

 **Metro | Agenda**

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, January 28, 2015
Time: 5 to 7 p.m.
Place: Metro, Council Chamber

5 PM	1.	CALL TO ORDER	Peter Truax, Chair
5:02 PM	2.	SELF INTRODUCTIONS & COMMUNICATIONS <ul style="list-style-type: none">• Welcome New MPAC Members	Peter Truax, Chair
5:05 PM	3.	CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS	
5:10 PM	4.	COUNCIL UPDATE	Metro Council
5:15 PM	5.	CONSENT AGENDA: <ul style="list-style-type: none">* • Consideration of December 10, 2014 Minutes• 2015 MTAC Appointments	
	6.	ACTION ITEMS	
5:20 PM	6.1	Election of 2015 Officers	
5:25 PM	6.2	* Resolution No. 15-4597, For the Purpose of Endorsing Regional Policy and Funding Priorities for 2015 State Transportation Legislation	Andy Cotugno, Metro
	7.	INFORMATION/DISCUSSION ITEMS	
5:40 PM	7.1	* Metro's 2015 State Legislative Agenda	Randy Tucker, Metro
6:00 PM	7.2	** 2015 MPAC Work Program and Urban Growth Management Decision 2015 Timeline	John Williams, Metro
6:30 PM	8.	MPAC MEMBER COMMUNICATION	
6:45 PM	9.	ADJOURN	Peter Truax, Chair

* Material included in the packet.

** Material will be provided at the meeting.

Upcoming MPAC Meetings:

- Wednesday, February 11, 2015
- Wednesday, February 25, 2015
- Wednesday, March 11, 2015

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលំអររើសអើងសូមចូលទស្សនាការប្រកាស www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Metro | Memo

Date: January 1, 2015
To: Metro Council, MPAC
From: Martha Bennett, Chief Operating Officer
Subject: 2014 annual report on amendments to the Employment and Industrial Areas Map

Background

Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan seeks to improve the region's economy by protecting a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Those areas are depicted on the Employment and Industrial Areas Map.

Title 4 sets forth several avenues for amending the map, either through a Metro Council ordinance or through an executive order, depending on the circumstances. Title 4 requires that, by January 31 of each year, Metro's Chief Operating Officer submit a written report to the Council and MPAC on the cumulative effects on employment land in the region of amendments to the Employment and Industrial Areas Map during the preceding year. This memo constitutes the report for 2014.

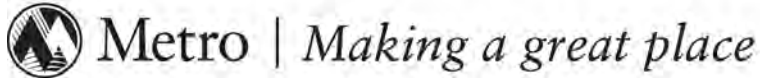
Title 4 map amendments in 2014

During 2014, the Oregon Legislature added land to the Metro urban growth boundary (UGB) under HB 4078. The Metro Council subsequently designated 830 of those acres as Title 4 lands. Those additions and their Title 4 designations are as follows:

Area added to UGB	Acres	Title 4 designation
Urban Reserve 7B Forest Grove	240	Employment
Urban Reserve 7E Forest Grove	38	Industrial
Urban Reserve 8A Hillsboro	552	Industrial
TOTAL	830	

Chief Operating Officer recommendations for 2014

Staff does not, at this time, recommend changes to Title 4 policies.



METRO POLICY ADVISORY COMMITTEE (MPAC)

December 10, 2014

Metro Regional Center, Council Chamber

MEMBERS PRESENT

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

AFFILIATION

PPS, Governing Body of School Districts
City of West Linn, Clackamas County Other Cities
Metro Council
City of Wood Village, Multnomah County Other Cities
City of Beaverton, Washington County 2nd Largest City
Metro Council
City of Gresham, Multnomah County 2nd Largest City
Port of Portland
Oak Lodge Water District
Washington County Citizen
Oregon Department of Land Conservation and Development
Washington County Special Districts
Clackamas County Citizen
TriMet Board of Directors
Clackamas County
Multnomah County
Metro Council
City of Forest Grove, Washington County Other Cities
City of Hillsboro, Washington County Largest City

MEMBERS EXCUSED

AFFILIATION

ALTERNATES PRESENT

Jackie Dingfelder
Kent Studebaker

AFFILIATION

City of Portland
City of Lake Oswego

STAFF:

Roger Alfred, Nick Christensen, Alexandra Eldridge, Kim Ellis, Alison Kean, Tom Kloster, Peggy Morell, Nellie Papsdorf, Ramona Perrault, Jessica Rojas, Nikolai Ursin and John Williams.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

MPAC Chair Jody Carson called the meeting to order and declared a quorum at 5:08 p.m.

2. SELF INTRODUCTIONS & COMMUNICATIONS

All attendees introduced themselves.

3. CITIZEN COMMUNICATION ON NON-AGENDA ITEMS

There were none.

4. COUNCIL UPDATE

In preparation for the next cycle of Community Planning and Development Grants, funded by the Construction Excise Tax and used to support local jurisdiction planning and development projects, Councilor Stacey provided the following updates:

- Metro Technical Advisory Committee made recommendations to Chief Operating Officer Martha Bennett and the Metro Council on administrative rule changes, including rules of procedures and criteria for the grant process. MTAC's recommendations will come to MPAC in January 2015 for members' comments and then go before the Metro Council.
- COO Martha Bennett will appoint a grant applications screening committee that will involve professionals and community leaders. A pre-application meeting with prospective applicants will take place by the end of January, with grant applications due by the end of April and awards following shortly after.

Councilor Stacey alerted members to the following upcoming events at Metro:

- ZooLights at the Oregon Zoo runs through Jan. 4.
- The Oregon Ballet Theatre's performance of the Nutcracker runs through Dec. 27 at Keller Auditorium.
- Portland artist Esperanza Spalding will be performing at the Arlene Schnitzer Concert Hall Dec. 30 and 31.
- Metro Council inauguration will take place on Tuesday, Jan. 6 at the Oregon Convention Center. All members were invited to join.

Members expressed their thanks to departing MPAC members and expressed appreciation for their work as part of the committee. Outgoing members will receive certificates of appreciation for their service. Members also expressed their appreciation for outgoing Chair Jody Carson, recognizing her significant achievements in public service.

Hillsboro Mayor Jerry Willey expressed concerns about Metro's acceptance of the Urban Growth Report (UGR) the previous week. Mayor Willey expressed an interest in talking further with Metro President Tom Hughes, but also emphasized the need for good communication among Metro Council and regional mayors.

Councilor Stacey agreed that there needs to be a clear path of communication among local groups. He expressed the need for a timeline to talk about these concerns since the Metro Council wants to continue to communicate effectively. He pointed out that the UGR is very careful to only provide information and that the Metro Council has not made any decisions about Urban Growth Boundary (UGB) expansion.

Mayor Willey noted that from his perspective, relationships between regional mayors, Metro and MPAC have been improving over the six years that he has been a member of the committee.

5. CONSENT AGENDA

5.1 Consideration of the Minutes for Nov. 12, 2014

Notes: 1st Vice Chair Peter Truax motioned to accept the minutes with an amendment that adds language indicating the creation of the nominating committee made up of members Commissioner Marilyn McWilliams, Councilor Tim Clark and Mayor Doug Neeley, charged with the responsibility of nominating new officers for the 2015 MPAC. This was missing from the record due to technical difficulties.

MOTION: 1st Vice Chair Peter Truax moved and Wilda Parks seconded, to approve adoption of the Nov. 12, 2014 minutes as amended.

ACTION: With all in favor, the motion passed.

6. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: FINAL RECOMMENDATION TO THE METRO COUNCIL ON ORDINANCE NO. 14-1346B

Member discussion included:

Members expressed gratitude for the work that Metro Technical Advisory Committee (MTAC), TPAC (Transportation Policy Advisory Committee), Joint Policy Advisory Committee (JPACT) and Metro staff have done over the course of this project and thanked staff for the thoroughness of their responses to concerns during the project's development.

Chair Jody Carson explained that this was the last opportunity for MPAC to make a final recommendation to the Metro Council concerning the adoption of the CSC strategy. She noted that TPAC and MTAC have unanimously recommended that JPACT and MPAC recommend that the Metro Council adopt the strategy. Chair Carson also noted that adopting the strategy with broad support constitutes an enormous accomplishment.

Councilor Bob Stacey acknowledged the need for additional funding and resources to implement adopted land use plans. He expressed interest in working with public and private partners at the local and state levels to develop strategies dedicated to finding adequate revenue streams for all of the investments recommended in the Climate Smart Strategy.

Deputy Director John Williams, Metro Planning and Development, recognized the significant amount of time and effort that TPAC, MTAC, and Metro staff put into delivering this recommendation following the direction MPAC and JPACT identified at the joint meeting on November 7. He noted that the recommendations from the December 10 MPAC meeting and the December 11 JPACT meeting will go before the Metro Council for consideration on December 18.

Kim Ellis, Metro Planning and Development, highlighted recent changes to Ordinance No. 14-1346B including:

- Following significant discussion around the toolbox of actions and the clarity of its intent, there has been language added throughout the legislative packet to ensure consistency and clarity in regards to the toolbox, and to make it clear that the document is voluntary and that there will be further opportunities to review and update it.
- Following discussion at the joint JPACT/MPAC meeting on November 7, 2014, the description of the climate benefits rating on page 12, as part of Exhibit A, was expanded to clarify that the ratings were used in combination with other fiscal, economic, equity, public health, transportation and environmental criteria and public input to inform development

of the Climate Smart Strategy and that all of these factors will inform further implementation and investment decisions.

