

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, Jan. 8, 2014
Time: 5 to 7 p.m.
Place: Metro, Council Chamber

- | | | | |
|----------------|------------|--|---|
| 5 PM | 1. | <u>CALL TO ORDER</u> | Jody Carson, Chair |
| 5:02 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Jody Carson, Chair |
| 5:05 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:08 PM | 4. | <u>COUNCIL UPDATE</u> | |
| 5:12 PM | 5. | <u>CONSENT AGENDA</u> | |
| | * | <ul style="list-style-type: none">• Consideration of the Dec. 11, 2013 Minutes | |
| | * | <ul style="list-style-type: none">• MTAC Nominations for MPAC Consideration | |
| 5:15 PM | 7. | Growth Management Decision: Current economic conditions and their possible implications for the 20-year regional population and employment growth forecast – <u>INFORMATION/DISCUSSION</u> <ul style="list-style-type: none">• <i>Outcome:</i> MPAC members have an increased understanding of current economic conditions, positioning them to eventually provide the Metro Council with policy advice related to the 2014 urban growth report and 2015 growth management decision. | Ted Reid, Metro
Dennis Yee, Metro
John Williams, Metro
Christian Kaylor, Worksource
Oregon |
| 6 PM | 8. | * Climate Smart Communities Scenarios Project: First Look at Results (Part 3) and discussion of shaping the preferred approach in 2014 – <u>INFORMATION / DISCUSSION</u> <ul style="list-style-type: none">• <i>Outcome:</i> MPAC provides input on the process for developing the preferred approach in 2014. | Kim Ellis, Metro |
| 6:45 PM | 10. | <u>MPAC MEMBER COMMUNICATION</u> | |

Continued on back...

6:50 PM 11. ADJOURN

Jody Carson, Chair

Upcoming MPAC Meetings:

- Wednesday, Jan. 22 from 5 to 7 p.m. at the Metro Regional Center, Council Chamber.
- Wednesday, Feb. 12 from 5 to 7 p.m. at the Metro Regional Center, Council Chamber.

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

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

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2014 MPAC Tentative Agendas

As of 12/18/13

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

MPAC Meeting

Wednesday, Jan. 8, 2014

- Growth Management Decision: Current economic conditions and their possible implications for the 20-year regional population and employment growth forecast – Information/discussion
- Climate Smart Communities Scenarios Project: First Look at Results (Part 3) and discussion of proposed process for shaping preferred approach in 2014– Information / discussion

MPAC Meeting

Wednesday, Jan. 22, 2014

- Review 2014 MPAC work program and possible meeting topics – Discussion
- *2014 Regional Transportation Plan process update / share draft project list – Information*
- *Introduction to Construction Excise Tax potential renewal – Information*
- *Climate Smart Communities Local Case Studies - Information (5-10 min. presentation of four 2012 case studies by local officials)*
 - *Hillsboro electric vehicle and system management efforts*
 - *Beaverton downtown efforts*
 - *Wilsonville transit and active transportation efforts*
 - *Rockwood community efforts*
- Powell-Division project approach and steering committee roster – Seek MPAC input

<p>MPAC Meeting Wednesday, Feb. 12, 2014</p> <ul style="list-style-type: none"> • Growth Management Decision: Comparison of past regional population and employment forecasts with actual growth – Information/discussion • <i>Climate Smart Communities Scenarios Project: Discuss roadmap and policy areas to be the focus of regional discussion in 2014 – Confirm process for shaping preferred approach</i> • <i>Climate Smart Communities Scenarios Project – Review recent opinion research compiled by DHM and suggest policy areas for upcoming telephone survey – Adam Davis - Information/Discussion</i> • <i>Letter of Support to Congressman Blumenauer for Introducing HR 3636: The UPDATE Act – MPAC Endorsement of letter of support and MPAC members sign-on to the letter.</i> 	<p>MPAC Meeting Wednesday, Feb. 26, 2014</p> <ul style="list-style-type: none"> • <i>Metro Equity Strategy Program overview – Information/ discussion</i> • <i>Statewide Transportation Strategy Vision and Short-Term Implementation Plan – Information</i> • <i>Land Conservation and Development Commission strategic plan – Information</i> • <i>Climate Smart Communities Local Case Studies - Information on community-based transit solutions</i> <ul style="list-style-type: none"> ○ <i>Forest Grove – GroveLink</i> ○ <i>Tualatin</i> ○ <i>Lake Oswego</i> ○ <i>TriMet Service Enhancement Plans</i>
<p>MPAC Meeting Wednesday, March 26, 2014</p> <ul style="list-style-type: none"> • <i>Growth Management Decision: Preliminary 20-year range forecast for regional population and employment growth – Information</i> • <i>Preview of public review draft Regional Transportation Plan and preliminary air quality results – Information</i> • <i>Climate Smart Communities Scenarios Project – HOLD Policy area discussion #1 – Information/Discussion</i> 	<p>MPAC Meeting Wednesday, April 9, 2014</p> <ul style="list-style-type: none"> • <i>Streetcar Evaluation Methods Project: Discuss preliminary results of FTA funded research project focused on developing tools to better understand economic impacts of streetcar investments – Seek MPAC input on next steps in work program</i> <p>HOLD: Early April: Joint MPAC/JPACT Meeting</p>
<p>MPAC Meeting Wednesday, April 23, 2014</p> <ul style="list-style-type: none"> • <i>Solid Waste Community Enhancement Program Improvements – Information</i> <p>FYI: April 21 – 22, Oregon Active Transportation Summit, Portland, OR</p>	<p>MPAC Meeting Wednesday, May 14, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios: Preview of draft public engagement report and emerging ideas for draft preferred approach – Information and discussion</i> • <i>Preliminary approval of the 2014 RTP pending air quality conformity determination and public comment period</i> <p>HOLD: Mid-May: Joint MPAC/JPACT Meeting to Recommend Draft Preferred Approach</p>

<p><u>MPAC Meeting</u> Wednesday, May 28, 2014</p> <ul style="list-style-type: none"> • <i>Construction Excise Tax potential renewal – Discussion</i> 	<p><u>MPAC Meeting</u> Wednesday, June 11, 2014</p> <ul style="list-style-type: none"> • <i>Construction Excise Tax potential renewal – Recommendation to the Metro Council</i> • <i>Climate Smart Communities Scenarios: Preliminary approval of draft preferred approach, subject to final evaluation and public review – Recommendation to the Metro Council</i>
<p><u>MPAC Meeting</u> Wednesday, June 25, 2014</p> <ul style="list-style-type: none"> • <i>2014 RTP ordinance – Final recommendation to the Metro Council</i> 	<p><u>MPAC Meeting</u> Wednesday, July 9, 2014</p>
<p><u>MPAC Meeting</u> Wednesday, July 23, 2014</p> <ul style="list-style-type: none"> • <i>Growth Management Decision: Release Draft 2014 Urban Growth Report</i> 	<p><u>MPAC Meeting</u> Wednesday, August 13, 2014</p> <ul style="list-style-type: none"> • <u>Climate Smart Communities Scenarios Project: Discuss draft Regional Framework Plan amendments and draft short-term implementation recommendations</u>
<p><u>MPAC Meeting</u> Wednesday, Sept. 10, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios: Preview of public review draft preferred approach – Information</i> • <i>Growth Management Decision: Results of regional Residential Preference Survey</i> <p>FYI: A 45-day comment period is planned from Sept. 5 to Oct. 20, 2014 on the Climate Smart Communities public review draft preferred approach.</p> <p>HOLD: Sept./Oct.: Joint MPAC/JPACT Meeting</p>	<p><u>MPAC Meeting</u> Wednesday, Oct. 8, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios Project: Preview of potential refinements to draft preferred approach from public comments received – Discussion</i> • <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</i>
<p><u>MPAC Meeting</u> Wednesday, Oct. 22, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios Project: Continued discussion of potential refinements from public comments and recommended preferred scenario – Discussion</i> • <i>Growth Management Decision: Continued discussion and finalization of recommendation to Metro Council</i> 	<p><u>MPAC Meeting</u> Wednesday, Nov. 12, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios Project: Recommend Council adoption of recommended preferred scenario – Recommendation to the Metro Council</i> • <i>Growth Management Decision: Recommendation to Metro Council on whether Council should accept 2014 Urban Growth Report as basis for subsequent growth management decision - decision</i>
<p><u>MPAC Meeting</u> Wednesday, Dec. 10, 2014</p>	

Parking Lot:

- Apartments without parking
- 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
- Update on regional economic trends
- MPAC composition
- Dept. of Land Conservation and Development work program



METRO POLICY ADVISORY COMMITTEE
December 11, 2013
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Ruth Adkins
Jody Carson, *1st Vice Chair*
Sam Chase
Craig Dirksen
Andy Duyck
Jeff Gudman
Marilyn McWilliams
Wilda Parks
Craig Prosser
Loretta Smith, *Chair*
Bob Stacey
Peter Truax, *2nd Vice Chair*
William Wild

AFFILIATION

PPS, Governing Body of School Districts
City of West Linn, Clackamas Co. Other Cities
Metro Council
Metro Council
Washington County
City of Lake Oswego, Clackamas County, Largest City
Tualatin Valley Water District, Washington Co. Special Districts
Citizen, Clackamas Co. Citizen
TriMet
Multnomah County
Metro Council
City of Forest Grove, Washington Co. Other Cities
Oak Lodge Sanitary District, Clackamas Co. Special Districts

MEMBERS EXCUSED

Denny Doyle
Karylenn Echols
Bob Grover
Charlie Hales
Tom Imeson
Charlynn Newton
Jim Rue
Martha Schrader
Steve Stuart

AFFILIATION

City of Beaverton, Washington Co. 2nd Largest City
City of Gresham, Multnomah County, 2nd Largest City
Citizen, Washington Co. Citizen
City of Portland
Port of Portland
City of North Plains, City in Washington Co. Outside the UGB
Oregon Dept. of Land Conservation & Development
Clackamas County
Clark County

ALTERNATES PRESENT

Kathy Roth

AFFILIATION

City of Oregon City, Clackamas Co. 2nd Largest City

STAFF: Roger Alfred, Nick Christensen, Beth Cohen, Andy Cotugno, Kim Ellis, Mia Hart, Kelsey Newell, Jessica Rojas, Patty Unfred, Nikolai Ursin, Steve Wheeler, John Williams.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

MPAC Chair Loretta Smith called the meeting to order at 5:10 pm. Quorum declared at 5:15 p.m.

2. SELF INTRODUCTIONS & COMMUNICATIONS

All attendees introduced themselves.

3. CITIZEN COMMUNICATION ON NON-AGENDA ITEMS

There were no citizen communications on non-agenda items.

4. COUNCIL UPDATE

Councilor Sam Chase provided an update on the following items:

- Nature in Neighborhood Grants are due January 14th. Small grants up to \$25,000 and large grants up to \$100,000 will support partnerships that connect communities with nature. Local governments, councils, watershed districts and nonprofits are eligible.
- Metro and partners are continuing to negotiate with Mortenson Development and Hyatt to build a 600 room Convention Center Hotel.
- The Zoo Lights are open every day now through January 5th, with the exception of Christmas Eve and Christmas Day.
- Beaverton School District is requesting an Urban Growth Boundary amendment out of Metro's regular cycle for consideration. Council is scheduled to consider an application from the school district on Dec. 19th.

Chair Loretta Smith was presented with a certificate of appreciation and flowers for her service as MPAC Chair for 2013.

5. APPROVAL OF NOV. 11, 2013 MPAC MINUTES

MOTION: Ms. Marilyn McWilliams moved, Commissioner Jeff Gudman seconded to approve MPAC minutes from November 11, 2013.

ACTION: With all in favor, the motion passed.

5. HIGHLIGHTS FROM MPAC'S RECENT TOUR OF THE OREGON ZOO

Councilor Jody Carson shared some remarks on the Zoo tour. Councilor Carson commented on the time and resources necessary to plan such events, in consideration of next year's planned tours.

6. 2014 MPAC OFFICERS

The nominating committee nominated the following people to serve as officers for 2014: Jody Carson as Chair, Peter Truax as 1st Vice Chair and Tim Clark as 2nd Vice Chair.

MOTION: William Wild moved, Wilda Parks seconded.

ACTION: With all in favor, the motion passed.

7. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Councilor Craig Dirksen provided introductory comments on the Climate Smart Communities Preferred Scenarios. In 2009, the Oregon State Legislature mandated that the Portland metropolitan area reduce its greenhouse gas emissions for light occupancy vehicles by 20 percent below 2005 levels by 2035. The Climate Smart Communities Project will be a future topic throughout 2014 MPAC meetings. The project, set in three phases, is scheduled to meet the December 2014 deadline for Council adoption of a preferred scenario.

The final phase includes members input on shaping the preferred scenario from the test scenarios that have been presented in previous sessions. This portion of MPAC's agenda is a presentation of the cost analysis findings in regards to economic and social equity. Analysis revealed that existing plans would meet the emissions goals but required financing to implement all the land use and transportation plans that jurisdictions have identified. Councilor Dirksen emphasized working together to build a case for funding existed adopted plans, and to justify this need to the state and federal government.

Questions from local jurisdictions include:

- Will the Climate Smart Communities Preferred Scenarios force jurisdictions or agencies to prioritize carbon reduction efforts over projects that create jobs or address social equity?
- Is there a need for more detailed data on the most cost effective greenhouse gas reduction policies?

Councilor Dirksen confirmed that data is available to address these questions and will be following up on these topics as we continue.

Councilor Dirksen introduced Commissioner Jerry Lidz from the Land Conservation and Development Commission, liaison for the Climate Smart Communities Project. Commissioner Lidz addressed three areas (LCDC), will look for in their review of the region's adopted preferred scenario:

- (1) The region has followed the process set out in LCDC's administrative rules.
- (2) The region has confidence that the preferred scenario selected can be implemented and achieves the greenhouse gas emissions target.
- (3) Metro has received buy-in from local jurisdictions and can carry out the plans necessary to implement the preferred scenarios.

Councilor Dirksen welcomed Ms. Kim Ellis of Metro to make her presentation on this project.

Ms. Ellis discussed Metro's current status in this process, at Part 2, reporting the costs relative to economic and social outcomes. Recent actions taken include finalizing the Report on Emissions and Costs Relative to the Economic Outcomes. The timeline for shaping a preferred approach runs from January to May 2014, and will include discussing the choices and tradeoffs in shaping a draft preferred approach. Council will weigh the costs relative to health, social equity and fiscal outcomes and then recommend policy.

In May 2014 Metro Council will draft the approach. Beginning in June through August, there will be a first look at the preferred approach with staff finalizing an evaluation. In September to December 2014 there will be opportunity for public comment, followed by MPAC's final adoption of a preferred approach.

Ms. Ellis highlighted the following takeaways messages:

- Implementing the 2040 Growth Concept vision does make the goal meeting greenhouse gas target levels attainable.
- More work and input is needed to realize local and regional visions.
- Success is contingent on investment in community infrastructure.

Member comments include:

- How can we be sure that the preferred approach and the actions selected to reduce emissions in this approach use an equity lens when doing so? Metro staff responded that equity is part of the input the Council will be looking for when moving forward.
- Members inquired about the assumptions of how many households will have access to transit, whether this assumption includes future construction on the edges of the Urban Growth Boundary, such as properties that are permitted versus those still in the approval process. Metro staff clarified that the project assumes growth for all households into 2035.
- Members inquired about what kind of assurances are needed so local government can adopt a plan. Commissioner Lidz confirmed that all comments were at a high level and that no formal process is required.
- Members inquired about the focus on transit planning, and whether to consider different models that can connect with the suburbs. Much of the transit is focused in the Portland area and many of the jobs are on the fringe. Concern was expressed as to whether existing transit plans can accommodate connection with surrounding communities. Metro staff replied that Trimet is looking at tailoring more services to these outlying areas like Lake Oswego and Tualatin. Staff is receptive to how they can be more creative in areas without fixed route service. Craig Prosser of Trimet mentioned this has been a priority at Trimet, to look at the snapshot in time and make it current. Knowing that there is a commitment from local jurisdiction to implement these plans is big part.
- Metro staff commented that the preferred scenario will differ from the other plans due to certain scenarios that didn't include certain issues that were addressed later on.
- Members expressed concern on how MPAC could interpret flexibility of the UGB as it relates to the transportation, moving homes and jobs in the metro area. Metro staff referred to material in scenarios A & B. Jobs and households reflect local jurisdictions zoning and that assumptions about growth in jobs, zoning and infrastructure are in consideration of that growth.

(Presentation slides are included in the meeting record)

8. LETTER OF SUPPORT TO CONGRESSMAN BLUMENAUER

Mr. Andy Cotugno of Metro distributed two documents for MPAC's consideration. The first – in response to Mr. Wild's request at the November MPAC meeting – was a draft joint letter on behalf of MPAC, JPACT and the Metro Council to Congressman Earl Blumenauer expressing support for his proposed bill HR 3636, the Update Act. The Update Act, if approved, would increase the federal gas tax by 15 cents in the short term, index it to inflation, and then phase it out in favor of a more stable long term funding source by 2024. Given that the bill was only introduced on December 4th, Mr. Cotugno recommended that members take additional time to review the proposed bill and draft

letters of support with their local governments. He recommended that MPAC signatures wait to formally approve and send the letter until winter or spring 2014. Additionally, he noted that Metro staff is considering a possible joint MPAC/JPACT meeting in spring 2014, and stated that Congressman Blumenauer has expressed interest in addressing the committees in person on the proposed Update Act.

Secondly, Mr. Cotugno provided a copy of Resolution No. 13-4489 if approved, would endorse the region's position on federal transportation policy. The last federal transportation bill adopted, MAP-21, is set to expire in September 2014. Mr. Cotugno stated that the two-year bill is largely subsidized by the federal general fund due to the decreasing Highway Trust Fund. Given this, JPACT's position is largely focused on the importance of funding. JPACT is scheduled to consider and vote on the resolution at the December 12 meeting.

Member Comments include:

- Members commented on the feasibility of the gas tax being raised in our lifetime. Anything in the general fund is at risk of sequestration.

Mr. Cotugno responded that there are historical examples of the public responding to long overdue needs.

- Members expressed support for the congressman, as well as the need to dialogue with their councils.

9. MPAC MEMBER COMMUNICATION

- Mayor Truax requested time on an upcoming MPAC agenda for a presentation on the City of Forest Grove's local transit system, Grove Link. He also invited MPAC members to tour the system in summer 2014.
- Chair Andy Duyck gave an update on the Gainshare money that Washington County has received. Of the total received, \$5 million has been allocated to schools, \$3 million to bike and pedestrian projects, and \$250,000 has been allocated to the community housing fund.

10. ADJOURN

Chair Loretta Smith adjourned the meeting at 6:14 p.m.

Respectfully Submitted,



Jessica Rojas
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR DECEMBER 11, 2013

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5	Handout	11/13/13	111313 Draft MPAC Minutes	121113m-01
8	PPT	12/11/13	PPT Climate Smart Communities Scenarios	121113m-02
8	Handout	11/15/13	Letter: LCDC Jerry Lidz	121113m-03
9	Handout	12/16/13	Letter: Congressman Earl Blumenauer	121113m-04
4	Handout	N/A	Postcard: Nature in Neighborhoods Grant	121113m-05

 Metro | Memo

Date: December 27, 2013

To: Metro Policy Advisory Committee

From: John Williams
Chair, MTAC

Re: 2014 MTAC Nominees for MPAC Approval

Please see the 2014 nominations for the Metro Technical Advisory Committee in the table attached. Per MPAC bylaws, MPAC may approve or reject any nomination.

