

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, Sept.10, 2014
Time: 5 to 7:30 p.m.
Place: Metro, Council Chamber

- | | | | |
|---------------------|----|--|----------------------|
| 5:00 PM | 1. | <u>CALL TO ORDER</u> | Jody Carson, Chair |
| 5:05 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Jody Carson, Chair |
| 5:10 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:15 PM
(5 Min) | 4. | <u>COUNCIL UPDATE</u> | Metro Council |
| 5:20 PM
(5 Min) | 5. | <u>CONSENT AGENDA:</u> | |
| | * | • Consideration of Aug. 13, 2014 Minutes | |
| | * | • Consideration of May 30 th Joint MPAC/JPACT Minutes | |
| | * | • MTAC Nominations for MPAC Consideration | |
| 5:25 PM
(20 Min) | 6. | * <u>METRO'S SOLID WASTE COMMUNITY ENHANCEMENT PROGRAM : UPDATE ON UPCOMING STAFF RECOMMENDATION TO COUNCIL- INFORMATION / DISCUSSION</u> | Roy Brower, Metro |
| 5:45 PM
(30 Min) | 7. | * <u>GROWTH MANAGEMENT DECISION: RESULTS OF REGIONAL RESIDENTIAL PREFERENCE SURVEY - INFORMATION / DISCUSSION</u>
<i>Outcome:</i> MPAC understands: <ul style="list-style-type: none">• The purpose of the study• The partnership that was formed to undertake the study• How preferences were measured• Preliminary results of the study | Ted Reid, Metro |
| 6:15PM
(15 Min) | 8. | * <u>GROWTH MANAGEMENT DECISION: MPAC DISCUSSION OF POLICY TOPICS TO PRIORITIZE FOR DISCUSSION IN OCTOBER AND NOVEMBER PRIOR TO MAKING RECOMMENDATION TO COUNCIL-DISCUSSION</u> | John Williams, Metro |

Continued on back...

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលើសរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2014 MPAC Tentative Agendas

As of 9/3/2014

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

<p>MPAC Meeting- Extended to 7:30 p.m. Wednesday, Sept. 10, 2014</p> <ul style="list-style-type: none">• <i>Growth Management Decision: Results of regional Residential Preference Survey and discussion of policy questions– <u>Information / Discussion</u> (30 Minutes, Ted Reid)</i>• <i>Climate Smart Communities Scenarios Project: Discuss draft approach evaluation results, estimate costs and draft implementation recommendations – <u>Information / Discussion</u> (45-60 min, Kim Ellis)</i>• <i>Solid Waste Community Enhancement Program Changes – <u>Information / Discussion</u> (30 Minutes Roy Brower)</i> <p>FYI: A comment period is planned from Sept. 15 to Oct. 30, 2014 on the Climate Smart Communities draft approach and draft implementation recommendations.</p> <p>FYI: 2014 Rail~Volution,</p> <ul style="list-style-type: none">• Minneapolis, MN, September 21 – 24	<p>MPAC Meeting Wednesday, Oct. 8, 2014</p> <ul style="list-style-type: none">• <i>Growth Management Decision: Discuss recommendation to Metro Council on whether Council should accept 2014 Urban Growth Report as basis for subsequent growth management decision – discussion and begin drafting recommendations (Ted Reid)</i>• <i>2015 legislative session and possible shared regional agenda – Discussion</i>
<p>MPAC Meeting Wednesday, Oct. 22, 2014</p> <ul style="list-style-type: none">• <i>Climate Smart Communities Scenarios: Continue discussion on draft approach and implementation recommendations – Information/discussion leading to joint meeting on Nov. 7th and recommendation on Dec. 10th (30 min, Kim Ellis)</i>• <i>Growth Management Decision: Continued discussion and finalization of recommendation to Metro Council – Discussion – leading to recommendation on Nov. 12th (Ted Reid)</i>• <i>Call for volunteers to serve on nominating committee for 2015</i>	<p>Joint MPAC/JPACT Meeting <u>Friday, November 7, 2014 (HOLD 8 a.m. to noon)</u></p> <ul style="list-style-type: none">• <i>Climate Smart Communities Scenarios Project: Discuss public comments and potential refinements to draft approach and implementation recommendations</i>

MPAC Meeting

Wednesday, Nov. 12, 2014

- *Growth Management Decision: Recommendation to Metro Council on whether Council should accept 2014 Urban Growth Report as basis for subsequent growth management decision – Recommendation to Metro Council (Ted Reid)*
- *Climate Smart Communities Scenarios: Continued discussion of public comments, potential refinements and recommendation to Metro Council – Discussion leading to Dec. 10th recommendation (30 min, Kim Ellis)*

FYI: National League of Cities Congress of Cities and Exposition, Austin, TX, November 18 - 22

MPAC Meeting

Wednesday, Dec. 10, 2014

- Climate Smart Communities Scenarios Project: Adoption of the preferred approach – Recommendation to the Metro Council requested (Kim Ellis)

Parking Lot:

- Presentation on health & land use featuring local projects from around the region
- Affordable Housing opportunities, tools and strategies
- Greater Portland, Inc. Presentation on the Metropolitan Export Initiative
- MPAC composition
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- Tour of the City of Wilsonville’s Villebois community



METRO POLICY ADVISORY COMMITTEE (MPAC)

August 13, 2014

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Ruth Adkins
Edward Barnes
Jody Carson, *Chair*
Sam Chase
Tim Clark, *2nd Vice Chair*
Denny Doyle
Kathryn Harrington
Jerry Hinton
Dick Jones
Carrie MacLaren
Marilyn McWilliams
Doug Neeley
Wilda Parks
Craig Prosser
Martha Schrader
Loretta Smith
Bob Stacey
Peter Truax, *1st Vice Chair*
Jerry Willey

AFFILIATION

PPS, Governing Body of School Districts
Clark County
City of West Linn, Clackamas Co. Other Cities
Metro Council
City of Wood Village
City of Beaverton, Washington Co. 2nd Largest City
Metro Council
City of Gresham
Oak Lodge Water District
Oregon Dept. of Land Conservation & Development
Tualatin Valley Water District, Washington Co. Special Districts
City of Oregon City, Clackamas Co. 2nd Largest City
Citizen, Clackamas Co. Citizen
Trimet
Clackamas County
Multnomah County
Metro Council
City of Forest Grove, Washington Co. Other Cities
City of Hillsboro, Washington Co. Largest City

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Gretchen Buehner
Jennifer Donnelly
Jeff Gudman
Chad Eiken

AFFILIATION

Washington Co. Other Cities
Oregon Dept. of Land Conservation & Development
City of Lake Oswego
City of Vancouver

Staff:

Elissa Gertler, Alison Kean, Jessica Rojas, Jamie Snook, John Williams, Ina Zucker.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

MPAC Chair Jody Carson called the meeting to order and declared a quorum at 5:01 p.m.

2. SELF INTRODUCTIONS & COMMUNICATIONS

3. CITIZEN COMMUNICATION ON NON-AGENDA ITEMS

No citizen communications on non-agenda items.

4. COUNCIL UPDATE

Councilor Stacey provided members with an update on the following items:

- The “Let’s Talk Trash” featuring the GLEAN and Waste Not exhibits had an attendance of over 350 at Disjecta. The exhibits are open to the public weekend afternoons through the end of August. The exhibits feature art made from items discarded at the Metro Central Transfer Station, including portraits of those who work with the region’s garbage on a daily basis.
- Reminded members about the Let’s Talk Trash Film Contest” designed to engage local film makers to make short films about garbage that feature where it goes, what happens to it and what we can get from it. All local filmmakers are encouraged to submit by films by Sunday, October 12. A showcase featuring finalist films will be shown at the Northwest Film Center’s Annual Film Festival on Monday, November 10, at the Portland Art Museum and for more information at www.oregonmetro.gov/filmcontest
- Reminded members of the upcoming work with the Climate Smart Communities project, Joint MPAC /JPACT meeting on Friday, Nov. 7th, 8:00 a.m. to noon, location to be determined. The purpose of the joint meeting is to discuss potential refinements and recommendations to the Metro Council on the draft approach of policies and proposed early actions for implementation in the next five years.

5. CONSENT AGENDA

- Consideration of July 23, 2014 Minutes

Corrections to the July 23, 2014 minutes include that Marilyn McWilliams was present at the July 23, 2014 Meeting.

MOTION: Moved by Mayor Denny Doyle and seconded by Mayor Peter Truax.

ACTION: With all in favor, the motion passed.

6. LAND CONSERVATION AND DEVELOPMENT COMMISSION STRATEGIC PLAN

Chair Carson introduced Carrie MacLaren, Deputy Director of the Department of Land Conservation and Development (DLCD) to present on the DLCD’s draft 2014-22 Strategic Plan. Ms. MacLaren overviewed the purpose of the DLCD’s Strategic Plan with members, highlights included:

The Strategic Plan’s purpose in attaining the strategic goals, resulting in a better understanding by stakeholders, local governments, and the legislature about what the DLCD does and is responsible for. A draft of the plan is available for the public to review, with a scope of eight years to identify specific strategies to cover the goals.

The draft plan serves as a touchstone for other departmental reports and documents, including the agency budget, biennial LCDC Policy Agenda and the department Biennial Report. All comments received in regards to the draft plan before the July 25th Commission meeting have been compiled.

Staff is in the process of review and evaluation; following revisions based on comments received. The revised draft will be released in early September, where the DLCD will be seeking approval at the September meeting. The five strategic goals of the DLCD in efforts to conserve Oregon's natural resources include:

1. Promote Sustainable, Vibrant Communities
2. Engage and Inform the Public and Stakeholders
3. Provide Timely and Dynamic Leadership that Supports Capacity-Building
4. Deliver Services that are Efficient, Outcome-Based, and Professional

Ms. MacLaren invited members to ask questions or provide comments, including the offer to meet with folks individually.

Member comments and questions included:

Members asked questions in regards to the real-estate business community and LUBA and requested more information to gain a better understanding of the LUBA language.

Ms. MacLaren offered examples to help guide members thru the procedural pieces.

Members offered comments about the size of the document and the length of the comment period.

Members asked clarifying questions on the history of the process and asked for input on the situation of Damascus.

Ms. MacLaren offered some background history of the work conducted throughout the state and offered input as to how DLCD works with outside entities to update the plans as needed.

Ms. MacLaren offered comments and history with the City of Damascus, how local government is situated to the process, background on the enforcement order and offered aspects to look at in the future that could come out of this process.

Members asked clarifying questions as to how the plan went from 2 year to an 8 year plan.

7. STREETCAR EVALUATION METHODS PROJECT: DISCUSS PRELIMINARY RESULTS OF FTA FUNDED RESEARCH PROJECT

Chair Carson introduced Elissa Gertler, Metro Planning and Development Director; Jamie Snook of Metro; Eric Engstrom from the City of Portland; and Eric Hesse of TriMet to discuss the Streetcar evaluations methods project and share the results from the study.

Ms. Gertler, offered background on the Streetcar Evaluation Methods project as a part of an FTA grant funded project to develop a tool to predict real estate development along streetcar corridors, in efforts to help prioritize public investments.

Ms. Gertler provided details of the New and Small Starts funding program, highlighting that economic development as one of six criteria for New and Small Starts. The FTA funded this project with expectations that this model could be useful nationally in providing an objective analysis to support the funding process. Other objectives included: mobility improvements, environmental benefits, cost effectiveness, land use benefits and congestion relief.

Ms. Gertler acknowledged that the project is a partnership between Metro, TriMet, Portland Streetcar Inc, City of Portland and the City of Hillsboro. Those who are credited with the development of the model include CH2M Hill, Johnson Economic and Angelo Planning and consultants include Catherine Ciarlo for project management and Jerry Johnson in developing the model.

Takeaways include:

- A model was needed that could predict development within various types of corridors and help inform the decision-making process. The model is intended to help us decide where to invest limited transportation dollars, set priorities and identify where the greatest return on public investment is possible.
- Transit, bike and walk trips are significantly higher in areas with mixed land use and good transit.
- The 2012 travel behavior study found that auto trips account for 36% mode share in areas with good transit and mixed use. This compared to 58% auto mode share in 1994.
- Aspects that attract people to walk, bike to take transit include Good design as it is attractive to the pedestrian realm.
- Higher density invokes activity and a sense of safety.
- Design aspects such as continuity, including no gaps along the street are encouraging.
- Other aspects such as smaller block size, ease of access and mixed use, amount of proximity to destinations play a strong part in how people will utilize alternates modes of transportation.
- The model requires knowledge about the local market variables at the parcel level. Model users would use the GIS and assessor data for the physical conditions of the corridor.
- Local economic development staff or real estate market professionals may be needed to provide data on market variables such as rents, achievable pricing and construction costs.
- The City of Portland is using the model to analyze several corridors identified as potential streetcar routes in the 2009 Streetcar System Concept Plan.

Member comments and questions included:

- Members asked clarifying questions as to the difference in buses and rails in the model.
- Eric Hesse of Trimet responded that there is a measure in the model of the public investments and the enmities that go along with the bus, and the model is not rail specific.

Members offered comments of hoping to hear more of the comparable analysis in helping cities make better decisions in relation to building street car, bus lines, and light rail infrastructure while looking at the development trends that follow.

Ms. Gertler responded that there is a series of criteria to consider and those topics members referred to can look at those options, but this model looks at the private development aspects.

- Members asked questions as to whether the streetcar that can go back on and off light rail lines.
- Eric Hesse responded that certain areas can accommodate both.
- Members inquired as to whether the model would be available to any jurisdiction in the county, and what are the costs to use?

Jamie Snook responded that they are looking at where it can be used as it is data intensive and there are a lot of inputs to address.

- Members inquired if there is opportunity where local adaptations that can be applied.

Ms. Gertler responded that it is up to the FTA to determine the standards and consider the methodology that is available and clarified that this tool is available for those who do not have a tool in place already that is specific to their needs.

Member communications:

Craig Prosser offered an update from TriMet in regards to the budget and frequent service lines. Updates in the budget included frequent service lines returning to previous service and new buses to address issues of overcrowding. Mr. Prosser highlighted the new E-fare program and fare cards. TriMet recently approved a contract with a company that will work with the E fare cards and with retail outlets to expand retail outlet coverage to locate retail outlets within 1/3 of a mile of 40% to 50% of riders' homes or jobs. Mr. Prosser also mentioned collaborating with C Tran and anticipates an overall increase in retail coverage in C Tran's service area. TriMet is also considering transit fare equity by looking at ways to provide daily fare riders with some of the cost benefits enjoyed by monthly pass riders.

Gretchen Buehner extended an invitation to city councilors and other elected officials from the metro area to participate in the discussions with the League of Oregon Cities.

8. MPAC MEMBER COMMUNICATION

Chair Carson adjourned the meeting at 6:27 p.m.

Respectfully Submitted,

Jessica Rojas



Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR AUGUST 13, 2014

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
N/A	Handout	8/7/14	Updated MPAC Work Plan	81314-01
N/A	Handout	5/30/14	Draft May 30 th Joint MPAC/JPACT Meeting Minutes	81314m-02
4	Postcard	N/A	GLEAN Event Postcard	81314m-03
4	Postcard	N/A	Let's Talk Trash Film Contest	81314m-04
4	Handout	N/A	Oregon Legislative Priorities	81314m-05
7	PPT	8/13/14	Streetcar Corridor Economic Impact Predictive Model	81314m-06
6	PPT	8/13/14	DLCD Strategic Plan	81314m-07



JOINT MPAC/JPACT MEETING
Meeting Minutes
May 30, 2014
World Forestry Center, Cheatham Hall

JPACT MEMBERS PRESENT

Jack Burkman
Carlotta Collette
Shirley Craddick, Vice Chair
Craig Dirksen, Chair
Nina DeConcini
Denny Doyle
Donna Jordan
Neil McFarlane
Diane McKeel
Steve Novick
Paul Savas

AFFILIATION

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

JPACT MEMBERS EXCUSED

Shane Bemis
Heath Henderson
Roy Rogers
Jason Tell
Don Wagner
Bill Wyatt

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.
Clark County
Washington County
Oregon Department of Transportation
Washington State Department of Transportation
Port of Portland

JPACT ALTERNATES PRESENT

David Collier
Jef Dalin
Andy Duyck
Tim Knapp
Matt Ransom
Rian Windsheimer

AFFILIATION

Oregon Department of Environmental Quality
City of Cornelius, representing Cities of Washington County
Washington County
City of Wilsonville
City of Vancouver
Oregon Department of Transportation

MPAC MEMBERS PRESENT

Ruth Adkins
Jody Carson, Chair
Sam Chase

AFFILIATION

PPS, Governing Body of School Districts
City of West Linn, Clackamas Co. Other Cities
Metro Council

Tim Clark	City of Wood Village, representing Multnomah Co. other cities
Denny Doyle	City of Beaverton, representing Cities of Washington County
Andy Duyck	Washington County
Lise Glancy	Port of Portland
Jerry Hinton	City of Gresham
Dick Jones	Oak Lodge Water District
Anne McEnerny-Ogle	City of Vancouver
Marilyn McWilliams	Tualatin Valley Water District, Washington Co. Special Districts
Doug Neely	City of Oregon City, Clackamas Co. 2 nd Largest City
Wilda Parks	Citizen, Clackamas Co. Citizen
Craig Prosser	TriMet
Martha Schrader	Clackamas County
Loretta Smith	Multnomah County
Bob Stacey	Metro Council
Jerry Willey	City of Hillsboro, Washington Co. Largest City

MPAC MEMBERS EXCUSED

Maxine Fitzpatrick
Kathryn Harrington
Keith Mays
Charlynn Newton
Jim Rue
Steve Stuart
Kent Studebaker
Peter Truax

AFFILIATION

Multnomah Co. Citizen
Metro Council
Sherwood Chamber of Commerce
City of North Plains
Oregon Dept. of Land Conservation and Development
Clark County
City of Lake Oswego
City of Forest Grove, Washington Co. Other Cities

MPAC ALTERNATES PRESENT

Jim Bernard
Gretchen Buehner
Jennifer Donnely
Terry Gibson
Jeff Gudman

AFFILIATION

Clackamas County
City of Tigard
Oregon Dept. of Land Conservation and Development
Oak Lodge Sanitary District
City of Lake Oswego

STAFF: Taylor Allen, John Williams, Troy Rayburn, Jessica Rojas, Jill Schmidt, Andy Cotugno, Kim Ellis, Tom Kloster, Grace Cho, Randy Tucker, Beth Cohen, Ramona Perrault, Nick Christensen, Martha Bennett, Caleb Winter, Dan Kaempff, Valerie Cuevas, Lake McTighe, Peggy Morell, Patty Unfred, C.J. Doxsee, Lake McTighe, John Mermin and Chris Myers.

FACILITATOR: Sam Imperati, Oregon Consensus.

The joint policy advisory committee meeting on the Climate Smart Communities Scenarios Project convened at 8:00 a.m.

1. WELCOME AND AGENDA REVIEW

Meeting Facilitator, Sam Imperati of Oregon Consensus welcomed the members and alternates of the Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) as well as staff and interested parties.

Mr. Imperati gave an overview of the joint committee meeting agenda and goals of the meeting:

1. Review meeting outcomes and today's action
2. Consider public input, cost, climate benefit and the six desired outcomes
3. Take a poll and committee action on a draft approach to determine the basis for the Recommendation to the Metro Council

Mr. Imperati highlighted that from the six desired policy outcomes, transit has been split into two areas, capital expenditures and infrastructure to provide for a more refined recommendation. He explained that committee members would take action to make a recommendation on a draft approach. He directed committee members to the materials provided in the meeting packet and provided an overview of the voting process for the formal poll. Among the materials provided were color-coded voting cards (green, yellow and red) determining three levels of support to recommend a level of investment to test.

2. CALL TO ORDER AND INTRODUCTIONS

MPAC Chair Carson and JPACT Chair Dirksen began by declaring a quorum for both Committees. JPACT Chair and Metro Councilor Craig Dirksen acknowledged the presence of Jerry Lidz, a commissioner with the Land Conservation and Development Commission and liaison to the Climate Smart Communities Scenario Project.

CONSIDERATION OF THE MINUTES FROM THE JOINT JPACT/MPAC APRIL 11 MEETING

JPACT

MOTION: Donna Jordan moved, Jack Burkman seconded to approve the minutes from the Joint JPACT/MPAC April 11th meeting with the following amendments:

- Jack Burkman of the city of Vancouver was present at the April 11th Joint JPACT/MPAC meeting.

ACTION: With all in favor, the motion passed.

MPAC

MOTION: Ruth Adkins moved, Tim Clark seconded to approve the minutes from the Joint JPACT/MPAC April 11th meeting with the following amendments:

- Jack Burkman of the city of Vancouver was present at the April 11th Joint JPACT/MPAC meeting.

ACTION: With all in favor, the motion passed.

Chair Carson explained that the two committees would consider the information received on the six policy areas as well as the recommendations received from Metro Technical Advisory Committee (MTAC) and Transportation Policy Advisory Committee (TPAC). The meeting is anticipated to result in JPACT and TPAC recommending a draft approach to the Metro Council to test during the summer of 2014. She stated that this work develops the basis for developing the draft approach to reduce greenhouse gas emissions while creating great communities through adopted local and regional plans. In depth discussion will be initiated regarding the six policy areas with new information relating to cost, public input and committee recommendations. She emphasized that members bring forward perspective and priorities of the individuals they represent to the discussion.

Chair Dirksen reviewed the next steps in the process of shaping the draft approach. Councilor Dirksen provided historical context in relation to the work members are engaged in as a part of the 2040 Growth Concept. He emphasized that the potential action taken today is not a decision on the scenario. He identified one key purpose of the meeting as identifying the level of investment needed to reach the state mandated target by 2035 that provide Metro staff with sufficient direction to move forward with testing the draft approach, which will be subject to further discussion and potential refinement during the fall of 2014.

Chair Dirksen introduced Metro Deputy Director of Planning John Williams.

3. SETTING THE STAGE FOR SHAPING A DRAFT APPROACH TO TEST

Mr. John Williams, Metro Deputy Planning Director, presented an overview of the straw poll results, local examples, cost information, community input and MTAC and TPAC recommendations for each policy area. Mr. Williams directs committee members to [SHAPING THE PREFERRED APPROACH: A DISCUSSION GUIDE FOR POLICY MAKERS] referenced by page number in the PowerPoint presentation.

- Regional context and what we learned so far (pp.7-15)
- Policy questions for 2014 (pp. 18 -19)
- Overview of policy areas (pp. 21- 48)
- Supplemental information (pp. 53 - 60)

MTAC & TPAC recommendations can be found in [MEMO: CLIMATE SMART COMMUNITIES SCENARIOS PROJECT DRAFT APPROACH TO TEST].

- Recommendation 1 (pp. 5)
- Recommendation 2 (pp.5)
- Recommendation 3 (pp.5)
- Recommendations 4-7 (pp. 8-1)

Members Comments Included:

- Members expressed concerns regarding parking management.
- Members encouraged that the draft approach reflect the distribution of dollars and funds unique to the individual needs and aspirations of the citizens and communities that make up each part of the Metropolitan region.

- Neil McFarlane of TriMet highlighted operation costs as well as maintenance and preservations costs for streets and highways across the three scenarios.
- Members emphasized the significant change in federal transportation funding for long term capital projects.
- Members asked clarifying questions regarding household costs and benefits across the three scenarios. Ms. Kim Ellis of Metro explained that the numbers reported for household savings only account for vehicle capital costs and during the summer of 2014 the evaluation will bring forward more information regarding transit and cost benefits.
- Members expressed interest in a cost benefit analysis of the price on carbon for people within the metropolitan region across the three scenarios.
- Metro Councilor Bob Stacey recognized the ways in which everyone benefits from transit and highlighted having a transportation funding strategy that addresses all needs and all benefits of a transportation system. He encouraged the region to explore funding strategies for transportation modes excluded from the Federal Highway Trust Fund budget.
- Mayor Charlie Hales emphasized the need to rely on state and local resources for transportation funding.
- Members emphasized the benefits from greenhouse gas emissions reduction within local communities such as access, mobility and jobs.

4. BREAK

5. SHAPING A DRAFT APPROACH TO TEST DISCUSSION

Mr. Imperati facilitated a discussion reviewing each of the six policy areas for members to consider input received and new information presented to recommend a level of investment to test:

- Transit: Capital & Operations (pp. 5 of memo)
- Technology (pp.6 of memo)
- Travel Information (pp.7 of memo)
- Active Transportation (pp. 7)
- Streets and highways (pp. 7)
- Parking (pp.8)

Members Comments Included:

Transit: Capital & Operations

- Members asked clarifying questions about the Columbia River Crossing LRT extension and how it impacts the 2.2 billion dollar estimated investment in the next twenty years. Ms. Ellis explained that the analysis for the draft approach will take into account the assumptions included in the draft Regional Transportation Plan.
- Neil McFarlane of TriMet expressed concern in regards to capital rehabilitation expenses.
- Members expressed interest in resources needed to meet transit service growth targets.
- Members expressed interest in the service enhancement plans and the impact on employment access across the three scenarios.
- Members asked about how the increased maintenance, improvements and construction costs on sidewalks and street ramps regarding accessibility and mobility standards has been accounted for within the scenario assumptions. Ms. Ellis explained the cost

assumptions used within the analysis were created by local governments, TriMet and the Oregon Department of Transportation (ODOT) for project cost estimates. The engineer developed a cost estimation methodology that may account for some of those standards.

- Chair Dirksen asked about the cost required to purchase and maintain more buses. Mr. McFarlane confirmed the bus maintenance cost as capital.
- Members asked clarifying questions about the ultimate objective in terms of high capacity transit and light rail in the Metropolitan region. Mr. Williams of Metro directed members to the Regional HCT Transit Plan developed by Metro which details the HCT vision of the region.
- Members highlighted that transit service enhancements require equal street accessibility and mobility enhancements.
- Members asked clarifying questions about transit affordability in Scenario C and the cost implications.

Technology

- Metro Councilor Carlotta Collette recognized the returned investment on technology in terms of project funding for Scenario C.
- Members expressed interest in selecting a level of investment greater than Scenario C.

Travel Information Incentives

- Members emphasized the small investment in travel information incentives relative to project results and localized outcomes.

Active Transportation

- Mr. McFarlane reinforced the connection between active transportation and transit strategy in terms of safety and comfort.
- Chair Dirksen highlighted the Regional Opinion Poll which confirmed that people support active transportation projects that are safe and provide access to transit.
- Members asked clarifying questions about the way in which the investments would be spent for active transportation. Mr. Williams explained that the money would be used for implementing the active transportation systems and priorities identified by local counties and cities throughout the metropolitan region.

Streets and Highways

- There were none

Parking

- Members expressed interest in increased parking in areas where transit service is less complete and accessible.
- Members asked about whether the funding for “park and rides” is incorporated as transit or parking investments. Mr. Eric Hesse of TriMet explained that “park and rides” are identified in transit capital investments. Ms. Ellis also explained that “park and rides” are included in the range of approaches within the scenarios.
- Chair Dirksen emphasized the ways in which parking reduces greenhouse gas emissions in each community differently providing localized context.

Final Comments

- Nina DeConcini from the Oregon Department of Environmental Quality (DEQ) explained that DEQ as an agency is interested in the outcomes and objectives for air quality, public health and greenhouse gas emission reduction in the final deliberations of the preferred approach and she decided to abstain from the formal vote.

6. POLL AND BREAK

7. JOINT RECOMMENDATION TO METRO COUNCIL ON A DRAFT APPROACH TO TEST-ACTION REQUESTED

Mr. Imperati presented the poll results and facilitated a group discussion on the results. Detailed graphs of the poll results can be accessed in the PowerPoint presentation entitled [CLIMATE SMART COMMUNITIES SCENARIOS PROJECT SHAPING THE DRAFT APPROACH FOR TESTING, SLIDES 32-33] as a part of the electronic record.

MPAC

MOTION: Dick Jones moved, Marilyn McWilliams seconded to forward today's poll results to the Metro Council as the recommended draft approach for staff testing during Summer of 2014.

ACTION: With all in favor, the motion passed.

JPACT

MOTION: Neil McFarlane moved, Donna Jordan seconded to forward today's poll results to the Metro Council as the recommended draft approach for staff testing during Summer of 2014.

ACTION: With all in favor and Nina DeConcini abstaining, the motion passed.

8. GETTING TO A FINAL RECOMMENDATION IN DECEMBER- WHAT'S NEXT

Mr. Imperati emphasized that the recommendation does not serve as an endorsement but instead, it will be utilized by Metro staff over the summer as a model to further test and analyze. Chair Carson and Chair Dirksen thanked both committees for the effort and time put forth in developing a joint recommendation.

June 2014 – Council action on draft approach to test

June–August – Metro staff works with TPAC and MTAC to evaluate draft approach & develop implementation recommendations.

September – Report results

September-December – Public review of draft preferred approach, identify refinements & final adoption

9. ADJOURN

Chair Dirksen and Chair Carson adjourned the meeting at 12:00 p.m.

Respectfully submitted,



Taylor Allen, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY. 30, 2014

DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
Handout	05/30/2014	JPACT/MPAC Meeting Agenda	53014-01
Handout	05/30/2014	Joint MPAC/JPACT April 11 Draft Meeting Minutes	53014-02
Memo	05/23/2014	Climate Smart Communities Scenarios Project: Draft Approach to Test	53014-03
Presentation	05/23/2014	Straw Poll Results from April 11 Joint JPACT/MPAC Meeting	53014-04
Handout	N/A	Guide to Key Takeaways from Stakeholder and Public Input in Six Policy Areas	53014-05
Discussion Guide	April 2014	Shaping the Preferred Approach: A Discussion Guide for Policymakers	53014-06
Presentation	05/30/2014	Shaping the Draft Approach for Testing	53014-07
Handout	05/30/2014	Poll: Shaping the Preferred Approach	53014-08
Letter	05/27/2014	Letter from City of Portland Bureau of Planning and Sustainability	53014-09
Handout	05/30/2014	Metro Comment Form	53014-10



Metro | Memo

Date: Thursday, August 21, 2014
To: Metro Policy Advisory Committee
From: John Williams, MTAC Chair
Subject: MTAC Nominations for MPAC Consideration

A handwritten signature in blue ink, appearing to read 'John Williams', is written over the 'From' and 'Subject' lines of the memo header.

We have received a new nomination for the "Residential Development" position on MTAC. The Home Builders Association of Metropolitan Portland has nominated Jon Kloor as their new first alternate. Justin Wood remains the primary member and Dave Nielsen becomes the second alternate.

Additionally, the City of Lake Oswego has nominated Sarah Selden to replace Andrea Christenson as their alternate. Scot Siegel remains the primary member.

Please consider these nominees for MTAC membership at your September 10 meeting. Per MPAC's bylaws, MPAC may approve or reject any nomination submitted.

If you have any questions or comments, please do not hesitate to contact me.

Thank you.

MPAC Worksheet

Agenda Item Title: Updating Metro’s Solid Waste Community Enhancement Program

Presenter: Roy Brower

Contact for this worksheet/presentation: Roy Brower

Council Liaison Sponsor: Councilor Kathryn Harrington

Purpose of this item:

Information Discussion

MPAC Target Meeting Date: September 10, 2014

Amount of time needed for: Presentation: 15 minutes Discussion: 15 minutes

Purpose/Objective: Provide information on proposed updates to a regional program that will affect some communities hosting certain solid waste facilities. These changes update the existing program and establish a framework for future program implementation and administration.

Action Requested/Outcome: Update on upcoming staff recommendation to Council.

Background and context: Metro’s existing solid waste community enhancement program (Metro Code Chapter 5.06) is being updated. The purpose of this project is to review the existing program and provide recommendations to the Metro Council for the future program.

Under the current program, a fee (\$0.50 per ton) is collected on solid waste at Metro Central Station, Metro South Station and the Forest Grove Transfer Station. The funds are used for community enhancement grant projects in the vicinity of each of these solid waste facilities. Effective July 1, 2015, the proposal will increase the fee at existing facilities to the state maximum of \$1 per ton, and expand the program to include other eligible solid waste facilities located in Troutdale, Sherwood, Wilsonville, and Portland (see Table 1 below).

Table 1 – Solid Waste Community Enhancement Program

Solid Waste Facility	Community	Currently Collected (FY 2014-15)	To Be Collected (FY 2015-16 estimated)
Metro South	Oregon City	\$133,000	\$266,000
Metro Central	Portland	\$130,000	\$260,000
Forest Grove Transfer Station	Forest Grove	\$ 54,000	\$108,000
Willamette Resources, Inc.	Wilsonville	\$ 0	\$ 70,000
Pride Recycling	Sherwood	\$ 0	\$ 70,000
Troutdale Transfer Station	Troutdale	\$ 0	\$ 70,000
Suttle Road Recovery	Portland	\$ 0	\$ 12,000

Metro has long recognized that certain solid waste facilities may present economic, environmental, health or other impacts on local host communities. Metro’s solid waste community enhancement program was

adopted in the Regional Solid Waste Management Plan (RSWMP) in 1988, in Metro Code Chapter 5.06 in 1990 and is based in state law adopted in 1987 (ORS 459.284).

The program has been administered in one of two ways:

- (1) Directly by Metro through a Metro-administered committee (e.g., Metro Central Enhancement Committee, North Portland Enhancement Committee), or
- (2) Directly by a host local government through an intergovernmental agreement (IGA) between Metro and the host local government (e.g. Oregon City, Forest Grove).

The enhancement fee has not been increased since the program was established 26 years ago. Increasing the fee currently collected at existing facilities adjusts the fee for inflation. Adding other facilities, already eligible under state law, simply recognizes the evolving nature of the solid waste system and expanded activities at solid waste facilities playing a larger role in the waste transfer system.

Implementing a community enhancement fee of \$1.00 per ton at all eligible facilities will result in about a 75 cent per year increase to a typical residential ratepayer (or around 6 cents per month) in curbside disposal charges. [This increase is based on an estimate of a typical household in the region disposing of 1,500 pounds or 0.75 tons of solid waste each year. The impact on commercial rates will vary based on the type of business, volume of recycling and disposal each year.]

Metro councilors and staff have been provided written material, briefings and meetings with stakeholders throughout the project process. Letters and information were sent in October 2013 and August 2014. Multiple meetings with affected city managers and elected officials, industry and community leaders have been held during the process.

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

What packet material do you plan to include?

Summary of Key Program Elements for Updating the Solid Waste Community Enhancement Program.

➤ **The following additional detailed material is available upon request:**

Draft Revisions to Metro Code Chapter 5.06. This is the “high-level” constitutional changes to Metro Code Chapter 5.06.

Draft Administrative Procedures. These are the detailed implementation provisions for the program and work in conjunction with Metro Code Chapter 5.06.

Draft Intergovernmental Agreement Template. This will serve as the basis for an agreement between Metro and a local government that chooses to directly implement a solid waste community enhancement program.

What is the schedule for future consideration of item:

Metro Council: October 16, 2014 – First Reading.

October 21, 2014 – Work Session.

October 30, 2014 – Second Reading, Public Hearing and Decision.

Metro's Solid Waste Community Enhancement Program Update

Summary of Key Program Elements

Metro Policy Advisory Committee - September 10, 2014

The following is a summary of the key program elements for updating Metro's Solid Waste Community Enhancement Program - Metro Code Chapter 5.06. Updates to the program will also include issuing administrative procedures and an intergovernmental agreement template that will guide program implementation. Over the past several months, Metro staff has presented these key program elements to Metro Councilors and various local government, industry and community stakeholders for discussion and policy guidance.

The key elements of the updated program will:

1. Be based in state law.

- Update Metro's existing program (Metro Code Chapter 5.06) based on state law (ORS 459.284). Program changes will be guided by the state statutory framework.

2. Specify which type of solid waste facilities are eligible for the program.

- Eligible facilities include landfills, transfer stations, energy recovery, reloading and composting facilities.
- Ineligible facilities under state law include reuse, recycling and material recovery facilities.
- Yard debris-*only* reload and composting facilities are not included pending further evaluation.

3. Implement the program at all eligible facilities in the region.

- An enhancement fee will be collected at all eligible solid waste facilities.
- Enhancement fees will be collected on each ton of putrescible waste delivered to the facility (including food waste mixed with yard debris). Funds will be used for enhancement of the area around the facility.
- An enhancement program will be set up for each eligible facility. An enhancement committee will be established to determine the enhancement boundary, and to select plans, programs and projects for the enhancement area.

4. Increase the enhancement fee from \$0.50 to \$1.00 per ton.

- Increase the amount of the fee from \$0.50 to \$1.00 per ton (maximum allowed under current state law) effective July 1, 2015.

5. Provide options for program implementation and coordinate with the host local government.

- Establish a process to implement and administer programs at eligible facilities. Options include:
 - Metro-administered committee.
 - Local government-administered committee. Host local government to establish or serve as the enhancement committee and administer the program via an intergovernmental agreement (IGA) with Metro. Host Metro councilor involvement as the committee co-chair or committee participant.
 - Metro contract with a non-profit or neighborhood organization, when a local or a Metro-administered committee is not practical.

6. Allow administrative cost reimbursement from the fund.

- The funds may be used to reimburse actual administrative costs, for local governments or Metro, up to 20% of the annual program funding cycle amount (but no more than \$50,000 for any committee or local government).
- Administrative costs in excess of the cap shall not be borne by the enhancement fund.

7. Allow local governments to sponsor projects from the fund.

- Funding criteria will allow use of program funds for local government projects and other publicly sponsored projects on a case-by-case basis.
- The total amount available to one or more local government projects will be up to fifteen percent (15%) of the funds available in a funding cycle, or as otherwise established in an IGA with Metro.
- Local government-sponsored projects will be treated like all other applicants with the same application and review procedures set forth by the committee.
- *The direct transfer and use of enhancement fees to a local government general fund will not be allowed.*
- Program funds cannot be used to replace other readily available federal, state, regional or local funds.

8. Establish general program funding eligibility criteria.

- Broad regional funding criteria applicable to all program applicants are recommended, based largely on time-tested criteria used in existing programs. Provide flexibility to meet the needs of different host communities.
- Allows local adoption of more narrow criteria to meet needs of the host community.

Examples of funding criteria:

- Be within the boundary specified by the committee.
- Non-profits, neighborhood associations, charitable organization, schools are all eligible.
- Local government access to funds for sponsored projects.
- All applications must go through the committee review process.