- Other amendments made to the ordinance were clarifying refinements. A memo with the full summary of these changes is available as part of the final December 10 MPAC meeting packet.

Councilor Jerry Hinton inquired about some aspects of project funding including:

- Mr. Hinton asked about the investments needed for upcoming implementation. Ms. Ellis responded that the Climate Smart Strategy represents investments that have been adopted in the 2014 Regional Transportation Plan, which reflects local, regional and state investment priorities for the region's transportation system. She noted that the objective is to move forward with updating that plan starting next year and developing a work plan with input from MPAC, JPACT and others. She explained that the work plan will include tasks to review and update the plan's financial assumptions and to assess existing and future expected revenue sources.
- Mr. Hinton pointed out that many elements of local transportation system plans do not have clearly specified funding sources and expressed concern about unfunded mandates from the state. Ms. Ellis explained that the Climate Smart Strategy investments have already been identified as local investment priorities, as they are projects that have been adopted in local transportation plans, whether at the city or county level. She noted that TriMet and ODOT (Oregon Department of Transportation) have also identified investment priorities that fit within the overall revenue forecast for the 2014 Regional Transportation Plan.
- Mr. Hinton asked what to anticipate in terms of taxes and fees. Ms. Ellis explained that taxes and fees are defined locally, depending on how local transportation system plans are funded. She noted that the Regional Transportation Plan acts as a vehicle that maintains eligibility for projects in the region to receive federal and state transportation dollars. She noted that the funding strategy is developed and adopted by JPACT and Metro Council after extensive review and consultation. Mr. Williams emphasized that a keystone of the strategy is that it is a multimodal system. The strategy states that Metro and its partners want to continue to work together to raise funding needed to implement locally adopted plans. To that end, the plan calls for a funding approach that involves a mix of federal, state, local, and regional revenue sources.

Member discussion included:

Members commended the significant amount of work that has gone into the Climate Smart Communities Scenarios Project.

Mayor Denny Doyle expressed his support for the CSC Scenarios Project by commending the thorough project process. He noted that Metro used a three year process of extensive public outreach, diligent research and discussion with community leaders to develop a final strategy that incorporates constructive suggestions. He acknowledged that by investing in these plans, Metro and others can provide more transportation options to create healthier and more equitable communities and support a strong economy. He emphasized that the plan will create a brighter future for the region and set a positive example for the rest of the country.

Commissioner Martha Schrader expressed with regrets that the majority of her commission voted no on going forward with the yes nomination. She noted that the vote does not reflect her understanding of carbon emissions and impacts but that she is carrying a message from the rest of

the Clackamas County Commission. She thanked the committee for their work and acknowledged that it was a privilege to serve with them.

Hillsboro Mayor Jerry Willey recommended the following amendment to Exhibit E to Metro Ordinance No. 14-1346B: to add the following toolbox action to the bulleted list of actions identified in Action 3 in Exhibit E (Short List of Climate Smart Actions for 2015 and 2016):

“optimize built road capacity through improved geometric design and other operational improvements to address bottlenecks and improve traffic flow on existing multi-modal arterials”

He expressed belief that reducing delay at intersections and roads are a critical part of addressing climate change. As such, Mayor Willey pointed out that he would like to add this toolbox action to the bulleted list of short term actions identified in Action 3 in Exhibit E in order to assure that MPAC takes action in this capacity within the lists two year timeline.

John Williams noted that these recommendations are used to inform the Metro Council about the region’s decisions concerning implementation of the Climate Smart Strategy. He commented that policy makers along with the Metro Council will discuss these recommendations and use them to decide how to move forward and how to state priorities.

MOTION: Mayor Jerry Willey moved, Keith Mays seconded, to recommend the amendment to Exhibit E to Ordinance No. 14-1346B.

ACTION: With eighteen in favor and one opposed (Ruth Adkins), the motion passed.

MOTION: Mayor Denny Doyle moved, Ruth Adkins seconded, to recommend that the Metro Council adopt Ordinance No. 14-1346B, as amended.

ACTION: With sixteen in favor and three opposed (Commissioner Martha Schrader, Mayor Kent Studebaker, Chair Dick Jones) the motion passed.

7. MPAC MEMBER COMMUNICATION

- Keith Mays commented that there was nothing on the agenda for the January 14 and February 12 MPAC meetings. He expressed hope that MPAC will meet on those dates to discuss policy considerations related to the UGR.
- John Williams reminded members that the Metro Council considered and adopted the UGR, so its recommendations will be central to MPACs work in 2015. He expressed interest in working with various Metro staff to develop a work program for MPAC in January to plan for the next year.
- 1st Vice Chair Peter Truax gave remarks about the celebration of life service he attended recently for the wife of Mayor George Endicott of Redmond, Oregon. He asked members to keep Mayor Endicott in their thoughts.
- Mr. Craig Prosser from TriMet noted that TriMet’s Board of Directors voted to expand the transfer time from the existing two hours to two and a half hours starting March 15, 2015. He also provided a handout outlining TriMet’s accomplishments for 2014 as well as information about TriMet’s upcoming E-Fare Project.

- Chair Jody Carson announced that the application for the state's first designated heritage area will be going before the Oregon Heritage Commission in February. She expressed hope that the Willamette Falls Heritage Area would be approved as Oregon's first heritage site.

8. ADJOURN

Chair Carson adjourned the meeting at 6:17 p.m.

Respectfully Submitted,



Nellie Papsdorf
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF DEC. 10, 2014

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.0	Memo	12/04/14	CSC Summary of Technical Advisory Committee Amendments	121014m-01
6.0	Handout	11/13/14	Columbia Corridor Association Letter	121014m-02
7.0	Handout	12/10/14	Innovative E-Fare System for TriMet in Portland	121014m-03
7.0	Handout	12/10/14	TriMet 2014: A Year of Accomplishments	121014m-04



Metro | Memo

Date: Tuesday, January 20, 2015
To: Metro Policy Advisory Committee
From: John Williams, MTAC Chair
Subject: 2015 MTAC Nominations for MPAC Approval

Please find the 2015 nominations for the Metro Technical Advisory Committee in the attached table. Per MPAC's bylaws, MPAC may approve or reject any nomination.

Vacant positions are still pending and will be submitted to MPAC for consideration and approval as soon as they are received.

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

Thank you.

Attachment

**Metro Technical Advisory Committee
2015 Membership Proposed for MPAC Approval**

	Position	Member	Alternate(s)
1.	Clackamas County Citizen	Jerry Andersen	Susan Nielsen
2.	Multnomah County Citizen	Kay Durtschi	Carole Chesarek
3.	Washington County Citizen	Bruce Bartlett	Dresden Skees-Gregory
4.	Largest City in the Region: Portland	Susan Anderson	Joe Zehnder Tom Armstrong
5.	Largest City in Clackamas County: Lake Oswego	Scot Siegel	Debra Andreades
6.	Largest City in Multnomah County: Gresham	Stacy Humphrey	Brian Martin
7.	Largest City in Washington County: Hillsboro	Colin Cooper	Jeannine Rustad
8.	2 nd Largest City in Clackamas County: Oregon City	Tony Konkol	Pete Walter
9.	2 nd Largest City in Washington County: Beaverton	Todd Juhasz	Steve Sparks
10.	Clackamas County: Other Cities	Denny Egner, Milwaukie	Michael Walter, Happy Valley
11.	Multnomah County: Other Cities	Bill Peterson, Wood Village	Erika Fitzgerald, Fairview
12.	Washington County: Other Cities	Jon Holan, Forest Grove	Julia Hajduk, Sherwood Aquilla Hurd-Ravich, Tualatin Michael Cerbone, Cornelius
13.	City of Vancouver, WA	Chad Eiken	Sandra Towne
14.	Clackamas County	Dan Chandler	Jennifer Hughes
15.	Multnomah County	Adam Barber	Karen Schilling
16.	Washington County	Chris Deffebach	Theresa Cherniak Erin Wardell
17.	Clark County	Matt Hermen	Oliver Orijako
18.	ODOT	Kirsten Pennington	Lidwien Rahman Lainie Smith
19.	DLCD	Jennifer Donnelly	Anne Debbaut
20.	Service Providers: Water & Sewer	Kevin Hanway, Hillsboro Water Dept.	Vacant
21.	Service Providers: Parks	Aisha Willitts, THPRD	Vacant
22.	Service Providers: School Districts	Barbara Jorgensen, MESD	Tony Magliano, PPS
23.	Service Providers: Private Utilities	Annette Mattson, PGE	Shanna Brownstein, NW Natural
24.	Service Providers: Port of Portland	Susie Lahsene	Tom Bouillion
25.	Service Providers: TriMet	Eric Hesse	Alan Lehto Steve Kautz
26.	Private Economic Development Associations	Darci Rudzinski – EMEA, CCBA, WEA, & CCBA	Vacant
27.	Public Economic Development Associations	Eric Underwood, Oregon City	Jamie Johnk, Clackamas County
28.	Land Use Advocacy Organization	Mary Kyle McCurdy, 1000 Friends	Sam Diaz, 1000 Friends

29.	Environmental Advocacy Organization	Vacant	Vacant
30.	Housing Affordability Organization	Ramsay Weit, Community Housing Fund	Vacant
31.	Residential Development	Justin Wood, HBA	Jon Kloor, HBA Dave Nielsen, HBA
32.	Redevelopment/Urban Design	Joseph Readdy	Vacant
33.	Commercial/Industrial	Vacant	Vacant
34.	Green Infrastructure, Design & Sustainability	Mike O'Brien, AAI Engineering	Vacant
35.	Public Health & Urban Form	Jae P. Douglas, Multnomah County	Elizabeth Clapp, Multnomah County
36.	Non-Voting Chair, Metro	John Williams, Planning & Development	

1/7/15; 1/14/15

MPAC Worksheet

Agenda Item Title: Recommend adoption of Resolution No. 15-4597 FOR THE PURPOSE OF ENDORSING REGIONAL POLICY AND FUNDING PRIORITIES FOR 2015 STATE TRANSPORTATION LEGISLATION

Presenter(s): Andy Cotugno

Contact for this worksheet/presentation: Andy Cotugno 503-797-1763

Date of MPAC Meeting: January 28, 2015

Purpose/Objective: To review the proposed transportation legislative package developed by the Oregon Transportation Forum and consider recommending support for passage in the 2015 Legislature.