Any vacant positions are still pending and will be submitted for MPAC consideration as soon as they are received.

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

Thank you.

Attachment

METRO TECHNICAL ADVISORY COMMITTEE
Members Proposed for 2014 Nominations

	<i>Position</i>	<i>Member</i>	<i>Alternate</i>
1.	Clackamas County Citizen	Jerry Andersen	Susan Nielsen
2.	Multnomah County Citizen	Kay Durtschi	Carol 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 & Andrea Christenson
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	Pending	Pending
10.	Clackamas County: Other Cities	Denny Egner, Milwaukie	Michael Walter, Happy Valley
11.	Multnomah County: Other Cities	Rich Faith, Troutdale	Bill Peterson, Wood Village
12.	Washington County: Other Cities	Jon Holan, Forest Grove	Julia Hajduk, Sherwood; Chris Neamtzu, Wilsonville; Aquila Hurd-Ravich, Tualatin; Dick Reynolds, Cornelius
13.	City of Vancouver	Chad Eiken	Matt Ransom
14.	Clackamas County	Dan Chandler	Jennifer Hughes
15.	Multnomah County	Adam Barber	Karen Schilling
16.	Washington County	Chris Deffebach	Vacant
17.	Clark County	Mike Mabrey	Oliver Orjiako

18.	ODOT	Lainie Smith	Kirsten Pennington Lidwien Rahman
19.	DLCD	Jennifer Donnelly	Anne Debbaut
20.	Service Providers: Water and Sewer	Kevin Hanway (Water)	Pending
21.	Service Providers: Parks	Hal Bergsma	Vacant
22.	Service Providers: School Districts	Ron Stewart – North Clackamas School District	Pending
23.	Service Providers: Private Utilities	Shanna Brownstein (NW Natural)	Annette Mattson (PGE)
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	Pending
27.	Public Economic Development Organizations	Pending	Pending
28.	Land Use Advocacy Organization	Mary Kyle McCurdy	Vacant
29.	Environmental Advocacy Organization	Vacant	Vacant
30.	Housing Affordability Organization	Ramsay Weit	Vacant
31.	Residential Development	Justin Wood	Ryan O'Brien
32.	Redevelopment / Urban Design	Joseph Readdy	Vacant
33.	Commercial / Industrial	Vacant	Vacant
34.	Green Infrastructure, Design, & Sustainability	Mike O'Brien	Kurt Lango
35.	Public Health & Urban Form	Paul Lewis (Clackamas Co.)	Jennifer Vines (Washington Co.) Moriah McSharry McGrath (Multnomah Co.)
36.	Non-voting Chair	John Williams	

MPAC Worksheet

Agenda Item Title 2015 regional growth management decision: recent economic conditions and how they influence the region's growth outlook

Presenter: John Williams, Metro, Deputy Director for Community Development
Ted Reid, Metro, Senior Regional Planner
Dennis Yee, Metro, Chief Economist
Christian Kaylor, Worksource Oregon, Workforce Analyst

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: January 8, 2014

Amount of time needed for:

Presentation 40
Discussion 15

Purpose/Objective:

- Remind MPAC of 2015 growth management decision timeline and describe MPAC's likely touch points.
- Introduce high-level growth management policy questions that MPAC will be discussing in the next couple of years.
- Provide MPAC with information on current economic conditions that will influence the region's next population and employment growth forecast, which will be incorporated in the 2014 urban growth report.

Action Requested/Outcome:

No policy questions at this time. The desired outcome is that MPAC members have an increased understanding of current economic conditions, positioning them to eventually provide the Metro Council with policy advice related to the 2014 urban growth report and 2015 growth management decision.

Background and context:

Metro is required by statute to periodically produce a coordinated regional population and employment forecast that can be used for purposes such as evaluating the adequacy of the growth capacity of the urban growth boundary, developing a Regional Transportation Plan, and as a basis for local jurisdictions' updates of their comprehensive plans. To meet these purposes, Metro has recently begun developing an updated regional range forecast for the years 2035 and

2040. The forecast for the year 2035 will inform the Council's growth management decision that it will make by the end of 2015 and the 2040 forecast will inform the Council's 2018 adoption of an updated Regional Transportation Plan. Rollout and formal consideration of the forecast will occur in several phases described in the schedule listed below. MPAC will have a role in making recommendations to the Metro Council on policy matters informed by the forecast.

The forecast is informed by current and past economic conditions, which will be presented at this meeting.

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

In September 2013, Metro staff briefed MPAC on the work program for the upcoming 2014 urban growth report and 2015 growth management decision. Since that time, staff has been moving forward with the work program, which includes completion of a regional population and employment growth forecast. Metro has convened a forecast advisory panel consisting of economists and demographers that is chaired by Tom Potiowsky, Oregon's former State Economist and current director of PSU's Northwest Economic Research Center. The group is charged with providing staff with expert advice on the forecast's assumptions, results, and describing some of the scenarios that could lead to high or low growth within the range. The panel has had one of two meetings. Taking into account the expert panel's advice Metro staff will complete a preliminary range forecast in early 2014.

What packet material do you plan to include?

None

What is the schedule for future consideration of item

January 2014

Recent economic conditions and how they influence the region's growth outlook

February 2014

Comparison of past forecasts with actual growth

March 2014

Preliminary 2035 and 2040 range forecast results

July 2014

Draft 2014 Urban Growth Report, which will incorporate the range forecast

Summer 2014

Results of residential preference survey

Fall 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?

Policy considerations (for MPAC and Council):

- Population and employment growth trends and possible implications for future
- Dealing with uncertainty through adaptive growth management
- Possibilities for urban reserve concept plans

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)?

Policy considerations (for MPAC and Council):

- What are the risks and opportunities of planning for higher or lower population and employment growth rates?
- How can the region best prepare for future housing needs and employment growth?

December 2015

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



DATE: December 30, 2013
TO: MPAC, JPACT and Interested Parties
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Climate Smart Communities Scenarios Project – Proposed Process for Shaping the Preferred Approach in 2014

PURPOSE

MPAC and JPACT will receive an informational presentation of additional results and provide input on the proposed process for developing the preferred approach in 2014.

BACKGROUND

The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035.

The goal of the Climate Smart Communities Scenarios Project is to engage community, business, public health and elected leaders in a discussion with their communities to shape a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas. To realize that goal, the Council directed staff to evaluate three illustrative approaches – or scenarios – over the summer of 2013 to better understand how best to support community visions and a vibrant economy while reducing greenhouse gas emissions. Adopted land use plans served as the foundation for each scenario. The results will be used to frame the regional discussion about which investments and actions should be included in a preferred approach for the Metro Council to consider for adoption in December 2014.

The project is currently on track to meet its legislative and administrative mandates. In November, the committees discussed early results related to greenhouse gas emissions, housing, jobs, travel and air quality. In December, staff presented results related to economic and social equity outcomes. Public health and additional cost-related results will be reported in January as well as a proposed process for developing the preferred approach in 2014.

CHANGES SINCE MPAC AND JPACT LAST CONSIDERED THIS ITEM

- In December, Councilors and staff **briefed the Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation** on the economic and social equity related results. During the briefings and previous policy coordinating committee discussions, local officials requested joint meetings of the Metro Council, MPAC and JPACT in 2014 to discuss regional policy initiatives, including the Climate Smart Communities effort. Staff developed a

refined four-step process that uses joint meetings to build consensus on the investments and actions to be included in the preferred approach.

- **Staff continued to analyze the three scenarios with a focus on costs and social equity, and began to review the latest results with the regional technical advisory committees.** The latest results will be presented at the January meetings.
- The **Oregon Health Authority continued preparing a health impact assessment** of the three scenarios. This work is undergoing technical review and is expected to be available to report to policymakers in January.
- The **Oregon Department of Transportation released the Statewide Transportation Strategy Short-Term Implementation Plan¹**. Accepted by the Oregon Transportation Commission in March 2013, the Statewide Transportation Strategy (STS)² identifies 18 strategies for Oregon to pursue to reduce greenhouse gas emissions from transportation. The Short-Term Implementation Plan identifies priority actions ODOT will pursue in the next 2 to 5 years to move the STS vision forward. By design, the actions identified represent “low-hanging fruit:” strategies with a relatively high degree of political acceptance, actions that maximize existing work, or actions that can be pursued at a relatively low level of effort with moderate returns.
- **ODOT, TriMet, the South Metro Area Rapid Transit (SMART) district, the Port of Portland and local governments submitted updated investment priorities for inclusion in the 2014 Regional Transportation Plan (RTP).** The investment priorities submitted by project sponsors reflect two levels of funding: a fiscally constrained level of investment and a more aspirational level of investment. RTP project staff will brief JPACT on the updated investment priorities at the January 8 meeting. MPAC will be briefed at the January 22 meeting.

FOR DISCUSSION

The Portland metropolitan region is growing and changing. By 2035, the region’s population is expected to grow to nearly 1.9 million people and 1.1 million jobs. This growth will bring more diversity, more travel, more economic activity and more infrastructure to maintain. Nearly two decades ago, the residents of this region set a course for how to manage growth with the adoption of the 2040 Growth Concept – a blueprint for how the region grows over the next 50 years. For the last 20 years, the region has focused development and investment where it makes sense – in downtowns, main streets and employment areas.

The results of the Phase 2 scenario alternatives analysis demonstrate that implementation of the 2040 Growth Concept and locally adopted land use and transportation plans and policies make the state-mandated greenhouse gas emissions reduction target achievable – if we make the investments and take the actions needed to implement those plans.

¹ http://www.oregon.gov/ODOT/TD/OSTI/docs/STS%20Short-Term%20Implementation%20Plan_12.19.2013.pdf

² <http://www.oregon.gov/ODOT/TD/OSTI/Pages/STS.aspx> and

http://www.oregon.gov/ODOT/TD/OSTI/docs/STS%20Strategy%20Summary%20Sheets_12.19.2013.pdf

STAFF RECOMMENDATION FOR MOVING FORWARD IN 2014: Moving forward in 2014, staff recommends a four-step process for building consensus on what strategies are included in the region's preferred approach (**see Attachment 2**).

- **Step 1 and 2:** In January and February 2014, the Council, MPAC, and JPACT confirm initial areas of agreement to carry forward without further discussion related to: (1) locally adopted comprehensive plans, zoning and investment priorities from local transportation system plans, ODOT, TriMet, SMART and the Port of Portland, and (2) state assumptions for pay-as-you-drive insurance, clean fuels and more fuel-efficient vehicles and engines.
- **Step 3:** From February to May 2014, the Council facilitates a regional discussion to identify assumptions related to transportation system efficiency, transit service and parking management.
- **Step 4:** From February to December 2014, the Council facilitates a regional discussion to identify potential funding mechanisms to implement the preferred approach.

The recommended process allows the remaining 2014 regional policy discussions and engagement activities to focus on a narrowed set of policy areas recommended for further discussion and input to shape a draft preferred approach by May 2014. The regional policy discussions are expected to identify additional investments and actions to complement local, regional and state actions that have already been taken or that are under way.

More discussion of each step is provided below.

STEP 1. The Council, MPAC and JPACT confirm that locally adopted comprehensive plans, zoning and investment priorities from local transportation system plans, ODOT, TriMet, SMART and the Port of Portland be carried forward for inclusion in the draft preferred approach. (January and February 2014)

Recommendation: The Council, MPAC and JPACT confirm that locally adopted comprehensive plans, zoning and updated investment priorities from local transportation system plans, ODOT, TriMet, SMART and the Port of Portland be carried forward into the draft preferred approach. The updated investment priorities were identified locally and submitted by project sponsors on December 6 for inclusion in the 2014 RTP. The submitted project lists reflect two levels of funding: (1) a fiscally constrained level of investment, and (2) a more aspirational level of investment. Staff recommends that the more aspirational set of investment priorities be carried forward and included in the draft preferred approach, pending final adoption of the 2014 RTP in July 2014.

For purposes of evaluating the draft preferred approach, staff will use a combination of the adopted 2035 growth forecast (which reflects locally adopted plans as of 2010), its estimated 12,000 acres of urban growth boundary expansion, and the draft 2014 Regional Transportation Plan State System. Additional investments and actions may be identified in Step 3.

Rationale: Project work to date has found that most of the investments and actions under consideration are already being implemented to varying degrees to realize community visions and other important economic, social and environmental goals. Many of these strategies are primarily

local government responsibilities. These include implementing local transportation system plans, comprehensive plans and zoning; locating schools, services and shopping close to where people live; managing parking; completing local and arterial street connections with sidewalks and bicycle facilities; and expanding access to electric vehicle infrastructure and car-sharing programs.

Under state law, Metro has primary responsibility for maintaining the region's urban growth boundary and coordinating development of a regional population, housing and employment growth forecast to inform regional growth management decisions every five years. In November 2012, the Metro Council adopted a population and employment growth forecast for the year 2035. The growth forecast predicts localized distribution of jobs and housing for the metropolitan area and is based on policy and investment decisions and assumptions that local officials and the Metro Council agreed upon in 2012, including locally-adopted comprehensive plans and zoning, the local and regional investment priorities assumed in 2010 Regional Transportation Plan, and designation of urban and rural reserves. The regional population and employment growth forecast underwent extensive review by local governments prior to adoption and includes estimates of expected housing and job growth by jurisdiction and land use type. Metro is required to submit these estimates to LCDC as part of documenting the planning assumptions upon which the preferred approach relies.

Updates to these planning assumptions are being made in consultation and collaboration with local governments as part of the growth management cycle that is also under way. The current growth management cycle provides an opportunity for local governments to update land use assumptions to better reflect land use plans and visions adopted since 2010, including the Southwest Corridor land use vision. An updated Urban Growth Report will be developed by the end of 2014, after which a new regional population and employment growth forecast will be developed for the year 2040. Future growth management decisions will be evaluated for transportation-related greenhouse gas emissions as part of the periodic monitoring mandated by state administrative rules.

STEP 2. The Council, MPAC and JPACT confirm investments and actions related to pay-as-you-drive insurance, clean fuels and more fuel-efficient vehicles and engines be carried forward for inclusion in the draft preferred approach. *(January and February 2014).*

Recommendation: The Council, MPAC and JPACT confirm that the vehicle and fuel assumptions and related investments and actions developed by three state agencies (ODOT, ODEQ and ODOE) be included in the draft preferred approach. These assumptions were specified by the Land Conservation and Development Commission when setting the region's per capita GHG emissions reduction target in 2011. The assumptions were developed based on the best available information and current estimates about improvements in vehicle technologies and fuels. This recommendation reflects what is required by state administrative rules.

Rationale: These investments and actions are primarily state and federal responsibilities, and significant work is already under way to implement them as outlined in the Governor's 10-year Energy Action Plan³, the Oregon Global Warming Commission 2020 Road Map⁴, the Statewide

³ http://www.oregon.gov/energy/pages/ten_year/ten_year_energy_plan.aspx

Transportation Strategy (STS) and STS Short-Term Implementation Plan. OAR 660-044-0040 directs Metro to identify the assumptions used for state-wide actions, such as pay-as-you-drive insurance and vehicle technology, fleet and fuels as part of documenting the planning assumptions upon which the preferred approach relies.

STEP 3. The Council facilitates a regional discussion to identify assumptions related to transportation system efficiency, transit service and parking management by May 2014 to complement local, regional and state actions from Step 1 and Step 2.
(January to May 2014)

Recommendation: The Council, MPAC and JPACT recommend focusing 2014 policy discussions and engagement activities on a narrowed set of policy areas to further shape the draft preferred approach by May 2014. The recommended policy areas are:

- a. **Improve transit** to make it more convenient, frequent, accessible and affordable.
- b. **Provide information and use technology and “smarter” roads** to manage traffic flow, boost system efficiency, and expand use of low carbon travel options and fuel-efficient driving techniques.
- c. **Manage parking** with a market-responsive approach.

Rationale: The 2014 policy discussions and engagement activities will aim to build understanding of the investments and actions needed to implement these policies and develop a recommendation on how bold or aggressive the region should be in shaping the draft preferred approach. More background on each policy area is provided below.

The first policy area, **improving transit**, has been identified during MPAC and JPACT discussions as being a key strategy for meeting the state-mandated target as well as other community and regional goals. Improving transit service is primarily the responsibility of TriMet and SMART; however, the state, Metro and local governments play important supporting roles. The analysis to date shows this policy provides a relatively high greenhouse gas emissions reduction benefit for a relatively moderate to high cost. More discussion is recommended to determine how much transit should be included in the draft preferred approach and how community-based transit solutions can help support more localized travel needs.

The second policy area relates to **providing information and incentives to make it easier for people to drive less by choice and improving the efficiency of the transportation system through technology and “smarter” roads**. This policy area has been identified as “low hanging” fruit that provides a moderate greenhouse emissions reduction benefit for a relatively low cost, and addresses other important economic, social and environmental goals. This policy area is a region-wide responsibility that involves the collaboration of Metro, ODOT, local governments, transit providers and emergency responders. The region has successfully implemented these policies and programs, but could accomplish more with expanded resources and coordination. MPAC and JPACT

⁴http://www.keeporegoncool.org/sites/default/files/Integrated_OGWC_Interim_Roadmap_to_2020_Oct29_11-19Additions.pdf

discussions have called for the need to consider “low hanging” fruit in the draft preferred approach, considering GHG emissions reduction potential, cost, ease of implementation and political acceptance. More discussion is recommended to identify the actions and level of investment that should be included in the draft preferred approach.

The third policy area relates to **using market-based approaches to manage parking in commercial districts, downtowns, main streets and areas that are well-served by transit.**

Parking is frequently a controversial issue in communities. Many business owners and operators feel their success relies on an ample and easily accessible supply of parking, as do the customers that want convenient access to the business. The same can be true for access to work and home for employees and residents. This policy area has been identified as providing a relatively moderate to high greenhouse gas emissions reduction benefit for a relatively low cost. This policy area is primarily a local responsibility, but was identified during the December 8 JPACT discussion as a policy area for further discussion. More discussion is recommended to determine what actions in this policy area should be included in the draft preferred approach.

STEP 4. The Council facilitates a regional discussion to identify potential funding mechanisms to implement the preferred approach and an action plan to continue finance discussions beyond the Climate Smart Communities Scenarios Project.

(January to May 2014)

Recommendation: The Council, MPAC and JPACT recommend a fourth policy area – (d.) Identify potential funding mechanisms and an action plan for implementation of preferred approach – also be part of the 2014 regional discussions. The regional discussion will identify a general estimate of the amount of additional funding needed and potential funding mechanisms for key actions, including local, regional and state mechanisms, to implement the preferred approach. This recommendation reflects what is required by state administrative rules, and may include a state and federal transportation legislative package for 2015. As a result, the Climate Smart Communities effort will identify a preferred approach and potential funding mechanisms to pay for the investments needed to implement the approach. Long-term finance discussions will continue beyond the Climate Smart Communities Scenarios Project.

Rationale: Several transportation finance-related discussions are under way at the federal, state, regional and local levels about how to adequately maintain and improve transportation infrastructure. Given the complex nature of transportation finance in combination with the number of discussions under way and the project timeline, staff are not able to conduct the level of analysis and community engagement needed to inform policymakers about the broader economic and social equity implications of different mechanisms, such as a mileage-based road user fee and a carbon tax.

At the federal level, discussions have been under way about how to comprehensively address underinvestment in transportation infrastructure, the insolvency of the Highway Trust Fund and the lack of dedicated revenues for transit and active transportation investments. Legislation has been introduced to increase the federal gas tax, for example, as a step toward transitioning to other funding mechanisms such as a road user fee or carbon tax.