9. Establish general program funding goals.

- Based on existing time-tested program funding goals used by the Metro Central Enhancement Committee.
- A committee may adopt additional goals to meet needs of the host community.

Examples of funding goals:

- Result in improvement to appearance or environmental quality of area.
- Benefit populations most directly impacted by facility, including underserved populations.
- Broad coverage of projects e.g. reduce toxicity, increase reuse/recycling, rehabilitation of property, enhance wildlife, riparian or wetlands, or improved recreational opportunities.

10. Provide a dispute resolution process.

- In case of a dispute, Metro's Chief Operating Officer reviews and notifies host local government, committee and host councilor about nature of dispute, and sets process and timeframe in which to resolve any dispute.

MPAC Worksheet

Agenda Item Title 2015 urban growth management decision: preliminary results of the 2014 residential preference study

Presenter: Ted Reid, Senior Regional Planner, Metro
Dave Nielsen, Home Builders Association of Metropolitan Portland
Rob Dixon, City of Hillsboro

Contact for this worksheet/presentation: Ted Reid, 503-797-1768, ted.reid@oregonmetro.gov

Council Liaison Sponsor: none

Purpose of this item (check no more than 2):

Information x
Update
Discussion x
Action

MPAC Target Meeting Date: July 23, 2014

Amount of time needed for:

Presentation 20
Discussion 10

Purpose/Objective:

Provide MPAC with preliminary results of the 2014 residential preference study.

Action Requested/Outcome:

No action requested at this time.

Outcome: MPAC understands:

- The purpose of the study
- The partnership that was formed to undertake the study
- How preferences were measured
- Preliminary results of the study

Background and context:

Metro, local jurisdictions and the private sector work on a continuous basis to maintain and improve the region's quality of life and to prepare for population and employment growth. Many policy and investment decisions are used to achieve those ends. The regional growth management decision is one of those tools and provides a venue for the region to assess its performance. Understanding how people choose where to live is an important element of planning for future growth.

Following the Metro Council's 2011 growth management decision, staff initiated a "2035 Growth Distribution" process coordinated with local jurisdictions. This work forecasted where, given current policies and investments, population and employment growth are likely to occur in the region. In

adopting the 2035 Growth Distribution (Ordinance No. 12-1292A), the Council indicated its desire to undertake, with partners, a research agenda in conjunction with the 2014 Urban Growth Report that would improve our understanding of residential preferences.

Metro staff has followed Council's direction and has formed a coalition of public and private sector partners that are helping to fund and shape this research agenda. Metro's partners include:

- City of Hillsboro
- City of Portland
- Clackamas County
- Home Builders Association of Metropolitan Portland
- NW Natural
- Portland Metropolitan Association of Realtors
- Washington County

The residential preference survey received more than 6,500 responses and Metro and its partners have spent the last several months working to understand its complex results. Metro and its partners will share our preliminary understanding of the results at the September 10 MPAC meeting.

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

MPAC has discussed the growth management topic on several occasions this year:

- | | |
|--------------------|--|
| January 8, 2014: | Recent economic conditions and how they influence the outlook for the forecast. |
| February 12, 2014: | Accuracy of past regional forecasts. |
| April 23, 2014 | Staff and Dr. Tom Potiowsky of Portland State University described the draft 2015-2035 forecast and its peer review process. |
| July 23, 2014 | Overview of the draft 2014 UGR. |

MPAC is scheduled to discuss the draft 2014 UGR on several more occasions this fall.

What packet material do you plan to include?

Executive summary and full report: Preliminary results of a residential preference study for the Portland region.

What is the schedule for future consideration of item?

October 8, 2014

Residential component of the draft 2014 UGR

October 22, 2014

Update of the Regional Industrial Site Readiness project
Employment component of the draft 2014 UGR

November 12, 2014

MPAC formal recommendation to Council:

Does the Urban Growth Report provide the Council with a reasonable basis for the growth management decision that it will make in 2015?

December 2014

Council consideration of final 2014 Urban Growth Report as basis for its 2015 growth management decision (using range forecast)

Summer 2015

MPAC discussion of Council's potential growth management options and risks and opportunities of planning for different points in the range forecast

September 2015

Release of Chief Operating Officer recommendation on growth management decision, including point in range forecast for which to plan.

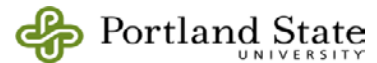
Fall 2015

MPAC formal recommendation to Council:

- Using the approved 2014 Urban Growth Report as a basis, how much housing and employment growth should the Council plan on inside the UGB?
- What measures should the Council adopt to address growth capacity needs (if any)?

By December 2015

Council makes growth management decision, including choosing point in range forecast for which to plan.



August 27, 2014

Executive summary: Preliminary results of a residential preference study for the Portland region



Introduction

We all make choices when buying or renting a home. Some of the factors we weigh include price, proximity to work, size of the home, size of the yard, and the type of neighborhood. Understanding what’s important to residents of the metro area can inform local and regional policies, as well as public and private investment decisions.

In the spring of 2014, a partnership of public and private sector interests conducted an innovative residential preference study for the four-county Portland metropolitan area.¹ The study seeks to develop a better understanding of:

- Preferences for different housing, community, and location characteristics
- How factors such as income, number of household members, presence of kids, the age of the householder, and lifestyle relate to residential preferences

¹ Clackamas, Clark, Multnomah, and Washington counties

The project partners consider this a first effort at gaining a better understanding of a complex topic and intend to conduct this study periodically in the future to gauge whether and how preferences may be changing. This document summarizes the study's preliminary findings. The project partners have also identified possible topics for research and plan to continue investigating trends in the data. Additional detail about the partnership, survey methods, and survey results can be found in the full report.

Survey design

This study seeks to go beyond typical opinion survey methods in order to gain a better understanding of how people make choices when faced with real-life tradeoffs. The survey presented respondents with two types of preference questions. In the first type, respondents were asked straightforward questions about their preferences. In the second type, respondents were asked with words and images to make tradeoffs like those they would consider when choosing where to live. For this tradeoffs section, respondents were asked to choose one of two housing situations that differed by housing type, commute time, house size, renting vs. owning, neighborhood type, and price. Repetition of those choices by thousands of respondents allows us to understand how important each of these factors is for people from different market segments.

This study used an online survey tool. To ensure that the study produced valid results, the survey was completed by a managed representative panel of 800 respondents (200 respondents for each of the four counties – Clackamas, Clark, Multnomah, and Washington). In order to collect enough data for in-depth statistical analysis, the survey was also distributed via e-mail advertisement, including to Metro's Opt In panel, resulting in an additional 5,700 responses (the "public engagement panel"). In total, more than 6,500 people responded to the survey. For both panels, the survey responses were weighted by respondent county, age, and tenure (whether they currently rent or own) to ensure that the sample was representative of the region's population distributions as described in the 2010 U.S. Census.² A comparison of survey responses from the managed panel and the public engagement panel indicates that the demographic profile is comparable enough that the full data set can be used for analysis, but that there are some differences that warrant additional study.

For any survey, the phrasing of questions and selection of images play a critical role in producing meaningful results. The project partners brought diverse perspectives to this study and sought to use words and images in the survey that clearly describe different housing and neighborhood types without introducing bias. Over the course of about six months, the project partners worked together to refine those words and images to describe the following housing and neighborhoods types for use in the survey. A description of these housing and neighborhood types can be found in the full report.

Housing types

Three different housing types were described in the survey:

² For example, before weighting, both panels under-represent renters and don't reflect the proportions of people living in each of the four counties. Weighting techniques such as these are standard practices used on any sample, including the U.S. Census.

- Single-family detached
- Single-family attached
- Condo or apartment

Neighborhood types

Four different neighborhood types that illustrate a variety of activity and density levels were described in the survey:

- Urban central or downtown
- Urban neighborhood or town center
- Outer Portland or suburban
- Rural

Even with a deliberate effort to use clear text descriptions and images, people will understand these neighborhood types differently, perhaps more so than housing types. Additional work could be done to understand how differing interpretations may influence responses.

Preliminary results

Overall, most respondents live in and prefer single-family detached homes³

When asked simple questions about their preferences, most respondents live in and prefer single-family detached housing.

Single-family detached homes

65 percent of respondents currently live in a single-family detached home. 87 percent of the respondents living in a single-family detached home prefer this housing type. 80 percent of all respondents prefer this housing type.

Single-family attached homes

8 percent of respondents currently live in a single-family attached home. 11 percent of the respondents living in a single-family attached home prefer this housing type. 7 percent of all respondents prefer this housing type.

Key takeaways:
Most respondents live in a single-family detached home and this is the most preferred housing type, not just for those that live in this type of home, but also for respondents who currently live in single-family attached homes, condos and apartments.

³ Results for this section are reported for the managed panel only. See the full report for a description of survey results from public engagement.

Condos or apartments

28 percent of respondents currently live in a condo or apartment. 26 percent of the respondents living in a condo or apartment prefer this housing type. 13 percent of all respondents prefer this housing type.

Respondents typically live in their preferred neighborhood type⁴

When asked simple questions about preferences, most respondents prefer their current neighborhood type. Since the majority of respondents live in the *outer Portland or suburban* neighborhood type, this is the most preferred neighborhood type overall. However, current residents of *outer Portland or suburban neighborhoods* report the lowest level of satisfaction with their current neighborhood type, followed by residents of *urban central or downtown* neighborhoods. Residents of *rural* neighborhoods, followed by *urban neighborhood or town center* residents are most satisfied with their current neighborhoods.

- 11 percent of respondents currently live in an *urban central or downtown* neighborhood. 55 percent of the respondents living in this neighborhood type prefer this neighborhood type. 13 percent of all respondents prefer this neighborhood type.
- 25 percent of respondents currently live in an *urban neighborhood or town center*. 62 percent of the respondents living in this neighborhood type prefer this neighborhood type. 27 percent of all respondents prefer this neighborhood type.
- 56 percent of respondents live in an *outer Portland or suburban* neighborhood type. 51 percent of the respondents living in this neighborhood type prefer this neighborhood type. 34 percent of all respondents prefer this neighborhood type.
- 8 percent of respondents live in a *rural* neighborhood. 70 percent of the respondents living in this neighborhood type prefer this neighborhood type. 26 percent of all respondents prefer this neighborhood type.

Key takeaways:

Most respondents identified their neighborhood type as outer Portland or suburban and about half of those residents prefer this neighborhood type. Though a smaller share of respondents lives in urban central or downtown neighborhood types, about half of them prefer that neighborhood type.

Key takeaways:

Current residents of rural neighborhoods, which account for 8 percent of respondents, are most satisfied with their neighborhood.

⁴ Results for this section are reported for the managed panel only. See the full report for a description of survey results from public engagement.

Controlling for other factors such as commute time and price, people are most likely to choose their current neighborhood type

This survey went beyond typical questions about preferences to collect information about how various factors affect housing choices. The next section of the survey presented respondents with multiple housing option choice sets where factors such as price, commute time, housing type, neighborhood type, size of residence, and tenure (own vs. rent) varied. All 6,500 plus survey responses (weighted to match Census distributions) are used for reporting the results of these choice sets. The larger number of responses makes it possible to conduct more complex analysis.

To understand the importance of neighborhood type when people make housing choices, statistical analyses were conducted on the response data. Those analyses held all other factors such as price, commute time, and housing type constant. If respondents could pay the same price, have the same type of housing, same commute distance, etc. but in different neighborhood types, they are most likely to choose the neighborhood type that they currently live in. However, in no case is there a majority of respondents that would be likely to choose their current neighborhood type. Residents of *urban central or downtown* neighborhoods have the highest likelihood of choosing their current neighborhood type (44 percent probability) and residents of *outer Portland or suburban neighborhoods* have the lowest likelihood (31 percent probability). Controlling for other factors, residents of the *urban central or downtown* neighborhood type have a secondary likelihood (32 percent) that they will choose an *urban neighborhood or town center*. As a secondary choice, respondents living in *urban neighborhood or town center* locations were split on whether to choose more or less urban neighborhoods. As a secondary choice, those living in *outer Portland or suburban* neighborhoods were twice as likely to choose more urban as opposed to rural neighborhood types.

Key takeaways:
All other things being equal, people are most likely (though not a majority) to choose to live in their current neighborhood type. As a secondary choice, respondents living in urban neighborhood or town center locations are split on whether to choose more or less urban neighborhoods. As a secondary choice, those living in outer Portland or suburban neighborhoods are twice as likely to choose more urban as opposed to more rural neighborhood types.

Controlling for other factors, the importance of owning vs. renting varies by neighborhood choice

Respondents that choose *urban central or downtown* neighborhoods are more likely to prefer renting their home. Respondents that choose *rural* neighborhoods are more likely to prefer owning their home. These preferences are less clear for respondents that choose the other two neighborhood types, *urban neighborhood or town center* and *outer Portland or suburban* neighborhoods.

Some people's neighborhood choices change when they are asked to consider other factors

Though people are generally satisfied with their current housing and neighborhood types, some make different choices when they consider other factors. To understand how respondents make tradeoffs regarding neighborhoods, statistical techniques were used to test a series of "what if" scenarios. These "what if" scenarios are not intended to be policy recommendations. They are used for illustrative purposes only to help understand how people make housing choices. Different "what if" scenario assumptions would produce different results.

What if housing prices increase?

Some people may change their neighborhood choices if housing prices go up by one-third in their current neighborhood type. Current residents of the *outer Portland or suburban* neighborhood type are most sensitive to increased housing prices; 11 percent would choose different neighborhood types under this scenario. Of these suburban respondents that shift neighborhood choices based on price, the most common response is to shift to more urban neighborhoods, but a portion would also switch to a *rural* neighborhood (3 percent shift to *urban central or downtown*, 5 percent to *urban neighborhood or town center*, and 3 percent to *rural*).

What if ownership of single-family detached homes is more limited?

Some people may choose a different neighborhood type if they are unable to own a single-family detached home in their current neighborhood type. Current residents of *rural* neighborhoods place the most importance on owning a single-family detached home and there is a 27 percent probability that they will shift to a more urban neighborhood type to accommodate that housing preference. On the other hand, current residents of *urban central or downtown* neighborhoods place the least importance on owning a single-family detached home; most would rather choose a different housing type than

Key takeaways:

People are most likely to choose their current neighborhood type regardless of tradeoffs in price, commute time, square footage, and ownership.

Additional context:

Relatively small percentages of the region's population represent large numbers of people. Seemingly minor shifts in housing or neighborhood choices can thus have a large impact on housing demand and traffic. For perspective, there are likely to be about 820,000 households inside the urban growth boundary in 2035. Just five percent of that is 41,000 households.

Key takeaways:

Residents of rural neighborhoods feel strongly about owning a single-family detached home. Over a quarter of them would choose a more urban neighborhood type if that was their only option to own a single-family detached home.

leave their current neighborhood type. 6 percent would choose a different neighborhood type.

What if commute times increase?

Some people may choose a different type of neighborhood if commute times go up by ten minutes in their current neighborhood type.⁵ Current residents of the *urban neighborhood or town center* type are most sensitive to commute times. 7 percent of *urban neighborhood or town center* respondents would shift neighborhood choices based on increased commute time.

3 percent would choose an *urban central or downtown* neighborhood, 2 percent would choose an *outer Portland or suburban* neighborhood, and 1 percent would choose a *rural* neighborhood.⁶ Current residents of *rural* neighborhoods are least sensitive to increased commute times, with 3 percent shifting their neighborhood choice when faced with increased commute time.

Key takeaways:
Most respondents don't change their neighborhood preference when faced with longer commutes.

What if residences are smaller?

Some people may choose a different neighborhood type if the size of residences in their current neighborhood type decrease by 500 square feet.⁷ Current residents of the *urban central or downtown* neighborhood type are most sensitive to decreases in residence size. Making up the 12 percent of urban central respondents that shift neighborhood choices based on decreased home size, 7 percent choose an *urban neighborhood or town center*, 4 percent choose an *outer Portland or suburb*, and 2 percent would choose a *rural* neighborhood.⁸

Other factors that people consider when deciding where to live⁹

In addition to asking respondents to weigh potential tradeoffs, the survey also included traditional opinion polling to address other factors that may influence residential choices, but that are not possible to quantify to present as tradeoffs. Safety of neighborhoods and public school quality are two such factors that were addressed with more traditional survey techniques.

Respondents say that housing price, safety of the neighborhood, and characteristics of the house, in that order, are the most important factors when choosing a home.

- 44 percent rank housing price as their top influencer when choosing a home.

⁵ That increase is about a third of the average commute time.

⁶ Numbers don't add up to 7 percent because of rounding.

⁷ This would represent a decrease by about a third of average residence size.

⁸ Numbers don't add up to 12 percent because of rounding.

⁹ Results for this section are reported for the managed panel only. See the full report for a description of survey results from public engagement.

- Safety of the neighborhood (19 percent choose this as their top priority) and characteristics of the house (19 percent) are the next most influential factors.
- Quality of public schools was the number one influencer for just 3 percent of respondents and was ranked in the top three by 11 percent.

A majority of respondents prefer neighborhoods with a moderate amount of foot and vehicle traffic.

- 55 percent prefer moderate foot and vehicle traffic during the day with some activities within a 15 minute walk.
- Those living in Multnomah County were twice as likely to desire "heavy foot and vehicle traffic" than those in Clackamas, Clark, and Washington counties.

Key takeaways:
Most respondents want to live in neighborhoods where they can enjoy activities such as shopping and entertainment within a 15 minute walk

The largest share of respondents, though not a majority, prefer a medium-sized yard.

- 32 percent of respondents prefer a medium sized yard separating their home from a neighbor.
- Owners are more likely than renters to prefer a medium sized or large yard.
- Renters are more likely than owners to prefer no yard or little private outdoor space.

Next steps

This study provides initial insight into the complex topic of how people decide where to live. Together, we hope this work can inform public and private sector efforts, such as the upcoming regional growth management decision, to provide the diversity of housing and neighborhood choices that people desire. The project partners hope to improve upon and update this study to understand how preferences may change over time. The project partners have identified several topics that warrant additional research:

- Even with text descriptions and images, people may have different perceptions about what is meant by the various housing and neighborhood types. How might this affect survey responses? How might we improve the survey instrument?
- Every survey sample has limitations in its ability to represent the full population. This study attempts to account for that by weighting for housing tenure, age, and county of residence of the respondents. However, as with any sample, there are some variables that cannot be validated (for example, how to balance residents of different neighborhood types when there is no objective way to define neighborhood types).
- This study relies on different respondent sources. Are there significant differences in how respondents from the different panels make choices?
- What are the best methods for incorporating these survey results into forecast models?
- This study represents a snapshot of preferences today. How might they change in the future?



PREPARED FOR:

METRO

Residential Preference Study

May 2014

PREPARED BY:

DHM RESEARCH

(503) 220-0575 • 239 NW 13th Ave., #205, Portland, OR 97209 • www.dhmresearch.com

1. | INTRODUCTION AND METHODOLOGY

Between April 18 and May 9, 2014, Davis, Hibbitts & Midghall, Inc. (DHM Research) conducted an online survey of respondents living in Clackamas, Multnomah, Washington and Clark counties about their current and preferred residential and neighborhood preferences. The objective of the survey was to assess general opinions and preferences around housing and neighborhood choices and factors that may influence those choices. Portland State University and Metro developed the questionnaire with input from DHM.

Research Methodology: The study was administered in two tracks. Track 1 consists of an online survey conducted with respondents through a managed panel. Enough surveys were completed in each of the four counties to permit statistically reliable analysis at the county level. The research design used quotas and statistical weighting based on the U.S. Census to ensure a representative sample within counties by age and tenure. The regions were then weighted proportionally by population per the U.S. Census to yield regional results. A total of 813 surveys were completed through Track 1.

Track 2 was a public involvement process; residents were invited to complete the survey from outreach partners including Home Builders Association of Metropolitan Portland, Northwest Natural, Portland Metropolitan Association of Realtors, Clackamas County, Washington County, City of Hillsboro, City of Portland, Metro, and Opt In. No quotas were set for the public involvement track. However, statistical weighting was applied to bring demographic variables in line with census data for the region. A total of 5,783 surveys were completed through the public involvement track.

Altogether, over 6,500 respondents participated in the Residential Preference Study.

Questionnaire design: The survey was primarily designed by Portland State University and Metro with input from DHM and included three sections:

- **Revealed Preference (RP)** – The revealed preference section of the survey focused on respondent's current housing and neighborhood decisions. Questions were asked to determine current neighborhood type, housing type, tenure, and home value. The combination of these variables was used to direct the respondent to the appropriate set of paired choices in the stated preference section of the questionnaire.
- **Stated Preference (SP)** – The stated preference section of the questionnaire presented respondents with 12 pairs of housing and neighborhood types. Statistical analysis of this data can be found in the complimentary document.
- **Attitudinal** – The third section of the survey presented respondents with a more traditional series of attitudinal questions, including their priorities and values.

This report contains analysis for the revealed preference and attitudinal sections of the questionnaire. All graphics and initial analysis is based on Track 1 sample with supporting analysis coming from Track 2.

Statement of Limitations: Any sampling of opinions or attitudes is subject to a margin of error. The margin of error is a standard statistical calculation that represents differences between the sample and total population at a confidence interval, or probability, calculated to be 95%. This means that there is a 95% probability that the sample taken for this study

would fall within the stated margins of error if compared with the results achieved from surveying the entire population.

For a sample size of 813, the margin of error would fall within +/-2.1% and +/-3.4% at the 95% confidence level. The reason for the difference lies in the fact that when response categories are relatively even in size, each is numerically smaller and thus slightly less able--on a statistical basis--to approximate the larger population.

DHM Research Background: DHM Research has been providing opinion research and consultation throughout the Pacific Northwest and other regions of the United States for over three decades. The firm is non-partisan and independent and specializes in research projects to support public policy making. www.dhmresearch.com

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2. | SUMMARY & OBSERVATIONS

A majority of respondents currently live in a single-family detached home, which is also the most preferred type of housing.

- 65% currently live in a single-family detached home and 80% prefer to live in a single-family detached home.
 - It should be noted that respondents were not asked to take any other variables into account when choosing their preferred housing type (i.e. commute time, price, etc.)
- 8% live in a single-family attached home and 7% prefer a single-family attached home.
- 28% live in a condo or apartment and 13% prefer a condo or apartment.

In general, respondents currently live in their preferred neighborhood type.

- 56% currently live in a suburban neighborhood.
 - 51% who currently live in a suburban area prefer this type of neighborhood.
 - Those who prefer suburban living tend to be from Clackamas and Washington counties, aged 35-54, and have a household income of \$150,000 or more.
- 25% currently live in an urban neighborhood or town center.
 - 62% who currently live in an urban neighborhood or town center prefer this type of area.
 - Those who prefer urban neighborhood living tend to be from Multnomah County, aged 18-34, and have a household income of \$25,000 to \$50,000.
- 11% currently live in an urban central or downtown neighborhood.
 - 59% who currently live in an urban central or downtown area prefer this type of neighborhood.
 - Those who prefer urban central living tend to be from Multnomah County and have a household income of less than \$25,000.
- 8% live in a rural neighborhood.
 - 70% who currently live in rural area prefer this type of neighborhood.
 - Those who prefer rural living tend to be from Clackamas and Clark counties, and have household incomes of between \$25,000 and \$50,000.

All other things being equal, people are most likely to choose to live in their current neighborhood type. To understand the importance of neighborhood type when people make housing choices, statistical analyses were conducted on the Stated Preference data. If respondents could pay the same price, have the same type of housing, same commute distance, etc. but in different neighborhood types, they are most likely to choose the neighborhood type that they currently live in.

- 44% who currently live in an urban central or downtown neighborhood are likely to choose that same type of area, all other factors held constant; the highest percentage of any neighborhood type.
- 39% who currently live in an urban neighborhood or town center are likely to choose that same type of area.
- 31% who currently live in a suburban neighborhood are likely to choose that same type of area; the lowest percentage of any neighborhood type.

- 38% who currently live in a rural neighborhood are likely to choose that same type of area.

People's neighborhood type preferences can change when faced with making tradeoffs. Generally, when faced with tradeoffs that prompt them to reconsider their neighborhood preferences, those living in urban neighborhood or town center locations are split on whether to go more towards more or less density. Those living in suburban neighborhoods are twice as likely to go towards more density rather than less as opposed to rural).

- Neighborhood preferences change for some based on an increase in current housing price.
 - Residents of outer Portland or suburban neighborhoods are most sensitive to increased housing prices.
 - Residents of rural neighborhoods are least sensitive to an increase in housing price.
- Neighborhood preferences change for some if commute times increase.
 - Residents of the urban neighborhood or town centers are most sensitive to an increase in commute times.
 - Residents of rural neighborhoods are least sensitive to increased commute times.
- Neighborhood preferences change for some if the size of the residence decreases.
 - Residents of the urban central or downtown neighborhoods are most sensitive to decreases in residence size. This is likely because they are already living in relatively smaller residences.

Aside from price, safety of the neighborhood and characteristics of the house have the largest influence on where respondents choose to live.

- 44% rank housing price as their top influencer when choosing a home.
- Safety of the neighborhood (19% choosing this as their top priority) and characteristics of the house (19%) are the next most influential factors.
 - Quality of public schools was the number one influencer for just 3% of respondents and was ranked in the top three by 11%.

Respondents prefer a moderate amount of foot and vehicle traffic in their preferred neighborhood and a medium sized yard for their home.

- 55% prefer moderate foot and vehicle traffic during the day with some activities within a 15 minute walk.
 - 27% prefer less traffic.
 - Those living in Clackamas, Clark, and Washington counties are more likely to prefer "very light foot and vehicle traffic," than those in Multnomah County.
 - 18% prefer more traffic.
 - Those living in Multnomah County were twice as likely to desire "heavy foot and vehicle traffic" than those in Clackamas, Clark, and Washington counties.

- 32% prefer a medium sized yard separating their home from a neighbor.
 - 39% prefer a smaller yard (small private yard: 22%; small private courtyard: 14%).
 - 29% prefer a larger yard (large private yard: 16%; acreage: 13%).

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3. | KEY FINDINGS

3.1 | Current/Preferred Housing Types

Respondents were given detailed descriptions and shown representative images of three different housing types.

Single Family Detached - These homes have a yard or patio, and do not share walls with other homes.



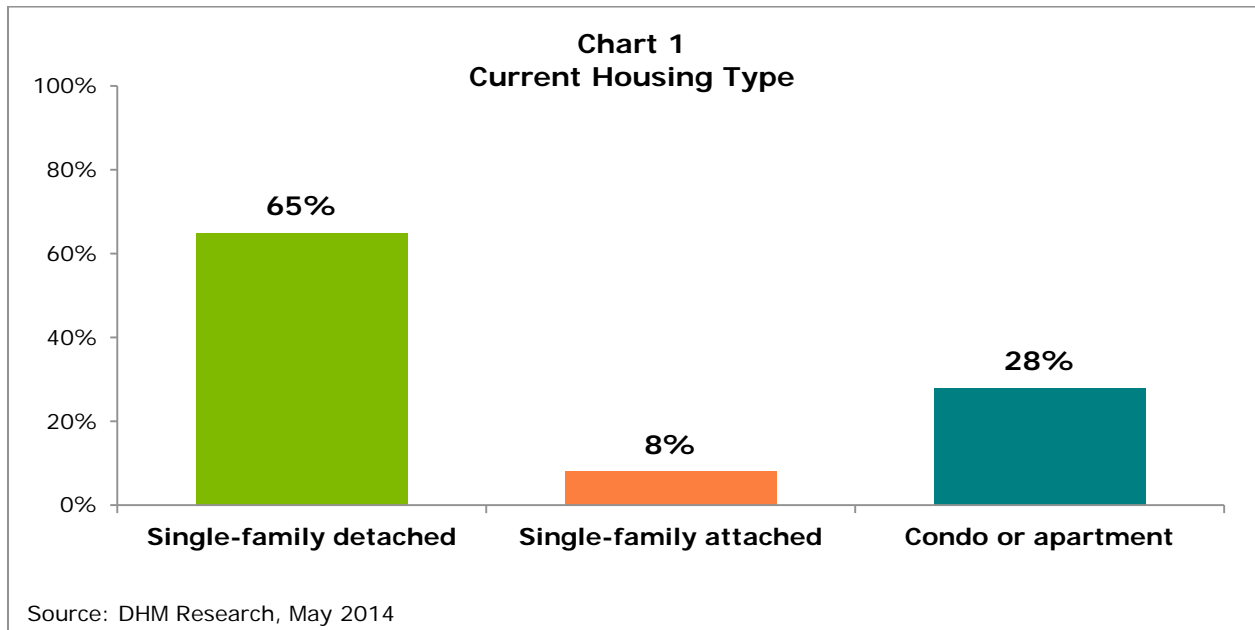
Single Family Attached - These homes share walls with other homes, but have their own private ground floor entrance. They are normally part of townhomes, row houses, duplexes, or triplexes and share a common yard or have a small private yard.



Condo or Apartment - These homes are in multiple story buildings with other units. There are often shared common areas and recreation facilities.



They were then asked what type of home they currently live in and what type of home they would prefer to live in.



Overall, two in three (65%) currently live in a single-family detached home. This is followed distantly by a condo or apartment (28%). Just one in ten currently live in a single family attached home (8%).

Demographic Differences: A majority of respondents in all four counties currently live in a single-family detached home. However, demographic differences in current housing type do exist.

Single-family detached home (65%)

- Clackamas County respondents (77%) vs. Multnomah (59%) and Washington (66%) counties
- Respondents age 35 and older (67-74%) vs. those younger (49%)
- Households making \$100K or more (88-93%) vs. lower income households (47-76%)

Condo or apartment (28%)

- Multnomah County respondents (35%) vs. Clackamas (19%), Washington (23%), and Clark counties (19%)
- Respondents age 18-34 (41%) vs. those older (20-26%)
- Households making \$50K or less (42-44%) vs. higher income households (7-25%)
- Renters (58%) vs. those who own their home (7%)

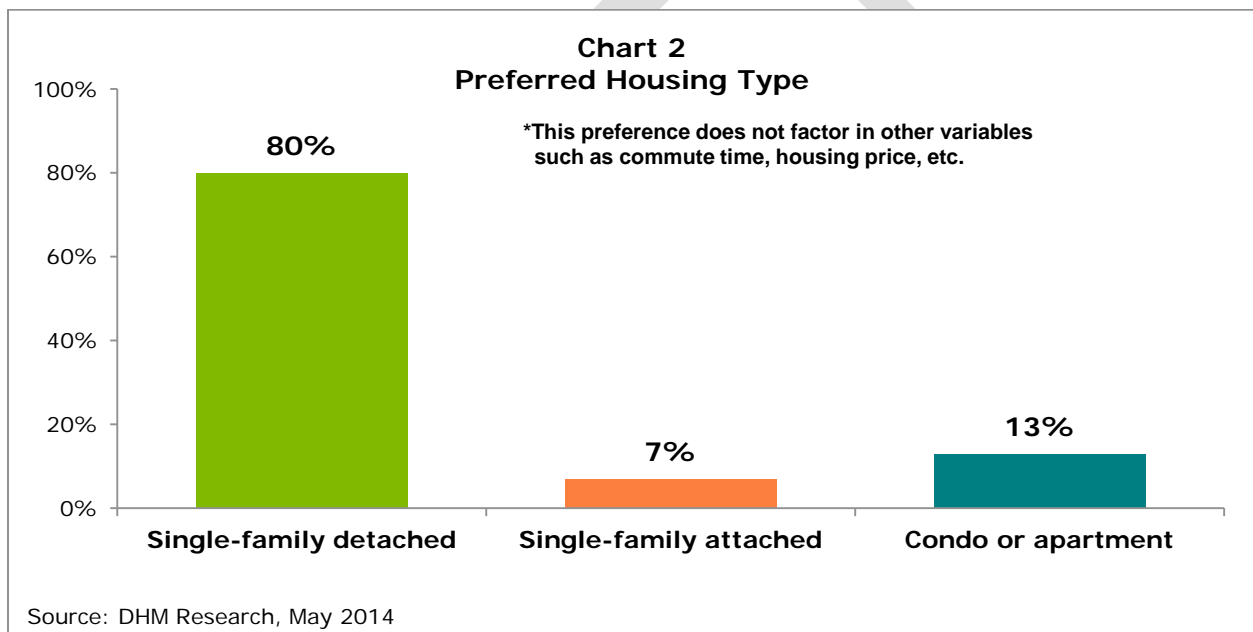
Single-family attached home (8%)

- Washington County respondents (11%) vs. Clackamas (4%) and Multnomah (6%) counties
- Renters (11%) vs. those who own their home (6%)

Public Engagement: Similar results are seen in terms of current housing type in the public engagement data. Seven in ten (68%) live in a single-family detached home; just under one in ten (7%) live in a single family attached home; and one in four (25%) live in a condo or apartment. Nearly all of the same demographic differences from the representative sample also exist.

3.2 | Preferred Housing

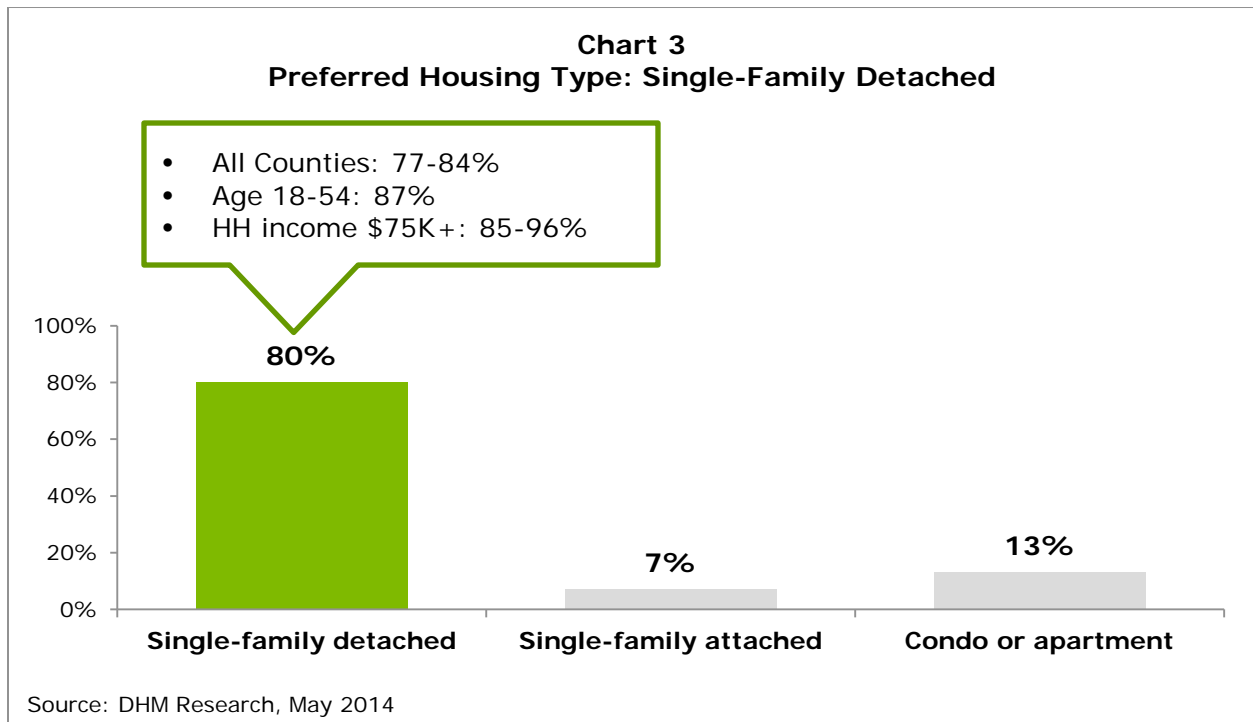
Not considering other variables, respondents were asked what their preferred housing type would be.



Overwhelmingly, the most preferred housing type among respondents is the single-family detached home (80%). This is followed distantly by a condo or apartment (13%) and a single-family attached home (7%). It should be noted that respondents were not asked to take any other variables into consideration such as price, neighborhood type, commute time, etc.

Single-family detached

A strong majority of all subgroups prefer single-family detached housing. Those most likely to prefer single-family detached housing include those under the age of 55 and higher income households.



Demographic Differences:

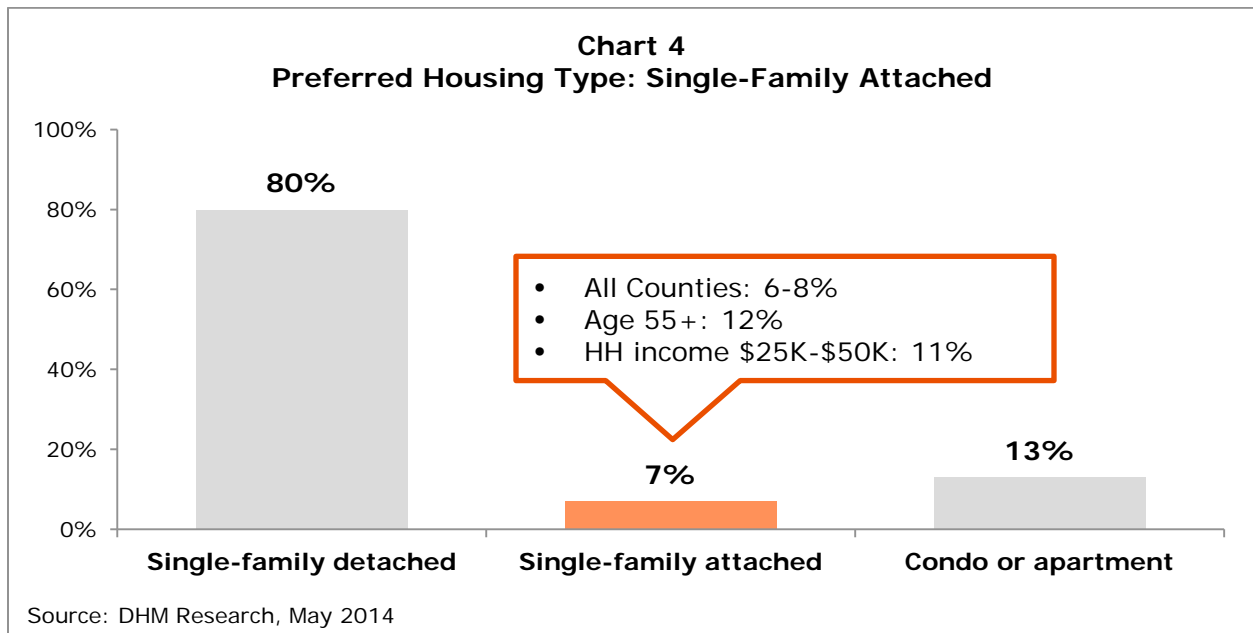
- Age 18-34 (88%) and 35-54 (87%) vs. age 55 and older (68%)
- Household income of \$100K to \$150K (87%) and \$150K and higher (96%) vs. households with incomes less than \$75K (73-75%)

Public Engagement: Similar preference is seen in the public engagement data. Eight in ten (81%) prefer a single-family detached home. This was the most preferred housing type across all counties, though some demographic differences do exist:

- Clackamas (88%), Washington (86%) and Clark counties (94%) vs. Multnomah County (73%)
- Household income of \$50K and higher (83-86%) vs. households making less than \$50K (70-74%)
- Those who own their home (87%) vs. renters (71%)

Single-family attached

Preference for single-family attached housing is fairly low across all subgroups, though there is higher preference among lower income and older respondents.