Action Requested/Outcome: Recommend adoption of Resolution No. 15-4597

How does this issue affect local governments or citizens in the region?

Local governments are responsible for the construction, maintenance and operation of portions of the region's transportation system and are severely underfunded to adequately accomplish that purpose. The citizens benefit from an adequate transportation system and suffer economic, environmental and livability consequences of an inadequate system. This recommendation is a comprehensive multi-modal recommendation to the Legislature to increase funding to better meet the need.

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

MPAC participated extensively in the development of the Climate Smart Communities recommendations and voted at their December 10, 2014 meeting to recommend adoption by the Metro Council. The most significant recommendation is to support increased investment in the multi-modal transportation system. This resolution is consistent with that recommendation.

What packet material do you plan to include?

The Resolution and Staff Report provides background information on the Oregon Transportation Forum package recommended to the 2015 Legislature, the link to Metro's interests and the process engaged to develop the recommendations.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING)	RESOLUTION NO. 15-4597
REGIONAL POLICY AND FUNDING)	
PRIORITIES FOR 2015 STATE)	Introduced by Councilor Craig Dirksen,
TRANSPORTATION LEGISLATION		JPACT Chair

WHEREAS, the governments of the Portland metropolitan region recognize the importance of investing strategically in public infrastructure, particularly transportation infrastructure, as a way to support private investment, economic prosperity, livability and environmental sustainability; and

WHEREAS, transportation investments that support private investment, job creation and long-term economic prosperity also bring increased revenues to local and state government budgets; and

WHEREAS, our region has a track record of working together to creatively finance forward-looking transportation investments that address the needs of both the present and the future, and of combining smart investment with policy innovations that support good jobs, livable communities and a sustainable environment; and

WHEREAS, a combination of locational advantages, careful planning and strategic investments supported by local, regional, state and federal resources and partnerships has helped to make this region globally competitive, the economic engine of the state of Oregon and an example to the nation; and

WHEREAS, the Climate Smart Communities Scenarios Project has demonstrated that with an increase in transportation funding for all modes, this region can accomplish its many goals for economic prosperity, livability, social equity and environmental protection while reducing per capita greenhouse gas emissions from light-duty vehicles as directed by the Oregon Legislature; and

WHEREAS, the Climate Smart Strategy will be initially implemented through a short list of Climate Smart Actions for 2015 and 2016 related to transportation funding; and

WHEREAS, the region has cooperatively participated with the Oregon Transportation Forum to develop a broad base of statewide support for a legislative transportation funding package that addresses all modes to support the movement of people and freight; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) has recommended adoption of this resolution at their meeting on January 8, 2015; now therefore

BE IT RESOLVED:

1. That the Metro Council and JPACT adopt the following principles to guide the region's approach to transportation issues in the 2015 legislative session:
 - Jobs and Economic Prosperity: The regional and local governments and agencies of the Portland metropolitan region are committed to partnering with others to support economic prosperity through the maintenance, improvement and efficient operation of a robust transportation system.
 - Regional and Local Plans: The regional and local governments and agencies of the Portland metropolitan region are committed to taking the strategic actions needed to implement regional and local plans, including reduction of greenhouse gas emissions from light-duty vehicles.

- Support Multi-Modal Investment: The regional and local governments and agencies of the Portland metropolitan region support adoption by the 2015 Oregon Legislature of a funding package designed to address the needs of all modes of transportation for both people and freight.
 - Stable and Reliable Funding: The need to improve and efficiently operate and maintain a multi-modal transportation system requires establishment of funding mechanisms that provide a reliable and stable on-going revenue source and the legislative package should support that objective.
 - Preserve and Expand Local Options: The transportation challenge will require innovative policy and new funding commitments at all levels of government, including additional local funding to repair and maintain existing transportation facilities. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority; avoid enacting new limitations or pre-emptions; and explore new structures and authorities that give local governments the flexibility to build, operate and fund transportation systems that support prosperity, livability and sustainability.
2. That the Metro Council and JPACT endorse transportation funding and policy priorities for the 2015 legislative session as reflected in Exhibit A to this Resolution.
 3. That the Metro Council and JPACT endorse the Oregon Transportation Forum Transportation Funding and Policy Package adopted November 6, 2014 as reflected in Exhibit B to this Resolution.

ADOPTED by the Metro Council this [insert date] day of January, 2015.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

**2015 Regional Transportation Agenda:
Recommendations**

A transportation funding package should be implemented based upon the following principles:

- **Fix It First**
- **Invest in the Future**
- **Implement an All-Modes Approach**
- **Implement a Programmatic Approach**
- **Preserve Local Options**

The elements of the 2015 legislative funding package endorsed by the Portland metropolitan region are as follows:

1. **City/County/State “Fix-It” Program (“catch up and keep up”):** Increase highway trust fund revenues to catch up with needed maintenance, operations and preservation on the city/county/state road system, and index the resource to avoid future losses of revenue.
2. **State and Regional “Enhance” Program:** ODOT consolidated their various road and non-road categories of funds intended for modernization of the multi-modal transportation system into a combined “Enhance” program to facilitate the selection of priority projects most important to each region regardless of mode. Expand the ODOT “Enhance” Program and establish a complementary Regional/Local “Enhance” Program.
3. **Orphan Highway Program:** Establish a pilot funding program to facilitate the transfer of roads between ODOT and local governments to align responsibility with authority.
4. **Elderly and Disabled Transit Service:** Provide funding for transit services to elderly and disabled persons statewide.
5. **Connect Oregon VI:** Support a sixth round of Connect Oregon funding for non-road multi-modal transportation projects.
6. **Youth Transit Service:** Provide grant funding to support improved transit service to meet youth’s transportation needs and provide free or reduced transit fares to youth.
7. **AMTRAK Cascades Passenger Rail Service:** Provide funds to operate the AMTRAK Cascades service between Eugene, Albany/Corvallis, Salem, Oregon City, and Portland to Washington State and Vancouver, B.C.
8. **10-year multi-modal strategic transportation needs assessment:** Develop a 10-year, multi-modal, statewide strategic transportation needs assessment to provide the basis for future legislative funding proposals.

***OREGON TRANSPORTATION FORUM DRAFT
TRANSPORTATION FUNDING AND POLICY PACKAGE
Adopted at the November 6, 2014 Annual Membership Meeting***

Oregon's roads are crumbling. Freight movement faces serious bottlenecks. Many bridges need reinforcement to withstand earthquakes. Our public transit agencies are unable to keep up with demand for service. Some rural communities do not have easy access to essential services. Many Oregonians are unable to safely walk or bicycle in their neighborhoods. Past transportation decisions have failed to adequately consider impacts on public health and the environment. Federal funding is more and more tenuous, and instead of financing new projects, a large portion of current funds must pay off earlier investments.

While transportation is not an end in itself, a safe and reliable transportation system provides a critical foundation for our prosperity and quality of life. It is our responsibility to invest in a better transportation system, immediately and over the long run, to ensure the health and economic wellbeing of our state's residents and communities.

It is for these reasons that the following proposal is being considered.

GOALS OF THE PROPOSAL

- Put Oregonians to work creating cutting-edge multimodal transportation networks to connect people to jobs, attract new talent, and compete on a global scale.
- Address costly and time-consuming bottlenecks and improve connections to ports and freight yards to better serve agriculture, forestry, manufacturing and other key Oregon industries.
- To keep goods and people moving safely and reliably, maintain the transportation system in a state of good repair and increase its resiliency to natural disasters.
- Improve public health and air quality by making our neighborhoods walkable and bikeable and improving access to transit.
- Serve all Oregonians in every part of the state without regard to age, race, disability, or income.
- Reduce transportation-related pollution, preserve our natural environment, and make our transportation system more resilient to the impacts of climate change.

PRINCIPLES

- **FUND ALL MODES:** There is an urgent need to provide adequate funding for all transportation modes that move passengers and freight to improve the safety and reliability of the system and to support economic prosperity, community livability, and environmental quality.

- **FIX IT FIRST:** The State of Oregon’s first priority should be to maintain, rehabilitate and operate existing transportation facilities before building new ones.
- **PROVIDE RELIABLE FUNDING:** Stable and predictable revenues are critical to support ongoing road operations and maintenance as well as transit service enhancements.
- **SHARE COSTS FAIRLY:** The State of Oregon should raise revenue from system users, as appropriate, based on the benefits they derive or the costs they impose on the system.
- **PRESERVE LOCAL OPTIONS:** Addressing our transportation needs will require new funding at all levels of government. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions.

