distinction between the ongoing operating and capital costs. Trimet is also working to develop the service enhancement plans around the region that are primarily captured in scenario C which rely on capital costs.

- Members expressed interest in understanding the future actions that will be taken after the modification and final development of a preferred approach. Ms. Ellis explained that the policy framework will be implemented in future regional policy making such as the RTP and the Functional Plan. Chair Dirksen explained that when the preferred approach is identified regional agencies and elected officials will be encouraged to speak with the State Legislature about the need for additional transportation funding to support the approach.
- Members emphasized the importance of the policy framework developed in the preferred approach to address the unique jurisdictional requests and needs across the region.

8. REGIONAL TRAVEL OPTIONS (RTO) EVALUATION REPORT

Dan Kaempff of Metro provided an overview of the Regional Travel Options Evaluation Report. 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 Regional Travel Options (RTO) program conducts an independent evaluation every two years. RTO hired Steer Davies Gleave (SDG) to review project results and data for the 2011-2013 program evaluation. The executive summary of the evaluation can be accessed as a part of the electronic record.

The evaluation reflects that the RTO program continues to save commuters and residents money, reduce pollution and offer services and tools to reduce barriers to biking, carpooling, riding transit and walking. In particular, the program's past reduction in vehicle miles traveled have been maintained. The evaluation also found that a plateau has been reached, both in terms of program funding allocated as well as the rate of growth in program outcomes.

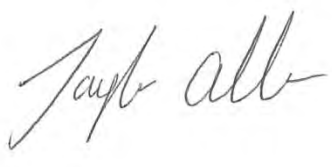
Member comments included:

- Members asked about the opportunity for communities that want to create local shuttles to partner with TriMet and SMART to use the RTO Program Funding, which seems to cater to a need throughout the Metropolitan region. Mr. Kaempff confirmed that shuttles are an eligible use for RTO funds. From a cost perspective standpoint, shuttles are expensive compared to other investments and project proposals, so they do not score as well in the RTO Grant Program criteria. However, with the end of Job Access and Reverse Commute (JARC) funding Metro hopes to still prioritize and value shuttle investments.
- Members expressed interest in Mr. Kaempff sharing the RTO Presentation and supporting information at the May 30th Joint JPACT/MPAC Climate Smart Communities meeting.

9. ADJOURN

Chair Dirksen adjourned the meeting at 8:55 a.m.

Respectfully Submitted,



Taylor Allen

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2	Handout	05/08/14	Columbia River Crossing Issues	5814j-01
5	Memo	05/06/14	Regional Transportation Plan Public Engagement and Comment Period Brief	5814j-02
6	PPT	05/08/14	Metropolitan Planning Area Boundary Update	5814j-03
7	Report	05/07/14	Online Public Comment Tool Report	5814j-04
8	PPT	05/08/14	2011-2013 Regional Travel Options Program Evaluation	5814-05

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Metro | *Memo*

DATE: June 3, 2014

TO: MPAC, JPACT and interested parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Climate Smart Communities Scenarios Project: May 30 MPAC and JPACT Recommendation to the Metro Council on A Draft Approach For Testing

****

PURPOSE

This memo transmits the May 30 MPAC/JPACT recommendation to the Metro Council on the draft approach to test this summer for your information. The Metro Council will be requested to formally act on JPACT and MPAC 's recommendation on June 19 to direct staff to move forward with testing the draft approach 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 project continues to engage community, business, public health and elected leaders in a discussion to shape and adopt a preferred approach that meets the state mandate and supports local and regional plans for investments in downtowns, main streets and employment areas.

In February 2014, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (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, and 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.

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 in a discussion guide, including estimated implementation costs, potential benefits and impacts, and a comparison of the relative climate benefits and cost of six policy areas.

CHANGES SINCE MPAC AND JPACT LAST CONSIDERED THIS ITEM

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

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

- MTAC and TPAC further refined their recommendation to MPAC and JPACT on May 21 and May 23, respectively. The refinements included better connecting their recommendations for a draft approach for testing to the 2014 Regional Transportation Plan (RTP) that is scheduled for adoption in July. The 2014 RTP reflects local, regional and state priorities that are updated from what was tested last year in Scenario B and Scenario C.

- On May 30, a joint meeting of the MPAC and JPACT was held to review additional cost information, public input, the April 11 straw poll results and recommendations from MTAC and TPAC on a draft approach for testing. After discussion of each recommendation, the committees took a poll. The committees unanimously recommended forwarding the results of the May 30 poll to the Metro Council as the draft approach recommended for staff testing this summer. The recommendation on the draft approach for testing is summarized in Attachment 1. More information on the poll results is included in Attachment 2.

<u>Attachments</u>

- Attachment 1. MPAC/JPACT Recommendation to the Metro Council on A Draft Approach for Testing (dated May 30, 2014)
- Attachment 2. May 30 MPAC/JPACT Meeting Poll Results (audited 5/31/14)

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May 2014

U.S. Representative William Shuster
Chair, House Committee on Transportation and Infrastructure
U.S. House of Representatives
2165 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Shuster,

Thank you very much for meeting with me and my colleagues from the Joint Policy Advisory Committee on Transportation (JPACT), the metropolitan planning organization of the Portland, Oregon region, when we were in Washington, DC in March. We very much appreciated your willingness to exchange views on the importance of transportation investment to our local, regional and national economies.

We are encouraged by your commitment to working in a bipartisan manner as you develop an authorization bill to follow MAP 21. Investments to support America's communities and economy should attract support from across the political spectrum and we are ready and willing to assist in any way. In particular, we believe the highway trust fund needs additional revenue to become sustainable, and share your view that we must find an alternative to ongoing subsidies from the general fund.

Thank you also for your suggestion that we work closely with key members of the business community in our region who can collaborate with their national networks to highlight the critical importance of investing in America's transportation infrastructure. We have taken your suggestion to heart and have initiated conversations with several Oregon businesses as well as national organizations that bring together the public and private sectors in partnership to support vital infrastructure investment.

Thank you again for your courtesy in meeting with us, and for your continued leadership on these important issues. I hope we can continue our dialogue and collaboration in the coming months and years.

Sincerely,

Craig Dirksen
Metro Councilor, District 3
Chair, Joint Policy Advisory Committee on Transportation