Demographic Differences:

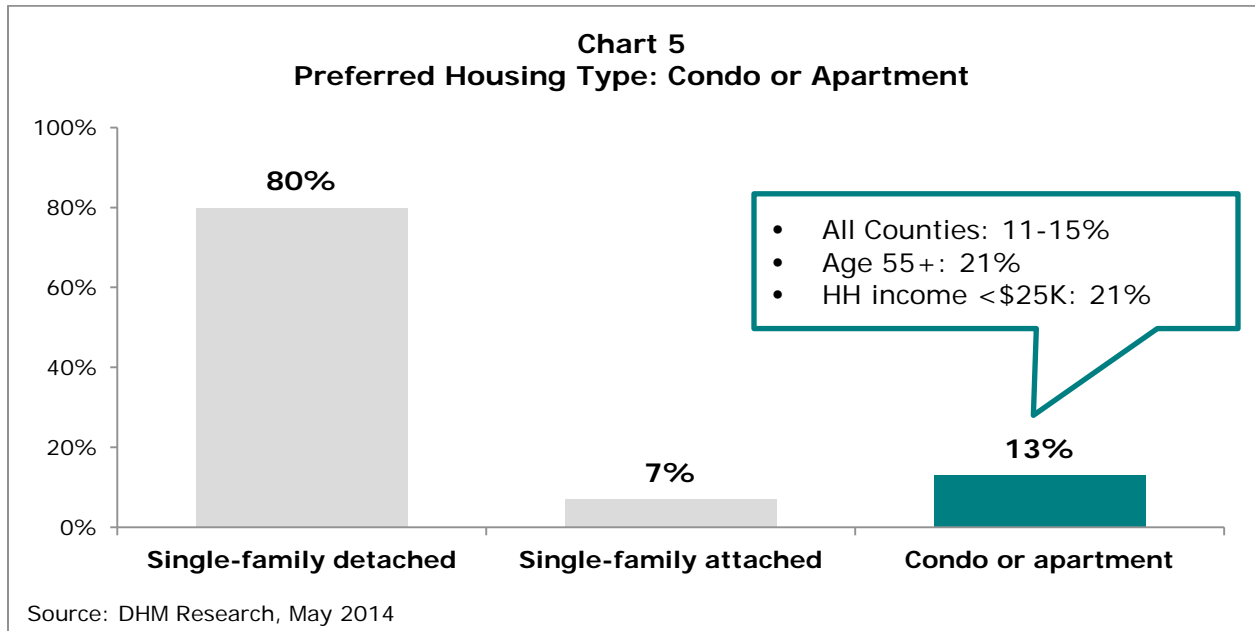
- Respondents age 55 and older (12%) vs. those younger (4%)

Public Engagement: Again, similar preference is seen in the public engagement data. One in ten (9%) prefer a single-family attached home. However, some different demographic differences emerge:

- Multnomah (11%) and Washington (8%) counties vs. Clackamas County (5%)
- Respondents age 18-34 (13%) vs. those older (6-9%)
- Households making \$25K-\$50K (13%) vs. higher income households (6-8%)
- Renters (12%) vs. those who own their home (6%)

Condo or apartment

Overall, about one in ten (13%) prefer to live in a condo or apartment. Higher preference for this type of housing is seen among older and lower income respondents.



Demographic Differences:

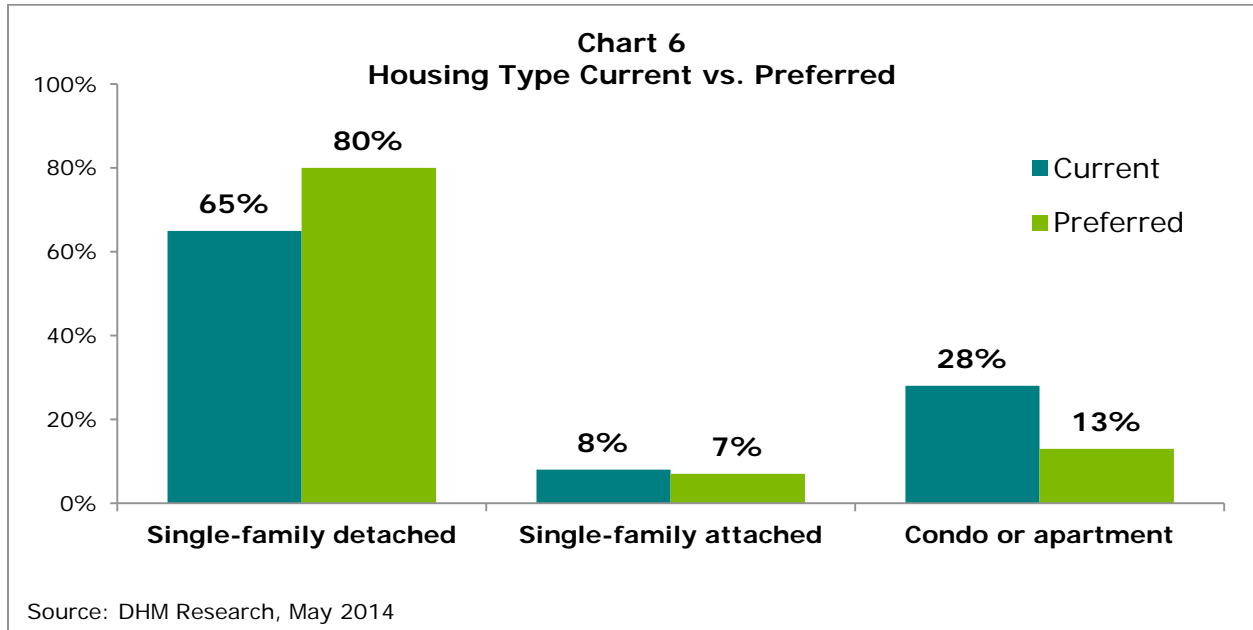
- Age 55 and older (21%) vs. those younger (8%)
- Household incomes of less than \$75K (15%) vs. households making \$150K or more (2%)

Public Engagement: Similar preference is also seen for living in a condo or apartment in the public engagement data. One in ten (11%) prefer a condo or apartment. However, some different demographic differences emerge:

- Multnomah County (15%) vs. Clackamas (7%) and Washington (6%) counties
- Age 55 and older (15%) vs. those younger (7-10%)
- Household incomes of less than \$25K (18%) vs. higher income households (8-13%)
- Renters (17%) vs. those who own their home (6%)

3.2 | Current vs. Preferred Housing

When looking at preferred housing, compared to current housing we see that not all respondents are currently living in the type of house that they would prefer to.



There is a 15 point gap between those who currently live in a single-family detached house (65%) and those who prefer to live in this type of house (80%). We also observe an opposite gap in the percentage of respondents that currently live in a condo or apartment (28%) compared to those who prefer to (13%).

Current: Single-family detached

Respondents who currently live in a single-family detached home largely prefer this type of housing. Less than one in ten would prefer to live in a single-family attached home or a condo or apartment. Preferred housing type among those currently living in a single-family detached home:

- **Single-family detached (87%)**
- Single-family attached (5%)
- Condo or apartment (8%)

Public Engagement: Similar to the representative sample, nearly all who currently live in a single-family detached home prefer this type of housing. Less than one in ten prefer to live in a single-family attached home or a condo or apartment.

- **Single-family detached (92%)**
- Single-family attached (5%)
- Condo or apartment (4%)

Current: Single-family attached

Respondents who currently live in a single-family attached home largely do not prefer this type of housing. Most would prefer to live in a single-family detached home. One in ten would prefer to live in their current type of housing or a condo or apartment. Preferred housing type among those currently living in a single-family attached home:

- Single-family detached (78%)
- **Single-family attached (11%)**
- Condo or apartment (11%)

Public Engagement: Again, similar to the representative sample, a majority who currently live in a single-family attached home prefer to live in a different type of housing. Nearly seven in ten prefer a single-family detached home; three in ten prefer a single-family attached home; and one in ten prefer a condo or apartment.

- Single-family detached (67%)
- **Single-family attached (28%)**
- Condo or apartment (8%)

Current: Condo or apartment

Respondents who currently live in a condo or apartment generally do not prefer this type of housing. A majority would prefer to live in a single-family detached home. One in ten would prefer to live in a single-family attached home, while one in four a condo or apartment. Preferred housing type among those currently living in a condo or apartment:

- Single-family detached (64%)
- Single-family attached (10%)
- **Condo or apartment (26%)**

Public Engagement: As was seen in the representative sample, a majority who currently live in a condo or apartment would prefer to live in a single-family detached home. Just over one in ten prefer a single-family attached home, and three in ten prefer their current type of housing, a condo or apartment.

- Single-family detached (56%)
- Single-family attached (14%)
- **Condo or apartment (30%)**

3.1 | Current/Preferred Neighborhood Types

Respondents were given detailed descriptions and shown representative images of four different neighborhood types.

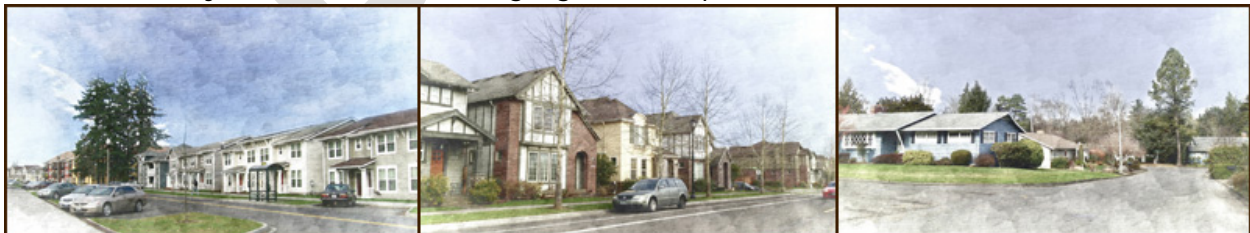
Urban Central or Downtown - These are neighborhoods that have activity during the day and night. Restaurants, shops, parks, and transit are within a short walk. People mostly live in condos or apartment buildings that are five stories high or taller. These neighborhoods have continuous sidewalks, crosswalks, bicycle lanes, and crossing signals.



Urban Neighborhood or Town Center - These are neighborhoods that have activity during certain times. Restaurants, shops, parks, and transit are within a short walk. Most people live in single-family homes, but these neighborhoods also have condos and apartments mixed in, particularly along major streets and in commercial areas, where buildings are typically two to six stories high. These neighborhoods have continuous sidewalks, crosswalks, bicycle lanes, and crossing signals.



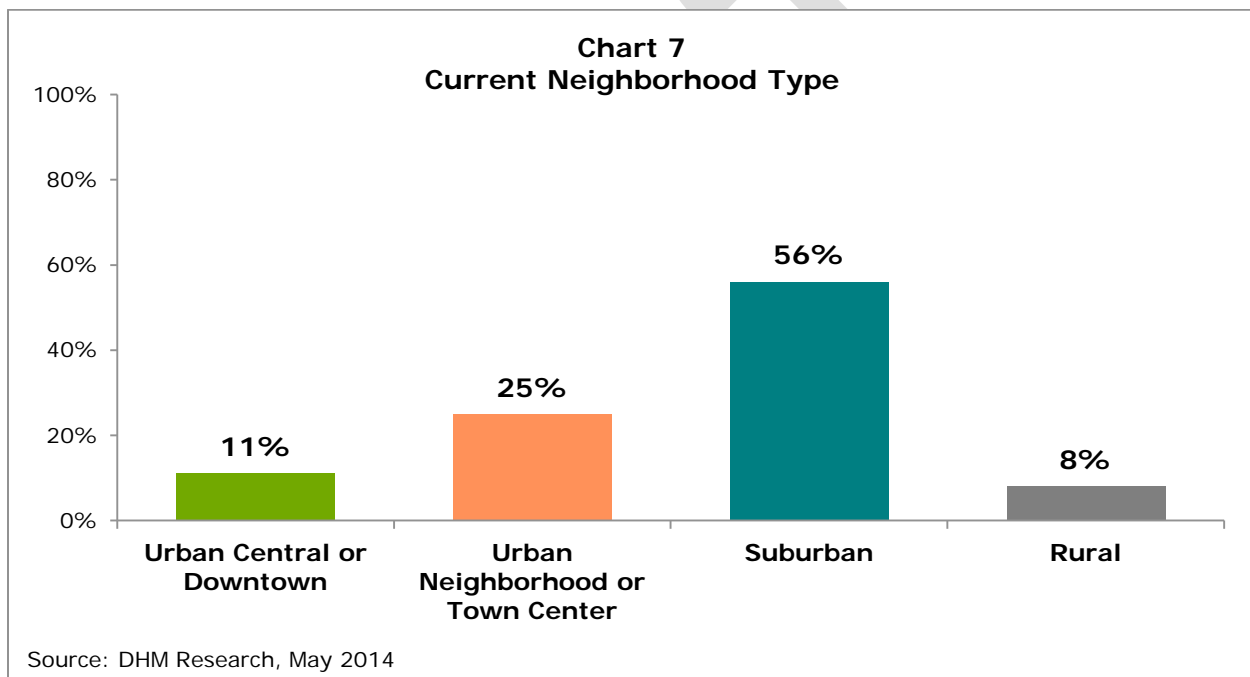
Outer Portland or Suburban - These neighborhoods may or may not have light activity during the day. Restaurants, shops, parks, and transit stops are generally not within walking distance and most people drive to get there. Most people live in single-family homes with yards, but some live in apartment buildings. The large majority of buildings in these neighborhoods are one or two-stories high. Sidewalks may or may not be present and crosswalks, bicycle lanes, and crossing signals are sparse.



Rural - These are quiet areas away from the city in agricultural or forest areas. People need to drive to get to restaurants, shops, parks, or transit. They mostly live in single-family homes on large lots or acreage and are further away from other homes. There are no sidewalks, crosswalks, bicycle lanes, or crossing signals.



They were then asked what type of neighborhood they currently live in and where they would prefer to live.



More than half (56%) live in a suburban neighborhood. This is followed distantly by an urban or town center neighborhood (25%). Just one in ten live in an urban central or downtown neighborhood (11%) or in a rural neighborhood (8%).

Demographic Differences: A majority of respondents in all four counties, with the exception of Multnomah, currently live in a suburban neighborhood. However, demographic differences in current neighborhood type do exist.

Suburban (56%)

- Washington County (81%) vs. Clackamas (71%), Multnomah (35%), and Clark (62%) counties
- Households with incomes of \$50K or more (59-69%) vs. lower income households (44-49%)
- Those who own their home (62%) vs. renter (46%)

Urban neighborhood or town center (25%)

- Multnomah County (41%) vs. Clackamas (11%), Washington (10%), and Clark (15%) counties
- Renters (31%) vs. those who own their home (22%)

Urban central of downtown (11%)

- Multnomah County (20%) vs. Clackamas (2%), Washington (3%), and Clark (3%) counties
- Households making less than \$25K (26%) vs. higher income households (6-10%)
- Renters (19%) vs. those who own their home (6%)

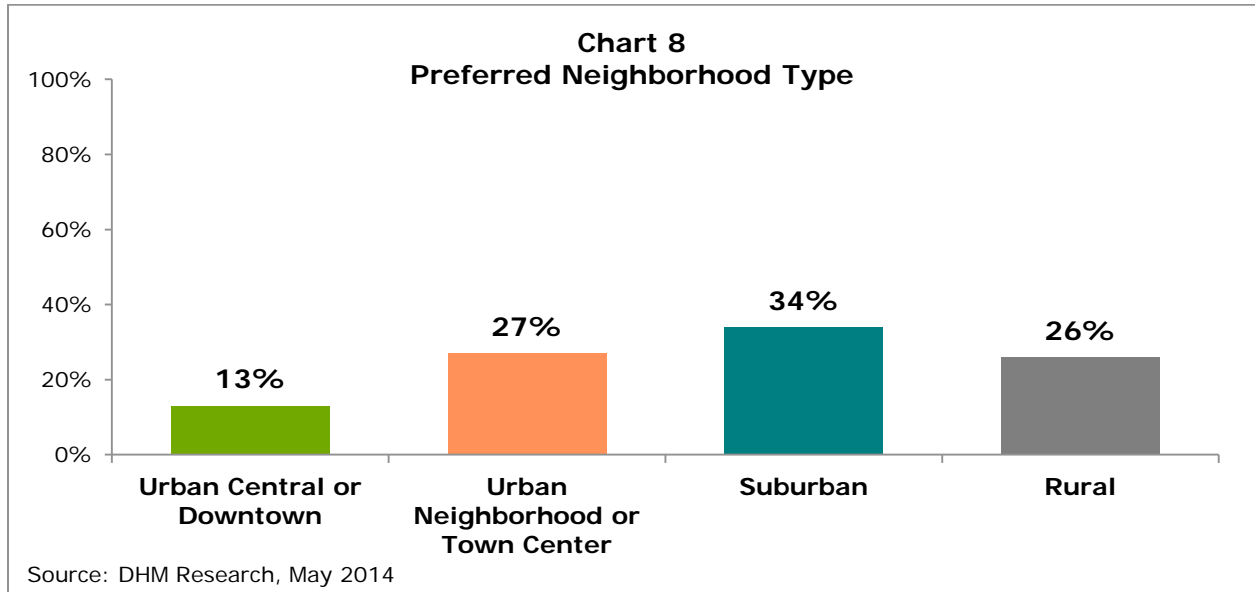
Rural (8%)

- Clackamas (15%) and Clark (20%) counties vs. Multnomah (3%) and Washington (7%) counties
- Those who own their home (10%) vs. renters (4%)

Public Engagement: The public engagement data differs slightly in terms of current neighborhood. Close to half (47%) live in a suburban neighborhood, nine points less than the representative sample. This is followed by an urban or town center neighborhood (39%), 14 points more than the representative sample. Similar to the representative sample, one in ten live in an urban central or downtown neighborhood (7%) or in a rural neighborhood (8%).

3.2 | Preferred Neighborhood

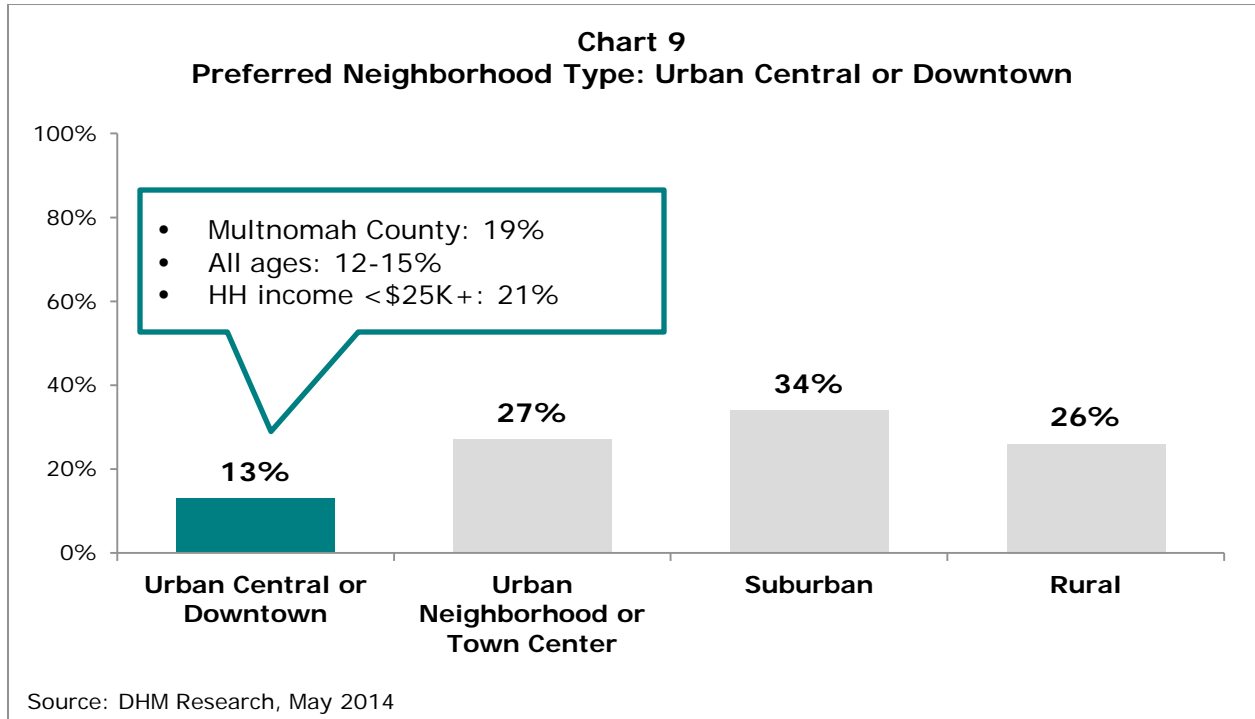
Not considering other variables, respondents were asked what their preferred neighborhood type would be.



Overall, respondents are fairly split on their neighborhood preferences. Four in ten would prefer to live in an urban neighborhood, either urban central or downtown (13%) or an urban town center (27%). One in three (34%) would prefer to live in a suburban neighborhood, while one in four (26%) would prefer to live in a rural neighborhood.

Urban central or downtown

One in ten would prefer to live in an urban central or downtown neighborhood. Respondents currently living in Multnomah County and those from lower income households are most likely to prefer this type of neighborhood.



Demographic Differences:

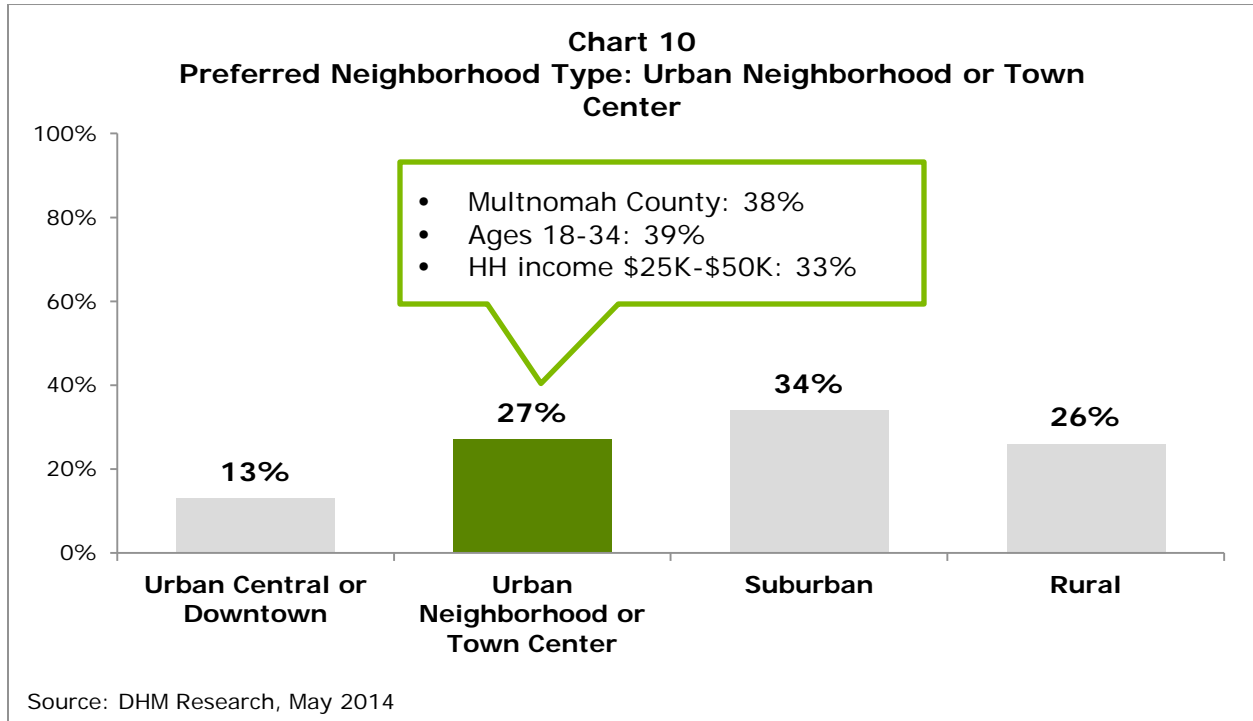
- Multnomah County (19%) vs. Clackamas (8%), Washington (7%), and Clark (11%) counties
- Renters (18%) vs. those who own their home (10%)

Public Engagement: Similar preference is given to living in an urban central or downtown neighborhood in the public engagement data. One in ten (10%) prefer to live in this type of neighborhood. Similar demographic differences were seen as well:

- Multnomah County (16%) vs. Clackamas (5%) and Washington (5%) counties
- Renters (14%) vs. those who own their home (7%)

Urban neighborhood or town center

One in four respondents would prefer to live in an urban neighborhood or town center. Respondents from Multnomah County as well as those who are younger are most likely to prefer this type of neighborhood.



Demographic Differences:

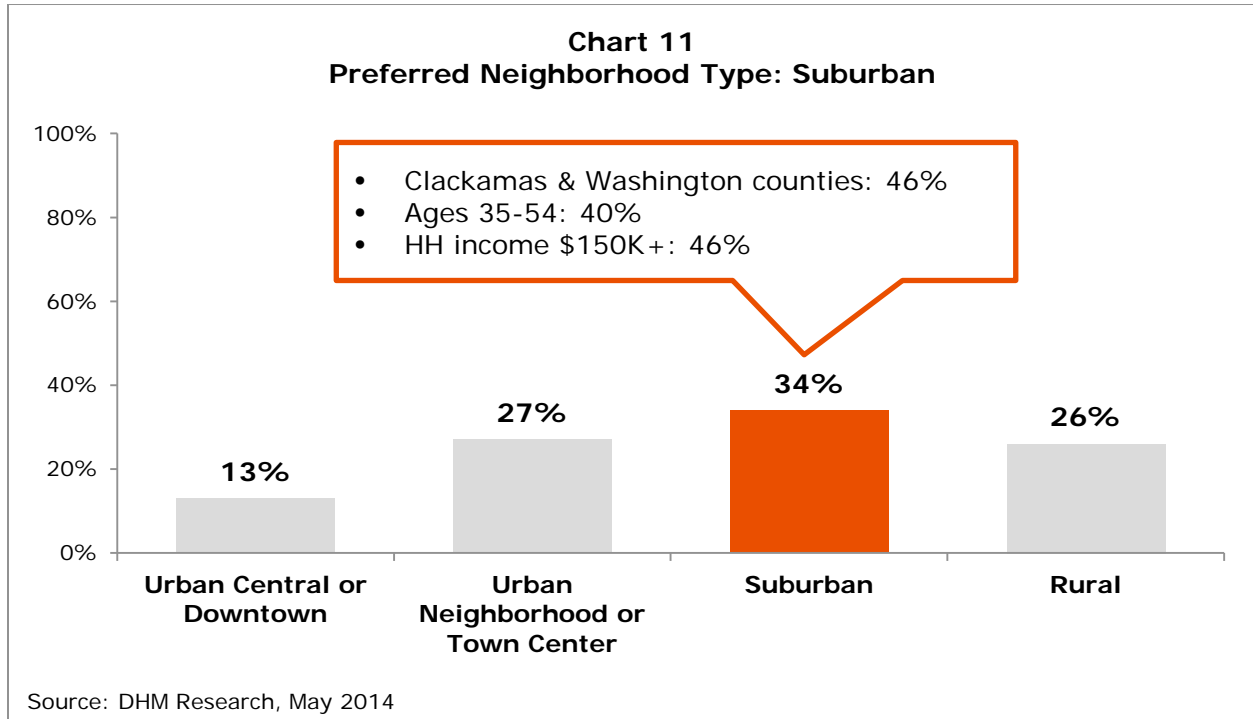
- Multnomah County (38%) vs. Clackamas (11%), Washington (18%), and Clark (19%) counties
- Age 18-34 (39%) vs. those older (22-24%)

Public Engagement: Respondents from the public engagement track are more likely than those from the representative sample to prefer an urban neighborhood or town center (48% vs. 27% respectively). However, demographic similarities exist:

- Multnomah County (65%) vs. Clackamas (28%) and Washington (37%) counties
- Age 18-34 (62%) vs. those older (41-49%)
- Renters (52%) vs. those who own their home (46%)

Suburban neighborhood

One in three respondents would prefer to live in a suburban neighborhood. Respondents most likely to prefer this type of neighborhood include those from Clackamas and Washington counties, age 35-54, and from higher income households.



Demographic Differences:

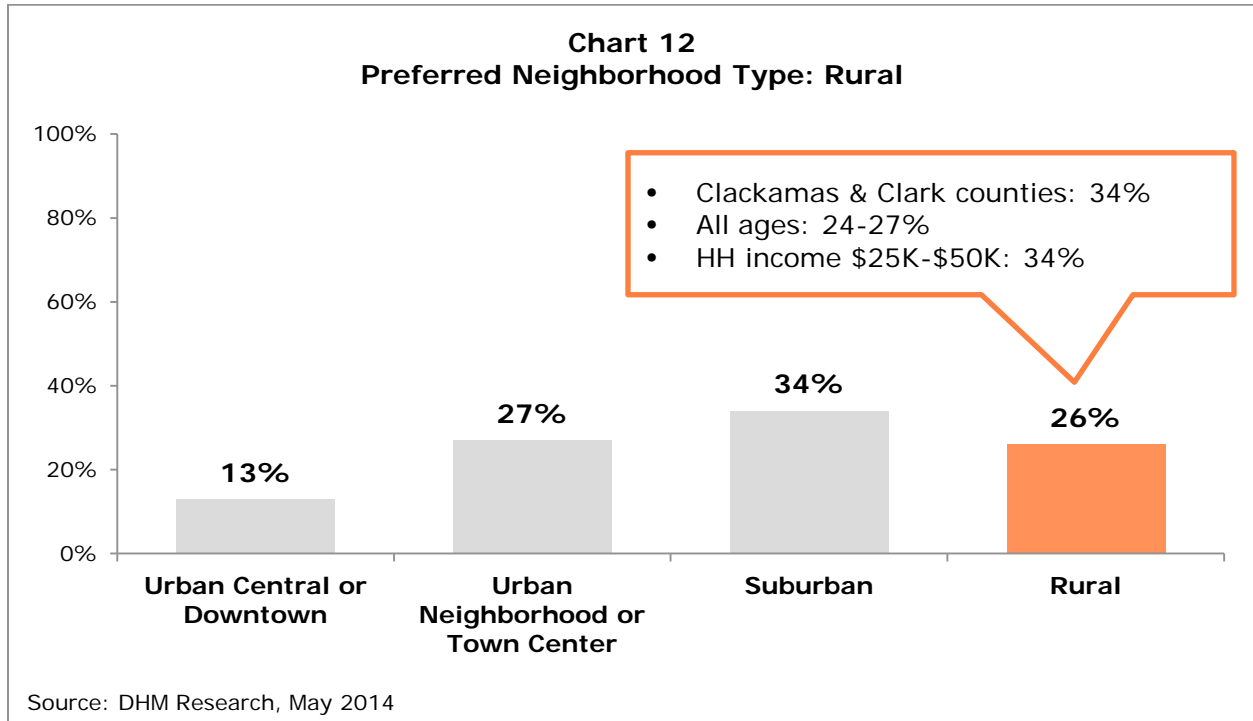
- Clackamas (47%), Washington (45%), and Clark (36%) counties vs. Multnomah County (23%)
- Household income of \$50K or more (35-46%) vs. lower income households (23-33%)
- Those who own their home (39%) vs. renters (26%)

Public Engagement: Respondents from the public engagement track are less likely than those from the representative sample to prefer a suburban neighborhood (22% vs. 34% respectively). However, there are demographic similarities:

- Clackamas (32%) and Washington (35%) counties vs. Multnomah County (10%)
- Household income of \$50K or more (23-26%) vs. lower income households (18-19%)
- Those who own their home (26%) vs. renters (17%)

Rural neighborhood

Overall, one in four respondents would prefer to live in a rural neighborhood. Those most likely to prefer this type of neighborhood currently live in Clackamas and Clark counties.



Demographic Differences:

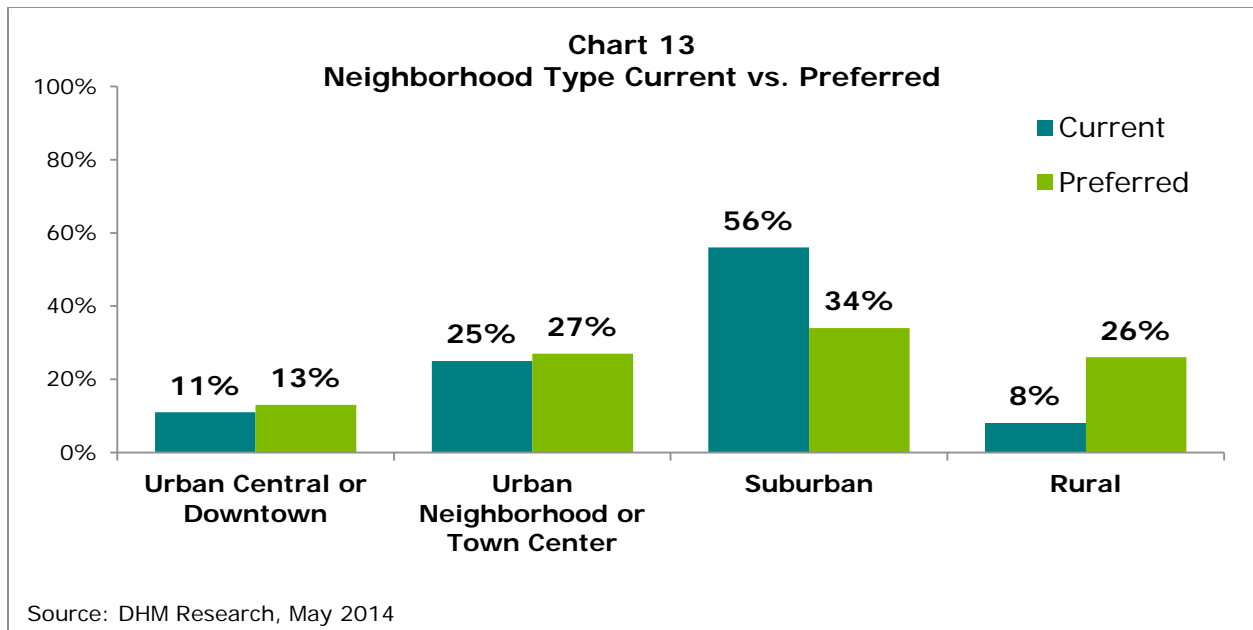
- Clackamas (34%), Washington (30%), and Clark (34%) counties vs. Multnomah County (20%)

Public Engagement: Respondents from the public engagement track are slightly less likely than those from the representative sample to prefer a rural neighborhood (19% vs. 26% respectively). However, there are some demographic similarities by area:

- Clackamas (35%), Washington (23%), and Clark (31%) counties vs. Multnomah County (9%)
- Age 35 and older (21%) vs. those younger (11%)
- Those who own their home (21%) vs. Renters (17%)

3.2 | Current vs. Preferred Neighborhood

When looking at preferred neighborhood compared to current neighborhood we see that largely, many respondents are currently living in the type of neighborhood that they would prefer to.



There is a 18 point gap between those who currently live in a rural neighborhood (8%) and those who prefer to live in this type of area (26%). We also see an opposite gap in the percentage of respondents that currently live in a suburban neighborhood (56%) compared to those who prefer to (34%).

Current: Urban central or downtown

A majority of respondents who currently live in an urban central or downtown neighborhood prefer to live in this area. One in ten would prefer to live in an urban neighborhood or town center or a rural neighborhood. Two in ten would prefer a suburban neighborhood. Preferred neighborhood among those currently living in an urban central or downtown neighborhood:

- **Urban central or downtown (55%)**
- Urban neighborhood or town center (13%)
- Suburban (17%)
- Rural (13%)

Public Engagement: Similar to results found in the representative sample, a majority of respondents who currently live in an urban central or downtown neighborhood prefer to live in this area. One in four would prefer to live in an urban neighborhood or town center. Two in ten would prefer a suburban or rural neighborhood.

Urban central or downtown (59%)

- **Urban central or downtown (59%)**
- Urban neighborhood or town center (24%)
- Suburban (10%)
- Rural (8%)

Current: Urban neighborhood or town center

A majority of respondents who currently live in an urban neighborhood or town center prefer to live in this area. One in ten would prefer to live in a central or downtown neighborhood or a suburban neighborhood. Two in ten would prefer a rural neighborhood. Preferred neighborhood among those currently living in an urban neighborhood or town center:

- Urban central or downtown (11%)
- **Urban neighborhood or town center (62%)**
- Suburban (8%)
- Rural (19%)

Public Engagement: As was seen in the representative sample, a majority of respondents who currently live in an urban neighborhood or town center prefer to live in this area. One in ten would prefer to live in a central or downtown neighborhood or a rural neighborhood. Just 4% would prefer a suburban neighborhood.