PACKAGE FUNDING AND POLICY ELEMENTS OF THE PACKAGE

HIGHWAY

- **Prevent loss of highway fund revenue by indexing gas taxes to increases in fuel efficiency of the automobile fleet.**

Comments: This form of indexing acts as a stop-gap measure to prevent further erosion of automobile taxes due to increased fuel efficiency of the fleet until a road user charge can be fully implemented. It does not address the issue of some vehicles that do not pay the fuels tax (e.g. electric vehicles), and it does not impact truck taxes as the indexing will only prevent reduction of revenue owed by automobiles as a class under the cost responsibility requirement of the constitution. Increased revenues from indexing for fuel efficiency would be spent to stabilize revenues available for maintenance and operations.

- **Highway Maintenance and Preservation (“Fix-It”) Tax Increase \$ _____**

Comments: This proposal is intended to address the ongoing cost of maintaining the existing highway system and preventing increased costs caused by postponing maintenance efforts. Any revenue proposal by reference will include provisions for taxation that maintain heavy/light vehicle cost responsibility.

- **Highway Modernization (“Enhance”) Tax Increase \$ _____**

Comments: This proposal will help to resolve costly and time-consuming bottlenecks and improve connections to ports and freight yards to better serve agriculture, forestry,

manufacturing and other key Oregon industries as well as reduce congestion for those travelling to and from their place of employment.

- **Address “orphan highways” and freight corridors by adopting a 1-cent gas tax for a pilot program to facilitate the transfer of road miles between ODOT and local governments to better align ownership and responsibility with state vs. local interests.**

Comments: Jurisdiction over segments of roadway could be more efficiently and appropriately aligned so that those affected by the roadway have decision making authority over it. The State should transfer “orphan highways” – segments of state highway that function more like urban arterials to local governments. Local governments find themselves responsible for local roads and streets that have become statewide freight corridors in practice. Jurisdiction transfers can realign responsibility and authority. However, transfers are not frequent, mostly because of the inability of the receiving entity to pay for maintenance and enhancement of the transferred asset. This proposal seeks to eliminate that obstacle. It is anticipated that a program of this sort would be evaluated after ten years to determine whether it is still needed; if not, the revenue stream could be redirected to the general highway fund.

NON-HIGHWAY

- **Increase funds to enhance non-highway modal infrastructure by restoring the *Connect Oregon* multi-modal funding level to \$100 million in lottery bonds for the 2015-17 biennium. Funds would be used for grants and loans to support capital projects that involve one or more of the following modes of transportation: air; marine; freight rail; passenger rail; public transit; bicycle; and pedestrian.**

Comments: This is a short-term step to be taken while we progress toward the creation of a Multi-Modal Trust Fund analogous to the Highway Trust Fund, with dedicated revenues evenly split between passenger and freight investments.

- **Provide \$22.6 million per biennium for Cascades AMTRAK service.**

Comments: This proposal requests state general funds to cover the lost federal funds that were used to operate and maintain Oregon’s portion of the Cascades AMTRAK service. This amount is in addition to \$6.8 million from custom license plate revenue and \$3.16 million from gas taxes on lawn mowers and other non-road equipment.

- **Provide \$75 million per biennium of state funds to cover the cost of elderly and disabled transit service.**

Comments: This proposal is intended to provide stability to funding for elderly and disabled transit services and provide a nexus for transit related state planning efforts. The rationale is that the state already has significant responsibility for providing services to vulnerable populations. Most of the funding for those services come from the General Fund.

- **Provide up to \$20 million per biennium for Youth Transit Passes**

Comments: This proposal helps high-school-aged youth get to school, weekend and evening educational opportunities, extracurriculars and employment through better access to transit. Transit agencies can use the funds to support increased transit service that might be needed to transport youth quickly and dependably, as well as to provide free or reduced-cost transit passes for youth.

POLICY

- **Develop a 10-year multi-modal transportation needs assessment to establish and quantify the need to operate, maintain and improve the system on a consistent statewide basis. This will serve as the basis for funding proposals to be considered by future Legislatures.**

Comments: This proposal is intended to provide a thoughtful framework of clearly defined system needs and quantification of costs and benefits associated with such needs in such a way that allows policy makers to make informed future decisions about transportation funding.

- **Recommend that state transportation planning efforts (a) include findings regarding how each mode should best interconnect with other modes to maximize use of system resources and (b) evaluate the impact of the plans' findings on other transportation modes.**

Comments: This proposal attempts to alleviate siloing effect of modal planning so that it allows for a fuller consideration of modal connectivity in a systemic and holistic manner.

- **Direct ODOT to enter into agreements with other state agencies or local governments to share the costs of facilities and equipment, to the extent that the facilities and equipment meet the needs of both entities and provide efficiencies to taxpayers. ODOT shall attempt to develop one facility and/or equipment sharing project in each of the five ODOT Regions.**

Comments: This proposal provides direction to ODOT to look for those opportunities where co-locations of facilities and sharing of equipment can work well for both parties or for all parties. Co-location could reduce the overall cost of providing roadway maintenance and operations. Surplus facilities and equipment would be disposed of or repurposed.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 15- 4597, FOR THE PURPOSE OF ENDORISING REGIONAL POLICY AND FUNDING PRIORITIES FOR 2015 STATE TRANSPORTATION LEGISLATION

Date: January 8, 2015

Prepared by: Randy Tucker (xt. 1512)
Andy Cotugno (xt. 1763)

BACKGROUND

THE CASE FOR INVESTING IN TRANSPORTATION

There is a significant need for investment in improved transportation infrastructure to meet the region's goals for economic prosperity, livability and environmental sustainability. A brief overview of the need is as follows:

- The Portland metropolitan region is viewed as a livable, economically competitive and environmentally sustainable region and is therefore growing in population and jobs. To support this growth while maintaining the qualities that attract people and jobs to our region, investments in transportation infrastructure are essential.
- Growing congestion throughout the region limits the region's global economic competitiveness, increases the cost of doing business within the region, reduces access to freight and intermodal terminals serving global and national markets and reduces access to labor for businesses and to jobs for households.
- Implementing the region's adopted land use and transportation plans mitigate the impacts of congestion with an economic value by 2040 of \$684 million/year in increased business output or sales, \$403 million/year in increased business income (above their increased costs) and \$287 million/year in increased wages for the workers. These are the amounts associated with economic growth due to congestion relief above the level of growth expected otherwise. The return on these investments in just economic terms is greater than 1.7 to 1.
- Investing in transportation infrastructure within the Portland metropolitan region also improves the ability of businesses statewide to access global and national markets through the region's marine, air cargo, rail and truck terminals.
- The prized cohort of young, highly educated individuals places a high value on vibrant, livable communities with walkable and bikeable neighborhoods and downtowns and a range of transportation choices. These investments attract people who drive the creativity of the region's labor force and enhance the region's global competitiveness.
- Accommodating the region's growth consistent with adopted plans results in an efficient use of urban land thereby containing the cost of infrastructure expansion into a much larger urban area and preserving highly successful agricultural economies outside the urban growth boundary.

- Investing in transportation infrastructure not only mitigates growth in congestion, it also provides improved multi-modal transportation options for the public to access thereby providing another options to avoid congestion and reduce their cost of travel.
- Strategic investments in transportation infrastructure can make shovel-ready land available for business expansion.
- At the direction of the 2009 Jobs and Transportation Act, the region has completed the Climate Smart Communities Scenarios project and determined that the region’s adopted plans, if implemented, will exceed the state’s adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel, while also achieving a number of co-benefits. It also showed that a lack of investment in needed transportation infrastructure will result in falling short of the goal and other desired outcomes the region has been working to achieve.
- Implementation of the region’s adopted land use and transportation plans will help people live healthier lives and save businesses and households money by reducing public health care costs associated with fatal and severe injury crashes for all modes of travel and illness from air pollution and a lack of physical activity. The monetized value of reduced health care costs related to illness alone equates to \$100-125 million saved per year by 2035. Society values the lives saved through implementation of the Climate Smart Strategy at more than \$1 billion per year by 2035.
- There is a need to invest in the operation, maintenance, rehabilitation and seismic upgrade of existing infrastructure to avoid much higher costs due to failure at a later date. In particular, the state is vulnerable to a major seismic event which could lead to \$405 billion of economic losses during the following seven-year recovery period. Hardening of key state bridges and landslide areas would mitigate this impact and make recovery more feasible.
- ODOT forecasts that existing revenues will result in continued deterioration of bridge and pavement conditions on the state highway system and that an increased investment of \$100 million per year could avoid a cost of \$3.4 – 5.2 billion after 20 years of decreasing investment and worsening bridge and pavement conditions. Allowing bridges and pavements to fail costs 70 to 160 percent more than routine maintenance due to the need to completely replace the facility.