Since 2001, ODOT has studied the feasibility of road user fees and is currently implementing a statewide mileage-based road user fee program that allows up to 5,000 Oregon drivers to voluntarily pay 1.5 cents per mile in exchange for a gas tax reimbursement. The program will begin July 1, 2015. The STS Short-Term Implementation Plan calls for ODOT to prepare an economic impact analysis in the next biennium, and is an important next step to further advance consideration of this funding mechanism in Oregon.

In addition, state-level technical analysis and policy discussions are under way related to a carbon fee. A Portland State University study released in March 2013 found that a carbon tax could deliver billions to the state's budget.⁵ Subsequently, Senate Bill 306 directed the Oregon Legislative Revenue Officer to conduct an analysis of the feasibility of a statewide carbon fee and the potential impacts on key industries, traded-sector businesses, low-income households and local governments. A final report is mandated by November 15, 2014, and will likely inform further consideration of a fee or tax on greenhouse gas emissions in Oregon.

Locally, some cities and counties in the Portland metropolitan area are working to build community support for long-term solutions to fund existing and future transportation needs. For example, Washington County is considering a county-wide vehicle registration fee to complement the existing gas tax.⁶

Any effort to expand existing mechanisms or establish new transportation-related fees or taxes will be a long-term effort that may require support from the federal government and the Oregon Legislature and the participation of a broad range of stakeholders. More discussion is recommended to determine what funding mechanisms should be recommended in the preferred approach the Metro Council considers for adoption in December 2014, and to develop an action plan for continuing these finance discussions beyond the Climate Smart Communities Scenarios Project.

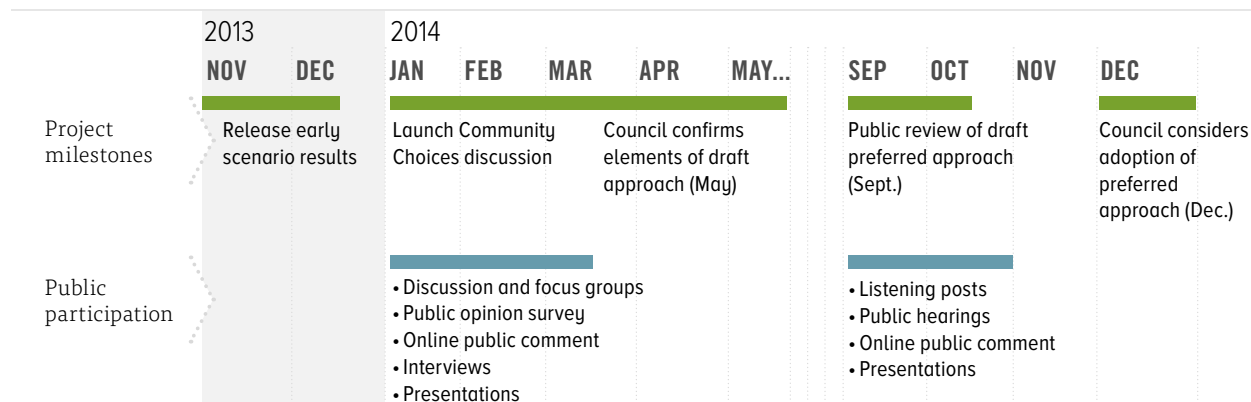
NEXT STEPS

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

FIGURE 1. PHASE 3 PROJECT MILESTONES AND PUBLIC PARTICIPATION OPPORTUNITIES

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

⁶ <http://www.co.washington.or.us/LUT/TransportationFunding/vehicle-registration-fee.cfm>



- **FIRST LOOK AT RESULTS: In November and December 2013**, analysis of the Phase 2 scenario results was reported back to the Metro Council, regional advisory committees and local government county-level coordinating committees, prior to engaging other community and business leaders and the public. Further analysis will be reported in January 2014. **A goal of the “First Look at Results” is to begin to identify potential policy areas on which to seek input through “Community Choices” discussions in 2014.**
- **COMMUNITY CHOICES DISCUSSION: From January to May 2014**, Metro will facilitate a Community Choices discussion to explore policy choices and trade-offs. The January through March policy committee meetings are proposed to focus on providing additional background information in advance of two joint Metro Council/MPAC/JPACT meetings proposed for early April and mid-May. During this period, community and business leaders, local governments and the public will be asked to weigh in on which investments and actions should be included in the region’s preferred approach, with a focus on the regional policy areas proposed for discussion and input. On-line comment opportunities, stakeholder interviews, discussion groups, public opinion research and focus groups will be used to gather input on the four recommended policy areas. **A public engagement summary report and recommendations for the draft preferred approach will be provided to Metro’s technical and policy advisory committees in April prior to the second joint MPAC/JPACT meeting.**

The April and May joint MPAC/JPACT meetings will use interactive, facilitated discussions to build consensus on what investments and actions should be included in the draft preferred approach. The May joint meeting is proposed to conclude with a formal recommendation to the Metro Council from each committee recommending that Council direct staff to evaluate the agreed-upon draft preferred approach and prepare Regional Framework Plan amendments for the fall public comment period.

- **DIRECTION TO STAFF: In May 2014**, the Metro Council will be asked to provide direction to staff on the draft preferred approach. Outreach to local government officials will occur in the summer in advance of the final adoption process to be held in the fall. **The draft approach will be evaluated in Summer 2014 and then released for final public review in September 2014.**

- **ADOPTION PROCESS: From September to December 2014**, the project will move into the final adoption stage. OAR 660-044 directs the Metro Council to select a preferred approach by December 31, 2014 after public review and consultation with local governments, the Port of Portland, TriMet and the Oregon Department of Transportation. A formal 45-day public comment period is planned from September 5 to October 20. On-line comment opportunities and public hearings are planned during this period.

Concurrent with the comment period, the Fall advisory committee meetings will focus on reviewing results of staff's technical evaluation of the draft preferred approach and discussing proposed Regional Framework Plan amendments and potential refinements based on public comments received. The final action to select a preferred scenario is required to be in the form of an amendment to the Regional Framework Plan. The action is also anticipated to make recommendations to state agencies and commissions, the 2015 Legislature, and the 2018 Regional Transportation Plan (RTP) update. Final recommendations from the regional policy advisory committees will be requested in November to allow sufficient legislative process time between MPAC and JPACT actions and the final Council action. **The Metro Council is scheduled to consider adoption of a preferred approach on December 11, 2014.**

In early 2015, Metro will submit the preferred approach to the Land Conservation and Development Commission in the manner of periodic review. According to OAR 660-044, following Metro's plan amendment and LCDC review and order, Metro is required to adopt functional plan amendments, if needed, to require cities and counties to update local plans as necessary to implement the preferred approach.

- Attachment 1. 2014 Key Milestones and Decisions *(Dec. 30, 2014)*
- Attachment 2. Shaping the Preferred Approach in 2014 *(Dec. 30, 2013)*
- Attachment 3. Investing in Great Communities brochure *(updated Dec. 27, 2013)*



2014 DECISION MILESTONES

1. Receive Council direction on Draft Preferred Approach	May 22, 2014
2. Release Public Review Draft Preferred Approach for 45-day comment period	September 5, 2014
3. Seek Council adoption of recommended preferred approach	December 11, 2014

EVENTS AND PRODUCTS TO ACTUALIZE DECISION MILESTONES

Milestone 1

Jan. - Feb. 2014	Council, MPAC and JPACT confirm process & policy areas to discuss in 2014 Conduct interviews with community and business leaders and elected officials
Feb. – March 2014	MPAC and JPACT discuss background information on policy areas Launch public opinion research (telephone survey) and on-line public comment tool Convene discussion groups to gather input on strategies to include in preferred approach MTAC and TPAC help frame policy choices and potential funding mechanisms for MPAC and JPACT discussion
April 4	Joint Council/MPAC/JPACT meeting to discuss policy choices & potential funding mechanisms
April 2014	Public engagement report prepared for policy advisory committees and Metro Council MTAC and TPAC provide input on elements of draft preferred approach
May 16	Joint Council/MPAC/JPACT meeting to recommend draft preferred approach
May 2014	Seek Council direction on public review draft preferred approach

Milestone 2

June – August 2014	Staff evaluates draft preferred approach
	MTAC and TPAC provide input on draft adoption legislation, draft Regional Framework Plan (RFP) amendments and draft short-term implementation recommendations
	Brief local officials on draft preferred approach and upcoming adoption process
July 2014	Council discusses draft RFP amendments and draft short-term implementation recommendations
August 2014	MPAC and JPACT discuss draft RFP amendments and draft short-term implementation recommendations
September 2, 2014	Notice first public hearing
September 5, 2014	Release public review draft preferred approach for 45-day comment period

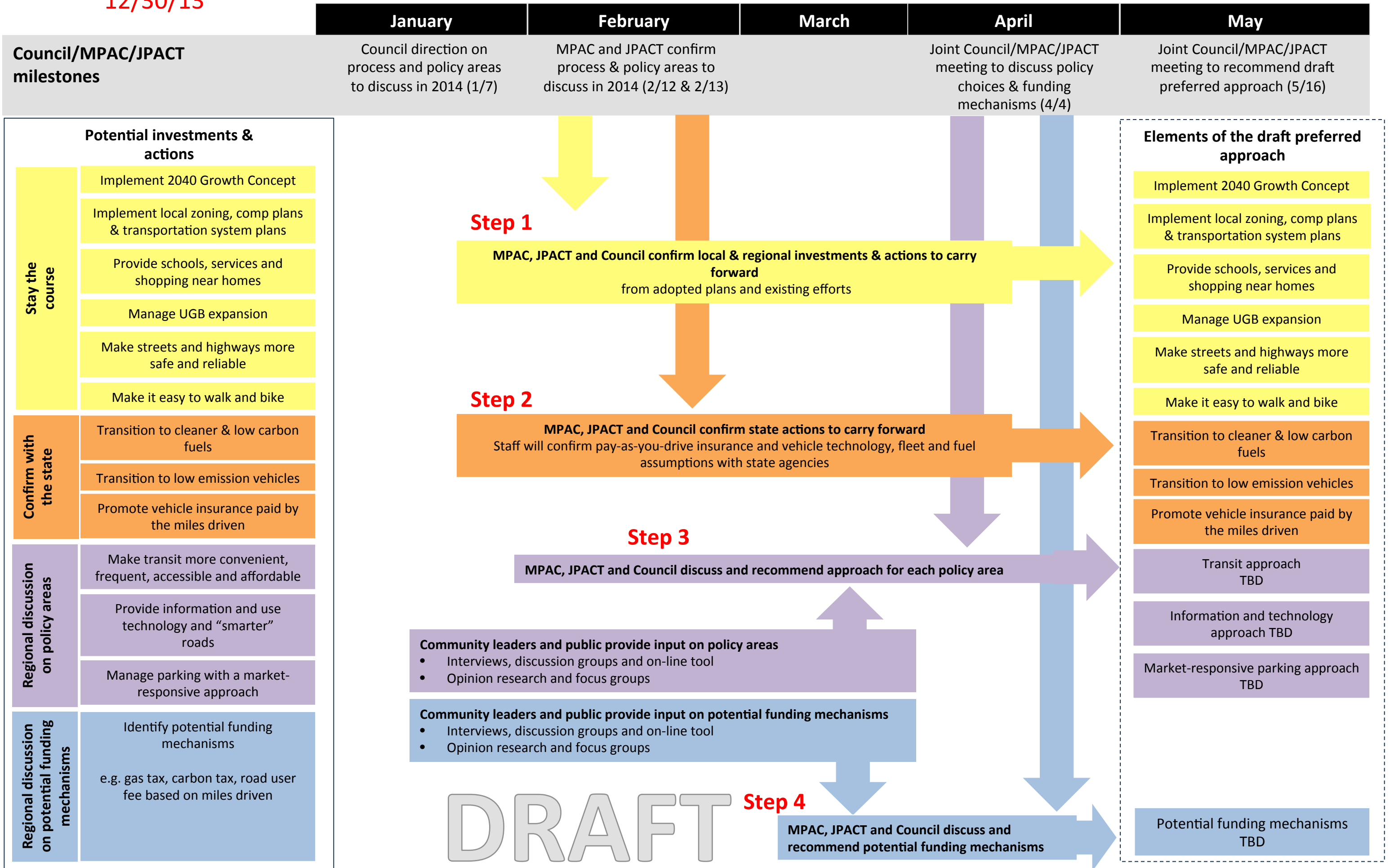
Milestone 3

Sept. 11 or 18, 2014	Metro Council - First reading/hearing
Sept. – Oct., 2014	Additional public hearings/listening posts (<i>dates TBD</i>)
September 26, 2014	TPAC preview of potential refinements from public comments
October 7, 2014	Metro Council preview of potential refinements from public comments
October 9, 2014	JPACT preview of potential refinements from public comments
October 8, 2014	MPAC preview of potential refinements from public comments
October 15, 2014	MTAC preview of potential refinements from public comments
October 20, 2014	Public comment period ends
October 22, 2014	MPAC preview of potential refinements from public comments
October 31, 2014	TPAC recommendation to JPACT
November 5, 2014	MTAC recommendation to MPAC
November 11, 2014	Metro Council discussion of recommended preferred approach
November 12, 2014	MPAC recommendation to Council
November 13, 2014	JPACT recommendation to Council
December 11, 2014	Seek Metro Council adoption of recommended preferred approach (2nd reading, final hearing and action)
January 2015	Transmit adopted preferred approach to LCDC for review

12/30/13

Shaping the Preferred Approach in 2014

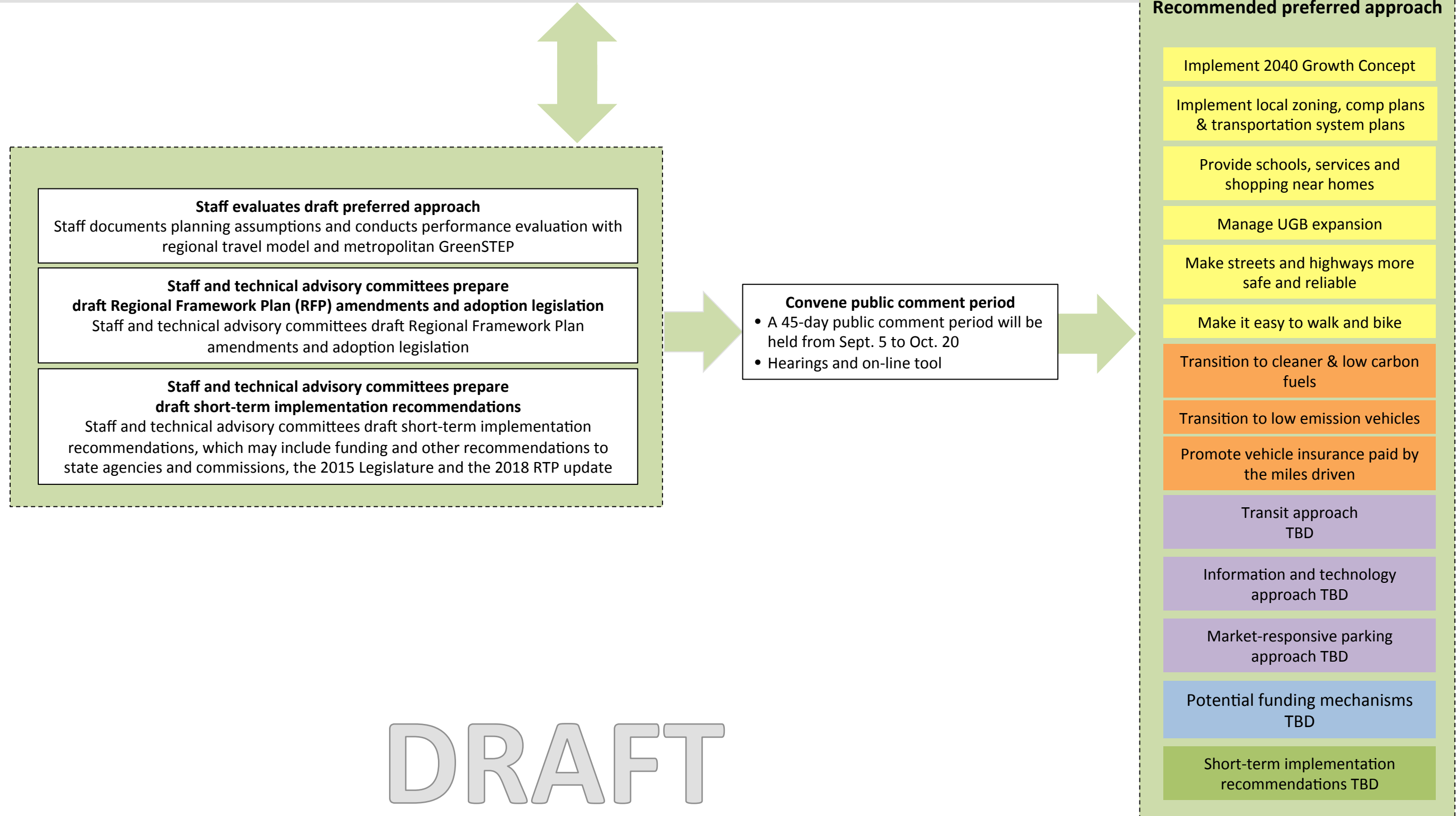
Attachment 2



Adopting the Preferred Approach in 2014

12/30/13

	June	July	August	September	October	November	December
Council/MPAC/JPACT milestones		Council action on 2014 RTP investment priorities (7/17)	Council/MPAC/JPACT discuss proposed RFP amendments and short-term implementation recommendations (8/5, 8/13 & 8/14)	Council/MPAC/JPACT discuss evaluation results and recommended preferred approach (9/2, 9/10 & 9/11)	Council/MPAC/JPACT discuss public comments & potential refinements (10/8 & 10/9)	MPAC & JPACT recommend to preferred approach (11/11 & 11/12)	Council action on preferred approach (12/11)



**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**



Metro



**What the future
might look like
in 2035**

Scenario

A

Recent Trends

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

Scenario

B

Adopted Plans

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

Scenario

C

New Plans and Policies

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

INVESTING IN GREAT COMMUNITIES

The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions by 20 percent from cars and small trucks by 2035.

There are many ways to reduce emissions while creating healthy, more equitable communities and a vibrant regional economy. Providing services and shopping near where people live, expanding transit service, encouraging electric cars and providing safer routes for walking and biking all can help.

The goal of the Climate Smart Communities Scenarios Project is to engage community, business, public health and elected leaders in a discussion with their communities to shape a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

To realize that goal, Metro evaluated three approaches – or scenarios – over the summer of 2013 to better understand how best to support community visions and reduce greenhouse gas emissions. The results will be used to frame the regional discussion about which investments and actions should be included in a preferred approach for the Metro Council to consider for adoption in December 2014.