- Urban central or downtown (9%)
- **Urban neighborhood or town center (78%)**
- Suburban (4%)
- Rural (9%)

Current: Suburban

A majority of respondents who currently live in a suburban neighborhood prefer to live in this area. Two in ten would prefer to live in an urban neighborhood or town center or a suburban neighborhood. Less than one in ten would prefer an urban central or downtown neighborhood. Preferred neighborhood among those currently living in a suburban neighborhood:

- Urban central or downtown (6%)
- Urban neighborhood or town center (17%)
- **Suburban (51%)**
- Rural (26%)

Public Engagement: A plurality of respondents who currently live in a suburban neighborhood prefer to live in this area. However, there is some desire to live in other types of neighborhoods as well. One in three would prefer to live in an urban neighborhood or town center, and two in ten a rural neighborhood. Just 5% would prefer living in an urban central or downtown neighborhood.

- Urban central or downtown (5%)
- Urban neighborhood or town center (33%)
- **Suburban (41%)**
- Rural (20%)

Current: Rural

Again, a strong majority of respondents who currently live in a rural neighborhood prefer to live in this area. There is a small preference for living in an urban central or downtown neighborhood or suburban neighborhood. Very few who currently live in a rural neighborhood would prefer to live in an urban neighborhood or town center. Preferred neighborhood among those currently living in a rural neighborhood:

- Urban central or downtown (10%)
- Urban neighborhood or town center (3%)
- Suburban (16%)
- **Rural (70%)**

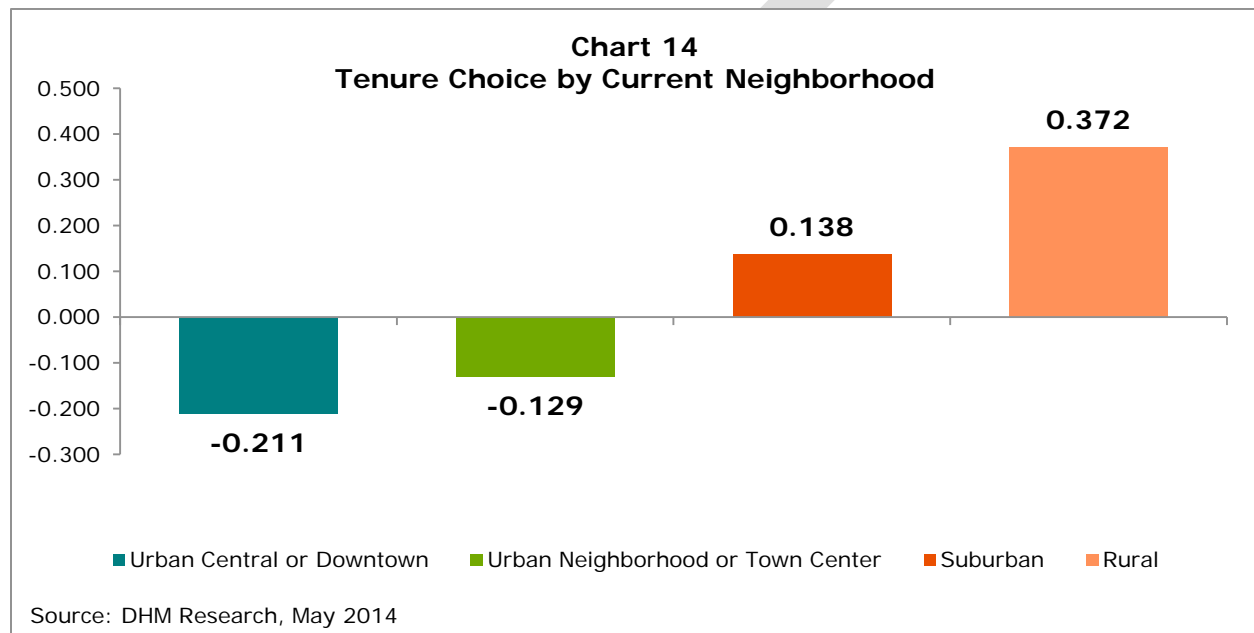
Public Engagement: Again, similar to the representative sample, a strong majority of respondents who currently live in a rural neighborhood prefer to live in this area. Just one in ten or fewer prefer to live in each of the other types of neighborhoods.

- Urban central or downtown (5%)
- Urban neighborhood or town center (11%)
- Suburban (7%)
- **Rural (76%)**

3.3 | Stated Preference Neighborhood Sensitivity

The following section contains initial findings of the stated preference data. Analysis was performed by Metro on a data file containing both managed panel and public engagement respondents combined. This was possible due to the similarities between the data files and allows for a larger sample size for statistical analysis.

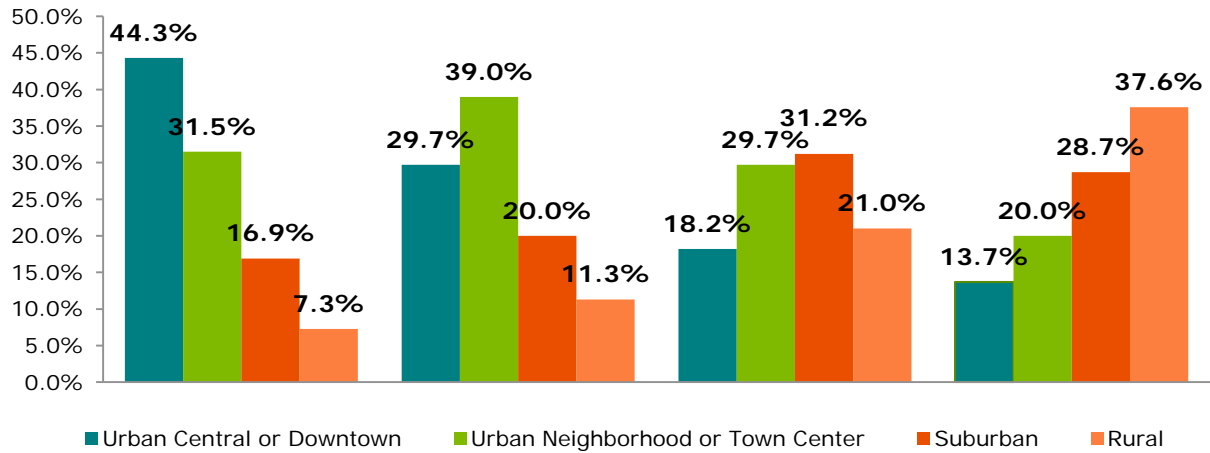
The chart below shows propensity to own a home by current neighborhood type. Negative own numbers mean that owning is less desirable than renting; while positive own numbers mean that owning is more desirable than renting. (Note that in the following chart, rent is always 0. Statistically we need to designate one state (own or rent) as the base state).



Residents living in urban central or downtown neighborhoods regard renting as preferable (slightly) over owning when housing type, size and price are held constant. This pattern also persists for residents of urban neighborhoods or town centers; though the difference between owning and renting is not statistically significant. In suburban and rural neighborhoods owning is predominant with the difference getting more pronounced as you move to rural.

The following chart displays the probability distribution, where the chances of choosing a neighborhood type is expressed as a percentage given that price, tenure, type, commute time, etc. are all the same between neighborhoods. Note that when all attributes are the same except the neighborhood of the respondent's choice; all choice alternatives could be selected.

Chart 15
Probability of Location by Market Segment - Baseline Conditions
Sensitivity Test

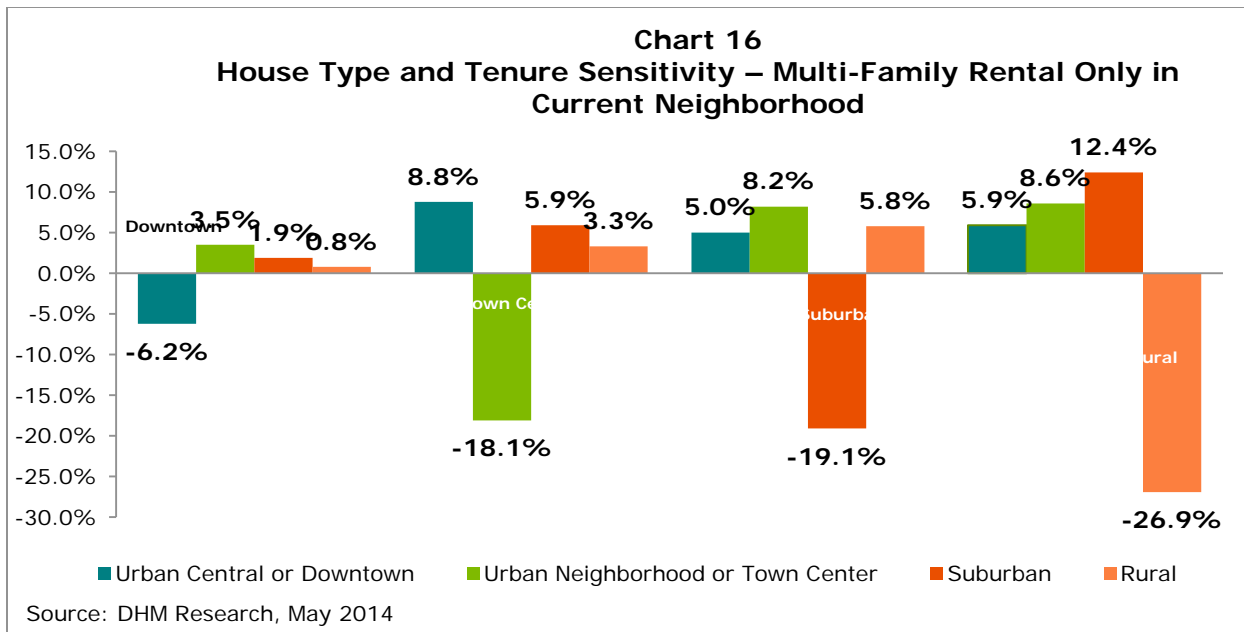


Source: DHM Research, May 2014

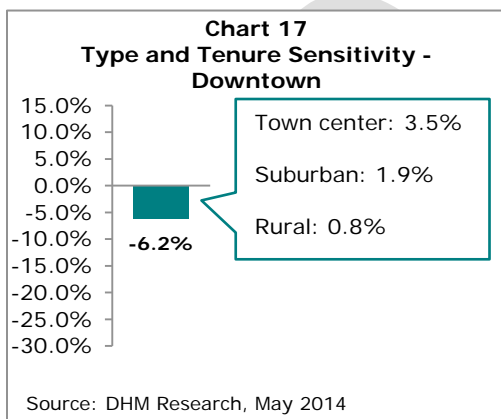
If respondents could pay the same price, have the same type of housing, same commute time, etc. but in different neighborhood types, they are most likely to choose the neighborhood type that they currently live in. However, in no case is there a majority of respondents that would be likely to choose their current neighborhood type. Residents of urban central or downtown neighborhoods have the highest likelihood of choosing their current neighborhood type (44%) and residents of suburban neighborhoods have the lowest likelihood (31%).

Of those whose neighborhood preference would change, respondents currently living in an urban central or downtown neighborhood are most likely to prefer an urban neighborhood or town center (31.5%); respondents in an urban neighborhood or town center are most likely to prefer an urban central or downtown neighborhood (29.7%); those in a suburban neighborhood prefer an urban neighborhood or town center (29.7%); and those in a rural neighborhood prefer suburban neighborhoods (28.7%).

In the following chart, tenure and type of housing is limited to rental and multi-family in respondent's current neighborhood. We then assess the probability of changing their neighborhood preference to a different type of neighborhood. Negative values indicate the percentage of respondents whose neighborhood preference would change based on the limited tenure and housing type. Positive values indicate neighborhood preference for those that would move.

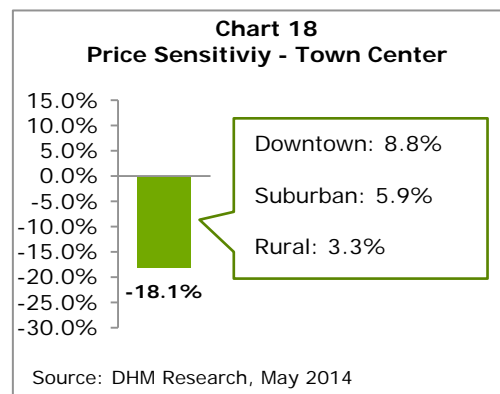


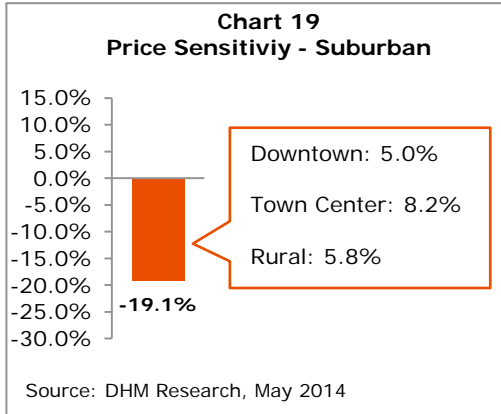
Respondents in urban central or downtown neighborhoods are the least likely change their neighborhood preference when tenure and type of housing is limited to rental and multi-family in their current neighborhood, while those living in rural neighborhoods show the highest likelihood to change preference. Likelihood to change neighborhood preference is similar among those in both urban town center and suburban neighborhoods.



Six percent (6.2%) who currently live in an urban central or downtown neighborhood would prefer a different type of neighborhood if tenure and type of housing are limited to rental and multi-family in their current neighborhood; the least sensitive of all neighborhoods. Those whose neighborhood preference would change are most likely to change preference to an urban neighborhood or town center (3.5%). Fewer would prefer a suburban neighborhood (1.9%), while fewer still would prefer a rural neighborhood (0.8%).

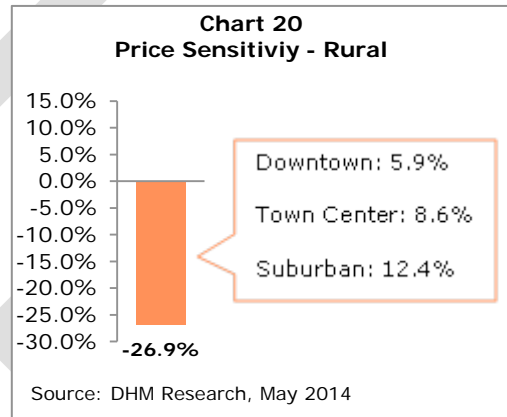
Eighteen percent (18.1%) who currently live in an urban neighborhood or town center would prefer a different type of neighborhood if tenure and type of housing are limited to rental and multi-family in their current neighborhood. Those whose neighborhood preference would change are most likely to change preference to an urban central or downtown neighborhood (8.8%). Fewer would prefer a suburban neighborhood (5.9%), while fewer still would prefer a rural neighborhood (3.3%).



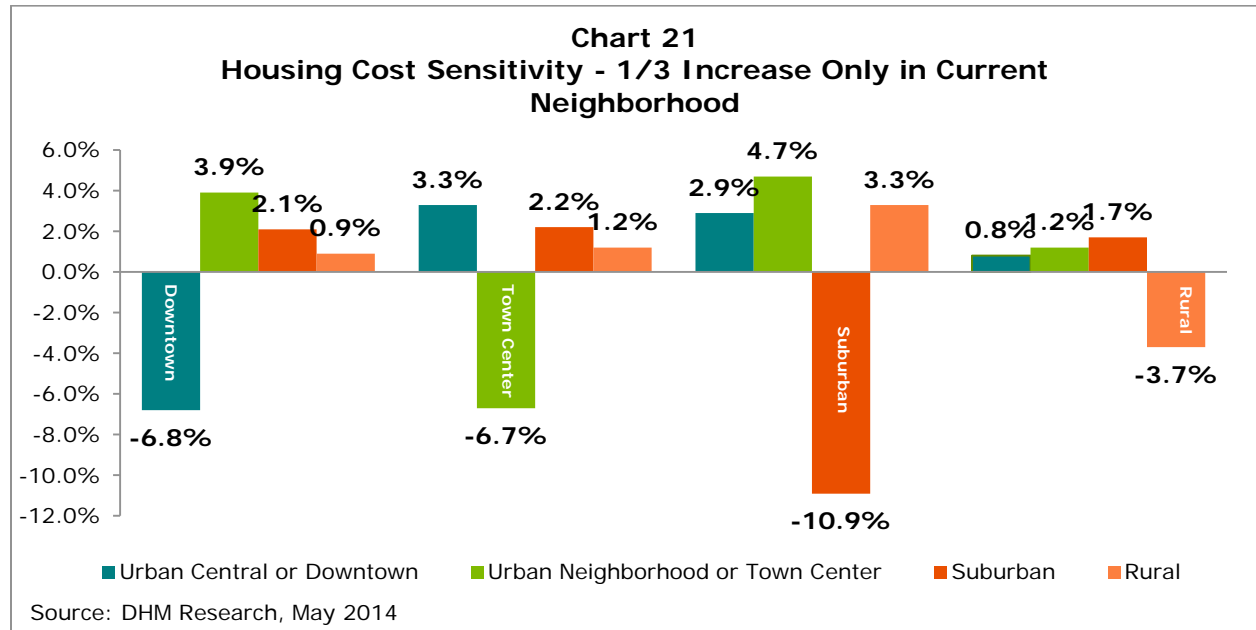


Nineteen percent (19.1%) of respondents who currently live in a suburban neighborhood would prefer a different type of neighborhood if tenure and type of housing is limited to rental and multi-family in their current neighborhood. Those whose neighborhood preference would change are most likely to change preference to an urban neighborhood or town center (8.2%). Fewer would prefer a rural neighborhood (5.8%) or an urban central or downtown neighborhood (5.0%).

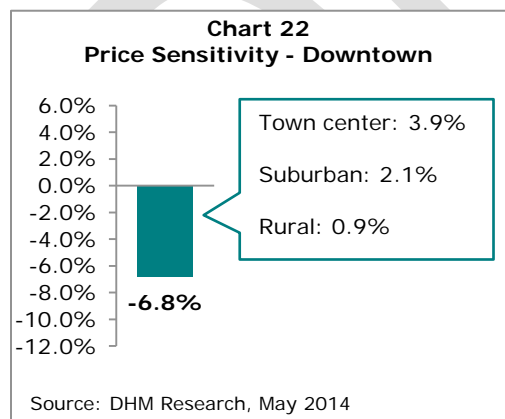
More than one in four (26.9%) respondents currently living in rural neighborhoods would prefer a different type of neighborhood if tenure and type of housing is limited to rental and multi-family in their current neighborhood; the most sensitive of all neighborhoods. Of those whose neighborhood preference would change, they are most likely to change preference to a suburban neighborhood (12.4%) Fewer would prefer a town center (8.6%), while fewer still would prefer to an urban central or downtown neighborhood (5.9%).



In the following chart, the price of housing has increased in the selected neighborhood by 1/3. We then assess the probability of changing their neighborhood preference to a different type of neighborhood considering an identical house with identical commute time, etc. in a different neighborhood. Negative values indicate the percentage of respondents whose neighborhood preference would change based on the price increase in their current neighborhood. Positive values indicate neighborhood preference for those that would shift.

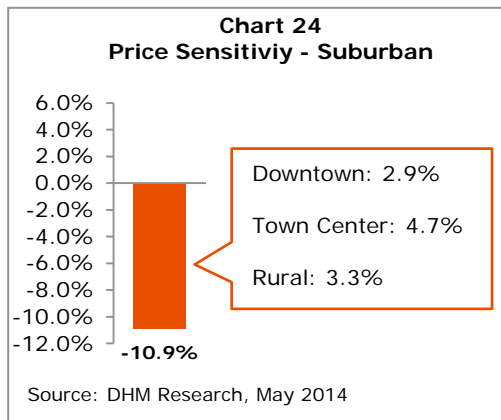
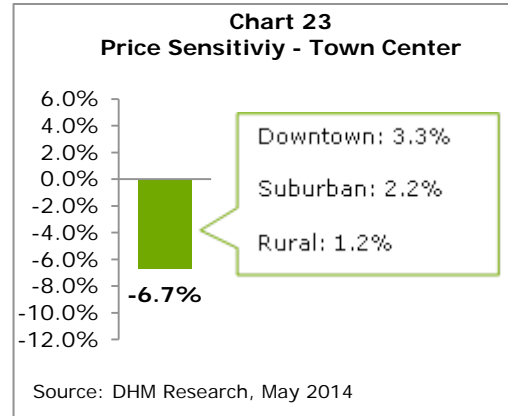


Respondents in rural neighborhoods are the least likely change their neighborhood preference when price increases, while those living in suburban neighborhoods show the highest likelihood to change preference. Likelihood to change neighborhood preference is fairly modest, and equal, among those in both urban central and those who currently live in urban town center neighborhoods.



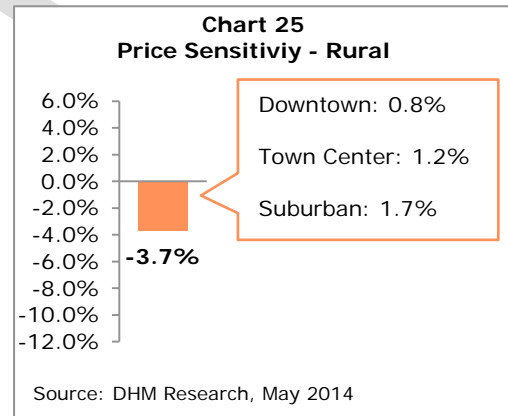
Just under seven percent (6.8%) who currently live in an urban central or downtown neighborhood would prefer an identical house with identical commute time, etc. in a different neighborhood if the price of their home in their current neighborhood increased by 1/3. They are most likely to change preference to an urban neighborhood or town center (3.9%). Fewer would prefer a suburban neighborhood (2.9%), while fewer still would prefer a rural neighborhood (0.9%).

Just under seven percent (6.7%) who currently live in an urban neighborhood or town center would prefer an identical house with identical commute time, etc. in a different neighborhood if the price of their home in their current neighborhood increased by 1/3. They are most likely to change preference to an urban central or downtown neighborhood (3.3%). Fewer would prefer a suburban neighborhood (2.2%), while fewer still would prefer a rural neighborhood (1.2%).

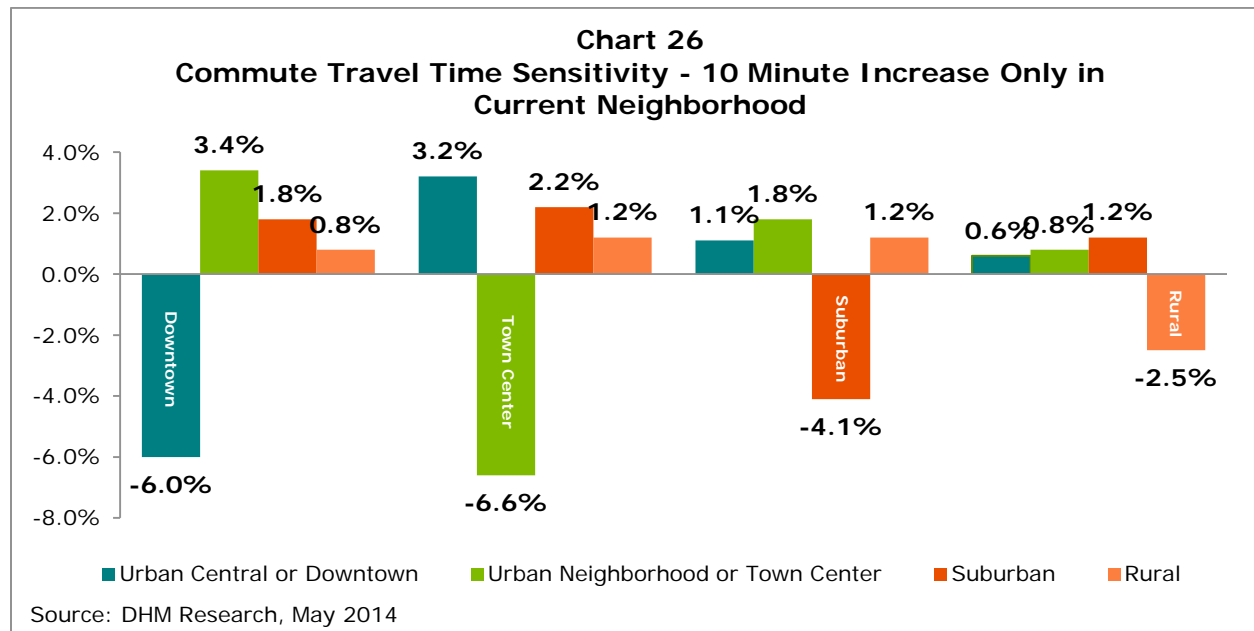


Eleven percent (10.9%) of respondents who currently live in a suburban neighborhood would prefer an identical house with identical commute time, etc. in a different neighborhood if the price of their home in their current neighborhood increased by 1/3; the most price sensitive of all neighborhoods. They are most likely to change preference to an urban neighborhood or town center (4.7%). Fewer would prefer a rural neighborhood (3.3%), while fewer still would prefer an urban central or downtown neighborhood (2.9%).

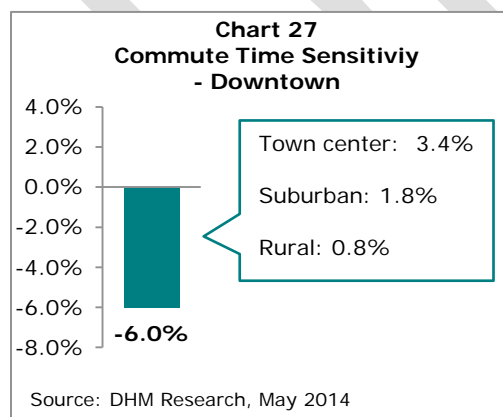
Nearly four percent (3.7%) of respondents currently living in rural neighborhoods would prefer an identical house with identical commute time, etc. in a different neighborhood if the price of their home in their current neighborhood increased by 1/3; the least price sensitive of all neighborhoods. They are most likely to change preference to a suburban neighborhood (1.7%) or town center (1.2%), while they are least likely to prefer an urban central or downtown neighborhood (0.8%).



In the following chart, the commute time has increased in the selected neighborhood by 10 minutes. We then assess the probability changing their neighborhood preference to a different type of neighborhood considering an identical house with identical price, etc. in a different neighborhood. Negative values indicate the percentage of respondents whose neighborhood preference would change based on the increase in commute time in their current neighborhood. Positive values indicate neighborhood preference for those that would shift.

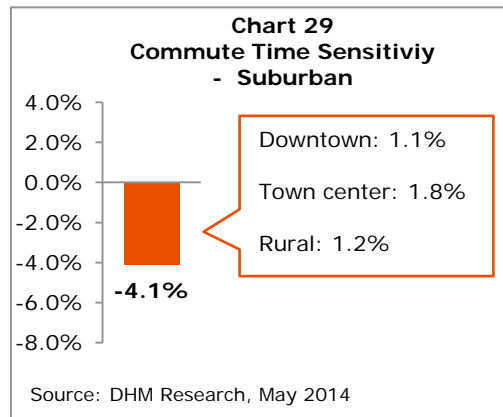
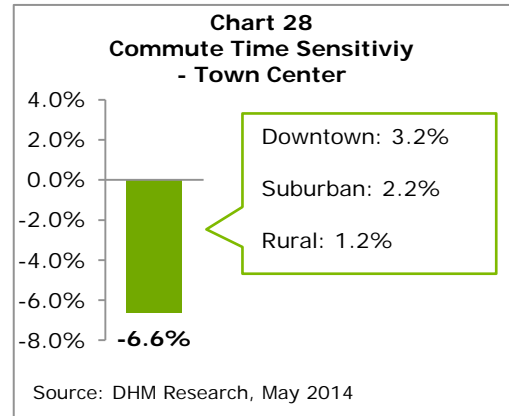


Respondents in rural neighborhoods are the least likely to change their neighborhood preference when commute time increases by 10 minutes, while those living in urban neighborhoods, both town centers and downtown, show the highest likelihood to change neighborhood preference. Likelihood to change preference is fairly modest among those living in suburban neighborhoods.



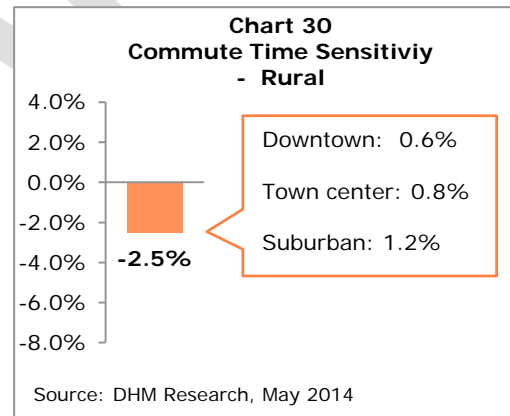
Six percent (6.0%) who currently live in an urban central or downtown neighborhood would prefer an identical house with identical price, etc. in a different neighborhood if commute time in their current neighborhood increased by 10 minutes. They are most likely to change preference to an urban neighborhood or town center (3.4%). Fewer would prefer a suburban neighborhood (1.8%), while fewer still would prefer a rural neighborhood (0.8%).

Under seven percent (6.6%) who currently live in an urban neighborhood or town center would prefer an identical house with identical price, etc. in a different neighborhood if commute time in their current neighborhood increased by 10 minutes; the most sensitive neighborhood to commute time. They are most likely to change preference to an urban central or downtown neighborhood (3.2%). Fewer would prefer a suburban neighborhood (2.2%), while fewer still would prefer a rural neighborhood (1.2%).

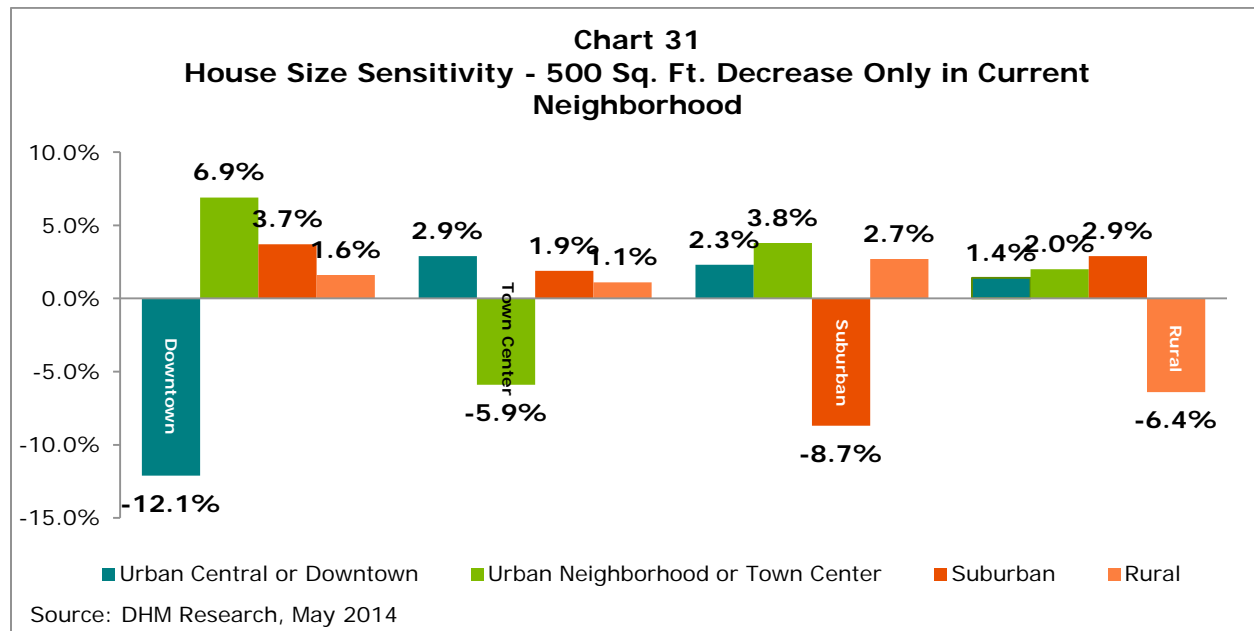


Four percent (4.1%) who currently live in suburban neighborhood would prefer an identical house with identical price, etc. in a different neighborhood if commute time in their current neighborhood increased by 10 minutes. They are most likely to change their preference to an urban neighborhood or town center (1.8%). Respondents currently living in a suburban neighborhood are equally likely to prefer an urban central or downtown neighborhood (1.1%) or a rural neighborhood (1.2%).

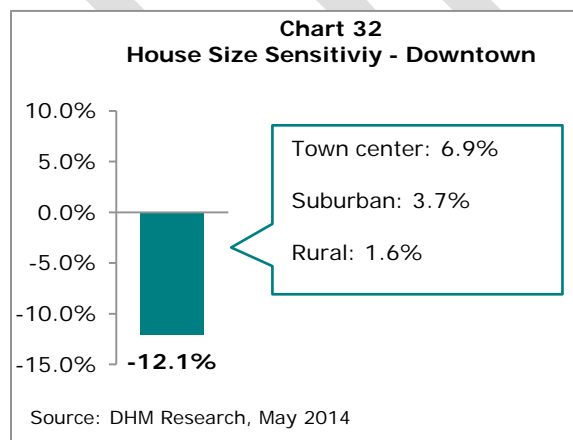
Under three percent (2.5%) of respondents who currently live in a rural neighborhood would prefer an identical house with identical price, etc. in a different neighborhood if commute time in their current neighborhood increased by 10 minutes (-2.5%); the least sensitive neighborhood to commute time. They are most likely to change preference to a suburban neighborhood (1.2%), while they are least likely to prefer an urban neighborhood or town center (0.8%) or an urban central or downtown neighborhood (0.6%).



In the following chart, the square footage of the house has been decreased in the selected neighborhood by 500 square feet. We then assessed the probability of changing their neighborhood preference to a different type of neighborhood considering an identical house with identical price, etc. in a different neighborhood. Negative values indicate the percentage of respondents whose neighborhood preference would change based on the price decrease in square footage in their current neighborhood. Positive value indicated neighborhood preference for those that would move.

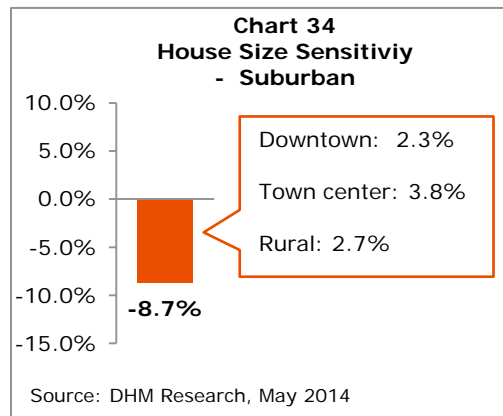
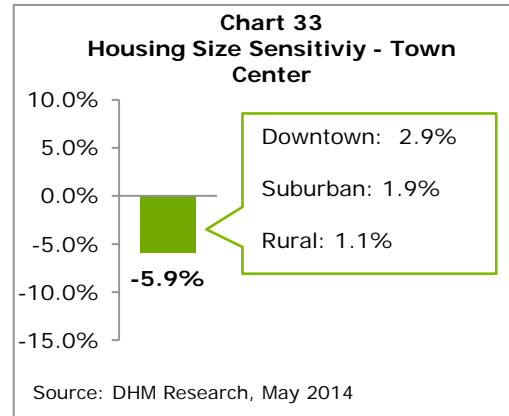


Respondents in rural neighborhoods or town centers are the least likely change their neighborhood preference when square footage is decreased by 500 sq. ft., while those living in an urban central or downtown neighborhood show the highest likelihood to change neighborhood preference. Likelihood to change preference is fairly modest among those living in suburban neighborhoods, and even less among rural neighborhood respondents.



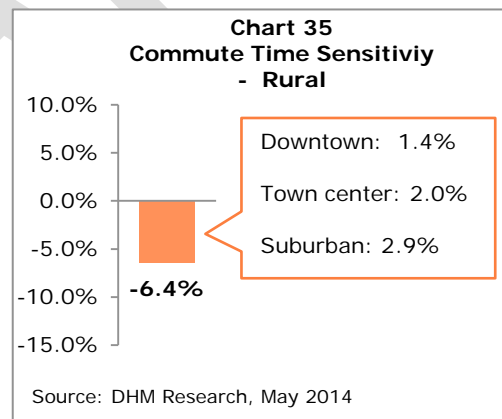
Twelve percent (12.1%) who currently live in an urban central or downtown neighborhood would prefer an identical house with identical price, etc. in a different neighborhood if square footage of the housing in their current neighborhood decreased by 500 sq. ft.; the most sensitive neighborhood to housing size. They are most likely to change their preference to an urban neighborhood or town center (6.9%). Fewer would prefer a suburban neighborhood (3.7%), while fewer still would prefer to a rural neighborhood (1.6%).

Six percent (5.9%) of respondents in an urban neighborhood or town center would prefer an identical house with identical price, etc. in a different neighborhood if square footage of the housing in their current neighborhood decreased by 500 sq. ft.; the least sensitive neighborhood to housing size. They are most likely to change their preference to an urban central or downtown neighborhood (2.9%). Fewer would prefer a suburban neighborhood (1.9%). While fewer still would prefer a rural neighborhood (1.1%).