DEVELOPING THE OREGON TRANSPORTATION FORUM’S PROPOSAL

In consideration of this, the region encourages the 2015 Oregon Legislature to enact a comprehensive, “all modes” transportation funding package. Because of the statewide character of the transportation need and the widespread impact of transportation investment and disinvestment, the Portland region joined together to help form and support the Oregon Transportation Forum (OTF). The OTF was created as a broad-based coalition of public sector, private sector, and community organizations that are responsible for delivery of an effective transportation system or significantly impacted by its outcomes. Membership of the OTF is comprised of the following organizations:

<ul style="list-style-type: none"> • 1000 Friends of Oregon • AAA Oregon/Idaho • American Council of Engineering Companies • Associated General Contractors 	<ul style="list-style-type: none"> • Oregon Department of Transportation • Oregon Environmental Council • Oregon Public Ports Association • Oregon Refuse and Recycling Association • Oregon State Building & Construction
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<ul style="list-style-type: none"> • Associated Oregon Industries • Association of Oregon Counties • Bicycle Transportation Alliance • BNSF Railway • Business Oregon • City of Beaverton • City of Bend • City of Portland • City of Tigard • City of Wilsonville • Clackamas County • Coos Siskiyou Shippers Coalition • Lane Transit District • League of Oregon Cities • Metro • Oregon Concrete & Aggregate Producers Assoc. 	<ul style="list-style-type: none"> Trades Council • Oregon Transit Association • Oregon Travel Experience • Oregon Trucking Association • Oregon Vehicle Dealer Association • Portland Cement Association • Portland & Western Railroad • Port of Coos Bay • Port of Portland • State Street Solutions • Transportation for America Committee • Tri-Met • Upstream Public Health • Union Pacific Railroad • Washington County • Western States Petroleum Association
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KEY FEATURES OF THE OREGON TRANSPORTATION FORUM PACKAGE AND PRIORITY INTERESTS FOR THE PORTLAND REGION

The OTF package recommended for adoption by the 2015 Legislature is designed to be an “all modes” package to address the needs described above. The package includes proposals for “Fix-It” to maintain, operate, rehabilitate and seismically retrofit the existing system; proposals for “Enhance” to upgrade and improve the system in support of growth and economic development; and policies to more efficiently and strategically guide future investments. Unlike nearly every other state, Oregon cannot address its transportation needs by simply increasing the sales tax. Rather, due to the characteristics of Oregon’s tax system, the package is comprised of a series of targeted revenue increases supporting the highway trust fund for road-related purposes and allocation of general funds/lottery funds for targeted non-road purposes. Key features (which are described more fully in Attachment 1 to this Staff Report) are as follows:

1. **City/County/State “Fix-It” Program (“catch up and keep up”):** The region acknowledges and supports the principle of “Fix It First” and therefore supports an increase in highway trust fund revenues to support operations, maintenance, rehabilitation and seismic upgrades. This increased level of funding is needed by all road jurisdictions statewide from the smallest to the largest and therefore the region supports distribution through the historical 50/30/20 split between ODOT/Counties/Cities. Further, the region supports indexing of the taxes on light duty vehicles (cars and small trucks) for changes in the fuel efficiency of the fleet. However, the region also acknowledges that the state will never fully meet local maintenance needs and therefore continued pursuit of local sources will be essential.
2. **State and Regional “Enhance” Program:** In addition to taking care of what we have, the region urgently recognizes the need to invest in expansion and improvement of the transportation system to support growth and economic development. The Portland region is the economic engine of the state and the portal for goods and services produced statewide to access national and global markets. Lack of investment will result in negative impacts on economic prosperity, livability, environmental sustainability, health costs and climate. The region supports an increase in highway trust fund revenues to expand the ODOT “Enhance” Program and establish a complementary Regional/Local “Enhance” Program.

3. **Orphan Highway Program:** The region supports the creation of an “Orphan Highway Program” as a 10-year pilot to facilitate the alignment of ownership with function and to provide for improvement to key facilities that fall between the jurisdictional ownership cracks.
4. **Elderly and Disabled Transit Service:** To meet the region’s goals, especially related to greenhouse gas reductions to address climate change, there is an urgent need to increase transit operations funding to expand service. In addition, these costs are currently predominantly borne locally and the State of Oregon is amongst the lowest in the country for its contribution toward transit. The proposed increase in state funding for services to the elderly and disabled populations is closely related to other social service responsibilities of the state and would relieve local transit providers of this growing obligation. This would, in turn, free up local funding capacity to upgrade transit services throughout the region. Services to the elderly and disabled populations are needed throughout urban and rural Oregon and a state contribution is consistent with the state interest.
5. **Connect Oregon VI:** Connect Oregon is the non-road source to address the multi-modal improvement aspects of the “all modes” package. Connect Oregon I-V were awarded to non-road projects on a competitive basis throughout the state. Authorization at the historic level of \$100 million per biennium is important in recognition of the economic importance of these investments. Further refinement to the program is needed to better align the program to the five ODOT regions and to incorporate improvements for passenger rail facilities in addition to freight rail.
6. **Youth Transit Service:** Although youth passes are provided within the Portland Public School system (based upon a cost sharing arrangement between Portland Public Schools, the City of Portland and TriMet), youth access to transit elsewhere is very limited. This program would fill in for the canceled Business Energy Tax Credits (BETC) to provide grants to localities to improve the service needed for youth access to school and after school activities, including jobs, and/or to provide access to service with free or discounted passes. This would make it possible to provide benefits statewide beyond the limited area in Portland.
7. **AMTRAK Cascades Passenger Rail Service:** This would allow continuation of the existing AMTRAK Cascades service under a cost sharing arrangement with the State of Washington and the Province of British Columbia. Funding to continue this service is needed because of the decision of the federal government to no longer assume responsibility for these costs. The federal government will continue to fund and operate the long distance trains (i.e. Portland to Chicago and Seattle to San Diego) but not the regional trains (Eugene to Vancouver, BC). The current service level is an essential platform for future upgrades to service frequency, reliability and speed.
8. **10-year multi-modal strategic transportation needs assessment:** This would draw from existing plans to establish a consistent definition of needs and benefits for all aspects of the multi-modal transportation system regardless of service provider. The focus on a 10-year horizon is intended to produce a realistic proposal to fund improvements and operations that can be feasibly funded and delivered.

ANALYSIS/INFORMATION

1. **Known Opposition:** This resolution endorses increased taxes by the Oregon Legislature which always draws opposition.
2. **Legal Antecedents:** State funding toward transportation is established in state law and this proposal would also require state legislation.
3. **Anticipated Effects:** Adoption of the proposal by the 2015 Legislature would provide funds to implement multi-modal projects and transit service improvements called for in the Regional Transportation Plan.
4. **Budget Impacts:** Metro's budget includes the cost of a lobbyist and this resolution would establish transportation related legislation that the lobbyist would pursue.

RECOMMENDED ACTION

Recommend adoption of Resolution No. 15-4597

**2015 Regional Transportation Agenda:
Specific Recommendations**

A transportation funding package should be implemented based upon the following principles:

- **Fix It First:** First priority should be to take care of what we already have with sufficient resources targeted toward maintaining, operating, preserving and seismically upgrading the existing multi-modal transportation system. We must adequately fund the existing system in order to realize the benefits for which it was built and avoid the much higher cost at a later date of reconstruction due to deferred maintenance.
- **Invest in the Future:** Transportation investments are a key aspect of all of the region's plans and contribute significantly to meeting goals relating to enhancing livability and economic prosperity, effectively managing growth to maintain and improve vibrant communities while protecting farm and forest lands outside the urban growth boundary, and protecting and improving clean air and water, including reduction of greenhouse gases from light duty vehicles. In addition, the Portland region serves as a gateway for goods and serves throughout Oregon to access national and global markets.
- **Implement an "All Modes" approach to transportation funding:** A successful region depends upon a successful multi-modal transportation system and it is important to maintain and improve all parts of that system. As such, this 2015 legislative package should provide funding for all modes; implementation of one part of the package should not come at the expense of another part of the package.
- **Implement a Programmatic Approach:** The proposed 2015 legislative package is structured around tying certain funding sources to certain programmatic purposes, thereby facilitating on-going implementation consistent with these purposes into the future. Priority projects will be selected and implemented within each program.
- **Preserve Local Options:** The state is one partner, together with the federal government and regional and local governments and agencies, in funding the multi-modal transportation system. State resources are important to implement systems and services of state significance and to ensure a baseline system can be maintained and operated at the local level. In addition to state sources, a significant funding contribution has and will continue to come from regional and local governments and agencies. Accordingly, the Legislature should remove existing and avoid enacting new local funding limitations or pre-emptions.

The elements of the 2015 legislative funding package endorsed by the Portland metro region are as follows:

1. **City/County/State "Fix-It" Program ("catch up and keep up"):** Increase highway trust fund revenues to catch up with needed maintenance, operations and preservation on the city/county/state road system and index the resource to avoid future losses of revenue.
 - a. Increase auto and truck taxes and fees to be distributed 50% to ODOT for the state highway system, 30% to counties for county roads and 20% to cities for city streets.
 - b. Index the state highway trust fund revenue sources on light duty vehicles (autos and small trucks) to ensure they don't lose revenue due to the rapidly changing vehicle fleet of

5. Connect Oregon VI:

- a. Fund a sixth round of the Connect Oregon multi-modal capital program and restore the funding level to \$100 million in lottery bonds for the 2015-17 biennium.
- b. Provide for authorized uses of the funds for improvements to the air cargo, marine cargo and freight and passenger rail systems and person travel improvements to the transit, bike and pedestrian systems.
- c. Fund the highest priority projects while assuring a minimum target amount of 10% to each of five regions.
- d. Align the five regions with the ODOT region boundaries.
- e. Continue to investigate establishment of a multi-modal trust fund (comparable to the highway trust fund) with a dedicated funding source.
- f. Place a stronger priority on loans (rather than just grants) thereby incentivizing investment by others and establishing a revolving fund.