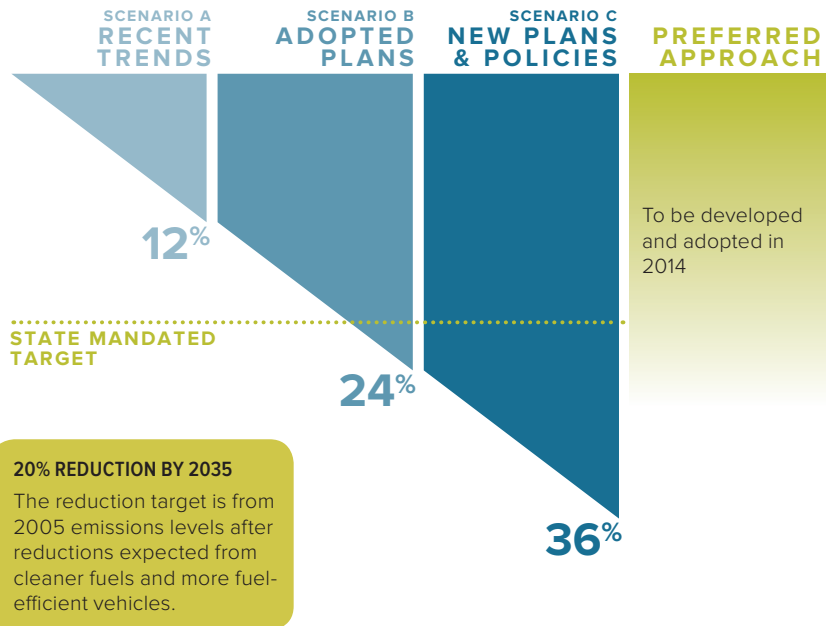
WHAT HAVE WE LEARNED SO FAR?

Adopted plans can meet the target

Our analysis indicates that adopted local and regional plans can meet our target for reducing greenhouse gas emissions – if we make the investments and take the actions needed to implement those plans.

This is good news, but there is more work to be done.

REDUCED GREENHOUSE GAS EMISSIONS PERCENT BELOW 2005 LEVELS



INVESTMENTS AND ACTIONS THAT CREATE GREAT COMMUNITIES	RELATIVE CLIMATE BENEFIT
WHERE WE LIVE AND WORK	
Implement 2040 Growth Concept	★★★★★
Implement local zoning and comprehensive plans	★★★★★
Locate schools, services, and shopping close to neighborhoods	★★★★★
Manage urban growth boundary expansion	★★★☆☆
HOW WE GET AROUND	
Maintain and make transit more convenient, frequent, accessible and affordable	★★★★★
Manage parking with a market-responsive approach	★★★★☆
Use technology and “smarter” roads to manage traffic flow and boost efficiency	★★★★☆
Provide information to expand use of low carbon travel options and fuel-efficient driving techniques	★★★★☆
Make walking and biking more safe and convenient with complete streets and trails	★★★☆☆
Maintain and make streets and highways more safe, reliable and connected	★★★☆☆
Expand access to car-sharing	★★★☆☆
OUR HEALTH AND ENVIRONMENT	
Transition to low emission vehicles and engines, including electric vehicles	★★★★★
Transition to cleaner and low carbon fuels	★★★★★
Achieve federal fuel economy standards	★★★★☆

WHAT INVESTMENTS AND ACTIONS BEST SUPPORT YOUR COMMUNITY VISION?

Each community is unique

Most of the investments and actions under consideration are already being implemented to varying degrees across the region to realize community visions and other important economic, social and environmental goals.

A one-size-fits-all preferred approach won't meet the needs of our diverse communities. A combination of investments and actions will help us realize our shared vision for making this region a great place for generations to come.



WHAT DOES THIS MEAN FOR YOUR COMMUNITY?

We're all in this together

Local, regional, state and federal partnerships are needed to make the investments and take the actions necessary to create great communities while reducing greenhouse gas emissions.

Working together, we can develop a shared strategy that may include a transportation legislative package for 2015.

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



About Metro

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

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

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

www.oregonmetro.gov/connect

Metro Council President

Tom Hughes

Metro Council

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

Auditor

Suzanne Flynn

WHAT'S NEXT?

January to May 2014 Community and business leaders, local governments and the public are asked to weigh in on which investments and actions should be included in the region's preferred approach

May 2014 The Metro Council is asked to provide direction to staff on the draft preferred approach

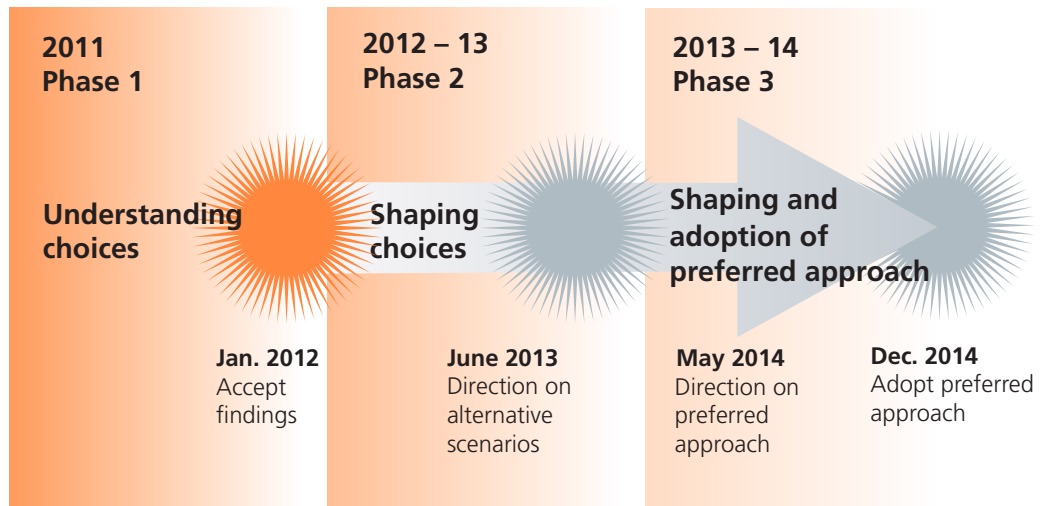
Summer 2014 Evaluation of preferred approach

September 2014 Final public review of preferred approach

December 2014 Metro Council considers adoption of preferred approach

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

Climate Smart Communities Scenarios Project timeline



WHERE CAN I FIND MORE INFORMATION?

www.oregonmetro.gov/climatescenarios

Visit the project website to learn more about existing community efforts and their challenges, and to download other publications and reports.

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

MAKING A GREAT PLACE



JAN. 2, 2014

Materials following this page were distributed at the meeting.

METRO TECHNICAL ADVISORY COMMITTEE
Members Proposed for 2014 Nominations

	<i>Position</i>	<i>Member</i>	<i>Alternate</i>
1.	Clackamas County Citizen	Jerry Andersen	Susan Nielsen
2.	Multnomah County Citizen	Kay Durtschi	Carol 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 & Andrea Christenson
6.	Largest City in Multnomah County: Gresham	Stacy Humphrey	Ann Pytynia
7.	Largest City in Washington County: Hillsboro	Colin Cooper	Jeannine Rustad
8.	2nd Largest City in Clackamas County: Oregon City	Tony Konkol	Pete Walter
9.	2nd Largest City in Washington County: Beaverton	Pending	Pending
10.	Clackamas County: Other Cities	Denny Egner, Milwaukie	Michael Walter, Happy Valley
11.	Multnomah County: Other Cities	Rich Faith, Troutdale	Bill Peterson, Wood Village
12.	Washington County: Other Cities	Jon Holan, Forest Grove	Julia Hajduk, Sherwood; Chris Neamtzu, Wilsonville; Aquilla Hurd-Ravich, Tualatin; Dick Reynolds, Cornelius
13.	City of Vancouver	Chad Eiken	Matt Ransom
14.	Clackamas County	Dan Chandler	Jennifer Hughes
15.	Multnomah County	Adam Barber	Karen Schilling
16.	Washington County	Chris Deffebach	Theresa Cherniak
17.	Clark County	Mike Mabrey	Oliver Orjiako

18.	ODOT	Lainie Smith	Kirsten Pennington Lidwien Rahman
19.	DLCD	Jennifer Donnelly	Anne Debbaut
20.	Service Providers: Water and Sewer	Kevin Hanway (Water)	Pending
21.	Service Providers: Parks	Hal Bergsma	Vacant
22.	Service Providers: School Districts	Ron Stewart – North Clackamas School District	Pending
23.	Service Providers: Private Utilities	Shanna Brownstein (NW Natural)	Annette Mattson (PGE)
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	Peter Livingston
27.	Public Economic Development Organizations	Pending	Pending
28.	Land Use Advocacy Organization	Mary Kyle McCurdy	Vacant
29.	Environmental Advocacy Organization	Vacant	Vacant
30.	Housing Affordability Organization	Ramsay Weit	Vacant
31.	Residential Development	Justin Wood	Ryan O'Brien
32.	Redevelopment / Urban Design	Joseph Readdy	Vacant
33.	Commercial / Industrial	Vacant	Vacant
34.	Green Infrastructure, Design, & Sustainability	Mike O'Brien	Kurt Lango
35.	Public Health & Urban Form	Paul Lewis (Clackamas Co.)	Jennifer Vines (Washington Co.) Moriah McSharry McGrath (Multnomah Co.)
36.	Non-voting Chair	John Williams	



Recent economic and demographic trends:

U.S. and regional economy

Presentation to the Metro Planning Advisory Committee

January 8, 2014



Metro | *Making a great place*

Presentation topics

- U.S. macro-economic conditions
- Regional economy
- Regional demographic assumptions
- Preliminary growth Implications for the Portland MSA



About 2 years ago

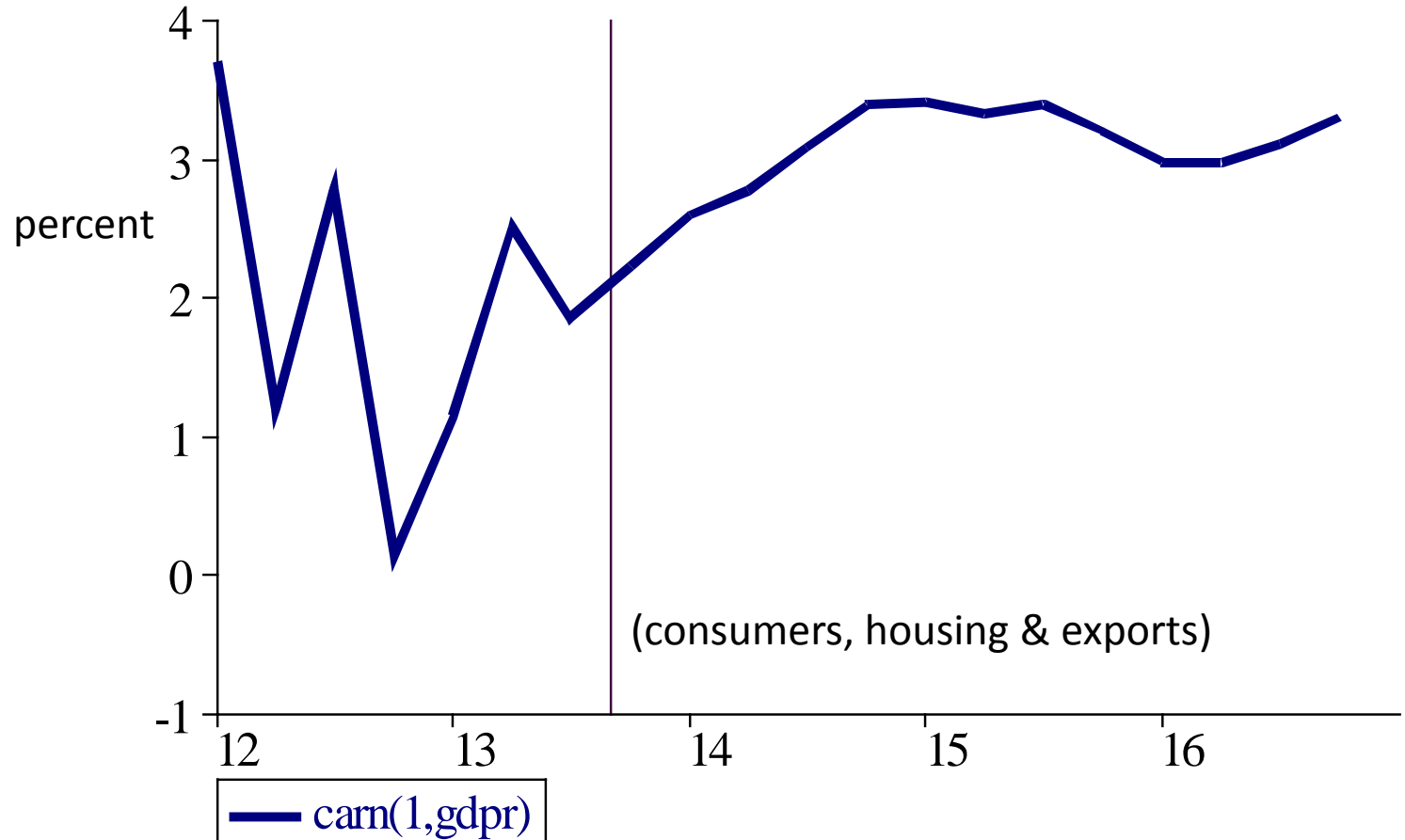
An uncertain economic future lay ahead for both U.S. and Portland economies, but conditions now have begun to brighten. . .

Economy firmly on the road to recovery . . .

- U.S. economic growth poised to accelerate in 2014 to 2.5% from last year's anemic 1.8% real growth in GDP.
- Expect more positive stimuli than negative pauses to growth.



Annual real GDP is expected to stabilize in coming years.



Slow job growth will still be a drag on the region's economic outlook

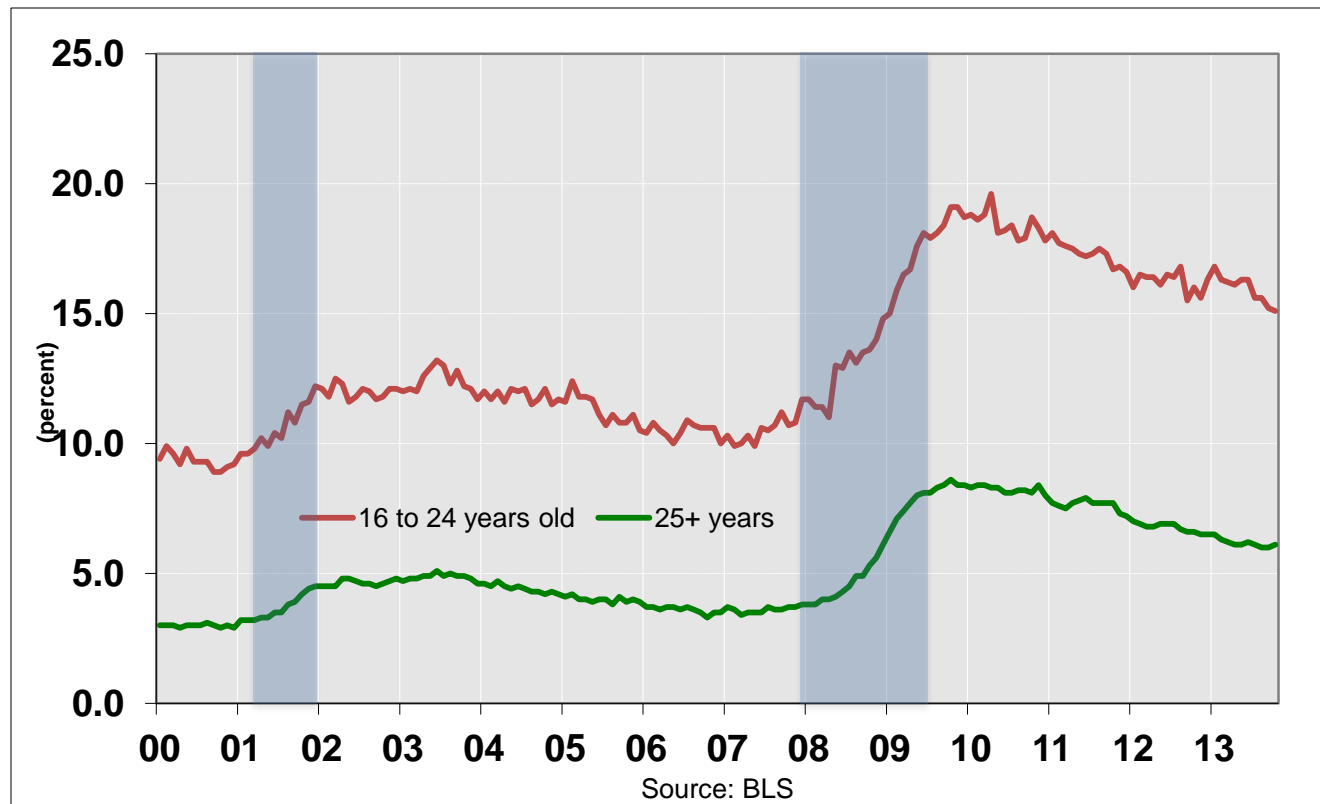


Unemployment headwinds will continue to encumber growth

- Young adults were hard hit by the Great Recession
- First to be laid off and last to be hired. . .