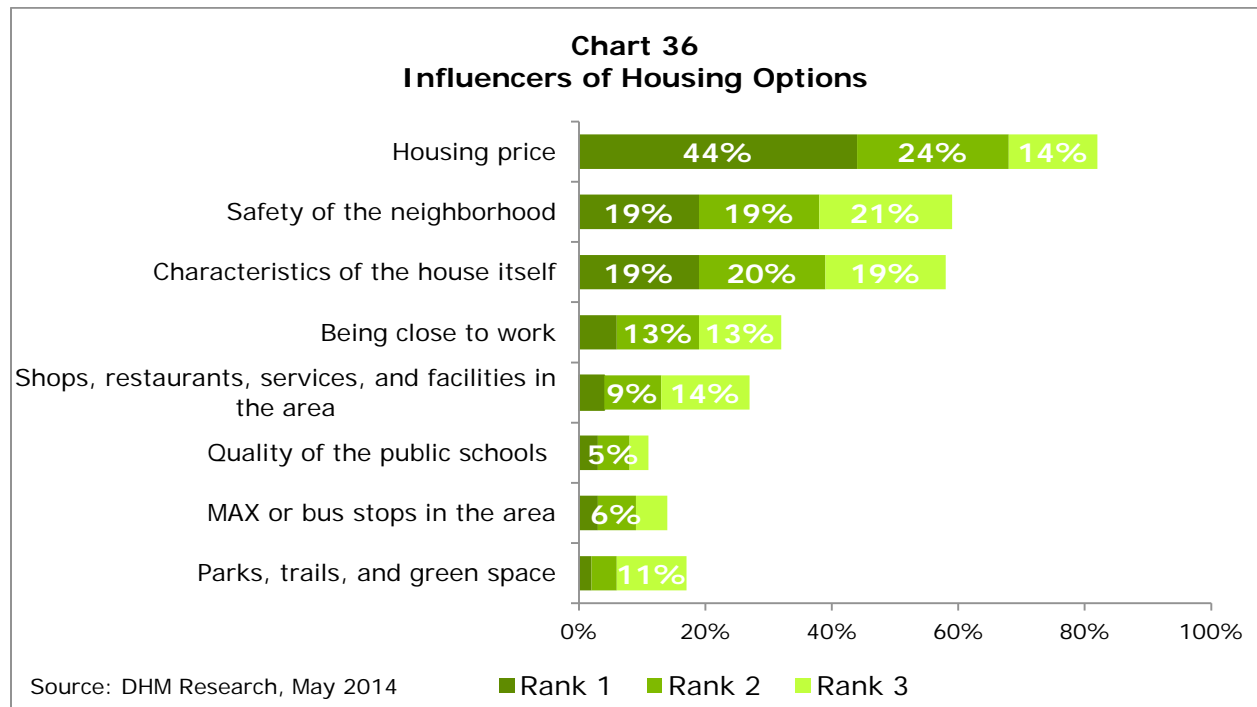
Nearly nine percent (8.7%) who currently live in suburban neighborhood would prefer an identical house with identical price, etc. in a different neighborhood if square footage of the housing in their current neighborhood decreased by 500 sq. ft. They are most likely to change their neighborhood preference to an urban neighborhood or town center (3.8%), while they are less likely to prefer an urban central or downtown neighborhood (2.3%) or a rural neighborhood (2.7%).

More than six percent (6.4%) of those who currently live in rural neighborhoods would prefer an identical house with identical price, etc. in a different neighborhood if square footage of the housing in their current neighborhood decreased by 500 sq. ft. They are most likely to change their neighborhood preference to a suburban neighborhood (2.9%). Fewer would prefer an urban neighborhood or town center (2.0%), while fewer still would prefer an urban central or downtown neighborhood (1.4%).



3.4 | Attitudinal

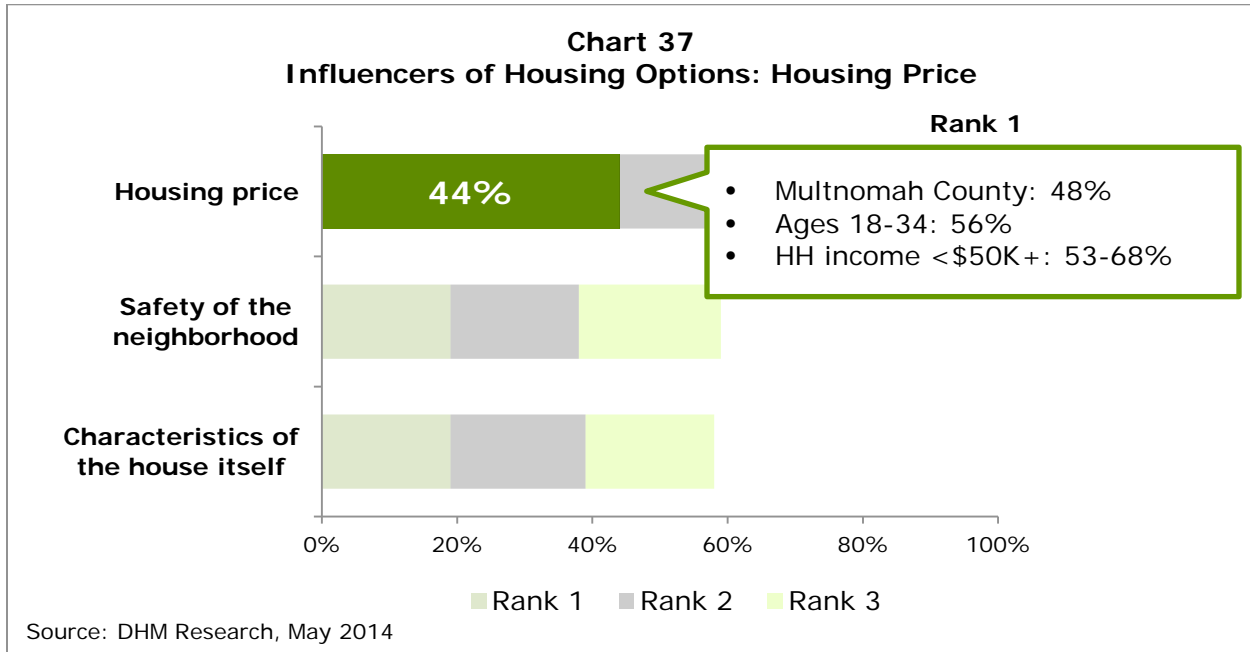
Respondents were asked to rank the top three items that had the largest influence on where they live.



Not surprisingly, housing price has the largest influence on respondent's housing decision (44%, rank 1). Safety of the neighborhood (19%) and characteristics of the house (19%) follow as top influencers. Interestingly, these prove to be larger influencers than proximity to work (6%), shops and restaurants in the area (4%), and quality of public schools (3%).

Housing price

Housing price is the most influential factor in respondent's housing decision, with more than four in ten (44%) ranking this as most influential. Those most likely to be influenced by price include Multnomah County respondents, those age 18-34, and lower household incomes.



Demographic Differences:

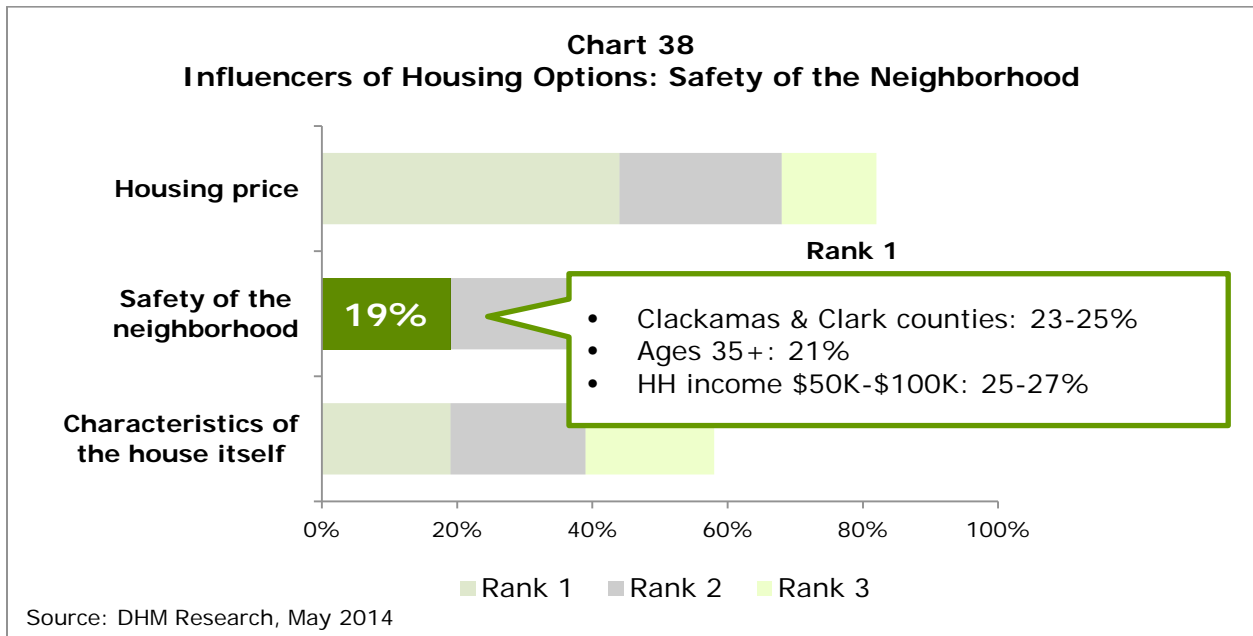
- No differences by county
- Age 18-34 (56%) and 55 and older (46%) vs. age 35-54 (34%)
- Household incomes of less than \$25K (68%) and \$25-50K (53%) vs. higher income households (29-39%)
- Renters (53%) vs. those who own their home (38%)

Public Engagement: Respondents from the public engagement track are slightly less likely than those from the representative sample to rank housing price as most influential (31% rank 1 vs. 44% respectively). Public engagement data shows some similar demographic differences:

- No differences by county
- Age 18-34 (40%) and 35-54 (32%) vs. age 55 and older (26%)
- Household incomes of less than \$25K (48%) and \$25-50K (46%) vs. higher income households (15-34%)
- Renters (42%) vs. those who own their home (24%)

Safety of the neighborhood

Two in ten are most influenced by safety of the neighborhood. Those most influenced by this are those living in Clackamas and Clark counties, over the age of 34, and household incomes of \$50-\$100K.



Demographic Differences:

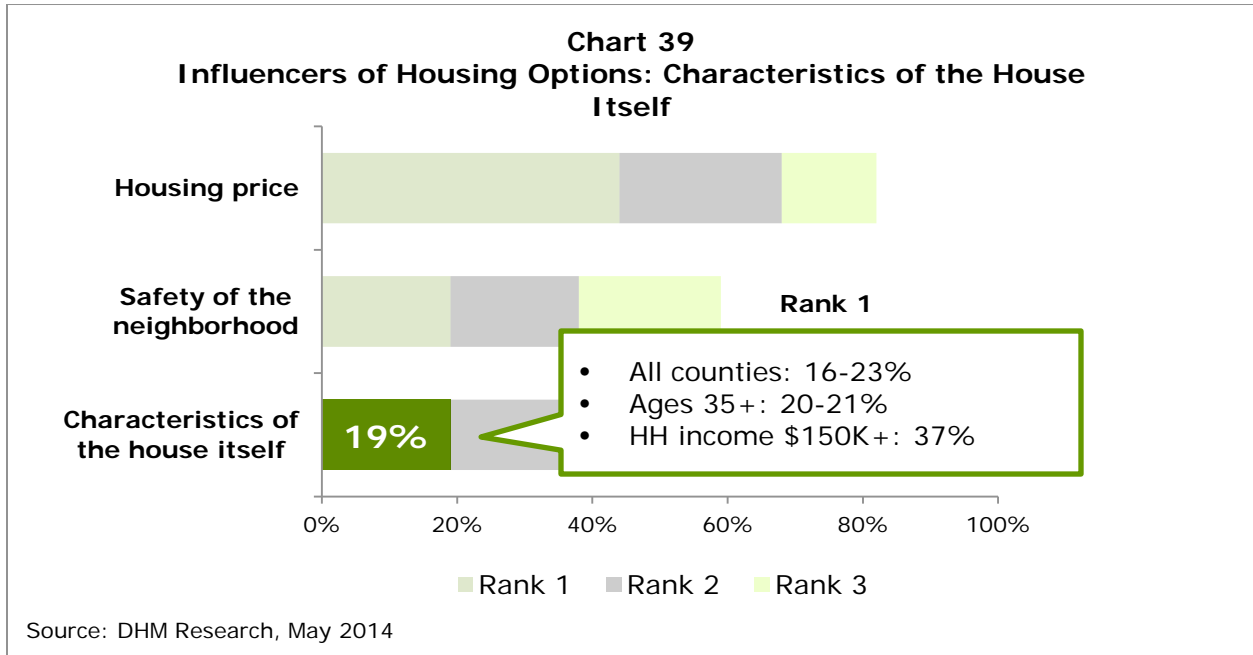
- Clackamas County (25%) vs. Multnomah County (16%)
- Those who own their home (22%) vs. renters (14%)

Public Engagement: Respondents from the public engagement track were slightly less likely than those from the representative sample to rank safety as a top influencer (14% vs. 19% respectively). Some similarities are seen between representative and public engagement samples:

- Clackamas (19%) and Washington (18%) counties vs. Multnomah County (9%)
- Age 55 and older (18%) vs. those younger (6-14%)
- Those who own their home (16%) vs. renters (11%)

Characteristics of the house

Two in ten are most influenced by characteristics of the house itself. Those most likely to be influenced by characteristics of the house are age 35 and older from households of \$150K or higher income.



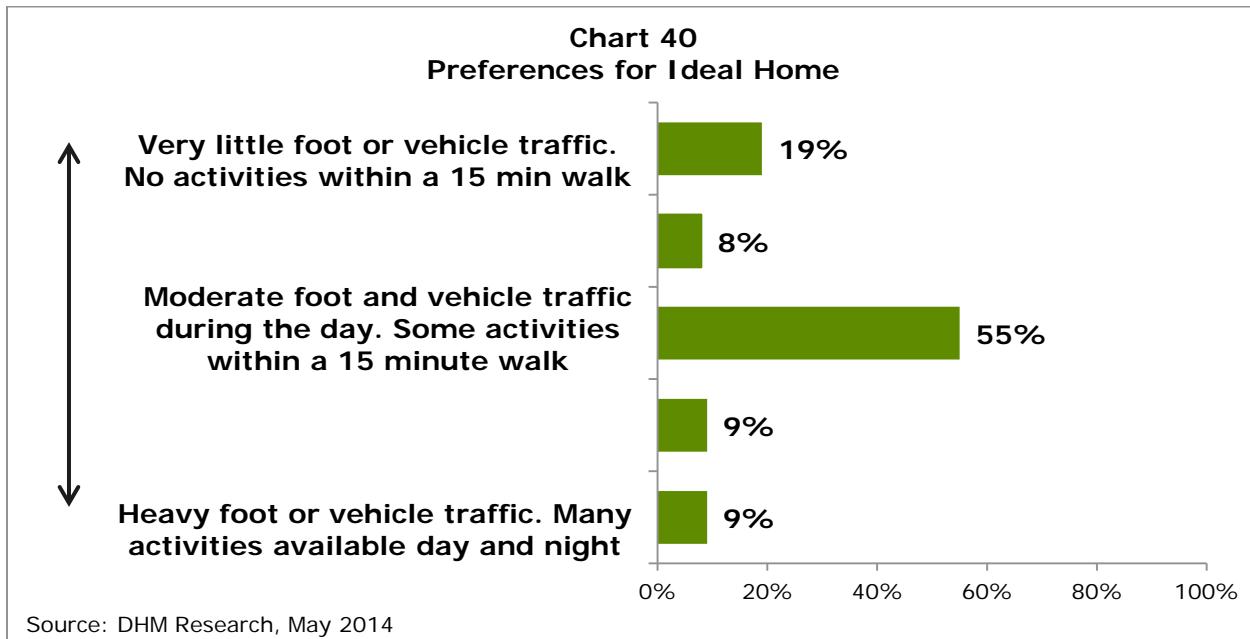
Demographic Differences:

- No differences by county
- Income of \$150K or more (37%) vs. income of less than \$75K (8-20%)
- Those who own their home (23%) vs. renters (12%)

Public Engagement: Respondents from the public engagement data showed similar preference to the representative sample in ranking characteristics of the house as a top influencer (20% vs. 19% respectively). However, some different demographic differences are observed.

- Clackamas (23%) and Washington (21%) counties vs. Multnomah County (17%)
- Age 55 and older (26%) vs. those younger (11-18%)
- Household income of \$75K or more (24-26%) vs. lower income households (8-19%)
- Those who own their home (25%) vs. renters (11%)

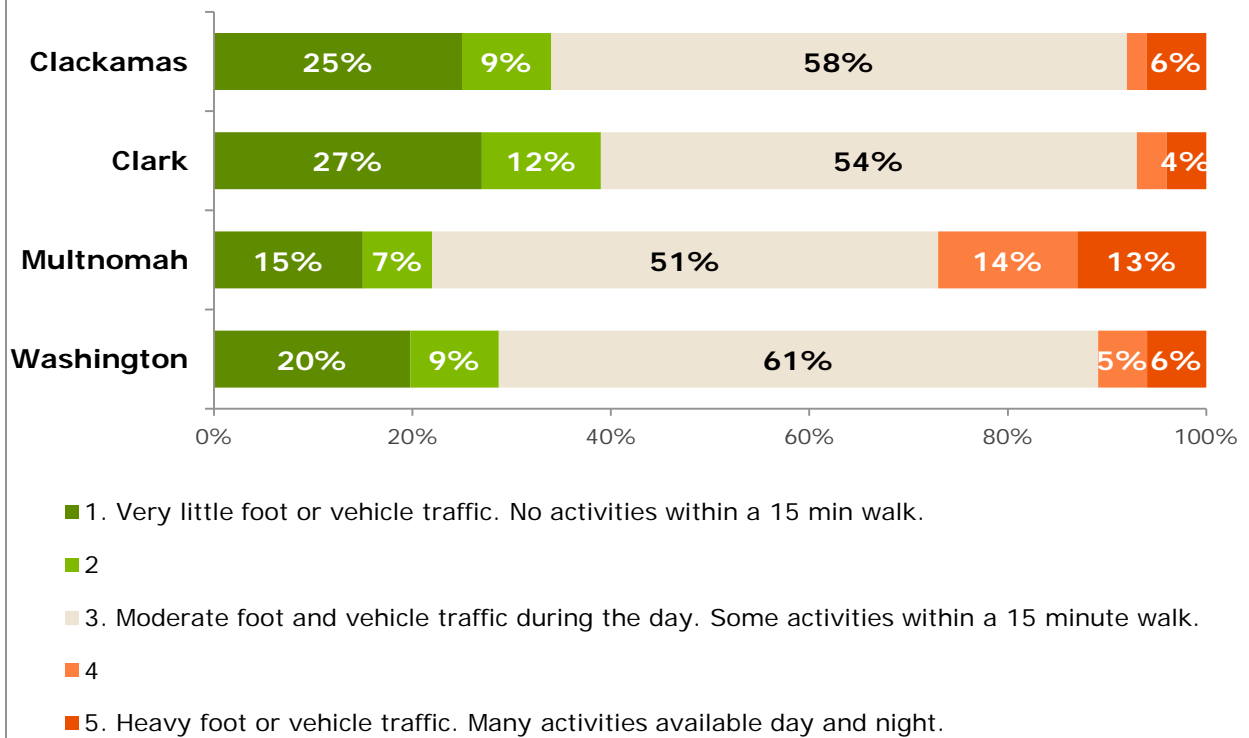
Respondents were asked to indicate their preference for level of activity in their ideal neighborhood on a scale ranging from very little foot or vehicle traffic to heavy foot or vehicle traffic.



Not surprisingly, a majority of respondents would prefer a moderate amount of foot or vehicle traffic during the day with some activities within a 15 minute walk (55%). Overall, 27% would prefer less activity in their neighborhood, while 18% would prefer more.

Demographic Differences: Moderate foot traffic was preferred in across all demographic subgroups. However, some differences in preference do exist. Respondents currently living in Clackamas and Clark counties are most likely to prefer less vehicle and foot traffic. Multnomah County respondents showed the highest preference for heavier foot and vehicle traffic.

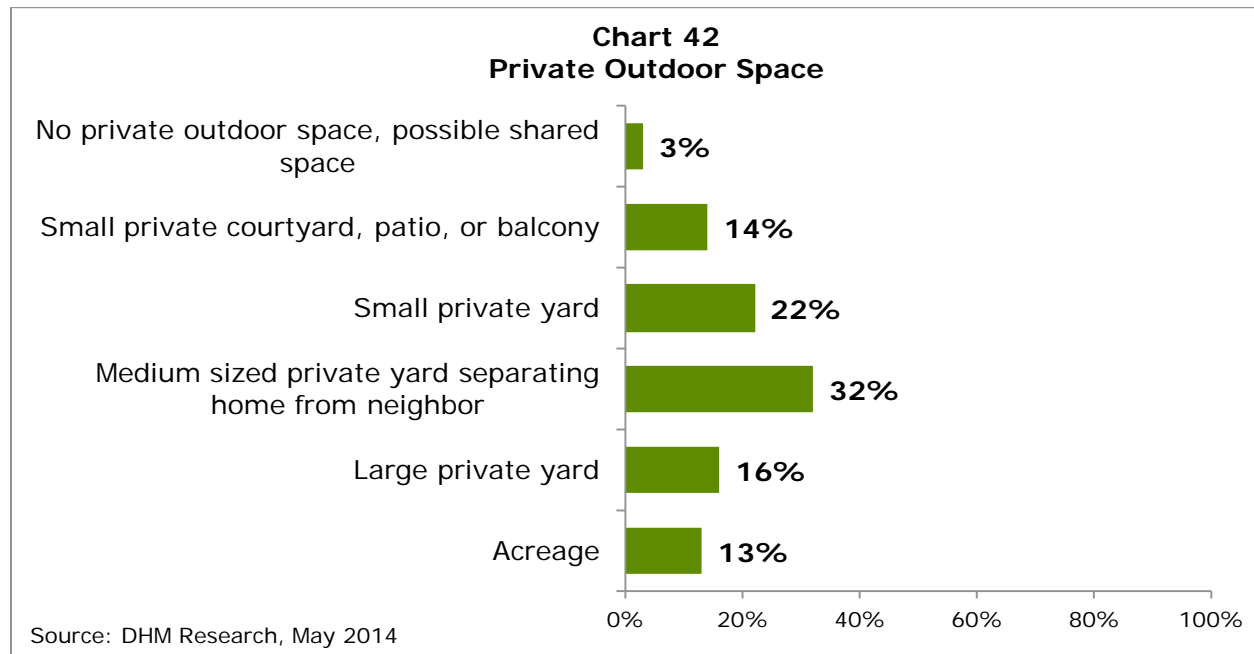
Chart 41
Preferences for Ideal Home by County



Source: DHM Research, May 2014

Public Engagement: Similar preferences were seen among the public engagement sample. A majority of respondents would prefer a moderate amount of foot or vehicle traffic during the day with some activities within a 15 minute walk (50%). Overall, 19% would prefer less activity in their neighborhood, while 31% would prefer more.

Respondents were asked to indicate their preferred outdoor space on a scale ranging from no private outdoor space to acreage.



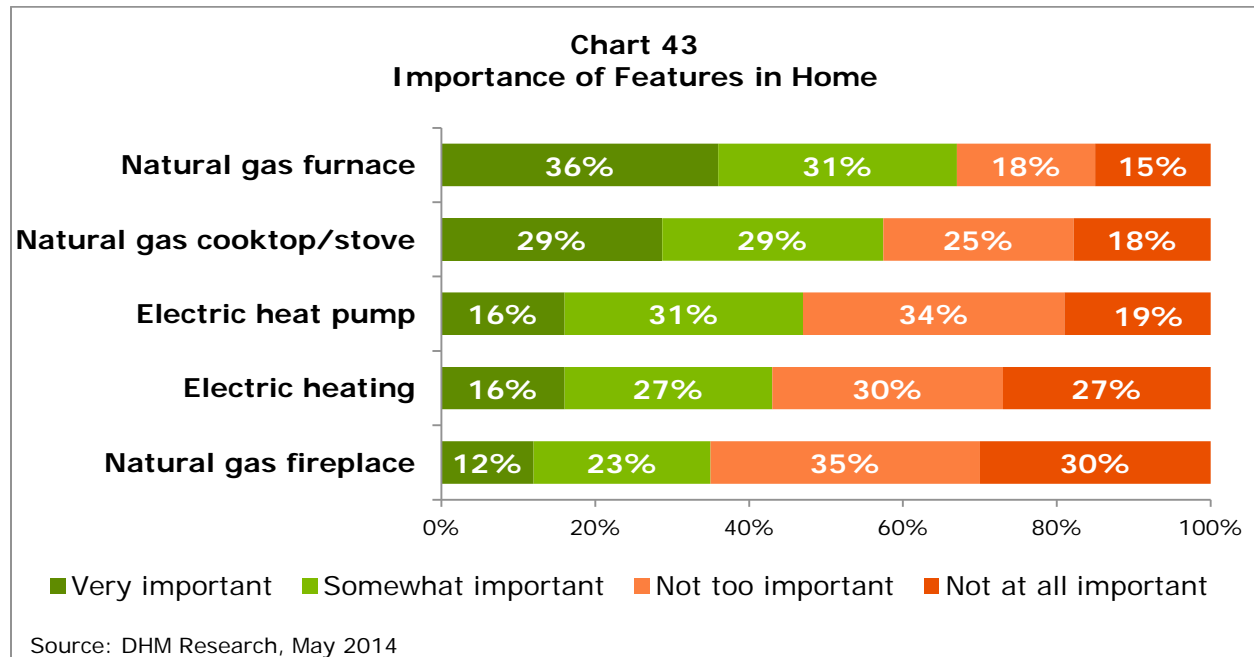
The most preferred private outdoor space is a medium sized yard which separates the home from the neighbor (32%). One in three (36%) would prefer a smaller yard (small private courtyard: 14%; small private yard: 22%) while three in ten (29%) would prefer a larger yard (large private yard: 16%; acreage: 13%). Just 3% do not prefer to have a private yard.

Demographic Differences: Preference for private outdoor space is fairly consistent across demographic subgroups. However, there are differences in preference among those who currently own their home and those who rent. Owners are more likely than renters to prefer a medium sized yard (Owners: 37% vs. Renters: 25%) and a large private yard (Owners: 19% vs. Renters: 11%). Renters are more likely than home owners to prefer no yard (Renters: 6% vs. Owners: 1%) and a small private courtyard (Renters: 20% vs. Owners: 9%).

Public Engagement: Similar preferences were seen among the public engagement sample. The most preferred private outdoor space is a medium sized yard, which separates the home from the neighbor (33%). One in three (36%) would prefer a smaller yard (small private courtyard: 14%; small private yard: 22%) while three in ten (30%) would prefer a larger yard (large private yard: 17%; acreage: 13%). Just 2% do not prefer to have a private yard.

3.5 | Importance of Utility Features in Home

Finally, respondents were asked to rate the importance of having several features in their homes.



Overall, a natural gas furnace (67% very/somewhat important) and a natural gas cook top (58%) are rated as the most important features. These are followed by electric alternatives. Less than a majority rate electric heat pump (47%) and electric heating (43%) as important. A natural gas fireplace (35%) was the least important feature tested.

Demographic Differences: Importance of home features was fairly consistent across demographic subgroups. However, some differences do exist.

Natural gas furnace: Respondents age 35 and older (69-73%) are more likely than those younger (55%) to find a natural gas furnace important. Those from households making \$150K or more (89%) are more likely than those from households with incomes of less than \$75K (53-64%) to find this feature important.

Natural gas cooktop: Respondents from households making \$150K or more (83%) are more likely than lower income households (51-68%) to find a natural gas cooktop or stove to be an important feature.

Electric heat pump: Importance is fairly consistent across demographic subgroups. No significant differences exist.

Electric heating: Respondents age 18-34 (58%) are more likely than those who are older (31-46%) to find electric heating important. Households with incomes of less than \$25K (61%) are also more likely than those from households making \$50K or more the find this important.

Natural gas fireplace: Respondents from households making \$75K or more (44-54%) are more likely than households with incomes of less than \$50K (15-30%) to find this to be an important feature. Owners (42%) were also more likely than renters (26%) to find a natural gas fireplace important.

DRAFT

APPENDIX A
Metro Residential Stated Preference Study
February/March 2014; N=800+; respondents ages 18+ in the Metro Region
DHM Research

INTRODUCTION

Thank you for taking time to participate in this survey.

We'd like to know about your housing and neighborhood preferences. It will help our regional government, developers and community partners in the region with ongoing planning for the Portland Metropolitan area. Your opinions will help shape these decisions.

For better visuals, this survey is best if completed on a computer versus a smartphone.

This survey should take no more than 10 minutes. Please know that your responses are completely confidential.

The following questions help ensure we have a representative sample. No personal information entered is used for anything other than this survey. The results are analyzed at the aggregate level only.

DEMOGRAPHIC INFORMATION NEEDED FOR STATED PREFERENCE LOGIC

These first few questions will help us to ask you the right mix of housing and neighborhood preferences.

1. How would you describe your current residence?

Response Category	Panel N=813	Public Engagement N=5,783
Single family detached home	65%	68%
Single family attached home	8%	7%
Condo or apartment	28%	25%

2. Do you own or rent your home?

Response Category	Panel N=813	Public Engagement N=5,783
Own	60%	59%
Rent	40%	41%

3A. (If own in Q2) What is the current square footage of your home? Do not include garages and/or unfinished spaces. Your best estimate is fine.

Response Category	Panel N=588	Public Engagement N=4,340
Less than 999 sq ft	6%	8%
1,000-1,499 sq ft	28%	24%
1,500-1,999 sq ft	31%	26%
2,000-2,499 sq ft	16%	19%
2,500-2,999 sq ft	11%	11%
3,000-3,499 sq ft	5%	6%
3,500 sq ft or more	3%	5%

3B. (If rent in Q2) What is the current square footage of your apartment or condo? Do not include garages and/or unfinished spaces. Your best estimate is fine.

Response Category	Panel N=225	Public Engagement N=1,444
Less than 600 sq ft	20%	11%
600-899 sq ft	45%	41%
900-1,249 sq ft	26%	37%
1,250-1,749 sq ft	7%	8%
1,750 sq ft or more	2%	2%

4A. (If own in Q2) Which category best represents the **current** sales value of your home and property? Your best estimate is fine.

Response Category	Panel N=485	Public Engagement N=3,421
Less than \$200,000	17%	9%
\$200,000-\$249,999	21%	14%
\$250,000-\$299,999	21%	16%
\$300,000-\$349,999	15%	16%
\$350,000-\$399,999	7%	12%
\$400,000-\$449,999	10%	15%
\$500,000 or more	10%	18%

4B. (If rent in Q2) Which category best represents your total monthly rent? Your best estimate is fine.

Response Category	Panel N=328	Public Engagement N=2,362
Less than \$500/month	10%	5%
\$500-\$649	13%	9%
\$650-\$799	22%	14%
\$800-\$999	18%	23%
\$1,000-\$1,499	27%	33%
\$1,500 or more	10%	15%

5. Including yourself, how many people currently live in your household? (RECORD NUMBER)

Response Category	Panel N=813	Public Engagement N=5,783
1	22%	19%
2	42%	42%
3	17%	17%
4	12%	15%
5 or more	7%	7%

6. (IF Q5>1) And how many are younger than 18? (RECORD NUMBER)

Response Category	Panel N=635	Public Engagement N=4,675
0	69%	64%
1	15%	15%
2	12%	16%
3	3%	3%
4 or more	2%	2%

7. For your MOST RECENT trip from home to work, school or main destination, what was your primary form of transportation?

Response Category	Panel N=813	Public Engagement N=5,783
Car	83%	69%
Carpool	1%	1%
Walk	5%	6%
Bike	1%	9%
Transit	8%	14%
Other	1%	1%

8. For your MOST RECENT trip from home to work, school or main destination, how many minutes did it take you to make a one-way trip?

Response Category	Panel N=813	Public Engagement N=5,783
Less than 10 minutes	26%	18%
10-19 minutes	36%	33%
20-29 minutes	22%	25%
30-44 minutes	11%	15%
49-59 minutes	4%	6%
60 minutes or more	1%	3%

Housing type preferred

Response Category	Panel N=813	Public Engagement N=5,783
Single family detached home	80%	81%
Single family attached home	7%	9%
Condo or apartment	13%	11%

Current Neighborhood Type

Response Category	Panel N=813	Public Engagement N=5,783
Urban or Central Downtown	11%	7%
Urban Neighborhood or Town Center	25%	39%
Outer Portland or Suburban	56%	47%
Rural	8%	8%

Preferred Neighborhood Type

Response Category	Panel N=813	Public Engagement N=5,783
Urban or Central Downtown	13%	10%
Urban Neighborhood or Town Center	27%	48%
Outer Portland or Suburban	34%	22%
Rural	26%	19%

STATED PREFERENCE EXERCISE

ATTITUDINAL QUESTIONS

We have just a few more questions that will help us evaluate your housing and neighborhood preferences. The survey is almost complete. Thank you for your continued participation.

Which of these has the most influence on your housing decision? Please rank the top 3, where 1=most influential 2=second most influential and 3=third most influential (randomize)

Response Category—Panel, N=795	1 st Choice	2 nd Choice	3 rd Choice
17. Safety of neighborhoods	19%	19%	21%
18. Quality of the public schools	3%	5%	3%
19. Parks, trails, green spaces, and recreational facilities in the area	2%	4%	11%
20. Shops, restaurants, services, social, religious, and civic facilities in the area	4%	9%	14%
21. MAX or bus stops in the area	3%	6%	5%
22. Being close to work	6%	13%	13%
23. Characteristics of the house itself	19%	20%	19%
24. Housing price	44%	24%	14%

Response Category—Public Engagement N=5,550	1 st Choice	2 nd Choice	3 rd Choice
25. Safety of neighborhoods	14%	13%	14%
26. Quality of the public schools	6%	6%	5%
27. Parks, trails, green spaces, and recreational facilities in the area	4%	8%	13%
28. Shops, restaurants, services, social, religious, and civic facilities in the area	12%	12%	16%
29. MAX or bus stops in the area	4%	7%	8%
30. Being close to work	9%	14%	13%
31. Characteristics of the house itself	20%	18%	16%
32. Housing price	31%	21%	15%

What would you prefer most in your ideal home?

33. Level of activity in neighborhood (walking, shopping, entertainment, etc.)

Response Category	Panel N=794	Public Engagement N=5,546
1—Very little foot traffic. No activities within a 15 minute walk	19%	14%
2	8%	6%
3—Moderate foot and vehicle traffic during the day. Some activities within a 15 minute walk	55%	50%
4	9%	15%
5—Heavy foot traffic. Many activities available day and night	9%	16%
Bottom 2 (1+2)	27%	19%
Top 2 (4+5)	18%	31%
Mean	2.8	3.1

34. Private outdoor space, property

Response Category	Panel N=794	Public Engagement N=5,569
No private outdoor space, possible shared space	3%	2%
Small private courtyard, patio, or balcony	14%	14%
Small private yard	22%	22%
Medium sized private yard separating home from neighbor	32%	33%
Large private yard	16%	17%
Acreage	13%	13%

NWN

Home appliances can be powered by different fuels, mostly electricity and natural gas in our region. We are going to ask your preferences for the following options, your answers will greatly help us plan for future utility needs in the region.

How important are the following features to you to have in your home? (Randomize)
 very important, somewhat important, not too important, not at all important*

Response Category, Panel N=794	Very	Smwt	Not too	Not at all
35. Natural gas fireplace	12%	23%	35%	30%
36. Natural gas cook top/stove	29%	29%	25%	18%
37. Natural gas furnace	36%	31%	18%	15%
38. Electric heating	16%	27%	30%	27%
39. Electric heat pump	16%	31%	34%	19%

Response Category, Public Engagement N=5,537	Very	Smwt	Not too	Not at all
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40. Natural gas fireplace	10%	22%	30%	38%
41. Natural gas cook top/stove	34%	29%	21%	15%
42. Natural gas furnace	38%	32%	17%	13%
43. Electric heating	7%	19%	31%	43%
44. Electric heat pump	10%	29%	34%	27%

DEMOGRAPHICS

45. In which year were you born? *

Response Category	Panel N=813	Public Engagement N=5,783
18-34	26%	19%
35-54	36%	42%
55+	38%	39%

46. How many years have you lived in the Portland Metropolitan region?

Response Category	Panel N=794	Public Engagement N=5,545
0-1 years	5%	2%
2-5 years	13%	11%
5-9 years	14%	14%
10-19 years	19%	23%
20 years or longer	49%	51%

47. How many years have you lived in your current residence?

Response Category	Panel N=794	Public Engagement N=5,545
0-1 years	18%	17%
2-5 years	29%	30%
5-9 years	15%	18%
10-19 years	22%	20%
20 years or longer	16%	15%

48. Is your ethnicity*

Response Category	Panel N=794	Public Engagement N=5,545
White/Caucasian	89%	91%
Black/African American	2%	1%
Hispanic/Latino	2%	3%
Asian/Pacific Islander	7%	2%
Native American	2%	3%
Other	0%	1%
Refused	1%	3%

49. What is your gender identity? (Select all that apply). *

Response Category	Panel N=813	Public Engagement N=5,752
Male	47%	40%
Female	52%	59%
Transgender	1%	0%
Refused	0%	0%

50. What is your annual household income before taxes in 2013?

Response Category	Panel N=812	Public Engagement N=5,728
Less than \$24,999	15%	11%
\$25,000-\$49,999	27%	20%
\$50,000-\$74,999	21%	22%
\$75,000-\$99,999	15%	16%
\$100,000-\$149,999	15%	19%
\$150,000 or more	6%	12%

51. Zip code *See Crosstabs*

52. In what county do you live?

Response Category	Panel N=813	Public Engagement N=5,783
Multnomah	47%	47%
Washington	30%	31%
Clark	11%	1%
Clackamas	12%	22%



Date: August 15, 2014
To: MPAC
From: Ted Reid, project manager for 2015 urban growth management decision
Re: 2015 growth management decision: policy considerations

Background

The 2014 Urban Growth Report (UGR) will be a basis for the urban growth management decision that the Metro Council intends to make before the end of 2015. Under state law, the Metro Council needs to adopt a final UGR by the end of 2014. MPAC plays a role by making a formal recommendation to the Metro Council on the UGR as well as the growth management decision.

In late July 2014, Metro staff released a draft UGR for discussion by the Council, MPAC, and others. The draft UGR is the result of a year-and-a-half of technical engagement with public and private sector experts on the region's population and employment growth forecast and its buildable land inventory. At MPAC's July 23, 2014 meeting, Metro staff provided an overview of the draft UGR. MPAC will continue its discussion of the draft UGR this fall, leading to a formal recommendation to the Metro Council on November 12, and currently has discussions scheduled for the following dates:

September 10:	Results of the residential preference survey; input on questions to discuss at October and November meetings
October 8:	Draft UGR assessment of housing needs (begin formulating recommendation to Council; identify any remaining technical questions for MTAC)
October 22:	Draft UGR assessment of employment capacity needs (begin formulating recommendation to Council; presentation on updated regional industrial site readiness report; identify any remaining technical questions for MTAC)
November 12:	Formal recommendation to Council on whether the draft UGR provides a reasonable basis for a subsequent urban growth management decision

MPAC discussion priorities

The draft UGR highlights a number of policy considerations proposed for MPAC and Council discussion. They are listed here in no particular order of importance. Please see the draft UGR for additional context around these policy considerations. Additional notes are provided on other policy considerations that

have been brought up by MPAC members. Staff is looking for guidance from MPAC on its priorities for its discussions this fall:

- Of the policy considerations listed below, which are most important for MPAC to discuss in advance of providing the Metro Council with a recommendation on the UGR? Are there some considerations that can be discussed at a later date?
- Aside from the policy considerations listed below, are there additional policy considerations that MPAC would like to discuss this fall, leading up to its recommendation to the Metro Council on the 2014 UGR?