6. Youth Transit Service

- a. Provide \$20 million per biennium to create a grant program to fund improved transit service and free or reduced transit fares to youth in both rural and urban communities around the state.

7. AMTRAK Cascades Passenger Rail Service:

- a. Support stable statewide inter-city transit service by providing \$22.6 million for operating support of the AMTRAK Cascades service between Eugene, Albany/Corvallis, Salem, Oregon City, and Portland to Washington State and Vancouver, B.C.
- b. Commit to continued state funding beyond the 2015-17 biennium.

8. 10-year multi-modal strategic transportation needs assessment:

- a. Develop a 10-year multi-modal strategic transportation needs assessment to quantify needs vs. expected revenues to operate, maintain, preserve and improve the multi-modal system on a consistent statewide basis.
- b. Provide the basis for future transportation funding requests to the Legislature.

MPAC Worksheet

Agenda Item Title: Metro's 2015 State Legislative Agenda (Resolution 15-4602)

Presenter: Randy Tucker, Legislative Affairs Manager, Metro

Contact for this worksheet/presentation: randy.tucker@oregonmetro.gov; (503) 797-1512

Purpose/Objective

Provide information about the Metro Council's proposed agenda for the 2015 legislative session, which begins on February 2. The Metro Council plans to adopt its agenda on January 29.

Action Requested/Outcome

Information only; MPAC will be informed about the Metro Council's legislative agenda.

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

N/A

What packet material do you plan to include?

Resolution 15-4602

Materials following this page were distributed at the meeting.



Metro | Memo

Date: Monday, December 22, 2014
To: MPAC Members and Alternates
From: MPAC Nominating Committee
Subject: Proposed 2015 MPAC Officers

At the end of each year, MPAC appoints a nominating committee who is charged with the responsibility of nominating a Chair, 1st Vice Chair, and 2nd Vice Chair to serve as the following year's MPAC officers. At the November 12, 2014 MPAC meeting, Councilor Tim Clark, Mayor Doug Neeley, and Commissioner Marilyn McWilliams were chosen as this year's nominating committee.

The nominating committee has proposed the following nominations for the 2015 MPAC officers. These nominations may be reviewed and approved at the MPAC meeting in January of 2015.

Chair: Mayor Pete Truax, City of Forest Grove, Washington Co. Other Cities
1st Vice Chair: Councilor Tim Clark, City of Wood Village, Multnomah Co. Other Cities
2nd Vice Chair: Commissioner Martha Schrader, Clackamas County

Thank you,

Councilor Tim Clark, City of Wood Village
Mayor Doug Neeley, City of Oregon City
Commissioner Marilyn McWilliams, Tualatin Valley Water District

OREGON TRANSPORTATION FORUM

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Companies
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Associated Oregon Industries
Association of Oregon Counties
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City of Bend
City of Gresham
City of Portland
City of Tigard
City of Wilsonville
Clackamas County
Coos Siskiyou Shippers Coalition
Lane Transit District
League of Oregon Cities
Metro
Oregon Concrete & Aggregate
Producers Association
Oregon Dept. of Land
Conservation & Development
Oregon Dept. of Transportation
Oregon Environmental Council
Oregon Public Ports Association
Oregon Rail Users' League
Oregon Refuse & Recycling
Association
Oregon State Building &
Construction Trades Council
Oregon Transit Association
Oregon Travel Experience
Oregon Trucking Associations
Oregon Vehicle Dealers
Association
Portland Cement Association
Port of Coos Bay
Port of Portland
Ride Connection
State Street Solutions
Transportation for America
TriMet
Union Pacific Railroad
Upstream Public Health
Washington County
Western States Petroleum
Association



Keeping Oregon Moving

2015 Transportation Funding and Policy Recommendations

Oregon's transportation system is at a crossroads. Our roads are crumbling. Freight movement faces serious bottlenecks. Many bridges need reinforcement to withstand earthquakes. Our public transit agencies are unable to keep up with demand for service. Some rural communities do not have access to essential services. Many Oregonians are unable to safely walk or bicycle in their neighborhoods. Past transportation decisions have failed to adequately consider impacts on public health and the environment. Federal funding is more and more tenuous, and instead of financing new projects, a large portion of current funds must pay off earlier investments.

While transportation is not an end in itself, a safe and reliable transportation system provides a critical foundation for our prosperity and quality of life.

It is our responsibility to invest in a better transportation system, immediately and over the long run, to ensure the health and economic wellbeing of our state's residents and communities.

For these reasons, the Oregon Transportation Forum has adopted a position on legislation for the first time in its history. We respectfully offer the following proposal to the 2015 Oregon Legislature.



GOALS OF THE PROPOSAL

JOBS AND ECONOMIC PROSPERITY

- Put Oregonians to work creating cutting-edge multimodal transportation networks to connect people to jobs, attract new talent, and compete on a global scale.
- Address costly and time-consuming bottlenecks and improve connections to ports and freight yards to better serve agriculture, forestry, manufacturing and other key Oregon industries.

SAFETY AND RESILIENCY

- To keep goods and people moving safely and reliably, maintain the transportation system in a state of good repair and increase its resiliency to natural disasters.

LIVABLE COMMUNITIES

- Improve public health, air quality and community vitality by making our neighborhoods walkable and bikeable and improving access to transit.
- Serve all Oregonians in every part of the state without regard to age, race, disability, or income.

HEALTHY ENVIRONMENT

- Reduce transportation-related pollution, preserve our natural environment, and make our transportation system more resilient to the impacts of climate change.



PRINCIPLES

FUND ALL MODES: There is an urgent need to provide adequate funding for all transportation modes that move passengers and freight in order to improve the safety and reliability of the system and support economic prosperity, community livability, and environmental quality.

FIX IT FIRST: The State of Oregon's first priority should be to maintain, rehabilitate and operate existing transportation facilities before building new ones.

PROVIDE RELIABLE FUNDING: Stable and predictable revenues are critical to support ongoing road operations and maintenance as well as transit service enhancements.

SHARE COSTS FAIRLY: The State of Oregon should raise revenue from system users, as appropriate, based on the benefits they derive or the costs they impose on the system.

PRESERVE LOCAL OPTIONS: Addressing our transportation needs will require new funding at all levels of government. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions.

ELEMENTS OF THE PROPOSAL

	ROAD FUNDING	NON-ROAD FUNDING
<p>FIX-IT Safely operate and maintain the existing transportation system with improved reliability and efficiency.</p>	<ul style="list-style-type: none"> • Index the gas tax for fuel efficiency to avoid continued loss of revenue. • Increase revenues for road maintenance and operations. <ul style="list-style-type: none"> – Distribute to ODOT/Counties/Cities 50/30/20. 	<ul style="list-style-type: none"> • Provide \$22.6 million per biennium to continue operation of the Amtrak Cascades service between Eugene and Vancouver, BC. • Increase the state funding contribution to transit services for the elderly and disabled to \$75 million per year (currently approximately \$10 million per year). • Provide up to \$20 million per biennium of state general funds for a youth access to transit program.
<p>ENHANCE Upgrade the transportation system to meet goals for economic development and livability.</p>	<ul style="list-style-type: none"> • Increase the gas tax (with a corresponding increase in the weight-mile tax to maintain cost responsibility for trucks) for an expanded multi-modal “Enhance” program. • Increase the gas tax and weight-mile tax by 1 cent for a 10-year pilot “Orphan Highway” program to facilitate the transfer of road jurisdiction between ODOT and local governments. 	<ul style="list-style-type: none"> • Restore Connect Oregon funding to the \$100 million per biennium level.
<p>POLICY Implement policy/programs to improve the efficiency and effectiveness of transportation service delivery and the safety and sustainability of the transportation system.</p>	<ul style="list-style-type: none"> • Direct the development of a 10-year multi-modal strategic transportation needs assessment to serve as the basis for future funding proposals. • Recommend that state transportation planning efforts (a) include findings regarding how each mode should best interconnect with other modes to maximize use of system resources and (b) evaluate the impact of the plans’ findings on other transportation modes. • Direct ODOT to enter into agreements with local governments for the co-location of ODOT and local government road maintenance facilities, as appropriate. 	



OTF BOARD

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MOVING FORWARD TOGETHER

HOW THIS PROPOSAL WAS DEVELOPED

The mission of the Oregon Transportation Forum is to encourage full development, maintenance and integration of all transportation modes, including highway, pedestrian, bicycle, air, transit, marine and rail, for the safe and efficient movement of people and products. Membership includes a broad range of public and private interests who advocate before the Oregon Legislature on transportation matters.

Early in 2014, with the support of the chairs of the House and Senate transportation committees, the OTF convened a year-long process to develop an all-modes transportation funding and policy proposal for consideration by the 2015 Legislature. While the OTF is a membership organization, this process was open to all, not just OTF members. Key legislators remained involved throughout the process.