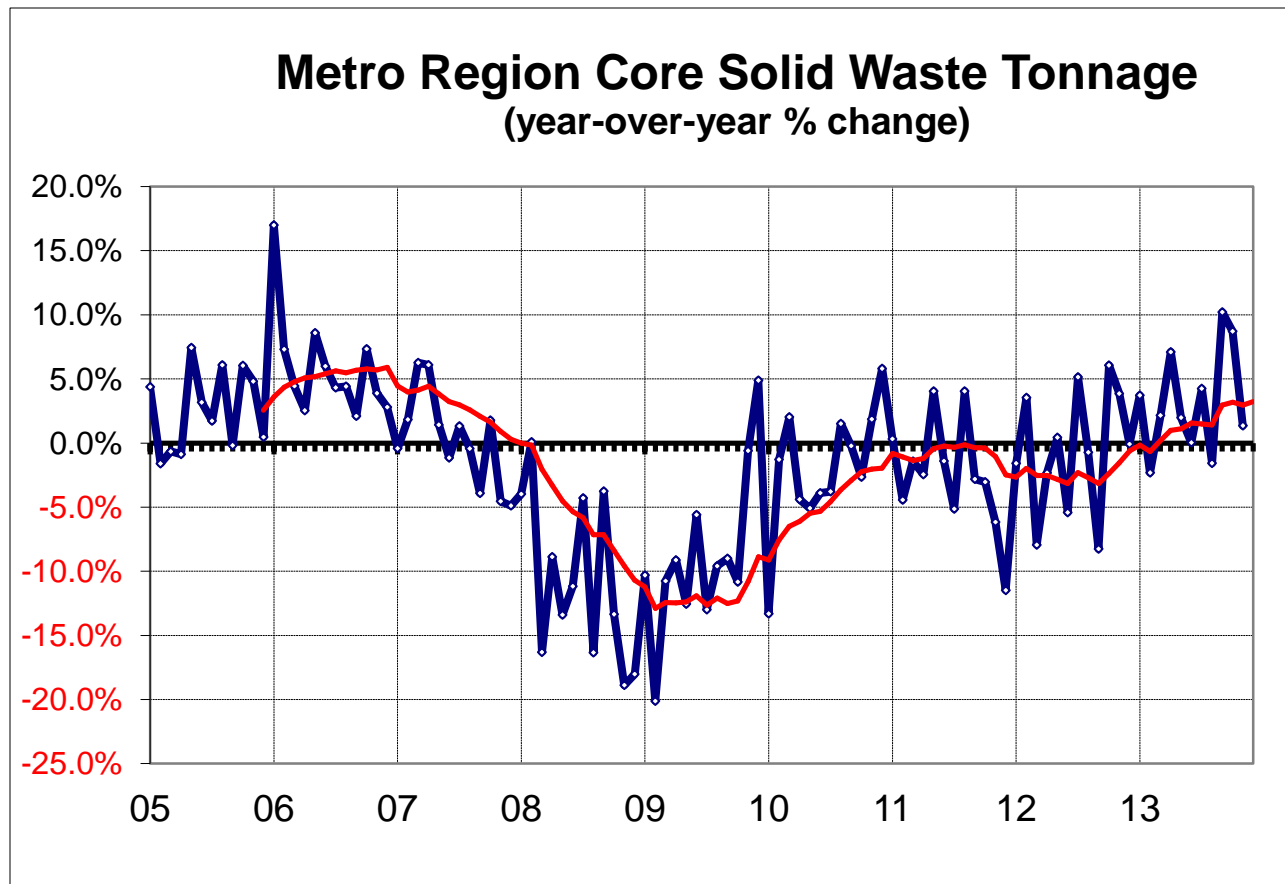


New grads looking for work have an *official* unemployment rate above 15%

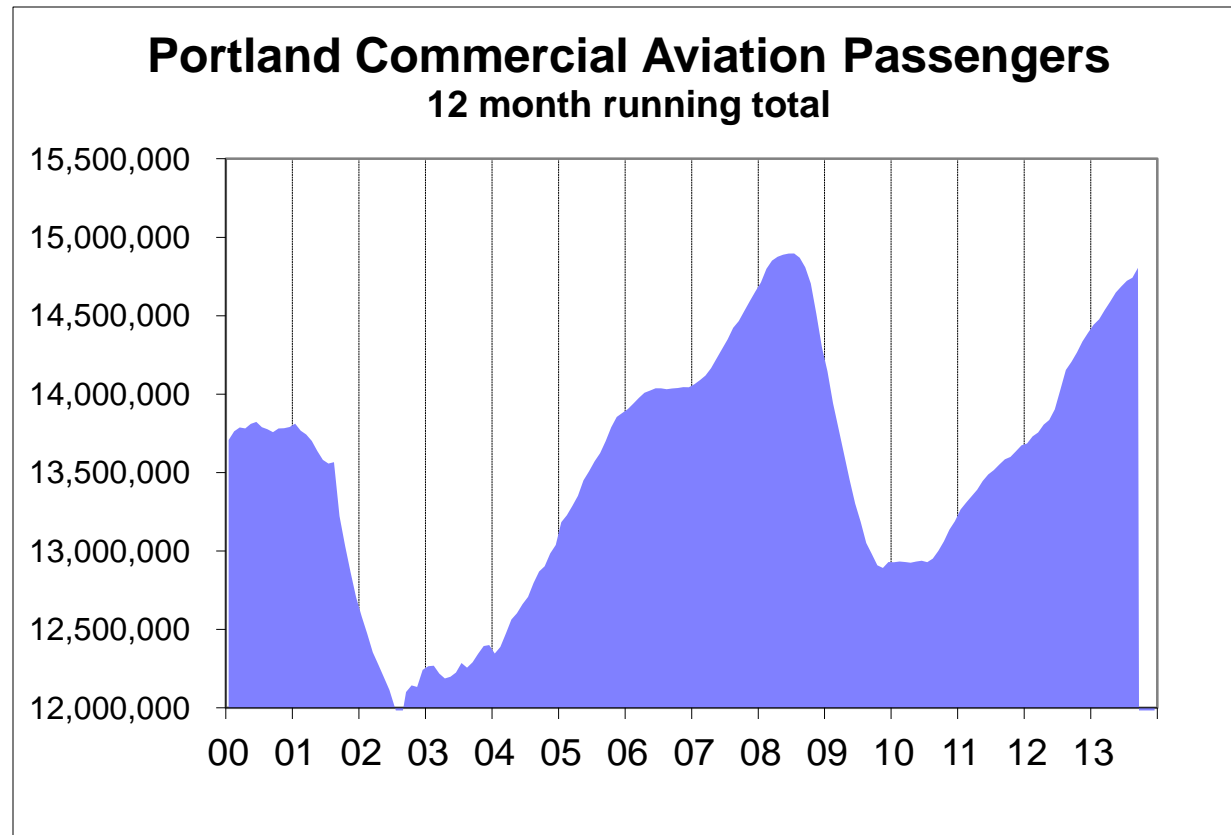


Good news!

Emerging indications of regional economy trending upwards since the Great Recession



Business activity is starting to soar as recovery takes hold . . . but uneven growth and economic headwinds have held growth below pre-recession levels.





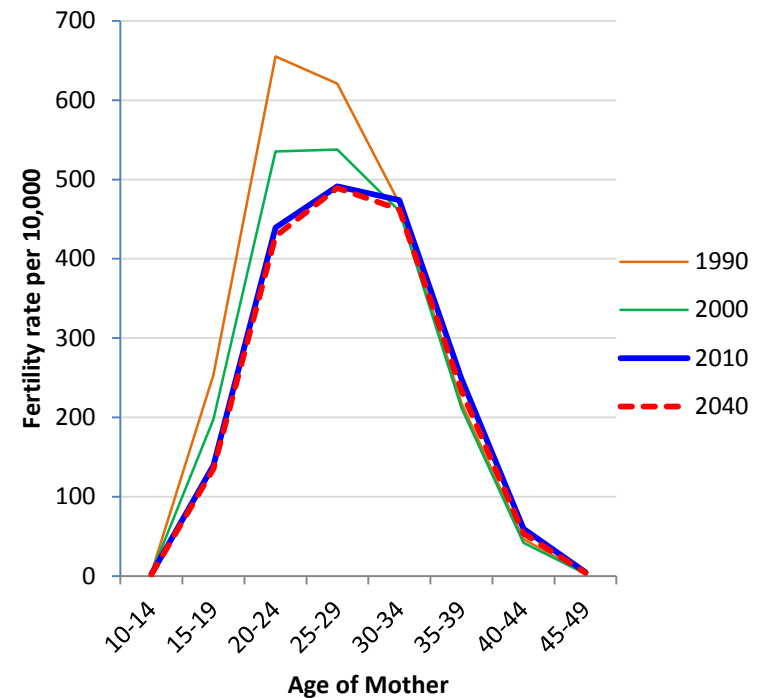
Demography will play an increasing role in shaping future growth

- Demographic tailwinds:
 - Net in-migration (propensity to import young talent)
 - Generally larger population base (proportionally fewer, but numerically larger number of working age adults)
- Demographic headwinds:
 - Aging population
 - Below replacement rate fertility (delayed child birthing)

Maturing fertility trends lead to below replacement

- *Below replacement rate fertility. . .*
- Changes in societal attitudes mean that women are delaying child rearing to later in life, consequently having fewer children over their lifespan.

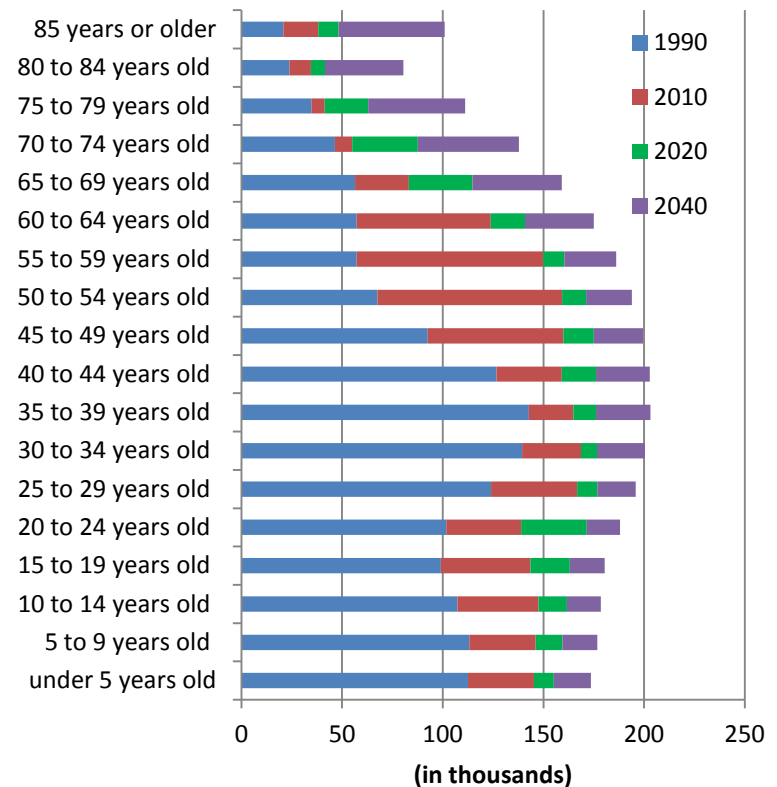
Age-Specific Fertility Rates - all races
Portland-Vancouver-Hillsboro, OR-WA MSA



Maturing population means potentially less economic drive

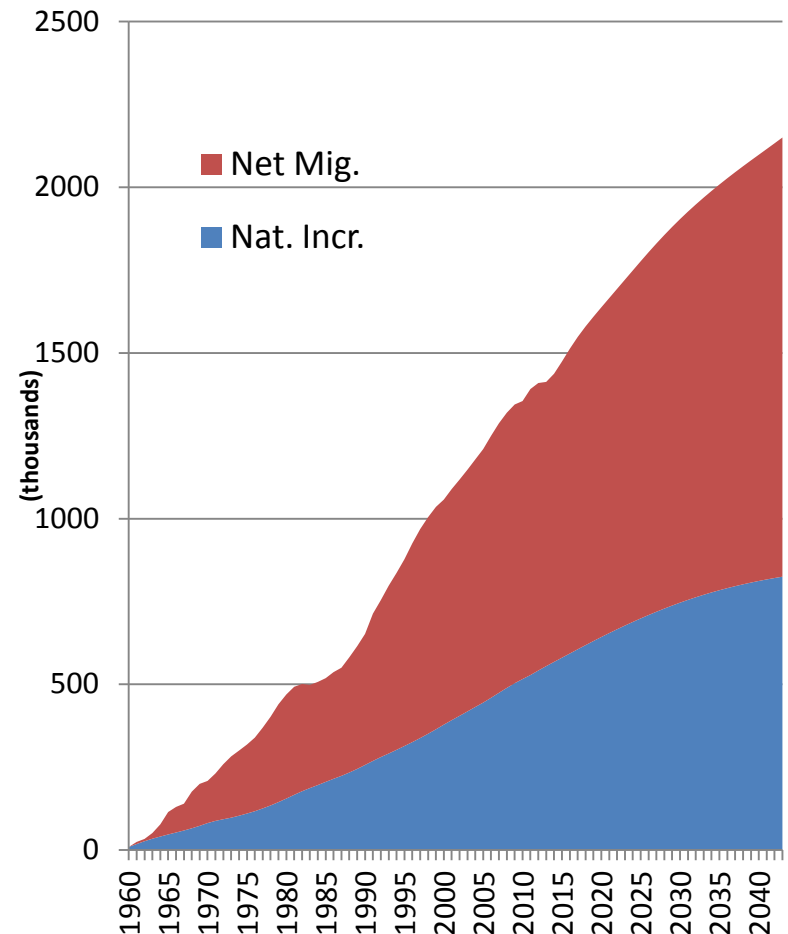
A more evenly distributed population (by age) is indicative of a maturing economy with proportionally fewer young people supporting retirees. . . Older Americans tend to save more . . . *lower GDP implications*

Population by Age Cohort
Portland-Vancouver-Hillsboro MSA



Cumulative net in-migration

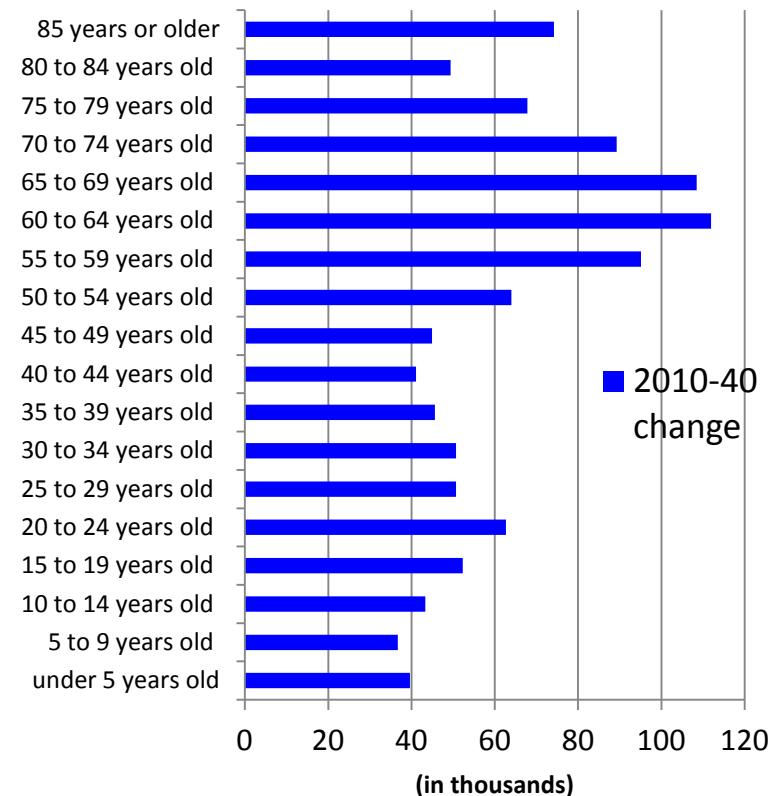
Historically, the Portland MSA has been able to attract and infuse into the regional economy young talented employees and entrepreneurs who can help grow the economy.



455,000 new workers and their children

The region is getting older on a proportional basis, but no fewer than 455,000 working age adults and children will be added to the region's total population (under 50 years old.)

Population Change by Age Cohort
Portland-Vancouver-Hillsboro MSA





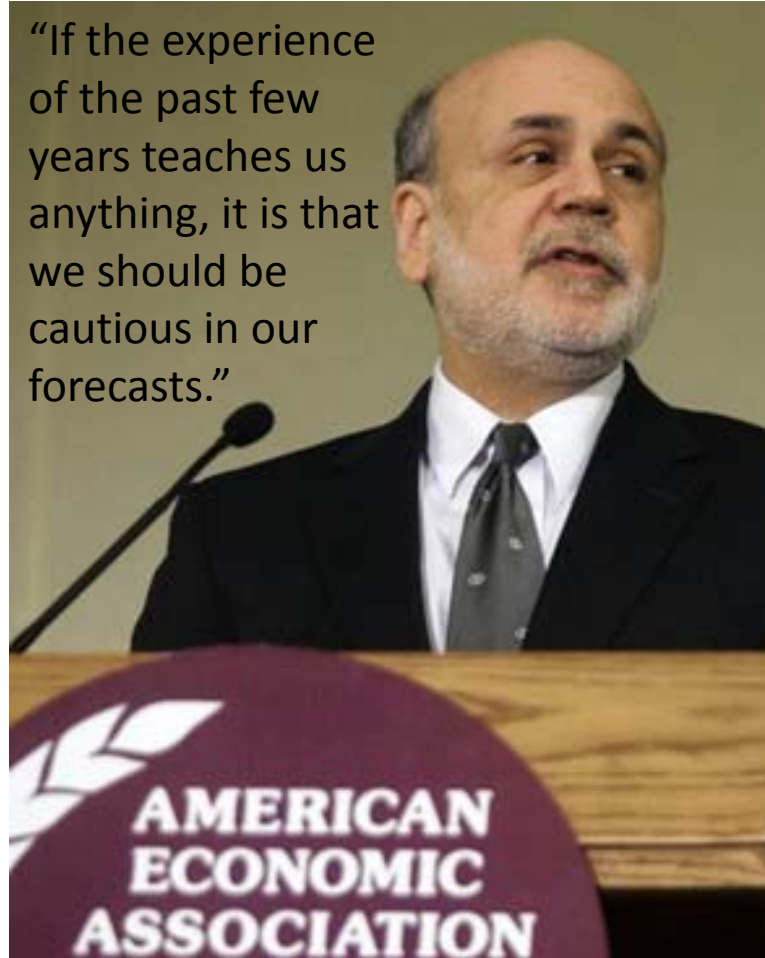
1,000,000+

Footnotes:

- The number of new resident's expected between the 2010 Census and year 2040.
- 1% APR
- Portland MSA (7 counties)

Last words from outgoing Fed Chair - Ben Bernanke

“If the experience of the past few years teaches us anything, it is that we should be cautious in our forecasts.”



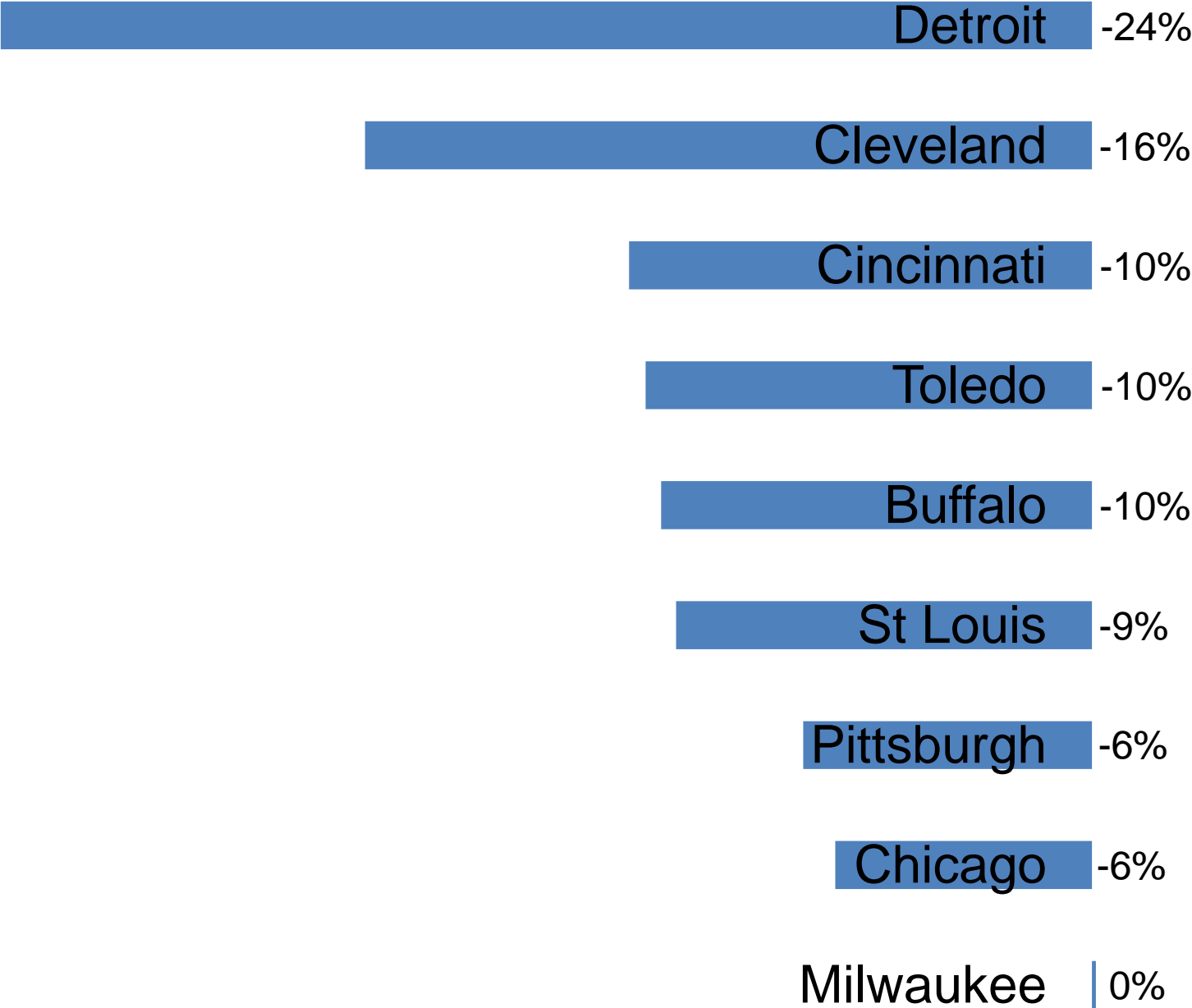
Bernanke and the Fed predict the U.S. recovery should pick up steam this year as headwinds subside.