Policy considerations for discussion

Overarching policy consideration for fall 2014

Does the draft UGR provide a reasonable basis for the Metro Council to make a growth management decision (the growth management decision will happen after consideration of the UGR and before the end of 2015)?

Land readiness or land supply?

The often frustrating experience of real estate brokers and developers looking for developable land that is for sale today is different than what Metro must, under the law, consider in completing its 20-year growth capacity assessment. Is the primary challenge faced by developers land supply or land readiness? Related to this question, MPAC members expressed an interest in discussing:

- Brownfields challenges
- Governance and finance expectations for any future urban growth boundary expansions
- Whether voter-approved annexations are an ongoing challenge
- The update of the Regional Industrial Site Readiness project (scheduled for presentation at the October 22 MPAC meeting)

Changes in our communities

With population growth expected to continue, change is inevitable. What policies and investments are needed to ensure that change is for the better?

Opportunities for workforce housing

What policies, investments, innovative housing designs and construction techniques could provide additional workforce housing in locations with good transportation options? Who has a role? What is the role of land supply vs. land readiness?

A bigger picture

Regional and local policies and investments interact with actions taken in neighboring cities, Clark County, and Salem. What are the best policies for using land efficiently and reducing time spent in traffic?

Managing uncertainty

Even though we have a good track record with our forecasts, we know some of our assumptions about the next 20 years will be wrong. What are the risks and opportunities of planning for higher or lower growth in the forecast range?

What about Damascus?

The draft UGR calls out the challenges in urbanizing Damascus and predicting its future with technical analysis. How much growth capacity should be counted in Damascus? What's a reasonable basis for making that estimate? Does the region have other options for making up for Damascus' capacity if less is counted?

Providing housing opportunities

- For a variety of reasons, developing housing in UGB expansion areas has proven challenging. What is a reasonable timeframe for seeing results in past and future expansion areas?
- Today, it is challenging to find housing in downtowns and main streets that is appealing to families with children (multiple bedrooms, storage areas, access to playgrounds, etc.). Are there ways to provide more family-friendly housing in downtowns and main streets?
- Over the years, little multifamily housing has been built in UGB expansion areas.¹ What is the right mix of housing types in areas added to the UGB in the future and how are they best served?
- How might policymakers balance residential preferences with other concerns such as infrastructure provision, transportation impacts, affordability, and environmental protection?

Investing in job creation

- Are there areas where the region should focus its investments to ensure that the lands inside the urban growth boundary generate job growth?
- MPAC members expressed an interest in creating family-wage jobs. What are the challenges that need to be addressed to accomplish that goal? Of those challenges, how important is land supply vs. land readiness?
- If the Council chooses to plan for high growth rates, it would mean that there are industrial capacity needs. Are there places in urban reserves where it makes sense to expand the UGB for industrial uses?

The Portland harbor

¹ 58 out of the 12,133 multi-family units built inside the UGB from 2006 through 2012 were in post-1979 UGB expansion areas.

The harbor needs to be cleaned up to continue providing economic, environmental, and recreational benefits that cannot be replaced elsewhere in the region. What investments and policies can advance economic and environmental goals? To what extent do these questions need to be resolved for the Metro Council to make an informed growth management decision?

Keeping shopping and services close by

If the Metro Council were to choose to plan for a high growth scenario, it would mean that there are residential and commercial capacity needs. Are there places in urban reserves where it makes sense to expand the UGB for a mix of uses?

Achieving desired outcomes

On MPAC's recommendation, the Metro Council's policy is to make decisions that advance the region's six desired outcomes (see draft UGR page 6). Which growth management options might do that?

Regional vs. local perspective

MPAC members and others have pointed to the difference between regional vs. subregional needs for growth capacity. Though the draft UGR is the result of extensive peer review by local jurisdiction staff, its conclusions on growth capacity are, as required by state law, for the region as a whole. How can the growth management decision balance legal requirements to perform a regional analysis with local aspirations?

MPAC Worksheet

Agenda Item Title: Climate Smart Communities Scenarios Project:

Part 1. Discuss results of draft approach evaluation and estimated costs

Part 2. Discuss draft implementation recommendations

Part 3. Identify policy topics to prioritize for discussion in October and November prior to making recommendation to Council on Dec. 10

Presenter(s): Kim Ellis and John Williams

Contact for this worksheet/presentation: Kim Ellis, Metro staff (kim.ellis@oregonmetro.gov)

Purpose of this item (check no more than 2):

Information X
Update
Discussion X
Action

MPAC Target Meeting Date: September 10, 2014

The agenda item will be taken in three parts:

Part 1. Draft approach evaluation results and estimated costs:

Presentation 10 minutes

Discussion 10 minutes

Part 2. Draft implementation recommendations (draft toolbox and performance monitoring approach):

Presentation 10 minutes

Discussion 15 minutes

Part 3. Identify policy topics to prioritize for discussion in October and November:

Discussion 15 minutes

Purpose/Objective

MPAC receives brief presentations on the draft approach evaluation results, estimated costs and draft implementation recommendations that will be subject to public review beginning Sept. 15, and identifies policy topics to prioritize for discussion in October and November.

Action Requested/Outcome

MPAC members provide feedback to staff on the following questions:

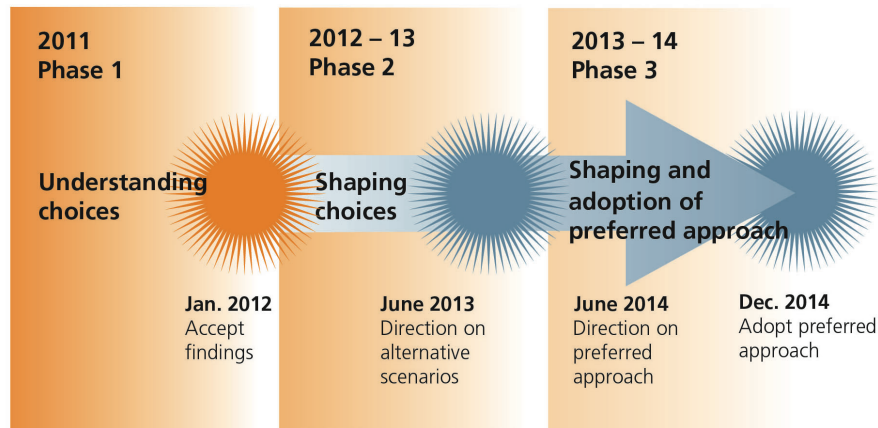
1. Do members have additional feedback or suggestions about the draft implementation recommendations (the draft toolbox of early actions or the draft performance monitoring and reporting approach)?
2. What policy topics would members like to prioritize for discussion in October and November prior to making recommendation to Council on Dec. 10?

Background and context:

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 reduction is in addition to significantly greater reductions anticipated to occur from advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies.

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, corridors and employment areas. The project is nearing completion; the Metro Council is required to select a preferred approach by the end of 2014. The project timeline is provided for reference.

Climate Smart Communities Scenarios Project timeline

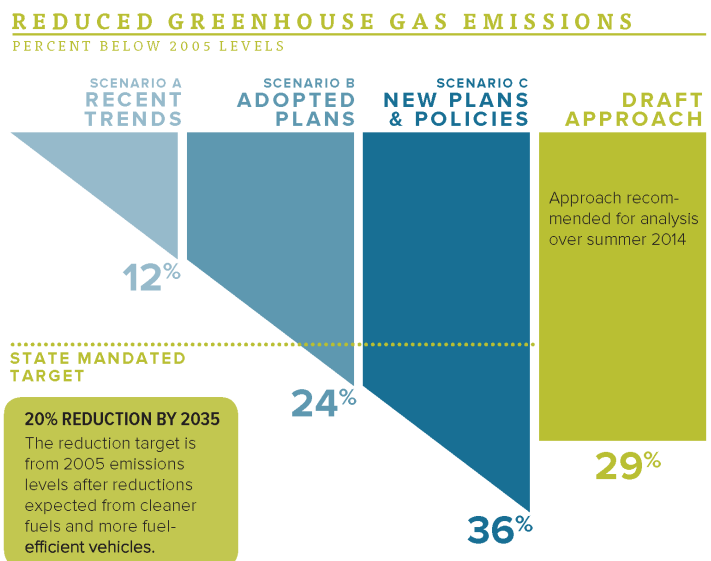


On May 30, 2014, MPAC and the Joint Policy Advisory Committee on Transportation (JPACT) unanimously recommended a draft approach for testing (**Attachment 2**). The approach assumes:

- state assumptions for advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies and private insurance paid by miles driven;
- the 2040 Growth Concept, adopted local land use and transportation plans (as of 2014), and the 2014 Regional Transportation Plan (RTP) financially constrained system of investments for transit capital, active transportation, and streets and highways;
- 2014 RTP state system of investments (full RTP) for transit service levels and capital-related investments to support increased service levels; and
- additional investments beyond the full RTP to expand the use of technology to actively manage the transportation system and provide travel information and incentives to expand use of travel options in the region.

ESTIMATED GHG EMISSIONS REDUCTION OF DRAFT APPROACH |
The results are in – we found good news. We can meet the target if we make the investments needed to build adopted local plans and visions.
 However, we will fall short if we continue investing at current levels.

The analysis found the draft approach achieves a 29 percent reduction in per capita greenhouse gas emissions.
 The region has identified an approach that does more than just meet the target. It also supports many other local, regional and state goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong regional economy. Overall



implementation of the draft approach is expected to provide significant public health, environmental, economic and community benefits (**Attachment 5**).

ESTIMATED COST TO IMPLEMENT DRAFT APPROACH | The draft approach reflects local and regional investment priorities that address current future transportation needs in the region, and relies the regionally-agreed upon funding strategy adopted in the 2014 Regional Transportation Plan (RTP). **The total estimated cost of the draft Climate Smart Strategy is \$24 billion over the next 20 years, about \$5 billion more than the region identified in the financially constrained RTP and \$5 billion less than the full RTP.**¹ The total cost to implement is estimated to be \$945 million per year plus the cost to maintain and operate the road system. This is more than we currently spend on transportation, but as noted above, the benefits extend well beyond our transportation system.

It is important to note that while the funding gap between the draft approach and the 2014 RTP financially constrained system of investments is largely to due to the increased level of transit service provided, the transit operations costs are expected to fall within the funding assumptions adopted in the full 2014 RTP, including the assumption of the equivalent of a .02 percent increase in TriMet's payroll tax. This increase falls within TriMet's statutory authority.

OVERVIEW OF DRAFT IMPLEMENTATION RECOMMENDATIONS

Staff and project partners prepared draft implementation recommendations that will be subject to a 45-day public comment period. The purpose of the public review is to provide an opportunity for further refinement of the draft approach and the policies and actions needed to support implementation and performance monitoring.

DRAFT REGIONAL FRAMEWORK PLAN AMENDMENTS | OAR 660-044-0040(1) directs Metro to amend the Regional Framework Plan (RFP), including the 2040 Growth Concept to reflect the preferred approach adopted by the Metro Council. While no amendment to the 2040 Growth Concept is necessary because the draft approach assumes continued implementation of the 2040 Growth Concept and adopted local land use and transportation plans, refinements to RFP policy language are needed to reflect the key elements of the draft approach. Draft RFP amendments are under development.

DRAFT TOOLBOX | OAR 660-044-0040(3)(c) and (f) direct Metro to identify the local and regional policies and strategies intended to achieve the required greenhouse gas emissions reduction and recommendations for state or federal policies and actions needed to support the approach adopted by the Metro Council. The region is stronger together and everyone will have a role in implementation. Local, regional, state and federal partnerships and legislative support will be needed to secure adequate funding for transportation investments and address other barriers to implementation.

Building on existing local, regional and state activities and priorities, the project partners have developed a toolbox of early actions with specific steps that can be taken in the next five years (**Attachment 3**). This is a comprehensive menu of policy, program and funding actions that can be selected from and locally tailored to best support local plans and visions. Many actions are already being implemented to varying degrees across the region and demonstrate regional and local commitment to greenhouse gas emissions reduction. The actions will be considered for incorporation in the Regional Transportation Plan as part of the 2018 RTP update in addition to other medium and longer-term actions identified during the update.

¹ Preliminary estimates to fund local and state road-related operations, maintenance and preservation needs are \$12 billion, and are in addition to the \$24 billion; the estimates are subject to further refinement.

No functional plan amendments will be proposed for the Dec. 2014 action; however, Metro is required to review regional functional plans and amend as needed to implement the approach adopted by the Metro Council. Significant changes are not anticipated at this time given that the draft approach relies on adopted local and regional plans. The draft toolbox identifies the need to review the functional plans to: (1) identify if any changes are needed to implement the approach adopted by the Metro Council within one year of LCDC approval of Metro's Regional Framework Plan amendments, consistent with OAR 660-044-0045(1); and (2) identify any changes needed to implement the Regional Active Transportation Plan and regional parking policies as part of the 2018 RTP update. Review of functional plans will be conducted through a regional process with opportunities for local governments and others to shape and provide input.

DRAFT PERFORMANCE MONITORING AND REPORTING APPROACH | OAR 660-044-0040(3)(e) directs Metro to identify performance measures and targets to monitor and guide implementation of the preferred approach adopted by the Metro Council. The purpose of performance measures and targets is to enable Metro and area local governments to monitor and assess whether key elements or actions that make up the preferred approach are being implemented, and whether the preferred approach is achieving the expected outcomes. The proposed performance monitoring and reporting approach is summarized in **Attachment 4**. The approach relies on existing regional performance monitoring processes to the extent possible, including future RTP updates, Urban Growth Report updates and reporting in response to Oregon State Statutes ORS 197.301 and ORS 197.296.

The draft approach and related policies and actions are the result of a four-year collaborative process informed by research, analysis, community engagement, and deliberation.

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

- In June, the Metro Council directed staff to test the draft approach as unanimously recommended by the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) on May 30.
- Staff **updated the project schedule** to expand the fall public comment period to be held from Sept. 15 to Oct. 30, 2014 and provide briefings at county-level coordinating committees in advance of the joint MPAC and JPACT meeting planned for November 7. **(Attachments 1 and 2)** The project continues to be on track to meet its legislative and administrative mandates.
- On June 16, staff convened a technical workshop with the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) to develop modeling assumptions to reflect the May 30 MPAC and JPACT recommendation on the draft preferred approach to test. Staff **completed the evaluation in August and prepared materials that will be subject to further review during the 45-day public comment period.**
- On August 18, staff convened a technical workshop with MTAC and TPAC to report the evaluation results and seek input on the proposed public review materials, including the draft toolbox of early actions and the proposed performance monitoring approach. **(Attachments 3 and 4)**
- On August 29 and Sept. 4, respectively, TPAC and MTAC discussed the evaluation results and draft implementation recommendations. Comments and suggestions included:
 - We can meet the target by building local plan and visions; it is important to emphasize there is regional agreement to carry forward and implement adopted regional and local plans. Priority toolbox actions should include working together to secure adequate funding for transportation investments and addressing other barriers to implementation.

- Given that the toolbox reflects a menu of actions that can be tailored locally to provide local control and flexibility, members recommended more policy discussion and direction on how the region and local governments can demonstrate their commitment to implementing the approach adopted by the Metro Council. Suggestions included development of a regional compact that highlights what the region agrees to work on together and adoption of local resolutions or other means to signal a commitment to work together and implement priority actions.

MTAC recommended focusing future discussions identifying the top ten toolbox actions that the region agrees to work on together, top ten actions the Metro Council is willing to commit to, and top ten actions local governments and special districts are willing to commit to, recognizing that local leaders can choose which actions are right for their communities, and will have the flexibility to decide how and when to implement them.

The technical work group will assist Metro staff with drafting the top ten actions the region agrees to work on together to serve as a starting point for further discussion and refinement. Metro staff will work with the Metro Council to identify Council priority actions. Local, state and regional partners are encouraged to review the toolbox and identify actions they have already taken and any new actions they are willing to consider or commit to moving forward in 2015.

What is the schedule for future consideration of item (include MTAC, TPAC, JPACT and Council as appropriate):

See Attachment 1.

What packet material do you plan to include electronically?

Attachment 1. Climate Smart Communities 2014 Decision Milestones *(8/25/14)*

Attachment 2. Climate Smart Communities Project Update *(August 2014)*

Attachment 3. Climate Smart Communities Strategy Scoping | Draft Toolbox of possible early actions (2015-2020) *(8/20/14)*

Attachment 4. Climate Smart Strategy Scoping | Draft performance monitoring and reporting approach *(8/20/14)*

Attachment 5. Climate Smart Communities Strategy | Key Results *(to be sent separately in a supplemental mailing)*



2014 DECISION MILESTONES

1. Receive Council direction on Draft Approach	June 19, 2014
2. Release Draft Approach for 45-day public comment period	September 15, 2014
3. Seek Council adoption of recommended preferred approach	December 18, 2014

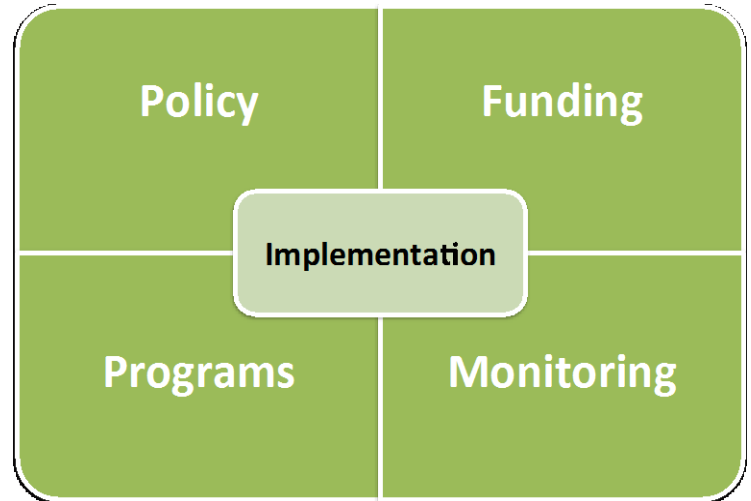
EVENTS AND PRODUCTS TO ACTUALIZE DECISION MILESTONES

Milestone 1	Council direction on draft approach to test
Jan. - Feb. 2014	Metro Council, MPAC and JPACT confirm process & policy areas to discuss in 2014 Conduct interviews with community and business leaders and elected officials
Feb. – March 2014	MPAC and JPACT discuss background information on policy areas Launch public opinion research (telephone survey) and on-line public comment tool Convene discussion groups to gather input on strategies to include in draft approach MTAC and TPAC help frame policy choices for MPAC and JPACT discussion
April 11	Joint MPAC/JPACT meeting to discuss policy choices
April 2014	Public engagement report prepared for policy advisory committees and Metro Council MTAC and TPAC provide input on elements of draft approach and make recommendation to MPAC and JPACT
May 30	Joint MPAC/JPACT meeting to recommend draft approach to test
Milestone 2	Release draft approach and implementation recommendations for 45-day public comment period
June – Sept. 2014	Staff evaluates draft preferred approach and develops implementation recommendations MTAC and TPAC provide input on draft approach evaluation results, estimated costs and implementation recommendations Brief local officials on draft approach and upcoming adoption process through quarterly updates and other means
Week of Aug. 25, 2014	Public notice published on upcoming public comment period

Sept. 2-11, 2014	Metro Council, MPAC and JPACT discussions on evaluation results, estimated costs and draft implementation recommendations
Sept. 15, 2014	Release draft approach and implementation recommendations for 45-day public comment period Send DLCD notice of initial evidentiary hearing
Milestone 3	Seek Council adoption of recommended preferred approach
Sept. – Oct. 2014	Brief local officials, TriMet, the Port of Portland and ODOT on the draft approach and upcoming adoption process through county-level coordinating committee meetings, quarterly updates, and other means
Sept. 25	Land Conservation and Development Commission briefing on draft approach and implementation recommendations
Sept. 26	TPAC discussion on draft approach and implementation recommendations
Oct. 7	Council discussion on draft approach and implementation recommendations (<i>if needed</i>)
Oct. 8	MPAC discussion on draft approach and implementation recommendations
Oct. 9	JPACT discussion on draft approach and implementation recommendations
Oct. 15	MTAC discussion on draft approach and implementation recommendations
Oct. 22	MPAC discussion on draft approach and implementation recommendations
Oct. 30	Public hearing (also first reading and initial evidentiary hearing)
Oct. 31	TPAC begins discussion of public comments and recommendation to JPACT
Nov. 4	Council discussion of public comments and prep for 11/7 MPAC/JPACT meeting
Nov. 7	MPAC/JPACT joint meeting to discuss potential refinements & recommendation to the Metro Council (<i>8am to noon, location TBD</i>)
Nov. 12	MPAC discussion on public comments, potential refinements & recommendation to the Metro Council
Nov. 13	JPACT discussion on public comments, potential refinements & recommendation to the Metro Council
Nov. 19	MTAC makes recommendation to MPAC on adoption of the preferred approach
Nov. 21	TPAC makes recommendation to JPACT on adoption of the preferred approach
Dec. 9	Council discussion of potential refinements being considered by MPAC and JPACT
Dec. 10	MPAC recommendation to the Metro Council on adoption of the preferred approach
Dec. 11	JPACT recommendation to the Metro Council on adoption of the preferred approach
Dec. 18, 2014	Seek Metro Council adoption of recommended preferred approach (2 nd reading, public hearing and action)

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT DRAFT APPROACH

BACKGROUND | The 2009 Oregon Legislature required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The region has identified a draft approach that meets the target while also supporting many other state, regional and local goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong regional economy.



KEY ELEMENTS OF THE DRAFT APPROACH RECOMMENDED BY MPAC, JPACT AND THE METRO COUNCIL

1. Support Oregon's transition to cleaner, low carbon fuels, more fuel-efficient vehicles and private vehicle insurance paid by miles driven
2. Implement the 2040 Growth Concept and local adopted land use and transportation plans
3. Make transit more convenient, frequent, accessible and affordable
4. Use technology to actively manage the transportation system
5. Provide information and incentives to expand the use of travel options
6. Make biking and walking safe and convenient
7. Make streets and highways safe, reliable and connected
8. Manage parking to make efficient use of parking resources
9. Secure adequate funding for transportation investments
10. Demonstrate leadership on climate change

WHAT'S NEXT

Metro staff completed an evaluation of the draft approach and is working with the regional advisory committees to identify potential actions for reducing greenhouse gas emissions that can be integrated with ongoing efforts to create great communities.

September Staff reports back results of the analysis and draft implementation recommendations to Metro Council and regional advisory committees

Fall Public and local government review of results, draft preferred approach and implementation recommendations

December 2014 MPAC and JPACT make recommendation to Metro Council on preferred approach

December 2014 Metro Council considers adoption of preferred approach

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

How can I participate?

The goal of the Climate Smart Communities Scenarios Project is to engage community, business and elected leaders in a discussion to shape a strategy for creating healthy and equitable communities and a strong economy while reducing greenhouse gas emissions. In addition to the public comment period from Sept. 15 to Oct. 30, 2014, there are other opportunities to provide input this fall and beyond.

Fall 2014

Provide comments

- Public comment period Sept. 15 to Oct. 30; beginning Sept. 15, an online public comment tool will be available at www.makeagreatplace.org

Attend regional advisory committee and Metro Council discussions

- Technical advisory committees
 - Transportation Policy Alternatives Committee – 9:30 a.m. Aug. 29, Sept. 26, Oct. 31, Nov. 21
 - Metro Technical Advisory Committee – 10 a.m. Sept. 3, Oct. 15, Nov. 19
- Policy advisory committees and the Metro Council
 - Joint Policy Advisory Committee on Transportation – 7:30 a.m. Sept. 11, Oct. 9, Nov. 7, Nov. 13, Dec. 11
 - Metro Policy Advisory Committee – 5 p.m. Sept. 10, Oct. 22, Nov. 7, Nov. 12, Dec. 10
 - Metro Council – 2 p.m. Sept. 2, Oct. 30 (first read of ordinance), Nov. 4, Dec. 9, Dec. 18 (decision)

Attend county coordinating committee discussions

- Staff level
 - **Sept. 23** Clackamas Co. Transportation Advisory Committee
 - **Sept. 24** East Multnomah Co. Transportation Committee Technical Advisory Committee
 - **Sept. 25** Washington Co. Coordinating Committee Transportation Advisory Committee
- Policy level
 - **Oct. 2** C-4 Metro Subcommittee
 - **Oct. 6** East Multnomah Co. Transportation Committee
 - **Oct. 6** Washington Co. Coordinating Committee

Participate in issue-specific initiatives

- TriMet transit service enhancement planning process <http://future.trimet.org>
- Equity Strategy - Metro Equity Baseline Report to Metro Council 10/14, public engagement winter 2015 to shape Equity Action plan Spring/Summer 2015 www.oregonmetro.gov/equity
- Clinician Advocacy Training Workshop for health care professionals on Active Transportation at Metro on Dec. 11; contact Philip Wu, MD, at philwupdx@mac.com
- Oregon Transportation Forum – Non-profit membership organization facilitating discussions and action on multi-modal transportation initiatives, including legislative funding strategy <http://oregontransportationforum.wordpress.com>

2015 and beyond

Participate in future regional discussions on transportation needs and funding options

- Regional transportation funding coalition (proposed) – For updates, send email to RegionalTransportationPlan.rtp@oregonmetro.gov
- 2018 RTP Title VI/EJ work group (proposed) – For updates, send email to RegionalTransportationPlan.rtp@oregonmetro.gov

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

CLIMATE SMART COMMUNITIES STRATEGY SCOPING | DRAFT TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)

BACKGROUND | The 2009 Oregon Legislature required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The region has identified a comprehensive strategy that meets the target while also supporting many other state, regional and local goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong regional economy. The strategy relies on ten policies and a toolbox of early actions that the State of Oregon, Metro, local governments, TriMet, the South Metro Area Rapid Transit (SMART) district and the Port of Portland can choose from as the state and region move forward together to begin implementation in a manner that builds on and advances adopted local and regional plans, social equity and leadership on climate change. The policies and actions are the result of a four-year collaborative process informed by research, analysis, community engagement, and deliberation and will be subject to public review from Sept. 15 to Oct. 30 before being considered by regional policy advisory committees and the Metro Council in December 2014.

HOW TO USE THE TOOLBOX | The toolbox is a comprehensive set of policy, program and funding actions that are focused on specific steps that can be taken in the next five years. The non-binding actions build on existing local, regional and state activities and reflect a menu of actions that can be locally tailored. Local, state and regional partners are encouraged to review the toolbox and identify actions they have already taken and any new actions they are willing to consider or commit to moving forward in 2015. The actions will be considered for incorporation in the Regional Transportation Plan as part of the 2018 RTP update in addition to other medium and longer-term actions identified during the update.

POLICY	TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?
1. Support Oregon’s transition to cleaner, low carbon fuels, more fuel-efficient vehicles and private vehicle insurance paid by miles driven	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Reauthorize Oregon Clean Fuels Program <input type="checkbox"/> Implement Oregon Zero Emission Vehicle Program and Multi-State Zero Emission Vehicle Action Plan in collaboration with California and other states <input type="checkbox"/> Lead by example by increasing public electric vehicle fleet <input type="checkbox"/> Continue to provide funding to Drive Oregon to advance electric mobility <input type="checkbox"/> Work with insurance companies to offer and encourage private insurance paid by the miles driven <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide consumer and business incentives to purchase new electric vehicles <input type="checkbox"/> Expand communication efforts about the cost savings of driving more fuel-efficient vehicles <input type="checkbox"/> Promote and provide information, funding and incentives to encourage the provision of electric vehicle charging stations and infrastructure in residences, work places and public places <input type="checkbox"/> Encourage private fleets to purchase, lease or rent electric vehicles <input type="checkbox"/> Develop model code for electric vehicle infrastructure and partnerships with businesses <input type="checkbox"/> Continue to remove barriers to electric vehicle charging and fueling station installations <input type="checkbox"/> Promote electric vehicle infrastructure planning and investment by public and private entities <input type="checkbox"/> Provide clear and accurate signage to direct 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Lead by example by increasing public electric vehicle fleet <input type="checkbox"/> Support state efforts to build public acceptance of private vehicle insurance paid by the miles driven <input type="checkbox"/> Expand communication efforts about the cost savings of driving more fuel-efficient vehicles <input type="checkbox"/> Partner with state agencies to hold regional planning workshops to educate local governments on electric vehicle opportunities <input type="checkbox"/> Develop electric vehicle readiness strategy for region in partnership with local governments, state agencies, Drive Oregon, electric utilities, non-profits and others 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Lead by example by increasing public electric vehicle fleet <input type="checkbox"/> Expand communication efforts about the cost savings of driving more fuel-efficient vehicles <input type="checkbox"/> Pursue grant funding and partners to expand the growing network of electric vehicle fast charging stations <input type="checkbox"/> Partner with local dealerships, Department of Energy (DOE) Clean Cities programs, non-profit organizations, businesses and others to incorporate electric vehicle outreach and education events for consumers in conjunction with such events as Earth Day celebrations, National Plug-In Day and the DOE/Drive Oregon Workplace Charging Challenge <input type="checkbox"/> Adopt policies and update development codes to support private adoption of electric vehicles, such as streamlining permitting for alternative fueling stations, planning for access to charging stations, allowing charging stations in residences, work places and public places, and providing preferential parking for electric vehicles <input type="checkbox"/> Update development codes and encourage new 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide electric vehicle charging stations in public places (e.g., park-and-rides, parking garages) <input type="checkbox"/> Provide preferential parking for electric vehicles and vehicles using alternative fuels

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)

POLICY	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?
	<p>electric vehicle users to charging and fueling stations and parking</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand communication efforts to promote electric vehicle tourism activities <input type="checkbox"/> Continue participation in the Pacific Coast Collaborative, Western Climate Initiative, and West Coast Green Highway Initiative and partner with members of Energize Oregon coalition <input type="checkbox"/> Track and report progress toward adopted state goals related to greenhouse gas emissions reductions and electric vehicle deployment <input type="checkbox"/> Provide incentives and information to expand use of pay-as-you-drive insurance and report on progress 		<p>construction to include necessary infrastructure to support use of electric and alternative fuel vehicles</p>	
<p>2. Implement the 2040 Growth Concept and local adopted land use and transportation plans</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Repeal the statewide ban on inclusionary zoning to allow local communities to customize a housing policy that meets the needs of their residents <input type="checkbox"/> Reauthorize Oregon Brownfield Redevelopment Fund <input type="checkbox"/> Support brownfield redevelopment-related legislative proposals <input type="checkbox"/> Begin implementation of the Statewide Transportation Strategy Vision and short-term implementation plan to support regional and community visions <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> Provide increased funding and incentives to local governments, developers and non-profits to encourage brownfield redevelopment and transit-oriented development to help keep urban areas compact 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue to implement policies and investments that align with regional and community visions to focus growth in designated centers, corridors and employment areas <input type="checkbox"/> Support repealing ban on inclusionary zoning through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Continue to facilitate regional brownfield coalition to develop legislative proposals and increase resources available in the region for brownfield redevelopment <input type="checkbox"/> Continue to maintain a compact urban growth boundary <input type="checkbox"/> Review functional plans and amend as needed to implement Climate Smart Strategy <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> Expand on-going technical assistance and grant funding to local governments, developers and others to incorporate travel information and incentives, transportation system management and operations strategies, parking management approaches and transit-oriented development in local plans and projects <input type="checkbox"/> Continue to convene regional brownfield coalition and strengthen regional brownfields program by providing increased funding and 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue to implement policies and investments that align with community visions, focus growth in designated centers, corridors and employment areas <input type="checkbox"/> Support repealing ban on inclusionary zoning through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Participate in regional brownfield coalition to develop legislative proposals and increase resources available in the region for brownfield redevelopment <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Pursue opportunities to locate higher-density residential development near activity centers such as parks and recreational facilities, commercial area, employment centers, and transit <input type="checkbox"/> Locate new schools, services, shopping, and other health promoting resources and community destinations close to neighborhoods <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> Develop brownfield redevelopment plans and leverage local funding to seek state and federal funding and create partnerships that leverage the investment of private and non-profit developers <input type="checkbox"/> Review air filtration system design guidance and 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue to implement policies and investments that align with community visions, focus growth in designated centers, corridors and employment areas <input type="checkbox"/> Support repealing ban on inclusionary zoning through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> Share brownfield redevelopment expertise with local governments and expand leadership role in making brownfield sites development ready

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)

POLICY	TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?
<p>3. Make transit more convenient, frequent, accessible and affordable</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Begin update to Oregon Public Transportation Plan <input type="checkbox"/> Increase state funding for transit service <input type="checkbox"/> Maintain existing intercity passenger rail service and develop proposals for improvement of speed, frequency and reliability <input type="checkbox"/> Provide technical assistance and funding to help establish local transit service <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Oregon Public Transportation Plan with funding strategy to implement <input type="checkbox"/> Begin implementation of incremental improvements to intercity passenger rail service <input type="checkbox"/> Make funding for access to transit a priority 	<p>technical assistance to local governments to leverage the investment of private and non-profit developers</p> <p>Immediate (2015-16)</p> <ul style="list-style-type: none"> • Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> ○ Seek and advocate for new, dedicated funding mechanism(s) ○ Seek transit funding from Oregon Legislature ○ Consider local funding mechanism(s) for local and regional transit service ○ Support state efforts to consider carbon pricing ○ Fund reduced fare programs and service improvements for youth, older adults, people with disabilities and low-income families • Consider local funding mechanism(s) for local and regional transit service • Update High Capacity Transit System Plan in 2015 <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> • Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities through testimony, endorsement letters or similar means • Make funding for access to transit a priority • Research and develop best practices that support equitable growth and development near transit without displacement and strategies that provide for the retention and creation of businesses and affordable housing near transit • Update Regional Transportation Plan by 2018 	<p>incentives for new residential development along transit corridors and in designated growth areas</p> <p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Participate in development of TriMet Service Enhancement Plans (SEPs): <ul style="list-style-type: none"> ○ Provide more community to community transit connections ○ Identify community-based public and private shuttles that link to regional transit service ○ Link service enhancements to transit-supportive development, areas with communities of concern¹, and other locations with high ridership potential ○ Consider ridership demographics in service planning <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Make funding for access to transit a priority <input type="checkbox"/> Continue to complete gaps in pedestrian and bicycle access to transit <input type="checkbox"/> Expand partnerships with transit agencies to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance <input type="checkbox"/> Continue to implement policies and zoning that direct higher density, mixed-use zoning and development near transit <input type="checkbox"/> Partner with transit providers and school districts to seek resources to support youth pass program and expanding reduced fare program to low-income families and individuals <input type="checkbox"/> Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities through testimony, endorsement letters or similar means 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Expand transit payment options (e.g., electronic e-fare cards) to increase affordability, convenience and flexibility <input type="checkbox"/> Seek state funding sources for transit and alternative local funding mechanisms <input type="checkbox"/> Complete development of TriMet Service Enhancement Plans (SEPs): <ul style="list-style-type: none"> ○ Provide more community to community transit connections ○ Identify community-based public and private shuttles that link to regional transit service ○ Link service enhancements to transit-supportive development, areas with communities of concern, and other locations with potential high ridership potential ○ Consider ridership demographics in service planning <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand partnerships with cities, counties and ODOT to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance <input type="checkbox"/> Partner with local governments and school districts to seek resources to support youth pass program and expanding reduced fare program to low-income families and individuals <input type="checkbox"/> Expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations, etc. <input type="checkbox"/> Continue to improve and increase the availability of transit route and schedule information

¹ The 2014 Regional Transportation Plan defines communities of concern as people of color, people with limited English proficiency, people with low-income, older adults, and young people.