Over the course of 2014, the OTF hosted several large general meetings, and specific proposals were developed by three subgroups:

- **Fix-it** (maintenance, preservation, operations – parallel to the Oregon Transportation Commission's Fix-it funding category)
- **Enhance** (modernization/system expansion – parallel to the OTC's Enhance funding category)
- **Innovation/Efficiency/Policy/Integration** (miscellaneous funding and policy issues)

At its annual meeting on November 6, 2014, the full membership of the OTF voted unanimously to support the proposal described in this brochure. This is the first time since the creation of the OTF in 2009 that its members have adopted an organizational position on legislation.

FOR MORE INFORMATION, contact:

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Oregon Transportation Forum

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**METRO COUNCIL LEGISLATIVE PRIORITIES
2015 Legislative Session**



TOP PRIORITY ITEMS

- **Transportation funding and policy:** Support passage of the comprehensive transportation funding and policy package recommended by the Oregon Transportation Forum to improve economic competitiveness, community livability, and environmental quality by addressing the needs of all modes of passenger and freight transportation.
- **Urban growth management:** Ensure that the Legislature establishes the policy framework and process for local land use decisions and supports the authority of local governments, including Metro, to make specific decisions on local land use matters.
- **Willamette Falls Legacy Project:** Pursue allocation of funds to support development of facilities providing public access to Willamette Falls at the former Blue Heron paper mill site in Oregon City.
- **Brownfield cleanup and redevelopment:** Support creation of policy and funding tools to facilitate brownfield redevelopment, including: recapitalization of Oregon's Brownfields Redevelopment Fund; local authority to create land banks and provide tax abatements; and establishment of a state brownfield cleanup tax credit.
- **Industrial site readiness:** Support allocation of funds to implement 2013 legislation which created state financial tools to help make land inside the urban growth boundary available for industrial development and job creation through infrastructure investment, brownfield cleanup, land aggregation, and other means.

OTHER ITEMS

- **Toxics:** Support legislation requiring disclosure and removal of toxic chemicals in children's products.
- **Household hazardous waste:** Support legislation establishing a program based on producer responsibility and product stewardship principles to manage household hazardous waste.
- **Clean Fuels Program:** Support legislation lifting the sunset on Oregon's Clean Fuels Program.
- **DEQ materials management program:** Support updates to policy framework and funding structure to ensure successful implementation of DEQ's 2050 Vision for materials management.
- **Technical amendments to HB 4078 reserves map:** Support legislation to correct errors in location of urban and reserves boundaries in HB 4078 (2014).

- **Clean Car rebate:** Support legislation to spur increased use of electric and plug-in hybrid cars by providing a rebate to purchasers of zero-emission vehicles.
- **Vertical Housing Development Program:** Support legislation extending the sunset of this program, which authorizes local governments to provide tax abatements to encourage multi-story, mixed use commercial/residential development in specified zones.
- **Rehabilitation tax credit:** Support passage of a 25% state Rehabilitation Tax Credit (RTC) to restore and reuse historic commercial and apartment buildings.
- **Statement of economic interest:** Support legislation to eliminate a statutory oversight and require the Metro Auditor to file a statement of economic interest.

DRAFT



2015 MPAC Work Program

As of 1/28/15

Items in italics are tentative; bold denotes required items

<p><u>Wednesday, January 28, 2014</u></p> <ul style="list-style-type: none"> • Approval/election of 2015 Officers • Metro's 2015 State Legislative Agenda – <u>Information/discussion</u> (Randy Tucker) • Urban Growth Management Decision 2015 Timeline – <u>Information/discussion</u> (John Williams) • Discussion of 2015 MPAC Work Program – <u>Discussion</u> (John Williams) • Resolution No. 15-4597: Endorsing Regional Policy & Funding Priorities for 2015 State Transportation Legislation – <u>Recommendation to Metro Council</u> (Andy Cotugno) 	<p><u>Wednesday, February 11, 2015</u></p> <ul style="list-style-type: none"> • <i>2015 Urban Growth Management Decision: Overview of recent development trends and plans around the region</i> • <i>Community Planning and Development Grant Administrative Rules - <u>Information/Discussion</u> (45 minutes, Gerry Uba/John Williams)</i> • <i>Update on Climate Smart Communities submittal to Land Conservation and Development Commission (15 minutes, Kim Ellis/John Williams)</i>
<p><u>Wednesday, February 25, 2015</u></p> <ul style="list-style-type: none"> • <i>2015 Solid Waste Roadmap Work Plan – <u>Information/Discussion</u> (40 min, Tom Chaimov/Paul Slyman)</i> • <i>2015 Urban Growth Management Decision: Briefing on Portland Comprehensive Plan update – <u>Information/Discussion</u> (40 minutes, City of Portland TBD)</i> • <i>Community Planning and Development Grant Administrative Rules - <u>Recommendation to Metro COO and Council</u> (30 minutes, Gerry Uba/John Williams)</i> 	<p><u>Wednesday, March 11, 2015</u></p> <p><i>May be cancelled due to National League of Cities Congressional City Conference in Washington D.C (March 7th – 11th)</i></p>
<p><u>Wednesday, March 25, 2015</u></p> <ul style="list-style-type: none"> • <i>2015 Urban Growth Management Decision: Residential preferences & needs - <u>Information/Discussion</u> (John Williams/Ted Reid)</i> <ul style="list-style-type: none"> ○ <i>Additional analysis of preference study results and home sales prices</i> ○ <i>Balancing residential preference with other considerations</i> • <i>Draft 2018 Regional Transportation Plan work program - <u>Information/Discussion</u> (Kim Ellis)</i> 	<p><u>Wednesday, April 8, 2015</u></p> <ul style="list-style-type: none"> • <i>2015 Urban Growth Management Decision - <u>Information/Discussion</u> (John Williams/Ted Reid)</i> <ul style="list-style-type: none"> ○ <i>Preliminary analysis of UGB candidate areas</i> ○ <i>Status of new urban areas added to UGB from 1998 onward</i> ○ <i>Damascus update</i> • <i>Community Planning and Development Grants timeline update – <u>Information/Discussion</u> (Gerry Uba)</i>

<p><u>Wednesday, April 22, 2015</u></p> <ul style="list-style-type: none"> ▪ <i>Metro Enterprising Places program - <u>Information/Discussion</u></i> • <i>Powell-Division Corridor project - <u>Information/Discussion</u></i> 	<p><u>Wednesday, May 13, 2015</u></p> <ul style="list-style-type: none"> • <i>2015 Urban Growth Management Decision: <u>Development in Portland – Discussion and tour?</u></i>
<p><u>Wednesday, May 27, 2015</u></p> <ul style="list-style-type: none"> ▪ <i>2015 Urban Growth Management Decision: <u>Important investments for successful housing & community development in downtowns and main streets – Discussion (John Williams/Ted Reid)</u></i> 	<p><u>Wednesday, June 10, 2015</u></p> <ul style="list-style-type: none"> • <i>2015 Urban Growth Management Decision: <u>Community planning activities updates and tours, of Wilsonville and Sherwood including updates on concept planning work</u></i>
<p><u>Wednesday, June 24, 2015</u></p> <ul style="list-style-type: none"> ▪ <i>2015 Urban Growth Management Decision: <ul style="list-style-type: none"> ○ <i>Regional housing needs and tools to address, including urban growth boundary expansion - <u>Discussion of what regional housing needs are not addressed by lands within the current UGB and existing plan (John Williams/Ted Reid)</u></i> </i> 	<p><u>Wednesday, July 8, 2015</u></p> <ul style="list-style-type: none"> • <i>Possible Tour Date, if desired by MPAC</i>
<p><u>Wednesday, July 22, 2015</u></p> <ul style="list-style-type: none"> • <i>Possible Tour Date, if desired by MPAC</i> 	<p><u>Wednesday, August 12, 2015</u></p> <ul style="list-style-type: none"> • <i>Community Planning and Development Grants update – <u>Information/Discussion (Gerry Uba)</u></i>
<p><u>Wednesday, August 26, 2015</u></p> <p><i>Proposed for cancellation – Metro Council summer recess</i></p>	<p><u>Wednesday, September 9, 2015</u></p> <ul style="list-style-type: none"> • <i>2015 Urban Growth Management Decision: <u>Metro Chief Operating Officer Recommendation to Council - Information/Discussion (John Williams/Ted Reid)</u></i>
<p><u>Wednesday, September 23, 2015</u></p> <ul style="list-style-type: none"> • <i>2015 Urban Growth Management Decision: <ul style="list-style-type: none"> ○ <i>How much household and job growth should the region plan for within the range forecast? - <u>Discussion leading to November recommendation to Metro Council (John Williams/Ted Reid)</u></i> ○ <i>New policy or efficiency measures to ensure best utilization of lands currently within the UGB - <u>Discussion leading to November recommendation to Metro Council (John Williams/Ted Reid)</u></i> </i> 	<p><u>Wednesday, October 14, 2015</u></p> <ul style="list-style-type: none"> • <i>2015 Urban Growth Management Decision: <u>Is there a regional need for a UGB expansion in 2015? What are the regional housing needs not otherwise addressed by existing lands and plans? - Discussion leading to November recommendation to Metro Council (John Williams/Ted Reid)</u></i>