Employment Trends

Christian Kaylor

Christian.R.Kaylor@state.or.us

Population Decline 2002 to 2012



College Degree & Median Wage

Western US Metropolitan Regions

◇ San Jose

◇ San Francisco

$R^2 = 0.62$

Portland

◇ San Diego

◇ Denver

◇ Austin

◇ Seattle

◇ Sacramento

◇ Houston

◇ Phoenix

◇ Albuquerque

◇ Boise

◇ San Antonio

◇ Fresno

◇ El Paso

◇ Las Vegas

◇ Spokane

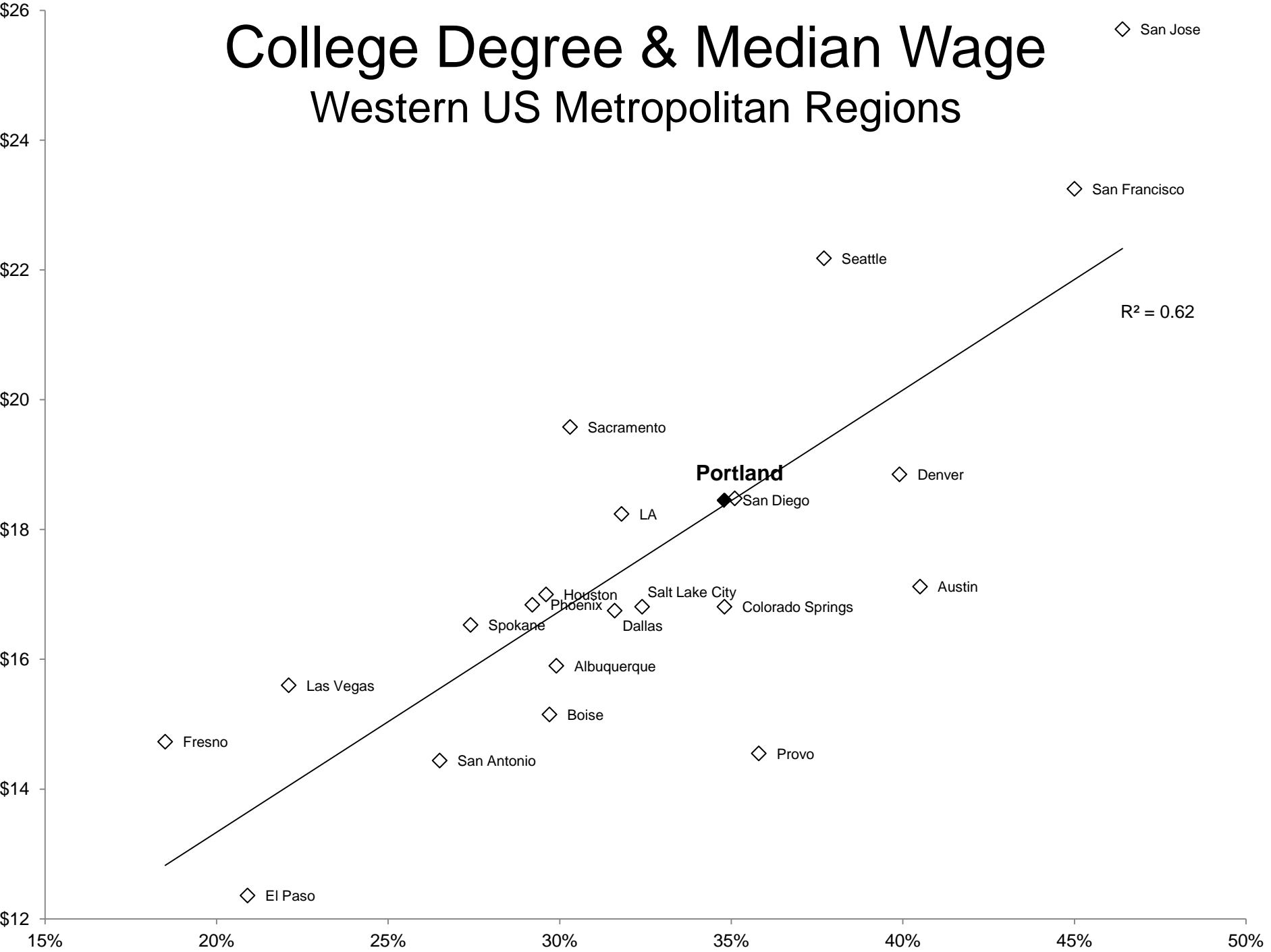
◇ Dallas

◇ Salt Lake City

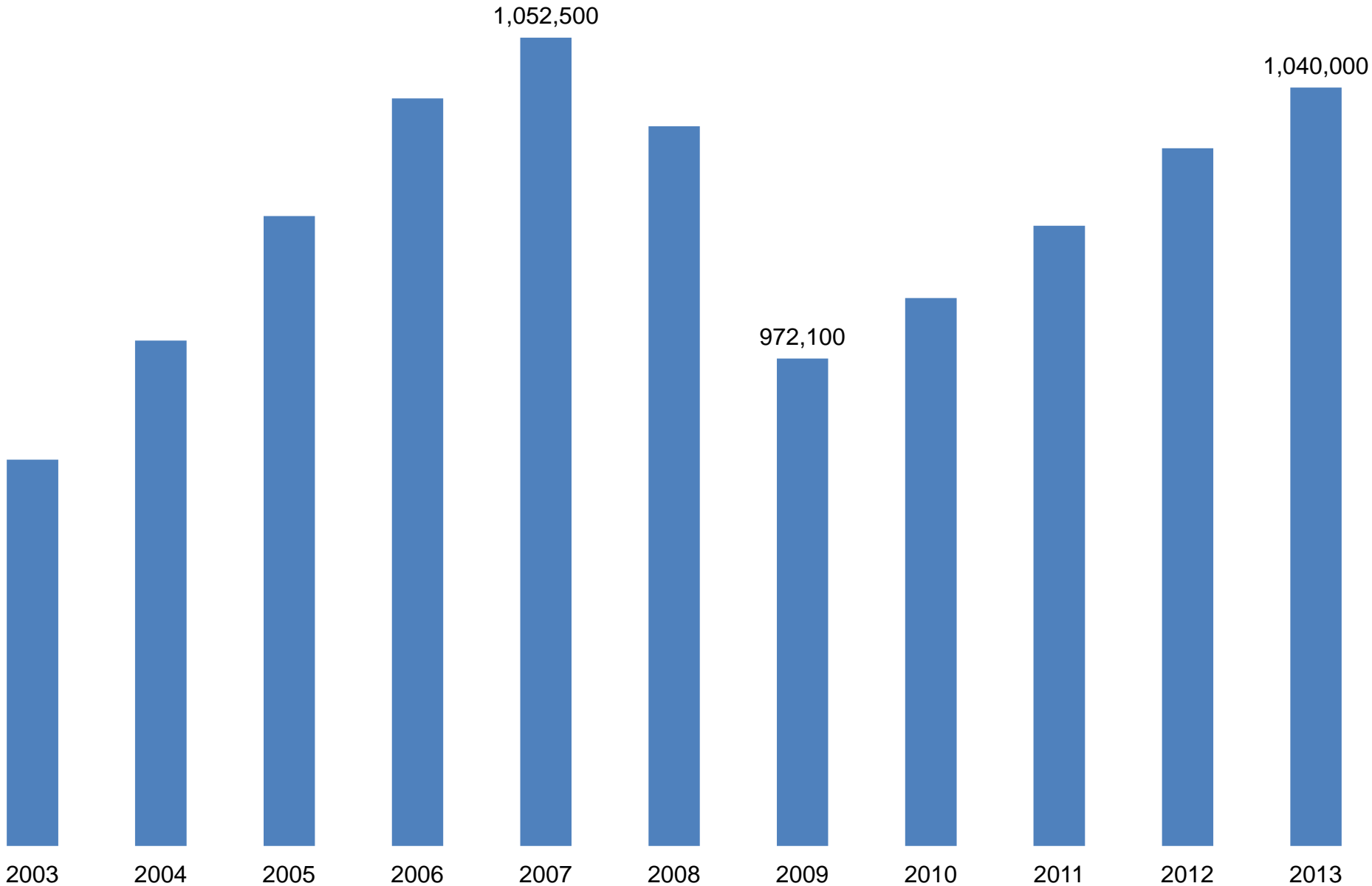
◇ Colorado Springs

◇ Provo

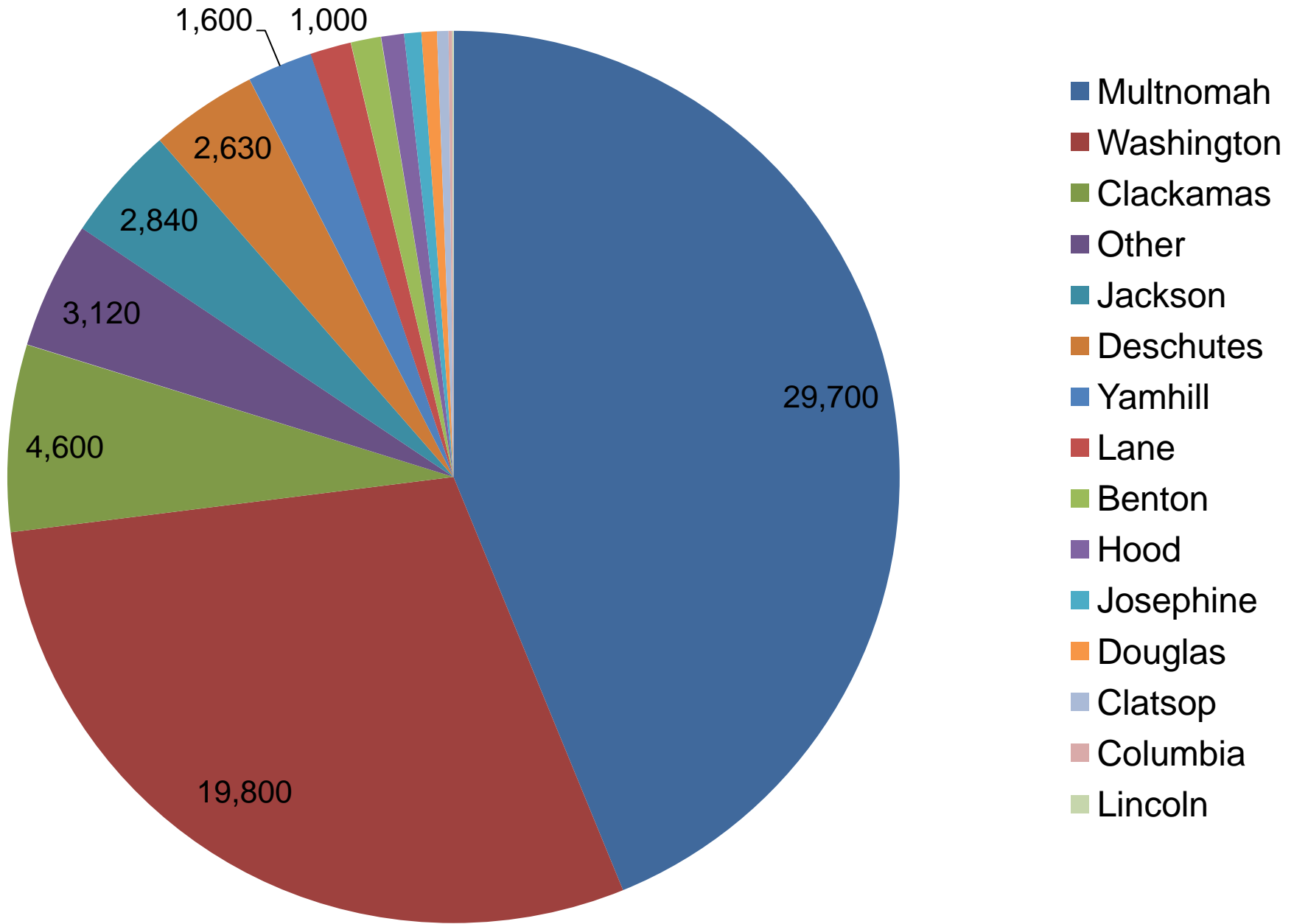
◇ LA



Portland Metro Employment



Job Growth Aug 2013 / 2010

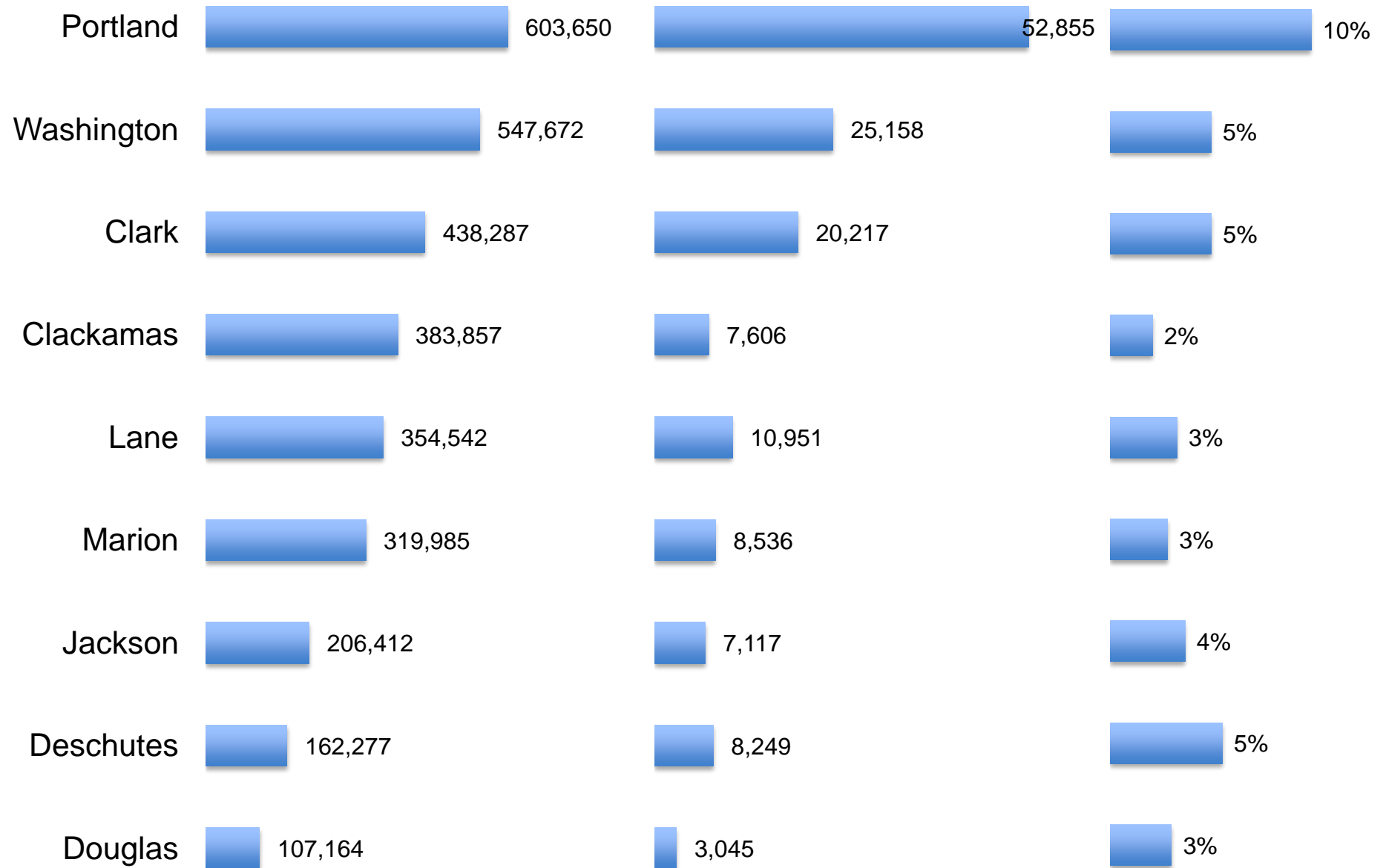


Job Growth by Industry Wages

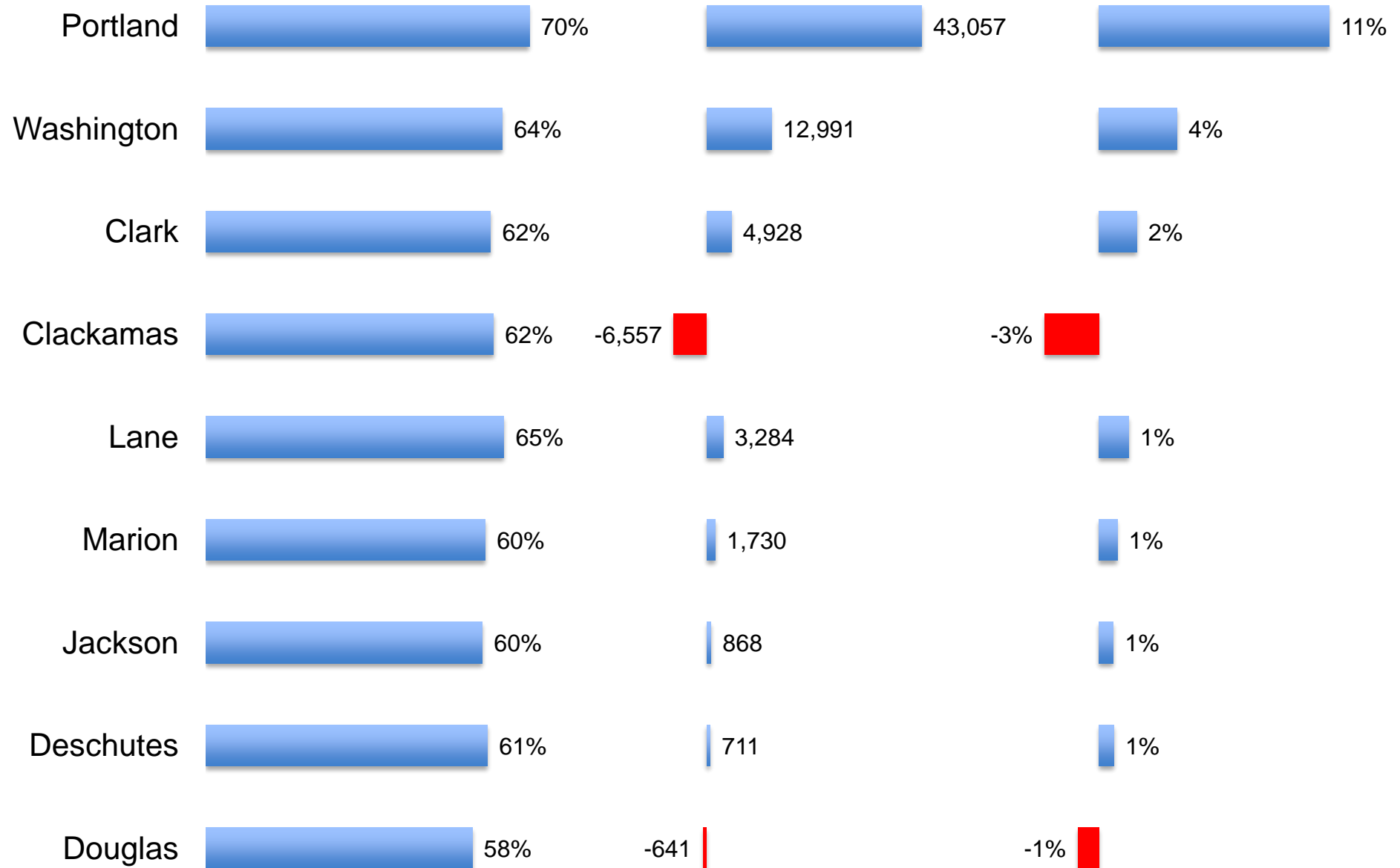
August 2013 / 2010 Portland Metro Region