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)

POLICY	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?
4. Use technology to actively manage the transportation system	<p>Immediate (2015-26)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Integrate transportation system management and operations strategies into project development activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand deployment of intelligent transportation systems (ITS), including active traffic management, incident management and traveler information programs <input type="checkbox"/> Partner with cities, counties and TriMet to expand deployment of transit signal priority along corridors with 15-minute or better transit service 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek Metro Council/JPACT commitment to invest more in transportation system management and operations (TSMO) projects using regional flexible funds <input type="checkbox"/> Advocate for increased state commitment to fund more investment using state funds <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Build capacity and strengthen interagency coordination <input type="checkbox"/> Provide technical assistance and grant funding to support integrate transportation system management operations strategies in local plans, project development, and development review activities <input type="checkbox"/> Update Regional TSMO Strategic Plan by 2018 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Advocate for increased regional and state commitment to invest more in TSMO projects using regional and state funds <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand deployment of intelligent transportation systems (ITS), including active traffic management, incident management and travel information programs and coordinate with capital projects <input type="checkbox"/> Partner with TriMet to expand deployment of transit signal priority along corridors with 15-minute or better transit service 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Partner with cities, counties and ODOT to expand deployment of transit signal priority along corridors with 15-minute or better transit service
5. Provide information and incentives to expand the use of travel options	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Statewide Transportation Options Plan with funding strategy to implement <input type="checkbox"/> Deploy statewide eco-driving educational effort, including integration of eco-driving information in driver's education training courses, Oregon Driver's education manual and certification programs <input type="checkbox"/> Review EcoRule to identify opportunities to improve effectiveness <input type="checkbox"/> Increase state capacity and staffing to support on-going EcoRule implementation and monitoring <input type="checkbox"/> Deploy video conferencing, virtual meeting technologies and other communication technologies to reduce business travel needs <input type="checkbox"/> Partner with TriMet, SMART and media partners to link the Air Quality Index to transportation system information outlets <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Promote and provide information, recognition, funding and incentives to encourage commuter programs and individualized marketing to provide employers, employees and residents information and incentives to use travel options <input type="checkbox"/> Integrate transportation demand management practices into planning, project development, and development review activities <input type="checkbox"/> Establish a state vanpool strategy that addresses urban and rural transportation needs 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek Metro Council/JPACT commitment to invest more regional flexible funds to expand direct services and funding provided to local partners (e.g., local governments, transportation management associations, and other non-profit and community-based organizations) to implement expanded education, recognition and outreach efforts in coordination with other capital investments <input type="checkbox"/> Provide funding and partner with community-based organizations to develop culturally relevant information materials <input type="checkbox"/> Develop best practices on how to integrate transportation demand management in local planning, project development, and development review activities <input type="checkbox"/> Integrate transportation demand management practices into planning, project development and development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand on-going technical assistance and grant funding to local governments, transportation management associations, business associations and other non-profit organizations to incorporate travel information and incentives in local planning and project development activities and at worksites <input type="checkbox"/> Establish an on-going individualized marketing program that targets deployment in conjunction with capital investments being made in the 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Advocate for increased state and regional funding to expand direct services provided to local partners (e.g., local governments, transportation management associations, and other non-profit organizations) to support expanded education, recognition and outreach efforts in coordination with other capital investments <input type="checkbox"/> Host citywide and community events like Bike to Work Day and Sunday Parkways <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Integrate transportation demand management practices into planning, project development, and development review activities <input type="checkbox"/> Provide incentives for new development over a specific trip generation threshold to provide travel information and incentives to support achievement of EcoRule and mode share targets adopted in local and regional plans <input type="checkbox"/> Partner with businesses and/or business associations and transportation management associations to implement demand management programs in employment areas and centers served with active transportation options, 15-minute or better transit service, and parking management <input type="checkbox"/> Expand local travel options program delivery through new coordinator positions and partnerships with business associations, transportation management associations, and 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand employer program capacity and staffing to support expanded education, recognition and outreach efforts

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)

POLICY	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?
		region <input type="checkbox"/> Begin update to Regional Travel Options Strategic Plan in 2018	other non-profit and community-based organizations	
6. Make biking and walking safe and convenient	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Oregon Bicycle and Pedestrian Plan with funding strategy <input type="checkbox"/> Adopt Vision Zero strategy <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for active transportation projects <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Review driver's education training materials and certification programs and make changes to increase awareness of bicycle and pedestrian safety <input type="checkbox"/> Complete Region 1 Active Transportation Needs inventory <input type="checkbox"/> Maintain commitment to funding Safe Routes to School programs statewide <input type="checkbox"/> Fund Safe Routes to Transit programs <input type="checkbox"/> Adopt a complete streets policy <input type="checkbox"/> Partner with local governments to conduct site-specific evaluations from priority locations identified in the ODOT Pedestrian and Bicycle Safety Implementation Plan <input type="checkbox"/> Improve bicycle and pedestrian crash data collection <input type="checkbox"/> Support local and regional health impact assessments <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue to provide technical assistance and expand grant funding to support development and adoption of complete streets policies and designs <input type="checkbox"/> Expand existing funding for active transportation investments 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Vision Zero strategy <input type="checkbox"/> Continue to fund construction of active transportation projects as called for in air quality transportation control measures <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> <input type="checkbox"/> Build local and state commitment to implement Active Transportation Plan and Safe Routes to Schools and Safe Routes to Transit programs <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) <input type="checkbox"/> Advocate to maintain eligibility in federal formula programs (i.e., NHPP, STP, CMAQ) and discretionary programs (New Starts, Small Starts, TIFIA, TIGER) <input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide technical assistance and planning grants to support development and adoption of complete streets policies <input type="checkbox"/> Provide technical assistance and funding to support complete street designs in local planning and project development activities <input type="checkbox"/> Review the regional transportation functional plan and make amendments needed to implement the Regional Active Transportation Plan <input type="checkbox"/> Update and fully implement the Regional Transportation Safety Plan <input type="checkbox"/> Update best practices in street design and complete streets, including: <ul style="list-style-type: none"> <input type="checkbox"/> develop a complete streets checklist <input type="checkbox"/> provide design guidance to minimize air pollution exposure for bicyclists and pedestrians 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Vision Zero strategy <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Continue to leverage local funding with development for active transportation projects <input type="checkbox"/> Seek opportunities to coordinate local investments with investments being made by special districts, park providers and other transportation providers <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) <input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Develop and maintain a city/county-wide active transportation network of sidewalks, on- and off-street bikeways, and trails to provide connections between neighborhoods, schools, civic center/facilities, recreational facilities, transit centers, bus stops, employment areas and major activity centers <input type="checkbox"/> Build infrastructure and urban design elements that facilitate and support bicycling and walking (e.g., completing gaps, crosswalks and other crossing treatments, wayfinding signs, bicycle parking, bicycle sharing programs, lighting, separated facilities) <input type="checkbox"/> Invest to equitably complete active transportation network gaps in centers and along streets that provide access to transit stops, schools and other community destinations <input type="checkbox"/> Link active transportation investments to providing transit and travel information and incentives <input type="checkbox"/> Partner with ODOT to conduct site-specific evaluations from priority locations identified in the ODOT Pedestrian and Bicycle Safety Implementation Plan <input type="checkbox"/> Expand Safe Routes to Schools programs to 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Vision Zero strategy <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Complete Port of Portland 2014 Active Transportation Plan <input type="checkbox"/> Seek grant funding to prepare a TriMet Bicycle Plan <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Invest in trails that increase equitable access to transit, services and community destinations

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)

POLICY	TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?
<p>7. Make streets and highways safe, reliable and connected</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue to maintain existing highway network <input type="checkbox"/> Increase state gas tax (indexed to inflation and fuel efficiency) <input type="checkbox"/> Update the Oregon Transportation Safety Action Plan <input type="checkbox"/> Review driver’s education training materials and certification programs and make changes to increase awareness of safety for all system users <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Work with Metro and local governments to consider alternative performance measures <input type="checkbox"/> Integrate multi-modal designs in road improvement and maintenance projects to support all users 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> o Ensure adequate funding of local maintenance and support city and county efforts to fund maintenance and preservation needs locally o Support state and federal efforts to increase gas tax (indexed to inflation and fuel efficiency) o Support state and federal efforts to implement mileage-based road usage charge program <input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Work with ODOT and local governments to consider alternative performance measures <input type="checkbox"/> Provide technical assistance and grant funding to support integrated transportation system management operations strategies in local plans, projects and project development activities <input type="checkbox"/> Update and fully implement Regional Transportation Safety Plan 	<p>include high schools and Safe Routes to Transit</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt “complete streets” policies and designs to support all users <input type="checkbox"/> Establish local funding pool to leverage state and federal funds <p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue to maintain existing street network <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Work with ODOT and Metro to consider alternative performance measures <input type="checkbox"/> Support railroad grade separation projects in corridors to allow for longer trains and less delay/disruption to other users of the system <input type="checkbox"/> Invest in making new and existing streets “complete” and connected to support all users <input type="checkbox"/> Integrate multi-modal designs in road improvement and maintenance projects to support all users 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Support railroad grade separation projects in corridors to allow for longer trains and less delay/disruption to other users of the system
<p>8. Manage parking to make efficient use of parking resources</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide technical assistance and grant funding to support development of parking management plans at the local and regional level <input type="checkbox"/> Distribute “Parking Made Easy” handbook and provide technical assistance, planning grants, model code language, education and outreach <input type="checkbox"/> Increase safe, secure and convenient bicycle parking <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools <input type="checkbox"/> Prepare inventory of state-owned public parking spaces and usage 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> o Discuss priced parking as a revenue source to help fund travel information and incentives programs, active transportation projects and transit service <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand on-going technical assistance to local governments, developers and others to incorporate parking management approaches in local plans and projects 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Consider charging for parking in high usage areas served by 15-minute or better transit service and active transportation options <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Prepare community inventory of public parking spaces and usage <input type="checkbox"/> Adopt shared and unbundled parking policies <input type="checkbox"/> Require or provide development incentives for developers to separate parking from commercial space and residential units in lease and sale agreements <input type="checkbox"/> Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools <input type="checkbox"/> Increase safe, secure and convenient bicycle parking

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)

POLICY	TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?
	<ul style="list-style-type: none"> <input type="checkbox"/> Provide monetary incentives such as parking cash-out and employer buy-back programs 	<ul style="list-style-type: none"> <input type="checkbox"/> Pilot projects to develop model parking management plans and model ordinances for different development types <input type="checkbox"/> Research and update regional parking policies to more comprehensively reflect the range of parking approaches available for different development types and to incorporate goals beyond customer access, such as linking parking approaches to the level of transit service and active transportation options provided <input type="checkbox"/> Amend Title 6 of Regional Transportation Functional Plan to update regional parking map and reflect updated regional parking policies 	<ul style="list-style-type: none"> <input type="checkbox"/> Require or provide development incentives for large employers to offer employees a parking cash-out option where the employee can choose a parking benefit, a transit pass or the cash equivalent of the benefit <input type="checkbox"/> Increase safe, secure and convenient bicycle parking <input type="checkbox"/> Reduce requirements for off-street parking and establish off-street parking supply maximums, as appropriate, enacting and adjusting policies to minimize spillover impacts in adjacent areas <input type="checkbox"/> Prepare parking management plans tailored to 2040 centers served by high capacity transit (existing and planned) 	
<p>9. Secure adequate funding for transportation investments</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for active transportation and transit <input type="checkbox"/> Research and consider carbon pricing models to generate new funding for clean energy, transit and active transportation, alleviating regressive impacts to businesses and communities of concern <input type="checkbox"/> Increase state gas tax (indexed to inflation and fuel efficiency) <input type="checkbox"/> Implement a mileage-based road usage charge program as called for in Senate Bill 810 <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand funding available for active transportation and transit investments <input type="checkbox"/> Broaden implementation of the mileage-based road usage charge 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Update research on regional infrastructure gaps and potential funding mechanisms to inform communication materials that support engagement activities and development of a funding strategy to meet current and future transportation needs <input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for transit and active transportation <input type="checkbox"/> Seek transit and active transportation funding from Oregon Legislature <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service <input type="checkbox"/> Support state efforts to research and consider carbon pricing models <input type="checkbox"/> Build local and state commitment to implement Active Transportation Plan, and Safe Routes to Schools (including high schools) and Safe Routes to Transit programs <input type="checkbox"/> Ensure adequate funding of local maintenance and safety needs and support city and county efforts to fund safety, maintenance and preservation needs locally <input type="checkbox"/> Support state and federal efforts to increase gas tax (indexed to inflation and fuel efficiency) <input type="checkbox"/> Support state and federal efforts to implement road usage charge program 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Support state efforts to implement a mileage-based road usage charge program <input type="checkbox"/> Support state efforts to research and consider carbon pricing models <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transportation needs, including transit service and active transportation <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Work with local, regional and state partners, including elected officials and business and community leaders, to develop a funding strategy to meet current and future transportation needs 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for active transportation and transit <input type="checkbox"/> Support state efforts to research and consider carbon pricing models <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Work with local, regional and state partners, including elected officials and business and community leaders, to develop a funding strategy to meet current and future transportation needs

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)

POLICY	TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?
		<ul style="list-style-type: none"> ○ Discuss priced parking as a revenue source for travel information and incentives programs, active transportation projects and transit service 		
<p>10. Demonstrate leadership on climate change</p>	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Update statewide greenhouse gas emissions inventory and track progress toward adopted greenhouse gas emissions reduction goals <input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Update regional greenhouse gas emissions inventory and track progress toward adopted greenhouse gas emissions reduction target <input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions <input type="checkbox"/> Encourage development and implementation of local climate action plans 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Sign U.S. Mayor’s Climate Protection Agreement <input type="checkbox"/> Prepare and periodically update community-wide greenhouse gas emissions inventory <input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions <input type="checkbox"/> Develop and implement local climate action plans 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Prepare and periodically update greenhouse gas emissions inventory of transportation operations <input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions

OTHER ACTIONS PROPOSED FOR CONSIDERATION AS PART OF FUTURE EFFORTS TO IMPLEMENT CLIMATE SMART STRATEGY

	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?
	<ul style="list-style-type: none"> <input type="checkbox"/> Develop and implement an action plan for ODOT’S Climate Change Adaptation Strategy Report <input type="checkbox"/> Support local government and MPO planning for resilience, targeting natural hazards and climate change mitigation <input type="checkbox"/> Periodically update Oregon Natural Hazard Mitigation Plan <input type="checkbox"/> Expand urban tree canopy to support carbon sequestration and use green street designs that include tree plantings <input type="checkbox"/> Pilot new pavement and hard surface materials proven to help reduce heat gain associated with infrastructure 	<ul style="list-style-type: none"> <input type="checkbox"/> Assess potential risks and identify strategies to address potential climate impacts to transportation infrastructure and operations, including critical needs for emergency response and community access <input type="checkbox"/> Expand urban tree canopy to support carbon sequestration and encourage green street designs that include tree plantings <input type="checkbox"/> Partner with DEQ to convene a work group to identify regional actions during “moderate” and “unsafe for sensitive groups” air quality episodes 	<ul style="list-style-type: none"> <input type="checkbox"/> Expand urban tree canopy to support carbon sequestration and use green street designs that include tree plantings <input type="checkbox"/> Pilot new pavement and hard surface materials proven to help reduce heat gain associated with infrastructure 	<ul style="list-style-type: none"> <input type="checkbox"/> Identify strategies to address potential climate impacts to transportation infrastructure and operations, including critical needs for emergency response and community access

**CLIMATE SMART STRATEGY SCOPING
DRAFT PERFORMANCE MONITORING AND REPORTING APPROACH**

BACKGROUND | The 2009 Oregon Legislature required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The region has identified an approach that meets the target while also substantially contributing to many other state, regional and local goals, including clean air and water, transportation choices, healthy and vibrant communities and a strong economy.

OAR 660-044 directs Metro to identify performance measures and targets to monitor and guide implementation of the preferred approach selected by the Metro Council. The purpose of performance measures and targets is to enable Metro and area local governments to monitor and assess whether key elements or actions that make up the preferred approach are being implemented, and whether the preferred approach is achieving the expected outcomes. The rule allows for reporting to occur as part of existing procedures for coordinated regional planning in the Portland metropolitan area.

PERFORMANCE MONITORING AND REPORTING APPROACH | Rely on existing regional performance monitoring and reporting processes to the extent possible, including future RTP updates, Urban Growth Report updates and reporting in response to Oregon State Statutes ORS 197.301 and ORS 197.296.

POLICY	HOW WILL PROGRESS BE MEASURED?	
	PERFORMANCE MEASURE	PERFORMANCE TARGET
1. Support Oregon’s transition to cleaner, low carbon fuels, more fuel-efficient vehicles and pay-as-you-drive private vehicle insurance	<ul style="list-style-type: none"> a. Share of registered light duty vehicles in Oregon that are low emission and zero emission vehicles <i>(new)</i> b. Share of Oregon households using pay-as-you-drive private vehicle insurance <i>(new)</i> 	<ul style="list-style-type: none"> a. By 2035, 8% of light duty vehicles are low emission or zero emission vehicles compared to 2010 <i>(new)</i> b. By 2035, 40% of households in the region have pay-as-you-drive private vehicle insurance compared to 2010 <i>(new)</i>
2. Implement the 2040 Growth Concept and local adopted land use and transportation plans	<ul style="list-style-type: none"> a. New residential units built through infill and redevelopment in the urban growth boundary <i>(existing)</i> b. New residential units built on vacant land in the urban growth boundary <i>(existing)</i> c. Acres of urban reserves added to the urban growth boundary <i>(existing)</i> d. Daily vehicle miles traveled per capita <i>(existing)</i> 	<ul style="list-style-type: none"> a. No target identified b. No target identified c. No target identified d. By 2035, reduce daily vehicle miles traveled per capita by 10% compared to 2010 <i>(existing)</i>
3. Make transit more convenient, frequent, accessible and affordable	<ul style="list-style-type: none"> a. Transit mode share <i>(existing)</i> b. Transit service daily revenue hours <i>(new)</i> 	<ul style="list-style-type: none"> a. By 2035, triple transit mode share compared to 2010 <i>(existing)</i> b. By 2035, increase daily revenue hours by 80% compared to 2010 service levels <i>(new)</i>
4. Use technology to actively manage the transportation system	<ul style="list-style-type: none"> a. Share of regional transportation system covered with transportation system management and operations (TSMO) strategies <i>(new)</i> 	<ul style="list-style-type: none"> a. By 2035, TSMO strategies are deployed on all freeways and arterials in the region <i>(new)</i>
5. Provide information and incentives to expand the use of travel options	<ul style="list-style-type: none"> a. Households participating in individualized marketing programs <i>(existing)</i> b. Workforce participating in commuter programs <i>(existing)</i> 	<ul style="list-style-type: none"> a. By 2035, 45% of households in the region participate in individualized marketing programs <i>(new)</i> b. By 2035, 30% of employees in the region participate in commuter programs <i>(new)</i>
6. Make biking and walking safe and convenient	<ul style="list-style-type: none"> a. Biking and walking mode shares <i>(existing)</i> b. Bike and pedestrian fatalities and severe injuries <i>(existing)</i> c. Active transportation network completion <i>(existing)</i> 	<ul style="list-style-type: none"> a. By 2035, triple biking and walking mode shares compared to 2010 modeled mode shares <i>(existing)</i> b. By 2035, reduce the number of fatal and severe injury crashes for bicyclists and pedestrians by 50% compared to 2007-2011 average <i>(existing)</i> c. By 2035, increase by 50% the miles of sidewalk, bikeways and trails compared to the regional active transportation network in 2010 <i>(existing)</i>
7. Make streets and highways safe, reliable and connected	<ul style="list-style-type: none"> a. Motor vehicle fatalities and severe injuries <i>(existing)</i> b. Reliability measure TBD in 2018 RTP update <i>(new)</i> 	<ul style="list-style-type: none"> a. By 2035, reduce the number of fatal and severe injury crashes for motor vehicle occupants by 50% compared to 2007-2011 average <i>(existing)</i> b. TBD in 2018 RTP update
8. Manage parking to make efficient use of parking resources	<ul style="list-style-type: none"> a. Parking measure TBD in 2018 RTP update <i>(new)</i> 	<ul style="list-style-type: none"> a. TBD in 2018 RTP update
9. Secure adequate funding for transportation investments	<ul style="list-style-type: none"> a. Progress in addressing local, regional and state transportation funding gap <i>(new)</i> 	<ul style="list-style-type: none"> a. TBD in 2018 RTP update
10. Demonstrate leadership on climate change	<ul style="list-style-type: none"> a. Changes in roadway greenhouse gas emissions per capita <i>(new)</i> 	<ul style="list-style-type: none"> a. By 2035, reduce roadway greenhouse gas emissions per capita by 20 percent compared to 2005 levels <i>(new)</i>

Materials following this page were distributed at the meeting.



Date: September 10, 2014
To: MPAC
From: John Williams, Deputy Director for Community Development
Re: Corrections to the draft 2014 Urban Growth Report's housing needs analysis

Overview

In July, Metro staff issued a draft of the 2014 Urban Growth Report. It contains population and employment forecasts for the next 20 years and assesses the region's capacity for accommodating anticipated growth with existing plans and policies at the local, regional and state levels.

Metro staff have identified two corrections that need to be made to the report's estimate of future regional housing needs. First, in one step of the report's calculations for housing demand, household data for the entire seven-county metropolitan area were used instead of data limited to the area within the Metro urban growth boundary. As a result, the draft report overestimated demand for single-family housing within the urban growth boundary.

A second correction relates to lands added to the urban growth boundary by the Oregon Legislature in March 2014 under House Bill 4078, which addressed the designation of urban and rural reserves and made changes to the urban growth boundary. At the request of staff from the city of Forest Grove, the revised draft report will count lands added near Forest Grove as industrial, rather than residential. This has the effect of increasing the regional surplus of industrial land.

Taken together, these corrections result in a larger surplus of single-family housing capacity than previously identified in the draft report, while the multifamily surplus is reduced. The corrected numbers are provided below and replace the numbers in tables 2 and 3 on page 22 of the July 2014 draft Urban Growth Report. Metro staff will issue a revised draft of the report as soon as possible to allow time for review by MTAC and MPAC before making recommendations to the Metro Council later this fall.

Background

There are many ways that this region could accommodate future population growth. The housing need numbers included in the draft 2014 UGR describe how existing plans and funding realities may play out in the future. This analysis should not be understood as prescribing a future for the region. It remains up to policy makers to decide whether these projected outcomes are desirable and, if not, what plans and investments are needed to achieve a different outcome that matches the public's preferences, values, and funding priorities.

For the last couple of decades, Metro, local jurisdictions and many other partners have been working to implement the 2040 Growth Concept and all of the local plans that are based on that vision. Those plans call for efficient use of land inside the urban growth boundary and a finite supply of land that may be available for future urban growth boundary expansions. Implementation of those plans takes place in the context of state laws governing growth management policy in both Oregon and Washington, which place an emphasis on efficient use of lands.

The policy and financial context that exists today, along with demographic changes, steers a greater share of growth towards multifamily housing than has been observed in the past. Likewise, this context leads to a greater share of seven-county growth being drawn to the Metro area than observed in the past. Different policy and funding assumptions would produce different results. For instance, if zoning for multifamily housing were limited, state law allowed more urban growth boundary expansion and there were additional funding sources to pay for outward growth, these numbers would place more emphasis on single-family capacity needs. For this analysis, staff has not second-guessed local and regional policies, but is reporting back that those policies and plans do provide a way of accommodating additional households and jobs.

Revised tables for draft Urban Growth Report

Table 2: Metro UGB single-family residential market analysis of existing plans and policies (2015 to 2035)

	Single-family dwelling units			
	Buildable land inventory	Market-adjusted supply	Market-adjusted demand	Surplus or need
Low growth forecast	118,000	75,900	64,000	+11,900
Middle (baseline) growth forecast		90,000	76,900	+13,100
High growth forecast		97,000	90,800	+6,200

Table 3: Metro UGB multifamily residential market analysis of existing plans and policies (2015 to 2035)

	Multifamily dwelling units			
	Buildable land inventory	Market-adjusted supply	Market-adjusted demand	Surplus or need
Low growth forecast	273,300	118,400	89,300	+29,100
Middle (baseline) growth forecast		130,100	120,500	+9,600
High growth forecast		165,100	145,900	+19,200



KEY RESULTS

The Climate Smart Communities Scenarios Project responds to a state mandate to reduce greenhouse gas emissions from cars and small trucks by 2035. Working together, community, business and elected leaders are shaping a strategy that meets the goal while creating healthy and equitable communities and a strong economy. On May 30, 2014, Metro’s policy advisory committees unanimously recommended a draft approach for testing that relies on policies and investments that have already been identified as priorities in communities across the region. **The results are in and the news is good.**

WHAT DID WE LEARN?

We can meet the 2035 target if we make the investments needed to build the plans and visions that have already been adopted by communities and the region.

However, we will fall short if we continue investing at current levels.

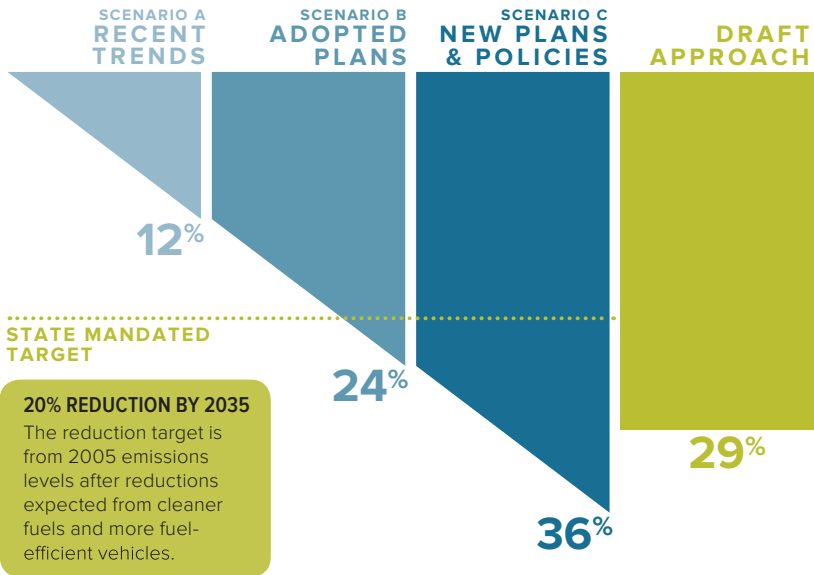
The region has identified a draft approach that does more than just meet the target. It supports many other local, regional and state goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong regional economy.

WHAT KEY POLICIES ARE INCLUDED IN THE DRAFT APPROACH?

- Implement adopted plans
- Make transit convenient, frequent, accessible and affordable
- Make biking and walking safe and convenient
- Make streets and highways safe, reliable and connected
- Use technology to actively manage the transportation system
- Provide information and incentives to expand the use of travel options
- Manage parking to make efficient use of land and parking spaces

REDUCED GREENHOUSE GAS EMISSIONS

PERCENT BELOW 2005 LEVELS



After a four-year collaborative process informed by research, analysis, community engagement and deliberation, the region has identified a draft approach that achieves a 29 percent reduction in per capita greenhouse gas emissions and supports the plans and visions that have already been adopted by communities and the region.

WHAT ARE THE PUBLIC HEALTH AND ECONOMIC BENEFITS?

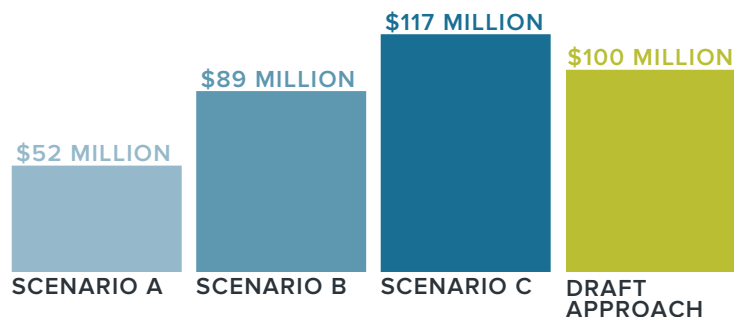
By 2035, the draft approach can help people live healthier lives and save businesses and households money through benefits like:

- Reduced air pollution and increased physical activity can help **reduce illness and save lives**.
- Reducing the number of miles driven results in **fewer traffic fatalities and severe injuries**.
- Less air pollution and run-off of vehicle fluids means **fewer environmental costs**. This helps save money that can be spent on other priorities.
- Spending less time in traffic and reduced delay on the system **saves businesses money, supports job creation**, and promotes the efficient movement of goods and a strong regional economy.
- **Households save money** by driving more fuel-efficient vehicles fewer miles and walking, biking and using transit more.
- Reducing the share of household expenditures for vehicle travel **helps household budgets** and allows people to spend money on other priorities; this is particularly important for households of modest means.



OUR ECONOMY BENEFITS FROM IMPROVED PUBLIC HEALTH

ANNUAL HEALTHCARE COST SAVINGS FROM REDUCED ILLNESS (MILLIONS, 2010\$)

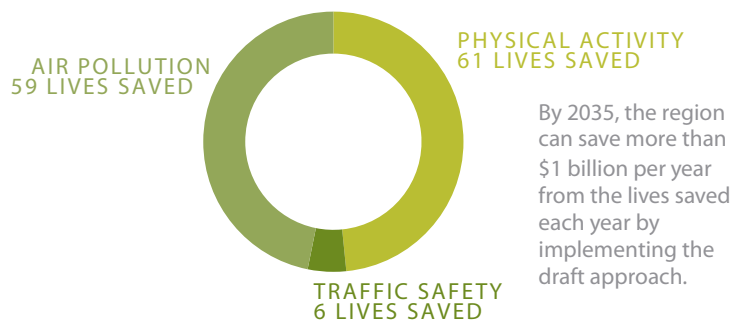


In 2010, our region spent \$5-6 billion on healthcare costs related to illness alone. The region can save \$100 million per year from implementing the draft approach.



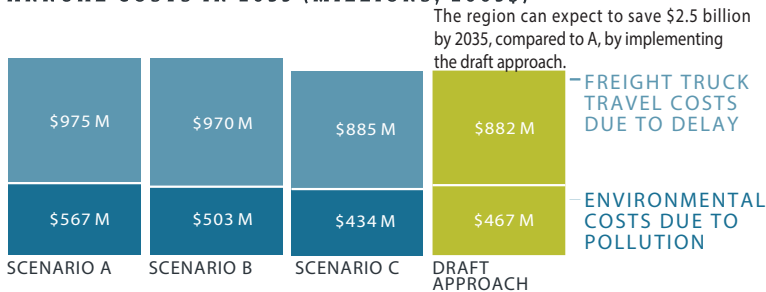
MORE PHYSICAL ACTIVITY AND LESS AIR POLLUTION PROVIDE MOST HEALTH BENEFITS

LIVES SAVED EACH YEAR BY 2035



OUR ECONOMY BENEFITS FROM REDUCED EMISSIONS AND DELAY

ANNUAL COSTS IN 2035 (MILLIONS, 2005\$)

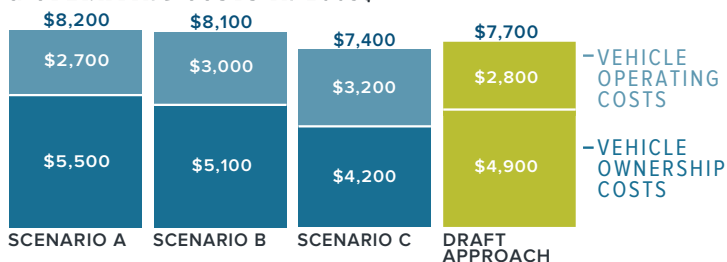


Cumulative savings calculated on an annual basis.



OVERALL VEHICLE-RELATED TRAVEL COSTS DECREASE DUE TO LOWER OWNERSHIP COSTS

AVERAGE ANNUAL HOUSEHOLD VEHICLE OWNERSHIP & OPERATING COSTS IN 2005\$





WHAT IS THE RETURN ON INVESTMENT?

Local and regional plans and visions are supported. The draft approach reflects local and regional investment priorities adopted in the 2014 Regional Transportation Plan (RTP) to address current and future transportation needs in the region. At \$24 billion over 25 years, the overall cost of the draft approach is less than the full 2014 RTP (\$29 billion), but about \$5 billion more than the financially constrained 2014 RTP (\$19 billion).*

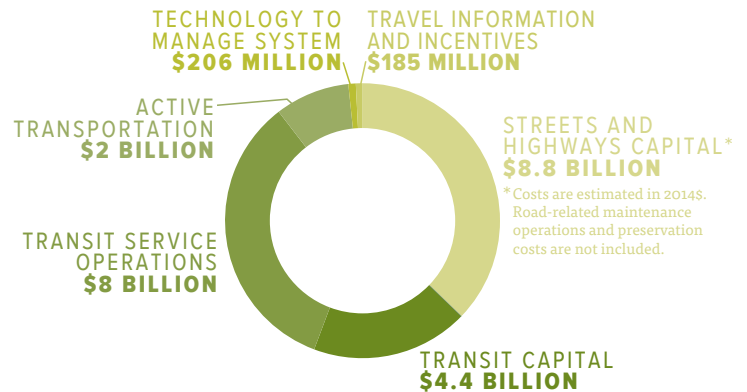
More transportation options are available.

As shown in the chart to the right, investment levels assumed in the draft approach are similar to those in the adopted financially constrained RTP, with the exception of increased investment in transit capital and operations region-wide. Analysis shows the high potential of these investments to reduce greenhouse gas emissions while improving access to jobs and services and supporting other community goals.

Households and businesses experience multiple benefits. The cost to implement the draft approach is estimated to be \$945 million per year, plus an estimated \$480 million per year needed to maintain and operate our road system. While this is about \$630 million more than we currently spend as a region, analysis shows multiple benefits and a significant return on investment. In the long run, the draft approach can help people live healthier lives and save households and businesses money.

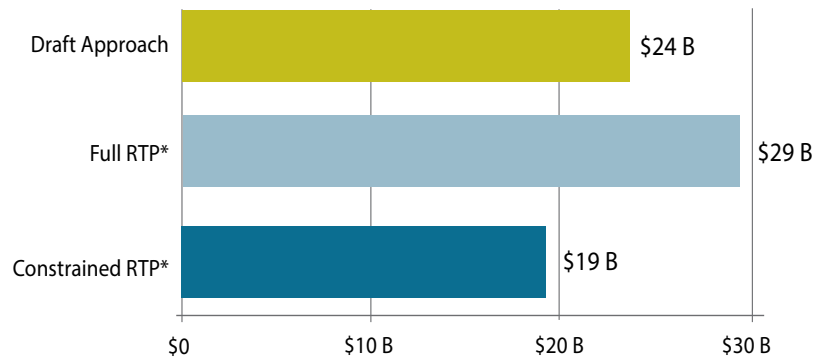


HOW MUCH WOULD WE NEED TO INVEST BY 2035?

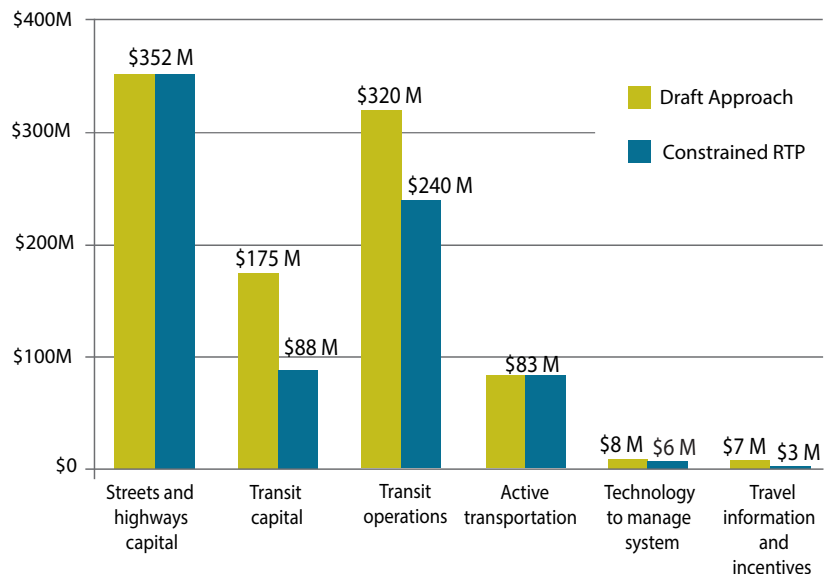


Investment costs are in 2014\$. The total cost does not include road-related operations, maintenance and preservation (OMP) costs. Preliminary estimates for local and state road-related OMP needs are \$12 billion through 2035.

ESTIMATED COSTS OF DRAFT APPROACH AND 2014 RTP (BILLIONS, 2014\$)



ANNUAL COST OF IMPLEMENTATION THROUGH 2035 (MILLIONS, 2014\$)



* The financially constrained 2014 RTP refers to the priority investments that can be funded with existing and anticipated new revenues identified by federal, state and local governments. The full 2014 RTP refers to all of the investments that have been identified to meet current and future regional transportation needs in the region. It assumes additional funding beyond currently anticipated revenues.



HOW DO WE MOVE FORWARD?

We're stronger together. Local, regional, state and federal partnerships and legislative support are needed to secure adequate funding for transportation investments and address other barriers to implementation.

Building on existing local, regional and statewide activities and priorities, the project partners have developed a draft toolbox of actions with specific steps that can be taken in the next five years. This is a menu of actions that can be locally tailored to best support local, regional and state plans and visions. Reaching the state target can best be achieved by engaging community and business leaders as part of ongoing local and regional planning and implementation efforts.

WHAT CAN LOCAL, REGIONAL AND STATE PARTNERS DO?

Everyone has a role. Local, regional and state partners are encouraged to review the draft toolbox to identify actions they have already taken and prioritize any new actions they are willing to consider or commit to as we move into 2015.

WHAT'S NEXT?

The Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation are working to finalize their recommendation to the Metro Council on the draft approach and draft implementation recommendations.

September 2014 Staff reports results of the analysis and draft implementation recommendations to the Metro Council and regional advisory committees

Sept. 15 to Oct. 30 Public comment period on draft approach and draft implementation recommendations

Nov. 7 MPAC and JPACT meet to discuss public comments and shape recommendation to the Metro Council

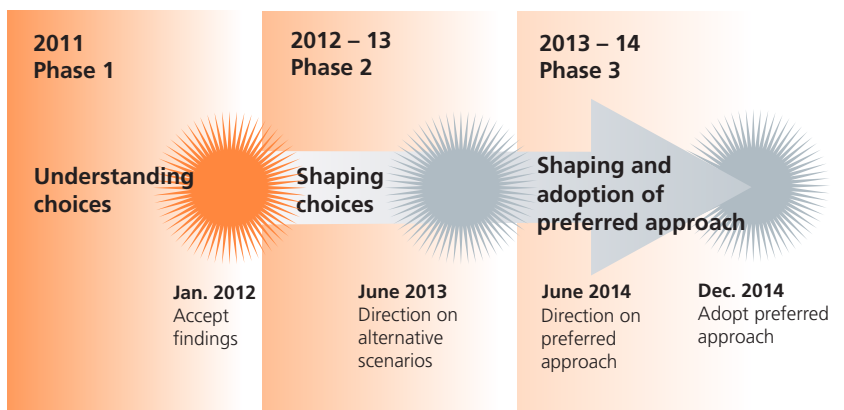
December 2014 MPAC and JPACT make recommendation to Metro Council

December 2014 Metro Council considers adoption of preferred approach

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

2015 and beyond Ongoing implementation and monitoring

Climate Smart Communities Scenarios Project timeline



WHERE CAN I FIND MORE INFORMATION?

The draft toolbox and other publications and reports can be found at oregonmetro.gov/climatescenarios.

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



The 2009 Oregon Legislature has required the Portland metropolitan region to develop a preferred approach for reducing per capita greenhouse gas emissions from cars and small trucks by 2035.

Working together, community, business and elected leaders are shaping a strategy that meets the state mandate while creating healthy and equitable communities and a strong economy.

SAVE THE DATE Joint JPACT/MPAC meeting

8 a.m. to noon, Friday, Nov. 7, 2014
World Forestry Center, Cheatham Hall

After a four-year collaborative process informed by research, analysis, community engagement and deliberation, a draft approach to meeting the state mandate for reducing greenhouse gas emissions was recommended for testing by Metro's policy advisory committees on May 30, 2014.