<p><u>Wednesday, October 28, 2015</u></p> <ul style="list-style-type: none"> • 2015 Urban Growth Management Decision: <ul style="list-style-type: none"> ○ <i>If there is a regional need for additional lands within the UGB, which areas best satisfy that need, satisfy the locational requirements of state law and lead to achievement of the region's adopted six desired outcomes? - Discussion leading to November recommendation to Metro Council (John Williams/Ted Reid)</i> 	<p><u>Wednesday, November 11, 2015</u></p> <ul style="list-style-type: none"> • 2015 Urban Growth Management Decision: <u>Recommendation to Metro Council including recommendations on:</u> <ul style="list-style-type: none"> ○ <i>Adoption of final Urban Growth Report, including point in the range forecast</i> ○ <i>Adoption of new policy/efficiency measures, if any</i> ○ <i>Adoption of UGB expansions, if any</i>
<p><u>Wednesday, November 25, 2015</u></p> <p><i>Proposed for cancellation - Thanksgiving</i></p>	<p><u>Wednesday, December 9, 2015</u></p>
<p><u>Wednesday, December 23, 2015</u></p> <p><i>Proposed for cancellation – Metro Council Winter Break</i></p>	

Parking Lot:

- Presentation on health & land use featuring local projects from around the region
- Affordable Housing opportunities, tools and strategies
- Greater Portland, Inc. update
- "Unsettling Profiles" presentation by Coalition of Communities of Color

MPAC Worksheet

Agenda Item Title: 2015 growth management decision: topics and timelines in 2015

Presenter: John Williams, Deputy Director, Metro Planning and Development Department

Contact for this worksheet/presentation: John Williams, john.williams@oregonmetro.gov, 503-797-1635

Council Liaison Sponsor: none

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

Information _____
Update x
Discussion x
Action _____

MPAC Target Meeting Date: January 28, 2015

Amount of time needed for:

Presentation 20

Discussion 10

Purpose/Objective:

Provide MPAC with an overview of MPAC's and Council's tentative¹ discussion topics that will lead to the Council making an urban growth management decision in late 2015.

Action Requested/Outcome:

No MPAC action requested at this time.

Background and context:

Metro plays a key role in guiding the development of the Portland metropolitan region by striking a balance between the preservation of the farms and forest that surround the Portland region, revitalizing existing downtowns, main streets and employment areas, and ensuring there is land available for new development on the edge of the region when it is needed. Many regional and local 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. The draft Urban Growth Report (UGR), released by staff in July, provides the Council and others with an opportunity to review challenges and opportunities associated with implementing regional and local plans. A core element of the UGR is to assess whether the urban growth boundary (UGB) has enough space for housing and job growth.

¹ The timeline is described as tentative since some of the discussions may involve the participation of Metro's partners whose availability is not yet known.

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

On MPAC's unanimous recommendation, the Council accepted the draft UGR on December 4, 2014 by Resolution No. 14-4582. In adopting the resolution and also on MPAC's advice, the Council identified a number of topics that it wishes to discuss in 2015, leading to its growth management decision in December 2015. At the work session, staff will describe the tentative sequence of discussions that will occur in 2015.

What packet material do you plan to include?

2015 urban growth management decision work program summary

What is the schedule for future consideration of item?

January 2015

- Review proposed timeline and topics leading to 2015 growth management decision.
- Agree on which items are topics of general ongoing interest vs. questions that need to be resolved for the Council's 2015 urban growth management decision. In the list of topics below, staff has proposed whether a topic is of ongoing interest or needing resolution in 2015.

February 2015

- Briefing on Portland comprehensive plan update (topic of ongoing interest)
- Overview of recent development trends and plans around the region, e.g., Hillsboro, Gresham, Beaverton, Wilsonville (topic of ongoing interest and to be included in calendar throughout year)

March 2015

- Residential preferences and needs:
 - Additional analysis of preference study results and data on home sales prices (topic of ongoing interest)
 - How to balance residential preferences with other considerations such as affordability, infrastructure costs, governance, and carbon reductions (topic of ongoing interest)

April 2015

- How much 20-year growth capacity should be counted in Damascus? (needs resolution in 2015)
- Preliminary analysis of UGB candidate areas. Which urban reserves best meet the state "urbanization factors?" (needs resolution if a UGB expansion is warranted)
- Status of new urban areas added to the UGB 1998 onward (topic of ongoing interest)

May 2015

- Continued discussion of development in Portland, possibly including tour (topic of ongoing interest)
- What investments are needed to support housing and community development in downtowns and main streets? (topic of ongoing interest)

June 2015

- Wilsonville's community planning activities and the concept plan for the Advance Rd. urban reserve area. (topic of ongoing interest and in need of resolution in 2015 if a UGB expansion is needed)
- Sherwood's community planning activities and the concept plan for the W. Sherwood urban reserve area (topic of ongoing interest and in need of resolution in 2015 if a UGB expansion is needed)
- Is there a regional need for a UGB expansion in 2015? What are the regional housing needs that are not otherwise addressed by existing lands and plans? (needs resolution)

September 2015

- Chief Operating Officer recommendation to Council on its growth management decision, including a regional progress report (milestone)

October 2015

- How much household and job growth should the region plan for within the range forecast? (needs resolution)

November 2015

MPAC recommendation to Metro Council on growth management decision (milestone)

December 2015

Metro Council growth management decision (milestone):

- a. Adopt final UGR, including adoption of a point in the range forecast
- b. Adopt efficiency measures and UGB expansions, if needed
- c. Direct staff to develop legal findings (including updating Housing Needs Analysis to reflect point forecast)

Early 2016

Submit growth management decision record to Oregon Department of Land Conservation and Development for review.

Metro hotsheet

Project updates
January 2015

Parks and nature

Metro's parks and natural areas preserve more than 14,000 acres of our region for recreational enjoyment and environmental protection. Supported through voter-approved bond measures and a 2013 property tax levy, Metro's parks and natural areas attract hundreds of thousands of visitors from around our region.

Willamette Falls Legacy Project: New agreements with site owner George Heidgerken and Portland General Electric have secured public access to Willamette Falls. The agreements allow Metro and its partners – Oregon City, Clackamas County and the State of Oregon and its Regional Solutions team – to continue moving forward with plans for a public riverwalk along the Willamette River at the former Blue Heron paper mill site in downtown Oregon City. By drawing people to Willamette Falls, the riverwalk will spur private development to transform the site into a scenic destination and a vibrant neighborhood of homes, shops, businesses and perhaps even a hotel or light industry. For more information, contact Kathryn Krygier, 503-797-1732

Planting season: A potentially record-setting planting season is in the works with 524,000 bareroot plants set to go into the ground this winter at 37 sites. The champion is Smith and Bybee Wetlands Natural Area with 105,000 plants. This year's total surpasses last year's total of 433,800 plants. For more information, contact Jonathan Soll, 503-797-1727.

Land and transportation

Working together, our region can reduce traffic, improve our economy and maintain the qualities that make this region a great place. Metro works with 25 cities and 3 counties to protect local community values and preserve our region's farms and forests.

Growth Management Decision: Following the Metro Council's unanimous acceptance of the Urban Growth Report in December, long range planning staff and councilors are continuing with discussions with MPAC, local partners and other stakeholders about key issues that will help the region make a 2015 growth management decision. For more information, contact Ted Reid, 503-797-1768.

Following the unanimous adoption of the **Climate Smart Strategy** by the Metro Council on Dec. 18, the region will begin working with local partners to pursue the shared short-term priorities included in the strategy, including seeking additional transportation funding from the Oregon Legislature, advancing infrastructure projects with a high emission reduction potential, and supporting cleaner and more efficient fuel technologies. For more information, contact Kim Ellis, 503-797-1617.

The **Powell-Division Transit and Development Project** will hold the inaugural meeting of its Safety and Security workgroup on Jan. 12. The conversation is an opportunity for anyone interested in safer walking and bicycling, as well as security, on the new bus rapid transit line to share concerns and ideas for the corridor from Portland to Gresham. For more information, contact Brian Monberg, 503-797-1621.

The **Southwest Corridor Plan** is beginning an 18-month focus on local priorities, following the recommendation of the project steering committee at its Dec. 8 meeting. In January, the project team will begin focusing on South Portland, talking about possible high capacity transit, local transit and roadway, bicycle and pedestrian improvements. For more information, contact Noelle Dobson, 503-797-1745.

The Development Center launches a new **Enterprising Places** grant program in January. The program provides grants in 22 emerging main streets and commercial districts around the region. Two kinds of grants are available: storefront improvement grants and district transformation grants. For more information, contact Lisa Miles, 503-797-1877.

The **Oregon Brownfields Coalition**, which Metro has helped convene, anticipates the release of a statewide report on brownfields in January. This will precede the legislation in the 2015 Oregon Legislature aimed at supporting redevelopment of these polluted sites. For more information, contact Brian Harper, 503-797-1833.

Metro's **Equity Strategy** program will deliver a final Equity Framework Report to the Equity Strategy Advisory Committee on Jan. 26. The report serves as an instrument for Metro to organize its efforts to track regional equity and is a foundational piece in building an Equity Strategy and Action Plan for Metro later in 2015. For more information, contact Pietro Ferrari, 503-797-1917.

Visitor venues

Metro's visitor venues: The Oregon Zoo, the Oregon Convention Center, the Expo Center and Portland's Centers for the Arts, support the livability of our region and promote economic development and tourism.

The **Oregon Zoo** tested its new pool for pachyderms in December. The 160,000-gallon swimming hole in the new Elephant Lands exhibit is more than 80 feet wide, and is deep enough that an elephant can submerge itself completely if it wants. For more information, contact Stephanie Cameron at 503-220-2447 x5447.