		Average Wage \$ 1,000's	Job Growth	% of New Jobs	% of All Jobs	Job Growth
High Wage	High Tech Manufacturing	\$120				
	Wholesale Trade	\$78	17,800	26%	18%	11%
	Information	\$75				
	Professional and technical	\$72				
Financial activities	\$64					
Middle Wage	Ambulatory health care	\$63				
	Construction	\$57	7,200	19%	37%	4%
	Manufacturing (non High Tech)	\$53				
	Government	\$52				
	Retail trade	\$28				
Low Wage	Employment services	\$31	24,300	35%	26%	10%
	Nursing and residential care	\$25				
	Leisure and hospitality	\$20				

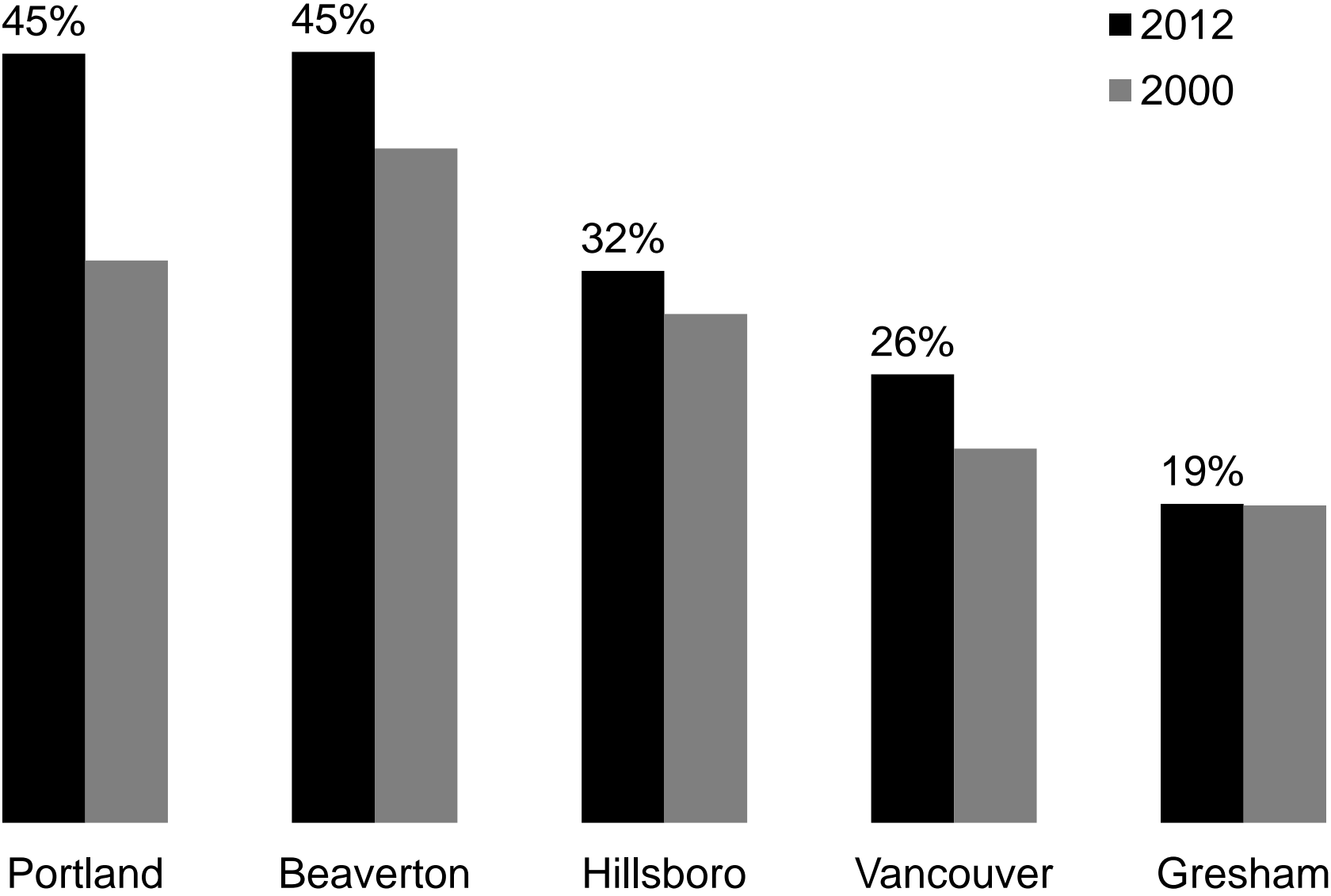
Population : 2007 to 2012



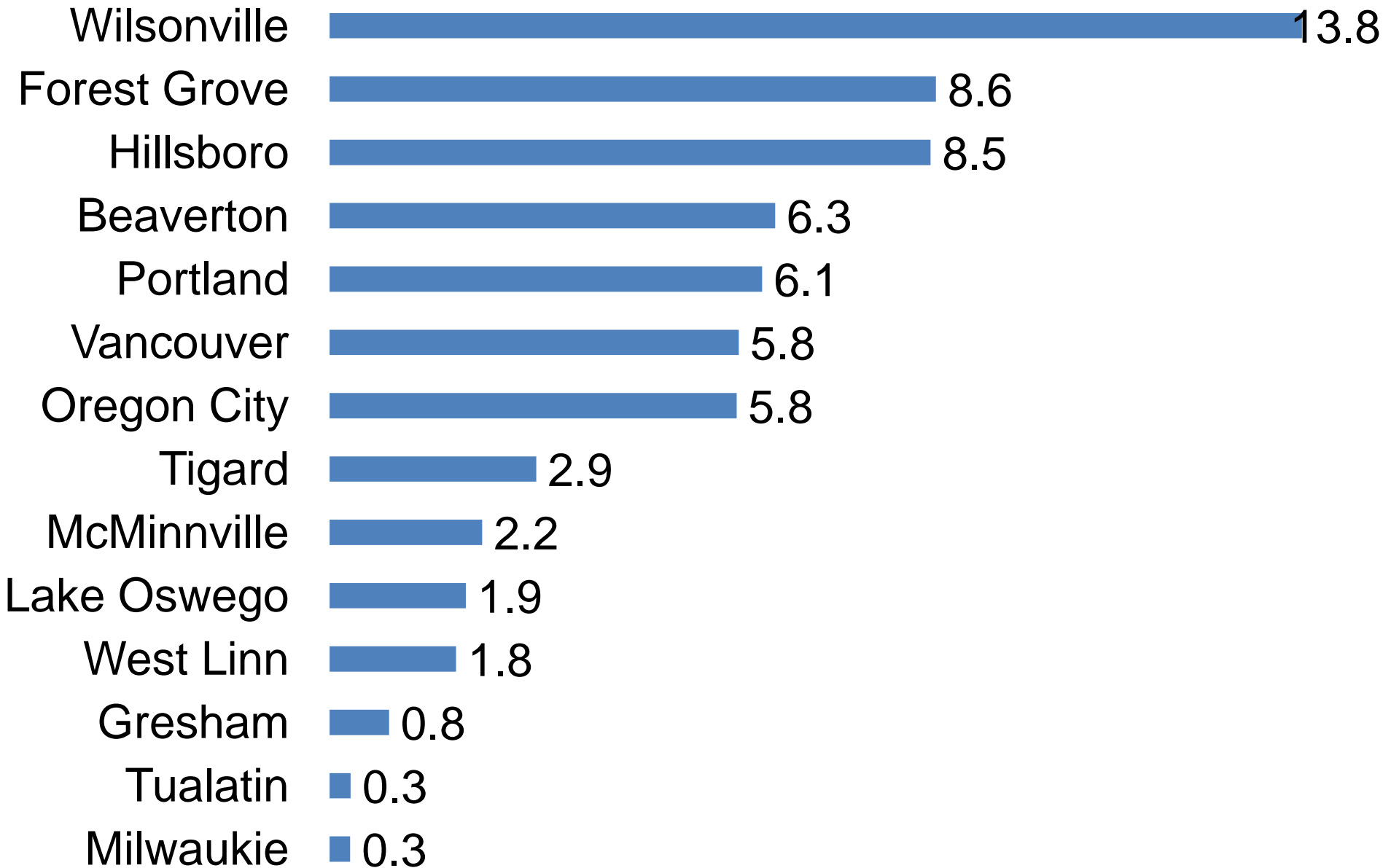
Population 18 - 64



Population with 4 Year Degree



Residential Permits Per Capita 2013



MPAC Worksheet

Agenda Item Title: Climate Smart Communities Scenarios Project: First Look at Results (Part 3) and Discussion of Shaping the Preferred Approach in 2014

Presenter(s): Kim Ellis

Contact for this worksheet/presentation: Kim Ellis

Date of MPAC Meeting: January 8, 2014

Purpose/Objective

Staff will present remaining results from the Phase 2 scenarios analysis and seeks input on the process for developing the region's preferred approach in 2014.

Action Requested/Outcome

MPAC receives an informational presentation of additional results and provides input on the process for developing the preferred approach in 2014.

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

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. Oregon Administrative Rule 660-044 directs the Metro Council to select a preferred approach by the end of 2014 after public review and consultation with local governments and state and regional partners.

There are many ways to reduce emissions while creating healthy, more equitable communities and a vibrant regional economy. Providing services and shopping near where people live, expanding transit service, encouraging electric cars and providing safer routes for walking and biking all can help. The goal of the Climate Smart Communities Scenarios Project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas. To realize that goal, the Council directed staff to evaluate three illustrative approaches – or scenarios – over the summer of 2013 to better understand how best to support community visions and a vibrant economy while reducing greenhouse gas emissions. Adopted land use plans served as the foundation for each scenario.

The results of the Phase 2 scenario alternatives analysis demonstrate that implementation of the 2040 Growth Concept and locally adopted land use and transportation plans and policies make the state-mandated greenhouse gas emissions reduction target achievable – if we make the investments and take the actions needed to implement those plans.

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

- In December, Councilors and staff **briefed the Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation** on the economic and social equity related results. During the briefings and previous policy coordinating committee discussions, local officials requested joint meetings of the Metro Council, MPAC and JPACT in 2014 to discuss regional policy initiatives, including the Climate Smart Communities effort. Staff developed a refined four-step process that uses joint meetings to build consensus on the investments and actions to be included in the draft preferred approach.

- **Staff continued to analyze the three scenarios with a focus on costs and social equity, and began to review the latest results with the regional technical advisory committees.** The latest results will be presented at the January 8 meeting.
- The **Oregon Health Authority continued preparing a health impact assessment** of the three scenarios. This work is undergoing technical review and is expected to be available to report to policymakers in January.
- The **Oregon Department of Transportation released the Statewide Transportation Strategy Short-Term Implementation Plan¹.** Accepted by the Oregon Transportation Commission in March 2013, the Statewide Transportation Strategy (STS)² identifies 18 strategies for Oregon to pursue to reduce greenhouse gas emissions from transportation. The Short-Term Implementation Plan identifies priority actions ODOT will pursue in the next 2 to 5 years to move the STS vision forward. By design, the actions identified represent “low-hanging fruit:” strategies with a relatively high degree of political acceptance, actions that maximize existing work, or actions that can be pursued at a relatively low level of effort with moderate returns.
- **ODOT, TriMet, the South Metro Area Rapid Transit (SMART) district, the Port of Portland and local governments submitted updated investment priorities for inclusion in the 2014 Regional Transportation Plan (RTP).** The investment priorities submitted by project sponsors reflect two levels of funding: a fiscally constrained level of investment and a more aspirational level of investment.

What packet material do you plan to include?

- Attachment A. Memo to MPAC, JPACT and interested parties on Climate Smart Communities: Shaping the Preferred Approach in 2014 (December 30, 2013).
 - Attachment 1. 2014 Key Milestones and Decisions (*Dec. 30, 2014*)
 - Attachment 2. Shaping the Preferred Approach in 2014 (*Dec. 30, 2013*)
 - Attachment 3. Investing in Great Communities brochure (*updated Dec. 27, 2013*)

¹ http://www.oregon.gov/ODOT/TD/OSTI/docs/STS%20Short-Term%20Implementation%20Plan_12.19.2013.pdf

² <http://www.oregon.gov/ODOT/TD/OSTI/Pages/STS.aspx> and

http://www.oregon.gov/ODOT/TD/OSTI/docs/STS%20Strategy%20Summary%20Sheets_12.19.2013.pdf

**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**

www.oregonmetro.gov/climatescenarios

Climate Smart Communities Scenarios Project

First Look at Results – Part 3

Metro Policy Advisory Committee

Kim Ellis, project manager

January 8, 2014



Metro | *Making a great place*

Region's response to state target

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



Where we've been & where we are headed

PHASES 1 & 2

PHASE 3

**Understand Choices
2011-2012**

**Shape Choices
2013-early 2014**

**Shape Preferred
Jan.-May 2014**

**Adopt Preferred
Sept.-Dec. 2014**



What the future might look like in 2035

Scenario

A

RECENT TRENDS

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

Scenario

B

ADOPTED PLANS

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

Scenario

C

NEW PLANS & POLICIES

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

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

First Look at Results

NOVEMBER – PART 1

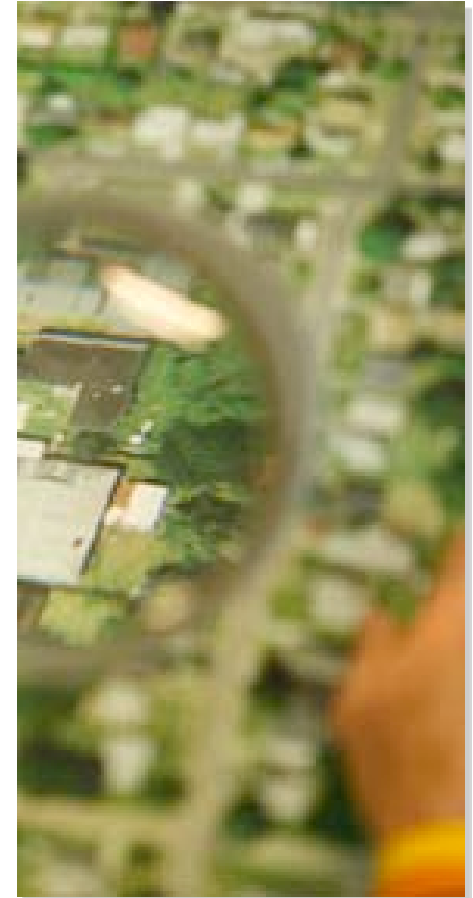
- ☑ Report emissions, travel, air quality, housing and job outcomes

DECEMBER – PART 2

- ☑ Report costs relative to economic and social equity outcomes

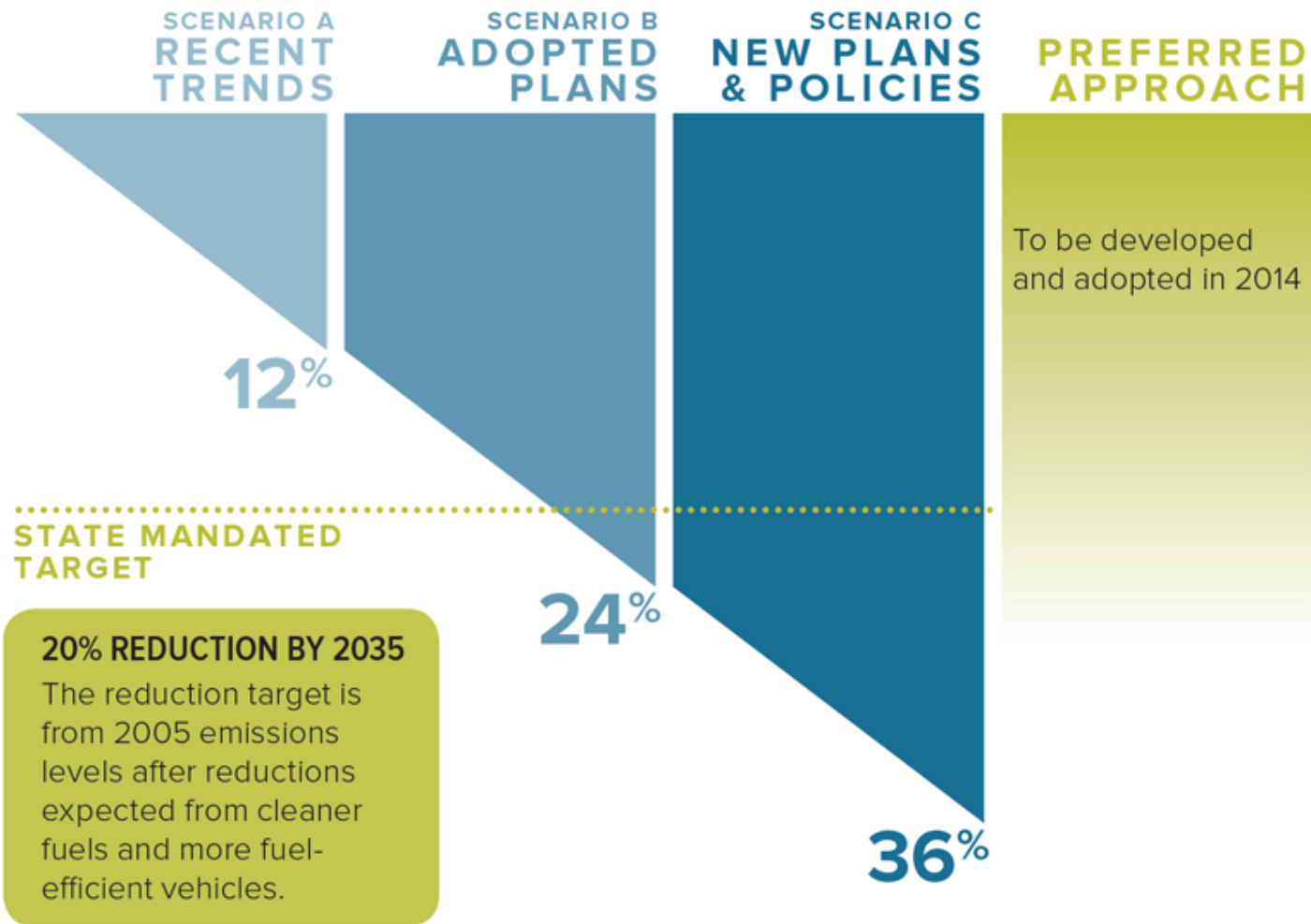
JANUARY – PART 3

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



REDUCED GREENHOUSE GAS EMISSIONS

PERCENT BELOW 2005 LEVELS

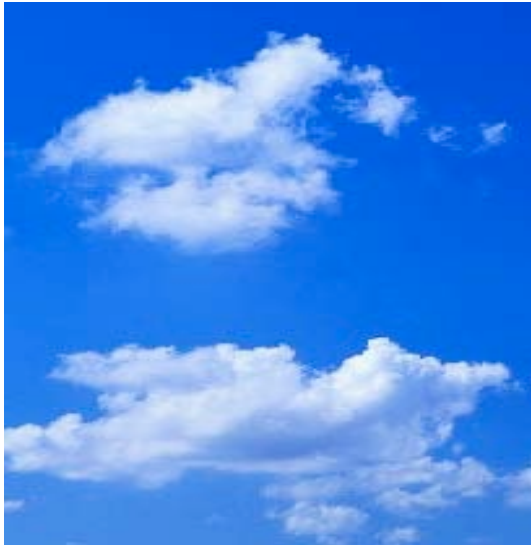
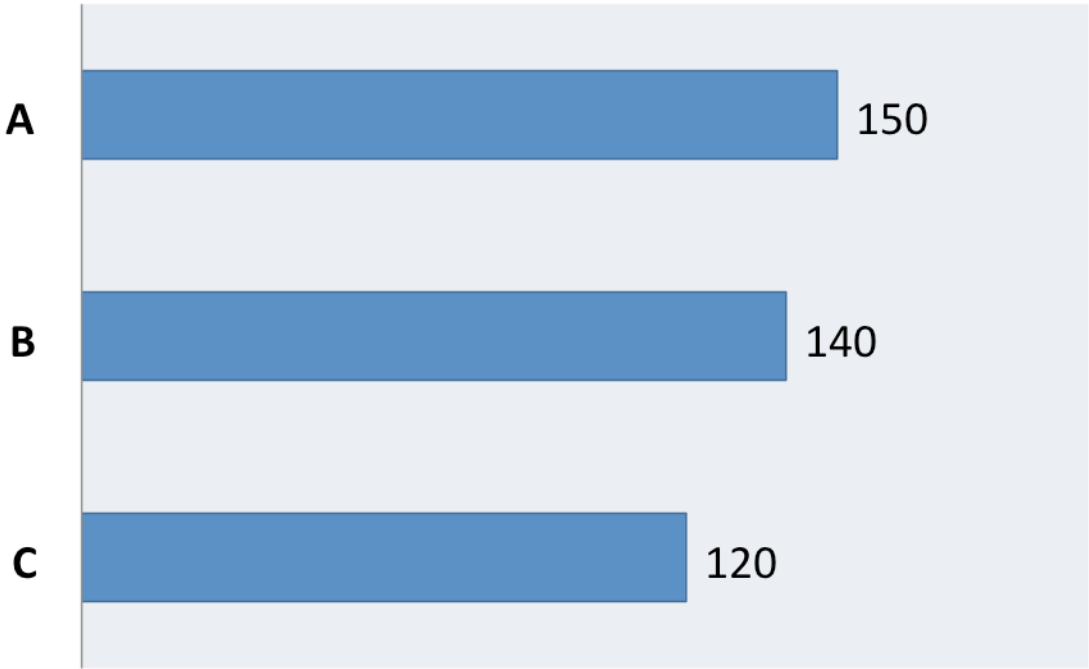