The results of the evaluation are in and the news is good. The draft approach can meet the state target while supporting many other state, regional and local goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong regional economy.

This fall, advisory committees are receiving the results and will engage in discussion in the months to come to finalize recommendations to the Metro Council in December.

From **Sept. 15 to Oct. 30**, the public will have an opportunity to weigh in on the draft approach and draft implementation recommendations during a public comment period.

On **Nov. 7, MPAC and JPACT members will meet together** to review public feedback on the draft approach and implementation recommendations, and begin shaping a final recommendation to the Metro Council who will consider adoption on Dec. 18.

For more information on the Climate Smart Communities Scenarios Project, visit www.oregonmetro.gov/climatescenarios. For information on the joint meeting, contact Laura Dawson-Bodner at 503-797-1750.

MAKING A
GREAT
PLACE



Solid Waste Community Enhancement Program Update

Metro Policy Advisory Committee

September 10, 2014


Metro's Current Program

- Grant program administered by Metro committee or IGA with host local government.
- Metro Central, Metro South & Forest Grove T.S.
- Metro Code Chapter 5.06 (1990) provides:
 - ✓ *\$.50 per ton collected on solid waste.*
 - ✓ *Funds used for enhancement of the area in and around the site where fees collected.*

Problem Overview

Existing Code is outdated - no longer useful for decision-makers.

- Many solid waste system changes since 1990 and many to come.
- No process for starting a new program.
- No fee adjustment process – state law maximum up to \$1.00 per ton.



Eligible Facility Types

(ORS 459.280)

- Landfills
- Transfer stations
- Reload facilities
- Compost facilities
- Energy recovery facilities

Ineligible Facility Types

(ORS 459.280)

- Reuse facilities
- Recycling facilities
- Material recovery facilities

Newly Eligible Facilities

- Pride Disposal (Sherwood).
- Troutdale Transfer Station (Troutdale).
- WRI (Wilsonville).
- Recology Suttle Road (Portland).
- Columbia Biogas (Portland – *not built*).

Key Recommendations

- 1. Based in state law (ORS 459.284).**
- 2. Specify the *types* of eligible and ineligible solid waste facilities.**
 - Exclude yard debris-only activities from the program.
- 3. Implement at all eligible facilities in the Metro region (level playing field).**

Key Recommendations

4. Maintain options for administering the program.

- Metro-administered committee (existing).
- IGA with local government (existing).
- Metro contract with neighborhood association (new).

5. Increase enhancement fee from \$.50 to \$1.00 per ton.

6. Allow administrative cost reimbursement.

Key Recommendations

- 7. Allow local government to sponsor projects.**
- 8. Establish eligibility criteria and funding goals.**
- 9. Provide dispute resolution process.**

Next Steps

- **October 16** – Ordinance to Council (1st reading).
- **October 30** – Council public hearing and decision.
- **Nov. 2014 to May 2015** – IGAs adopted-committees established.
- **July 1, 2015** – Implement updated program / fees effective.



2014 Residential Preference Study



Metro Policy Advisory Committee
September 10, 2014



Home Builders Association
of Metropolitan Portland



Metro



NW Natural



Bureau of Planning and Sustainability

Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director



PORTLAND METROPOLITAN
ASSOCIATION OF REALTORS®



Hillsboro
OREGON



CLACKAMAS
COUNTY



dhm RESEARCH
DAVIS, HIBBITTS & MIDDLEHALL, INC.



Portland State
UNIVERSITY

Housing types used in survey

Single family detached



Single-family attached



Condos or apartments



Neighborhood types used in survey

Urban central or downtown



Urban Neighborhood or Town Center



Outer Portland or Suburban



Rural

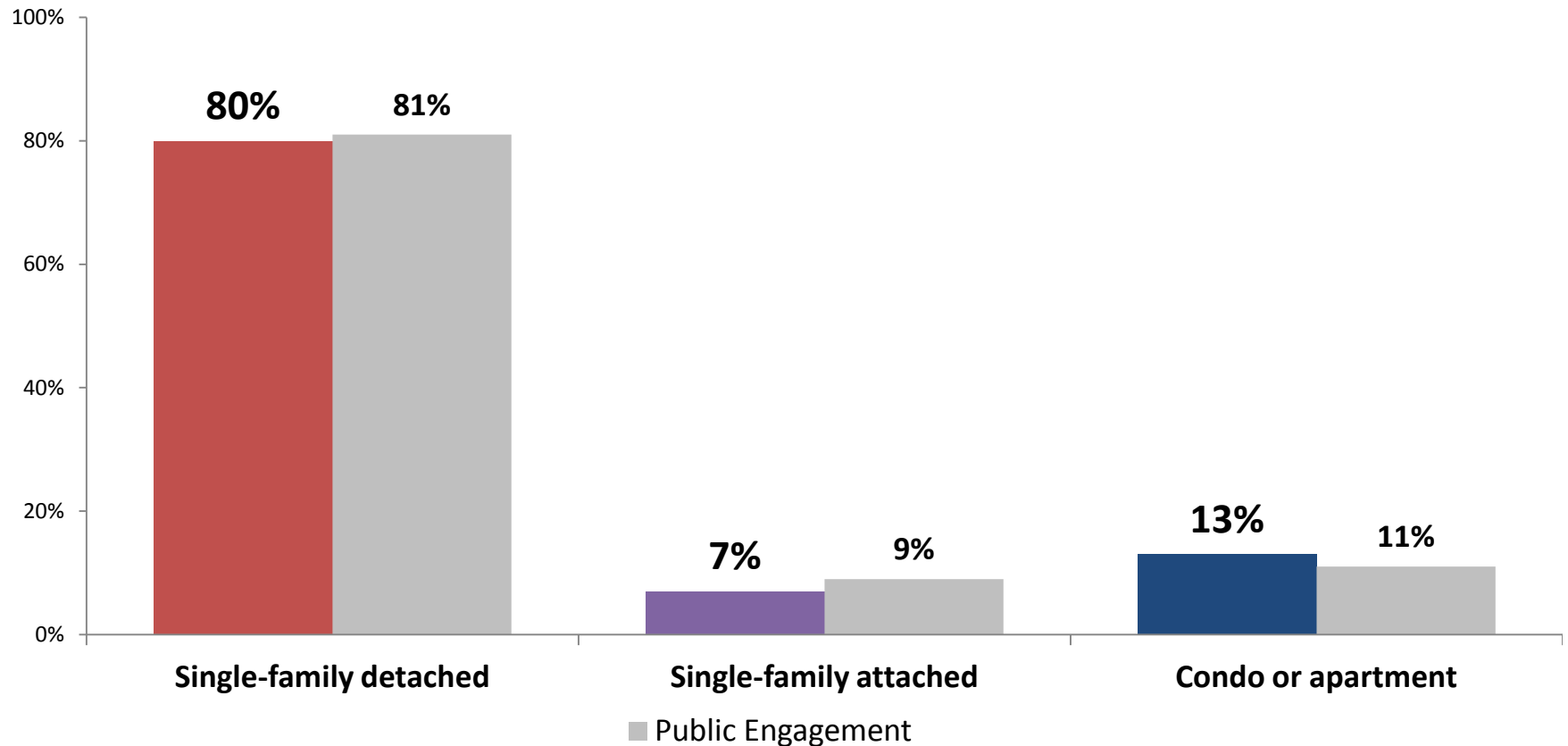


Results of opinion polling

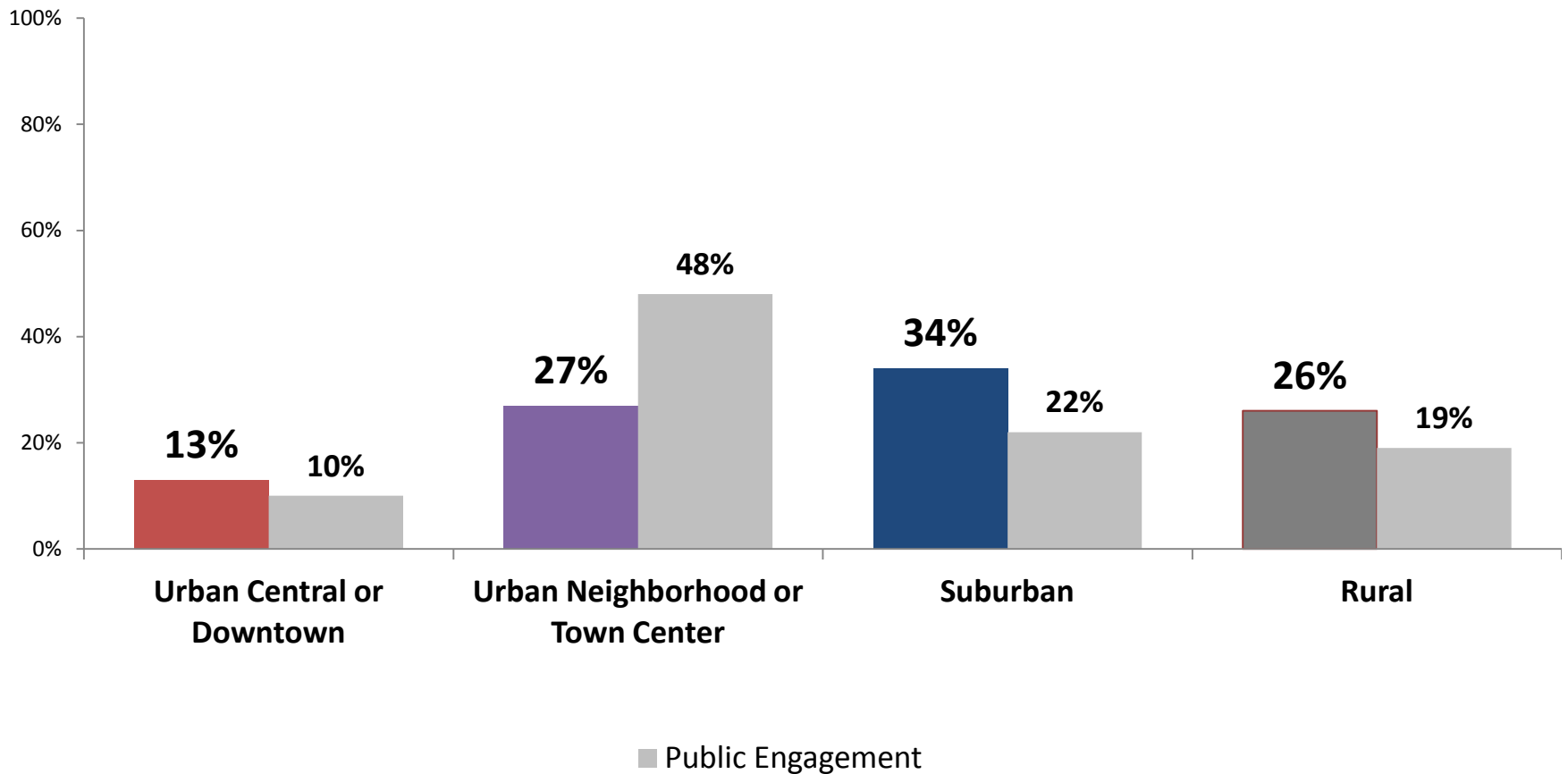
Respondents were not asked to make tradeoffs when answering the following questions about their preferences.

A strong majority prefer to live in a single-family detached home. This is consistent across all counties (no tradeoffs posed)

Preferred Housing Type





Preferred neighborhood type (no tradeoffs posed)



Example choice set in survey

If you were choosing where to live today with your current budget, which of the following options would you choose?

	Option A	Option B
Own or Rent	Own	Rent
Housing Type	 <p>Single-Family Detached</p>	 <p>Condo or Apartment</p>
Neighborhood	 <p>Suburban</p>	 <p>Urban Central or Downtown</p>
Size of Home (sq. ft.)	1150	580
Commute Time - One Way (minutes)	30	20
Price per Month (only rent or mortgage)	\$900	\$880
	<input type="radio"/>	<input type="radio"/>

Choose by clicking one of the radio buttons

Analysis of trade-offs

- All other things being equal, people are most likely to choose their current neighborhood type (though not a majority).
- Current residents of *Urban Central or Downtown* neighborhood types have the highest likelihood of choosing their current neighborhood type.
- Current residents of *Outer Portland or Suburban* neighborhood types have the lowest likelihood of choosing their current neighborhood type.

What if house sizes decrease by 500 square feet?

- Current residents of *Urban Central* or *Downtown* neighborhoods are most willing to change neighborhoods if home size decreases

What if home prices go up by a third?

- Current residents of *Outer Portland* or *Suburban* neighborhoods are most likely to change neighborhoods if price increases by one-third:
 - 8% choose more urban neighborhood
 - 3% choose rural neighborhood

What if rental housing is the only option?

- Current residents of *Rural* neighborhoods place the most importance on owning a single-family detached home, and will move to a more urban neighborhood in order to own.
- Current residents of *Urban Central or Downtown neighborhoods* place the least importance on housing type and ownership, and will choose to stay in downtown regardless of type and ownership.

What if commute times increase by 10 minutes?

- Commute time has the smallest impact on choices of all the trade-offs analyzed.
- *Rural* residents in particular are not likely to change neighborhood when faced with a longer commute.
- *Urban neighborhood and town center* residents are most likely to change neighborhood when commute time increases.

What else matters to people?

- Price
- Safety of neighborhood
- Characteristics of the house itself
- Variety of preferences for yard size (most likely choice is medium)
- A majority want a neighborhood with activities within a 15-minute walk

Policy considerations from draft 2014 Urban Growth Report

- How might policy makers balance residential preferences with other concerns such as infrastructure provision, transportation impacts, affordability, and environmental protection?
- Are there ways to provide more family-friendly housing in downtowns and main streets?
- What is the right mix of housing types in areas added to the UGB in the future?

Survey responses by county

(conducted April 2014)

	Clackamas	Clark	Multnomah	Washington	Total
Managed Panel	204	208	205	206	823
Opt-in	522	10	2,282	934	3,748
Recruited	360	16	686	997	2,059
Total	1,086	234	3,173	2,137	6,630

**CLIMATE
SMART**
COMMUNITIES
SCENARIOS PROJECT

www.oregonmetro.gov/climatescenarios

Climate Smart Communities Scenarios Project

Draft Climate Smart Approach

September 10, 2014



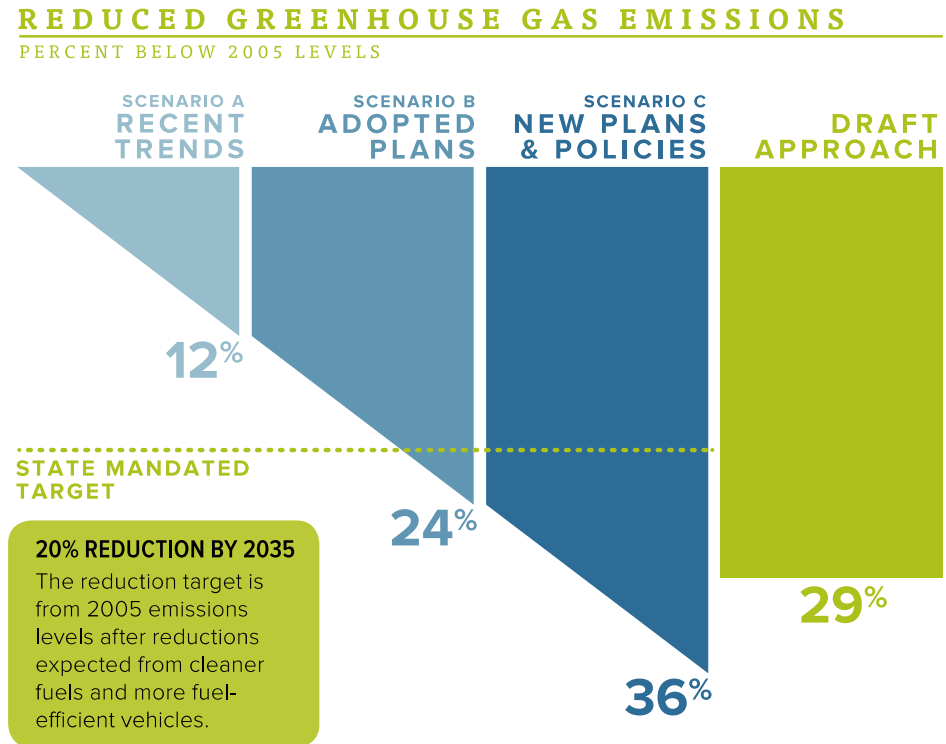
Metro | *Making a great place*

Purpose of today's discussion

1. Review key results
2. Introduce draft implementation recommendations to be released for public review from Sept. 15 to Oct. 30
 - Draft Regional Framework Plan amendments (*under development*)
 - Draft toolbox of possible actions (non-binding)
 - Draft performance monitoring approach
3. Ask members to identify policy topics to prioritize for discussion in Oct. and Nov.

The results are in and the news is good

- We can meet the target - *if we make the investments needed to build adopted plans and visions*
- We will fall short if we continue investing at current levels
- Significant public health, economic and environmental benefits are realized

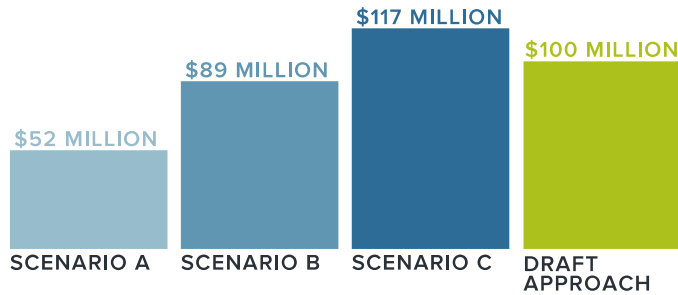


Source: GreenSTEP

What is the return on investment?

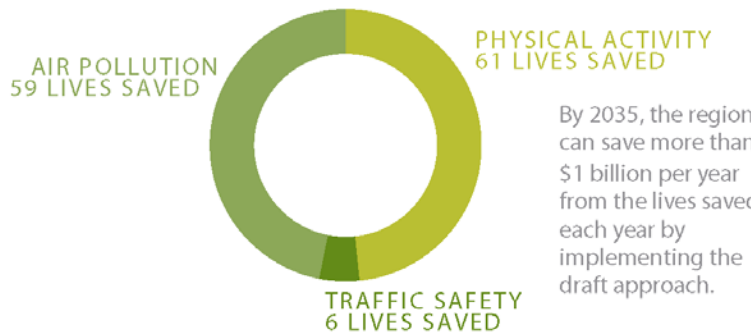
OUR ECONOMY BENEFITS FROM IMPROVED PUBLIC HEALTH

ANNUAL HEALTHCARE COST SAVINGS FROM REDUCED ILLNESS (MILLIONS, 2010\$)



MORE PHYSICAL ACTIVITY AND LESS AIR POLLUTION PROVIDE MOST HEALTH BENEFITS

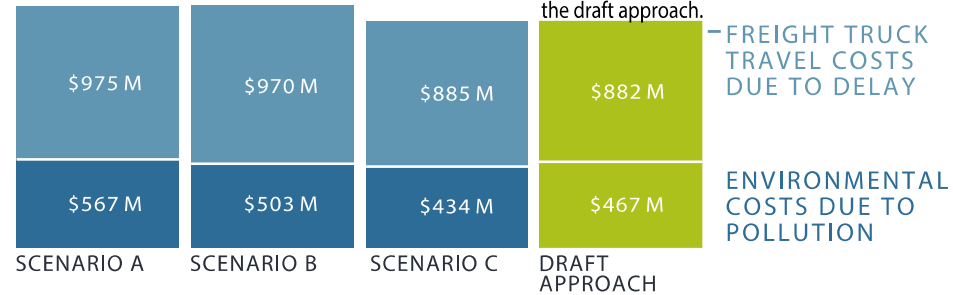
LIVES SAVED EACH YEAR BY 2035



OUR ECONOMY BENEFITS FROM REDUCED EMISSIONS AND DELAY

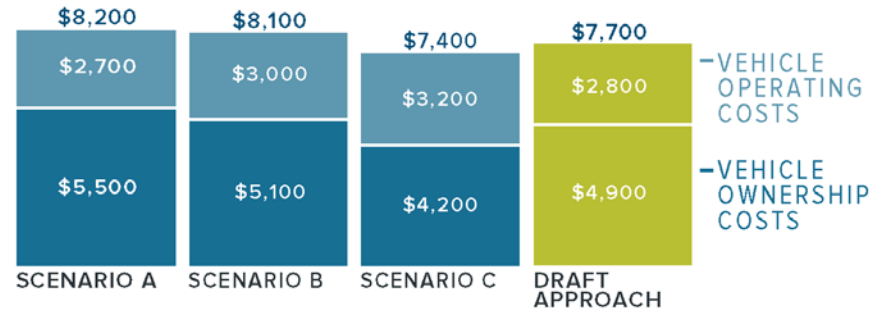
ANNUAL COSTS IN 2035 (MILLIONS, 2005\$)

The region can expect to save \$2.5 billion by 2035, compared to A, by implementing the draft approach.



OVERALL VEHICLE-RELATED TRAVEL COSTS DECREASE DUE TO LOWER OWNERSHIP COSTS

AVERAGE ANNUAL HOUSEHOLD VEHICLE OWNERSHIP & OPERATING COSTS IN 2005\$

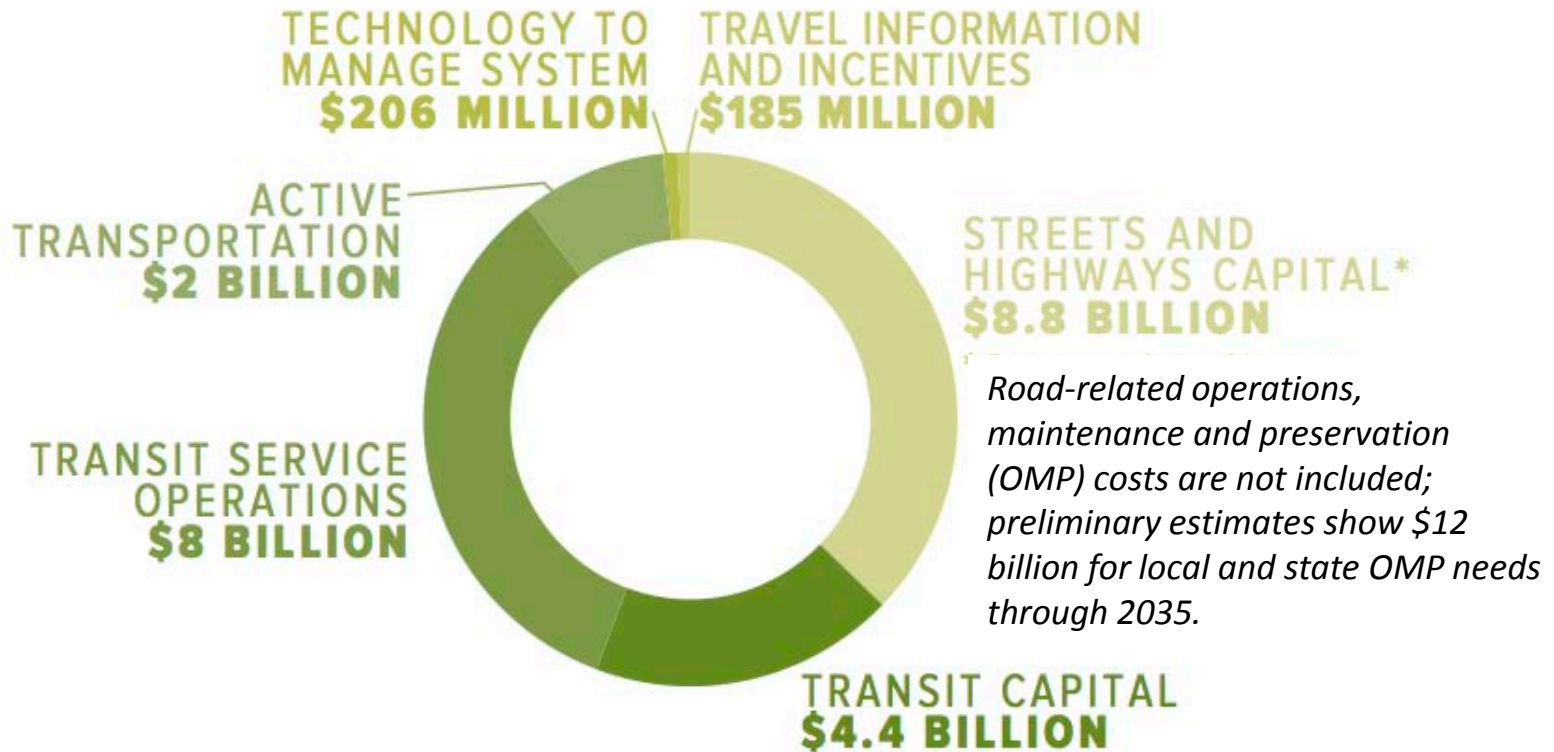


Source: GreenSTEP and ITHIM

How much do we need to invest by 2035?

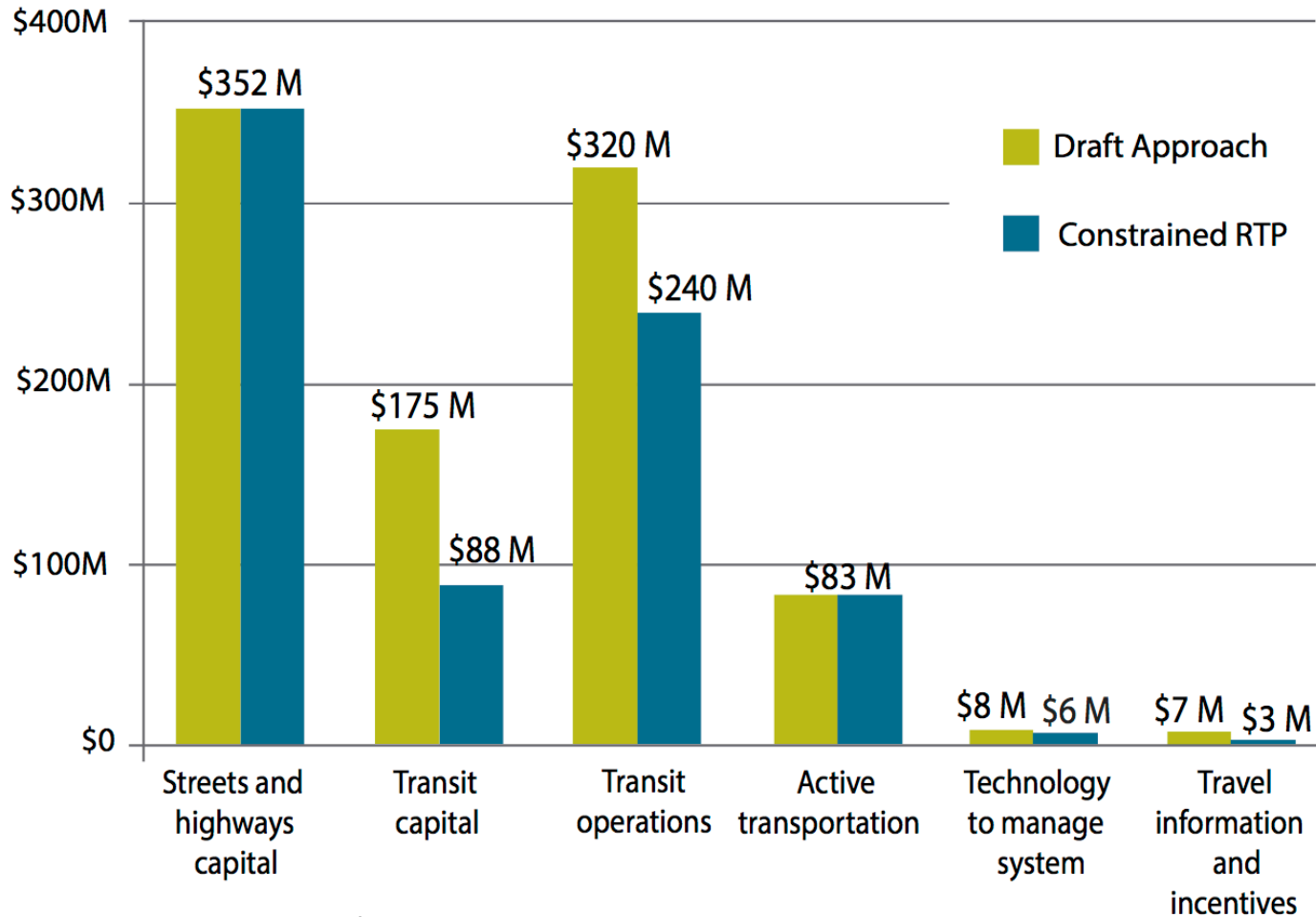


HOW MUCH WOULD WE NEED TO INVEST BY 2035?



Investment costs in 2014\$

How much do we need to invest per year?



Investment costs in 2014\$

Draft Climate Smart Approach
WHERE CAN WE GO FROM
HERE?

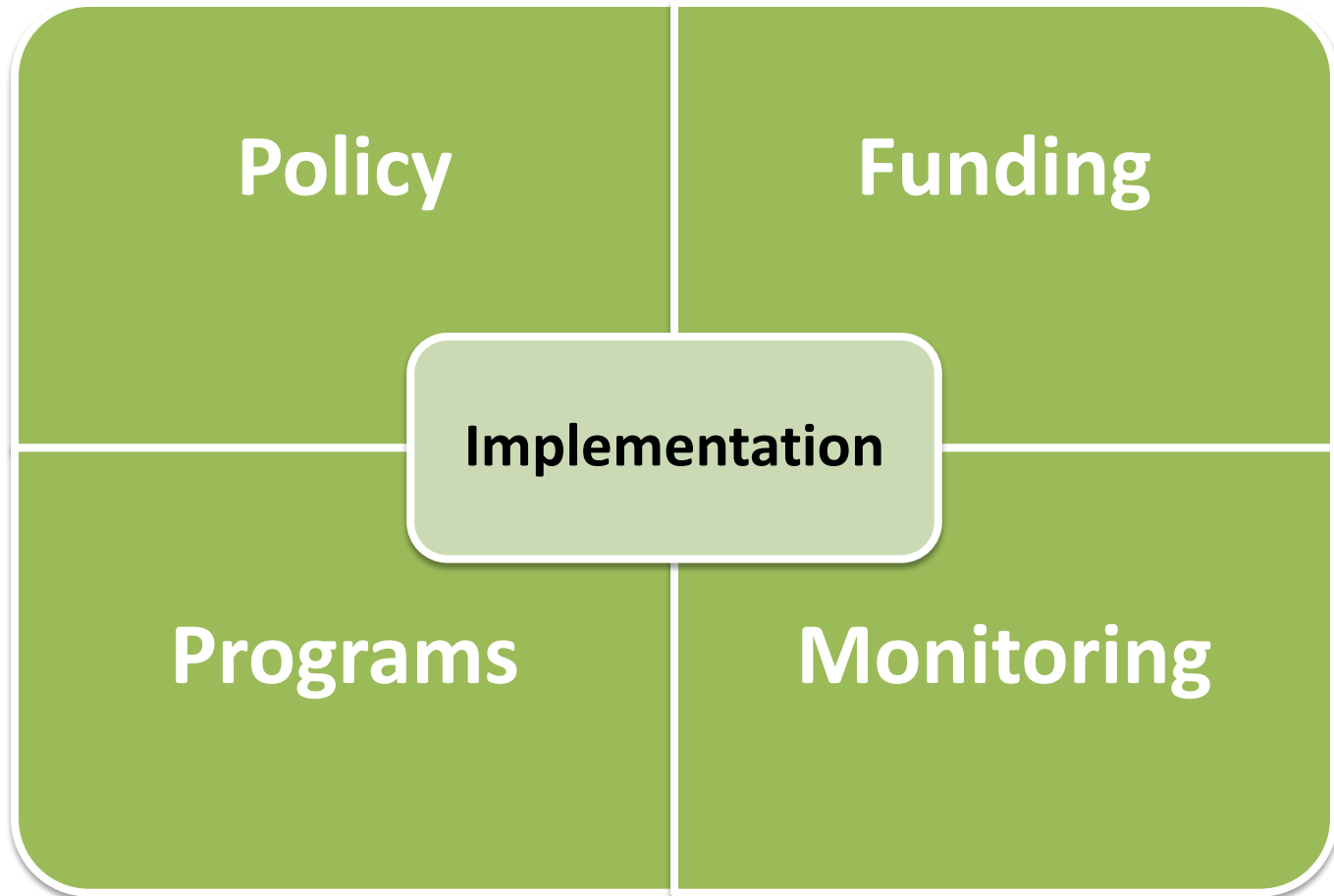
- Urban growth boundary
- County boundary



0 Miles 10

Draft Climate Smart Approach

What will it take?



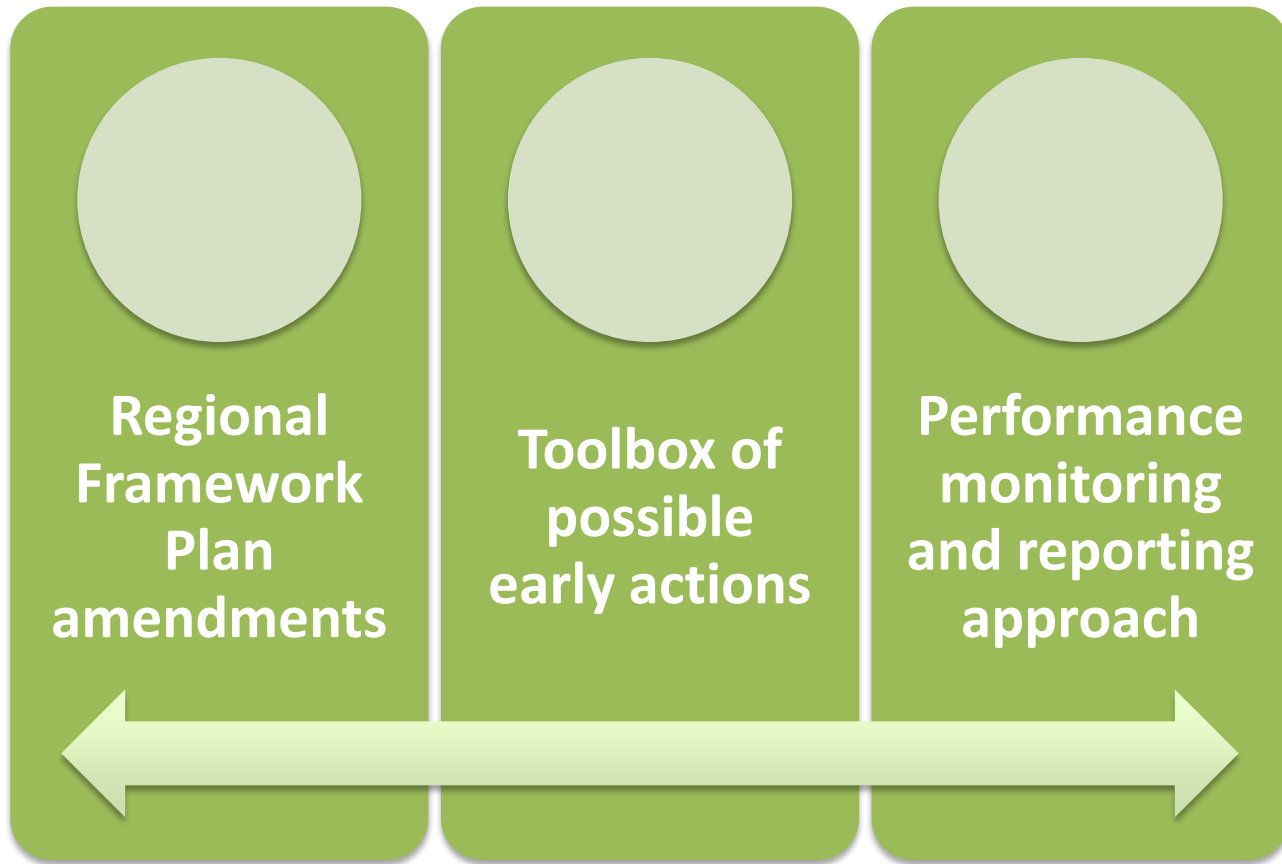
Principles to guide our path forward

1. Build on existing efforts and aspirations
2. Focus on outcomes and seek strategies with multiple benefits
3. Advance social equity through collaboration and implementation
4. Be bold and innovative, yet grounded
5. Prioritize equitable, cost-effective and achievable actions
6. Provide incentives and flexibility
7. Build partnerships and capacity
8. Initiate a coordinated strategy to secure adequate funding
9. Monitor progress and update approach as needed



The six desired outcomes for the region, endorsed by MPAC and approved by the Metro Council in 2010.

Implementation recommendations



What is the toolbox of early actions?



1. Legislative changes
2. Policy changes
3. Partnerships and coalition building
4. Technical assistance and grant funding
5. Education and awareness
6. Planning and design
7. Transportation investments
8. Research

What is the performance monitoring approach?



1. Rely on existing performance monitoring processes, including:
 - Regional Transportation Plan updates every four years
 - Urban Growth Report updates every five years
 - LCDC report every two years in response to Oregon State Statutes ORS 197.301 and ORS 197.296
2. Report on existing measures and targets

What this means for communities

- **Local and regional plans and visions are supported**

There is regional agreement to carry forward and implement adopted regional and local plans.

- **Households and businesses experience multiple benefits**

This is an opportunity to collectively advocate for local needs and priorities.

- **Encouragement, local control and flexibility is provided**

This is an opportunity to collectively advocate for local needs and priorities. Communities can select the actions that best support their vision for the future.

- **We're stronger together and all have a role**

Local, regional, state and federal collaboration and partnerships are needed to invest in communities to build adopted plans and visions.

Final steps in 2014

SEPT. – OCT.

Report back results to advisory committees and stakeholders

SEPT. 15 – OCT. 30

Public review of draft preferred approach

OCT. 30

Council public hearing

NOV. - DEC.

Advisory committees discuss implementation recommendations and public comments to shape recommendation to the Metro Council

NOV. 7

Joint MPAC and JPACT meeting

DEC. 10 & 11

MPAC and JPACT make recommendation to the Metro Council

DEC. 18

Final action by Council