WHAT WE LEARNED

PART 3

Investment helps reduce air pollution

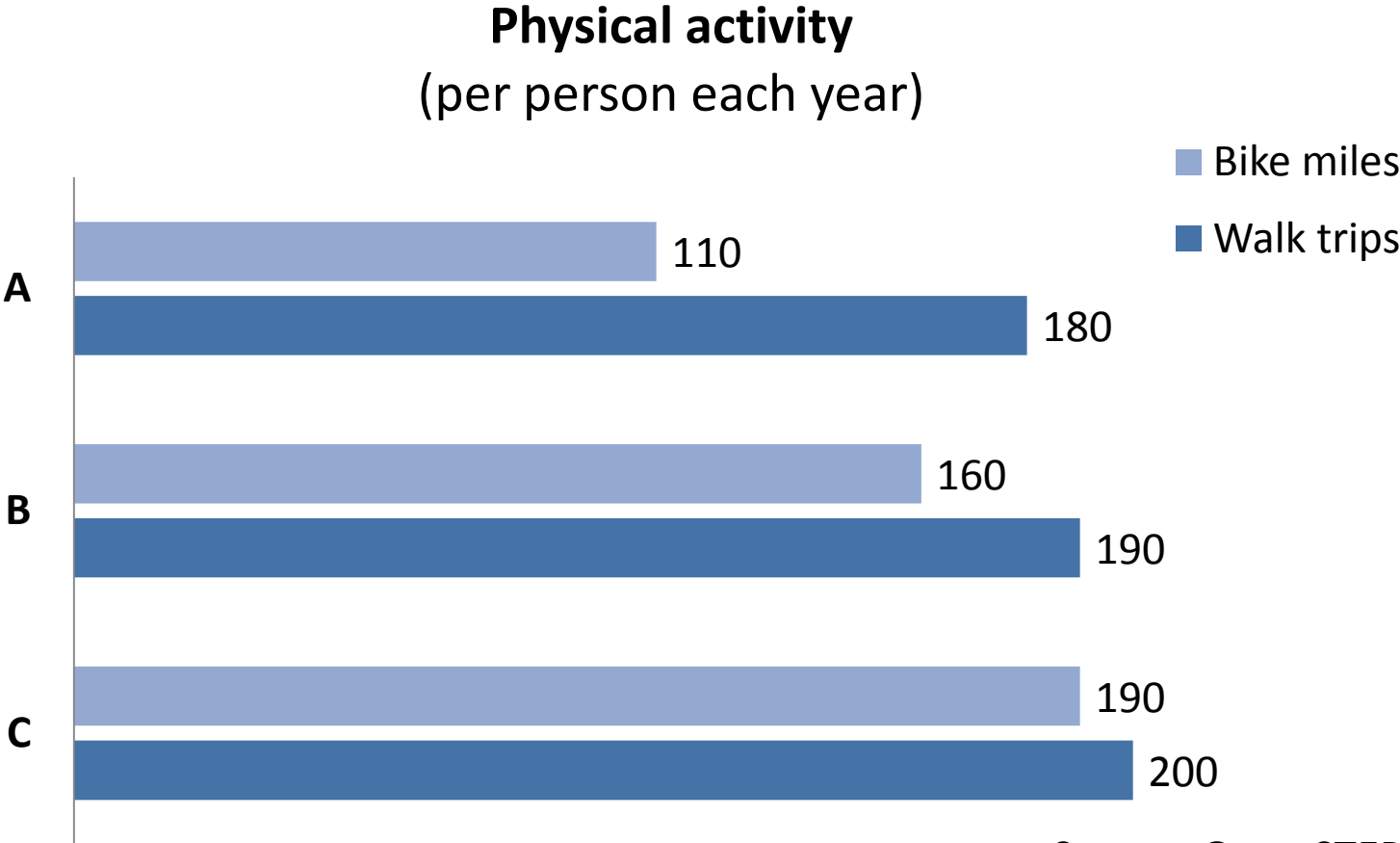
Air pollutants
(metric tons per day)



Analysis includes PM_{2.5}, hydrocarbons and nitrogen oxides.

Source: GreenSTEP

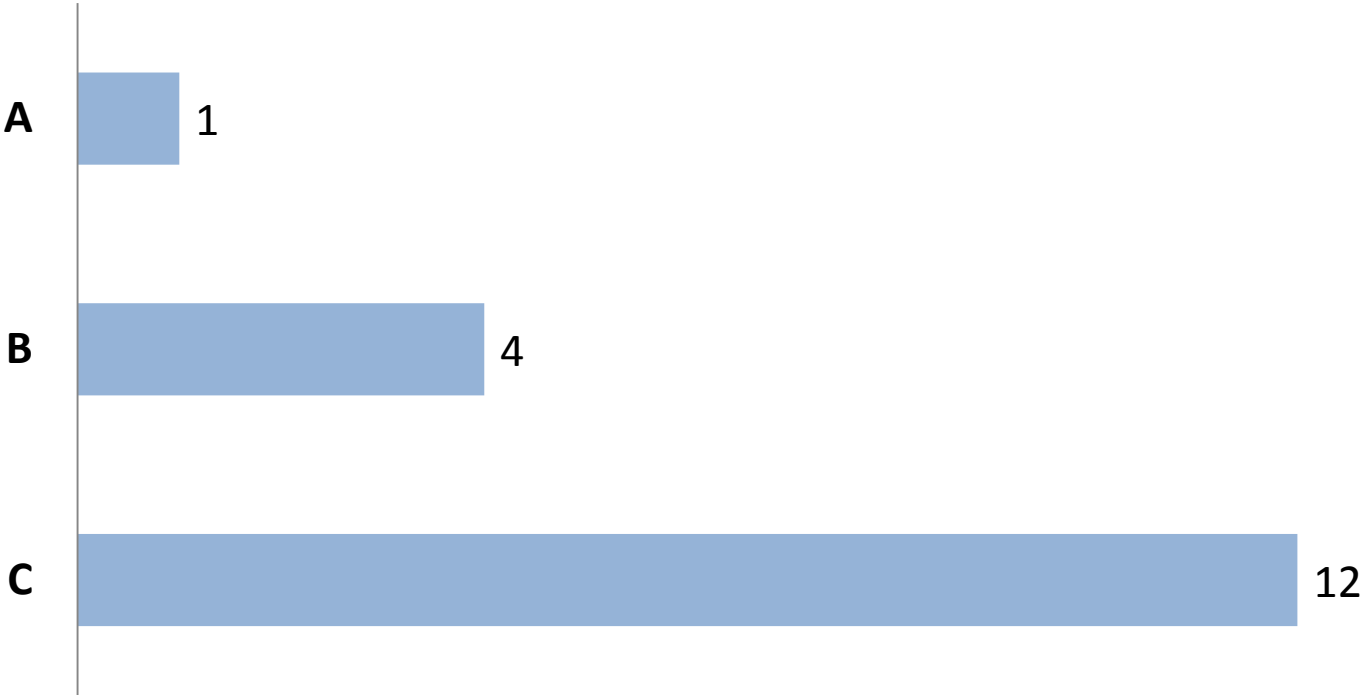
Investment helps increase physical activity



Source: GreenSTEP

Investment helps improve traffic safety

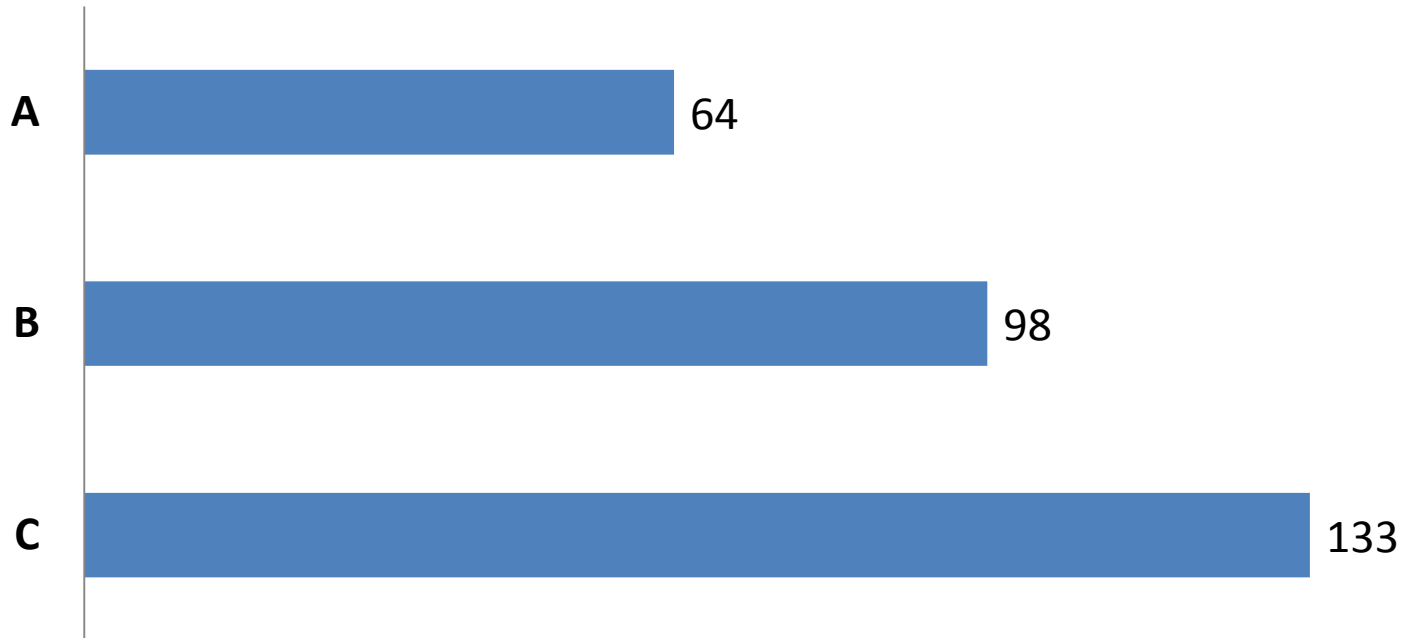
Traffic fatalities avoided per year by 2035



Source: ITHIM

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

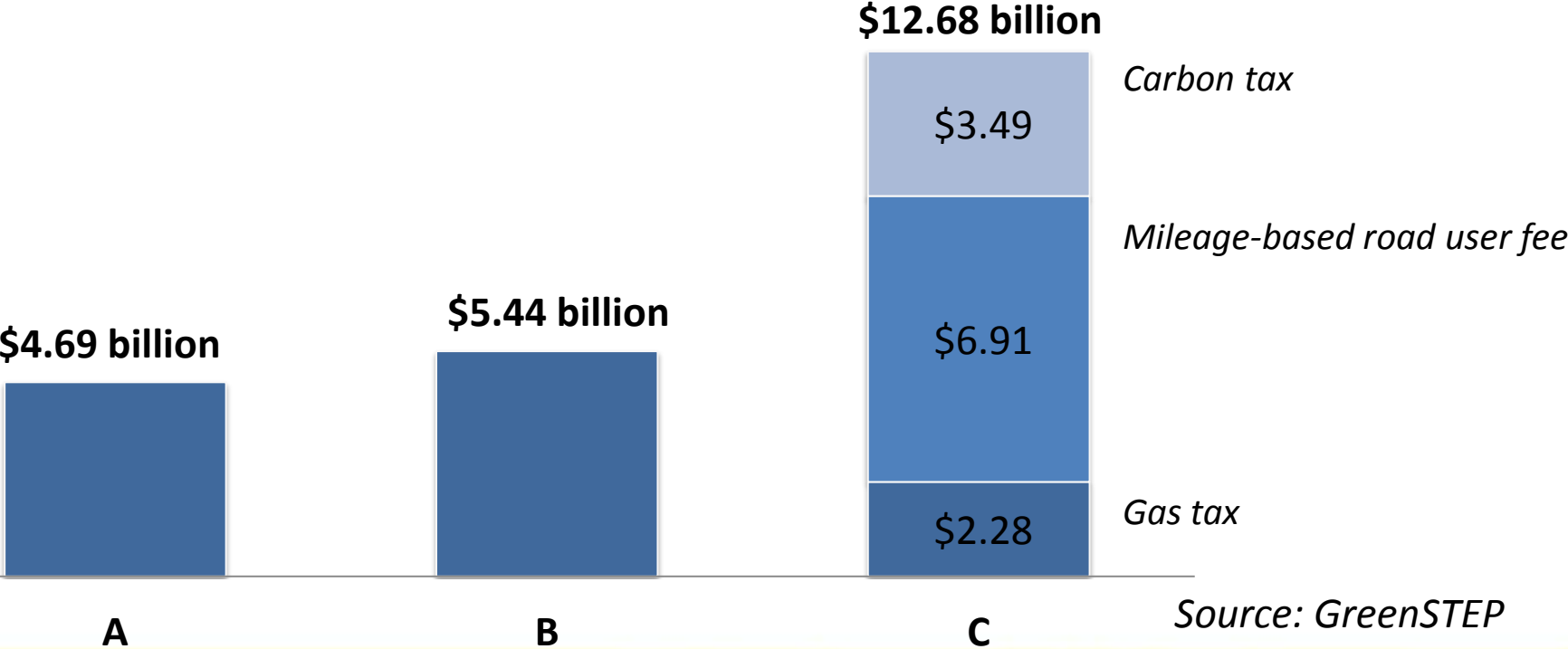
Lives saved each year by 2035



Source: ITHIM

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

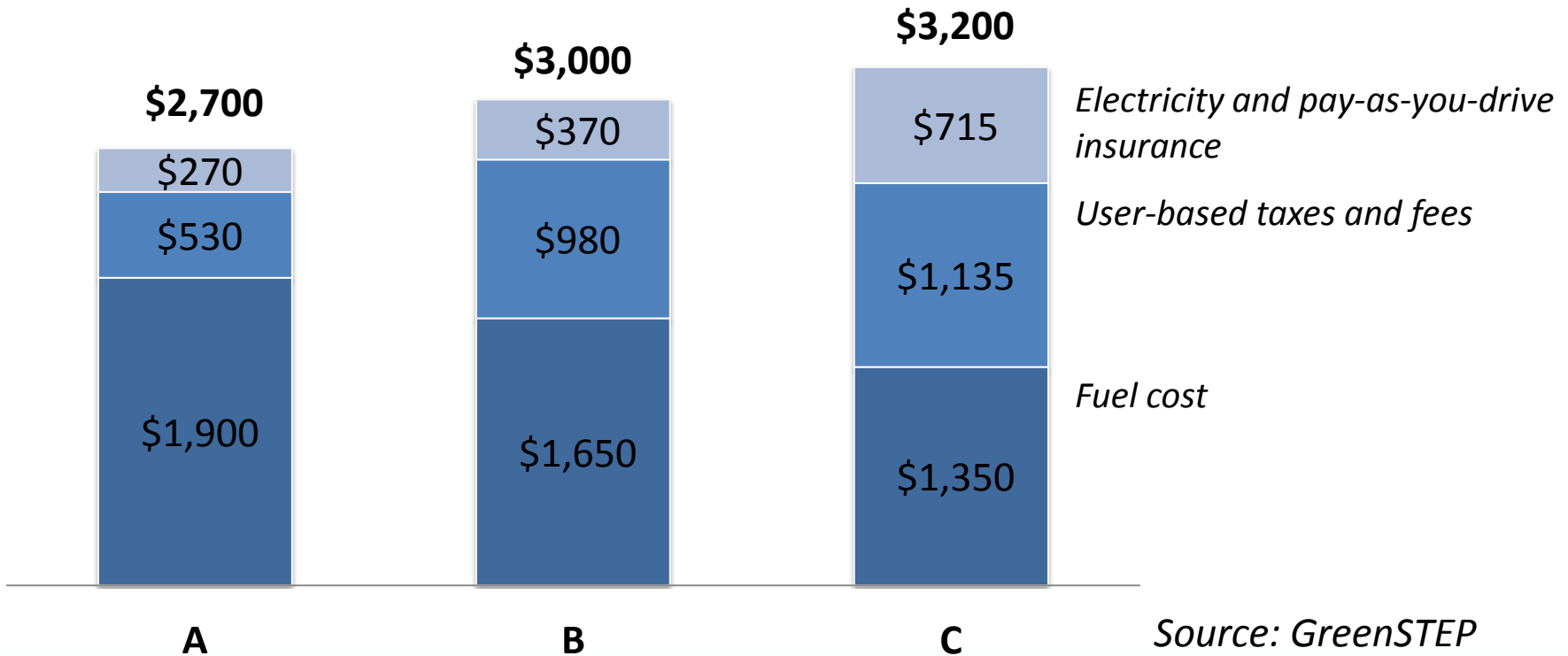
Total revenues from user-based fees and taxes by 2035
(billions, 2005\$)



Source: GreenSTEP

Vehicle operating costs increase due to new fees and taxes

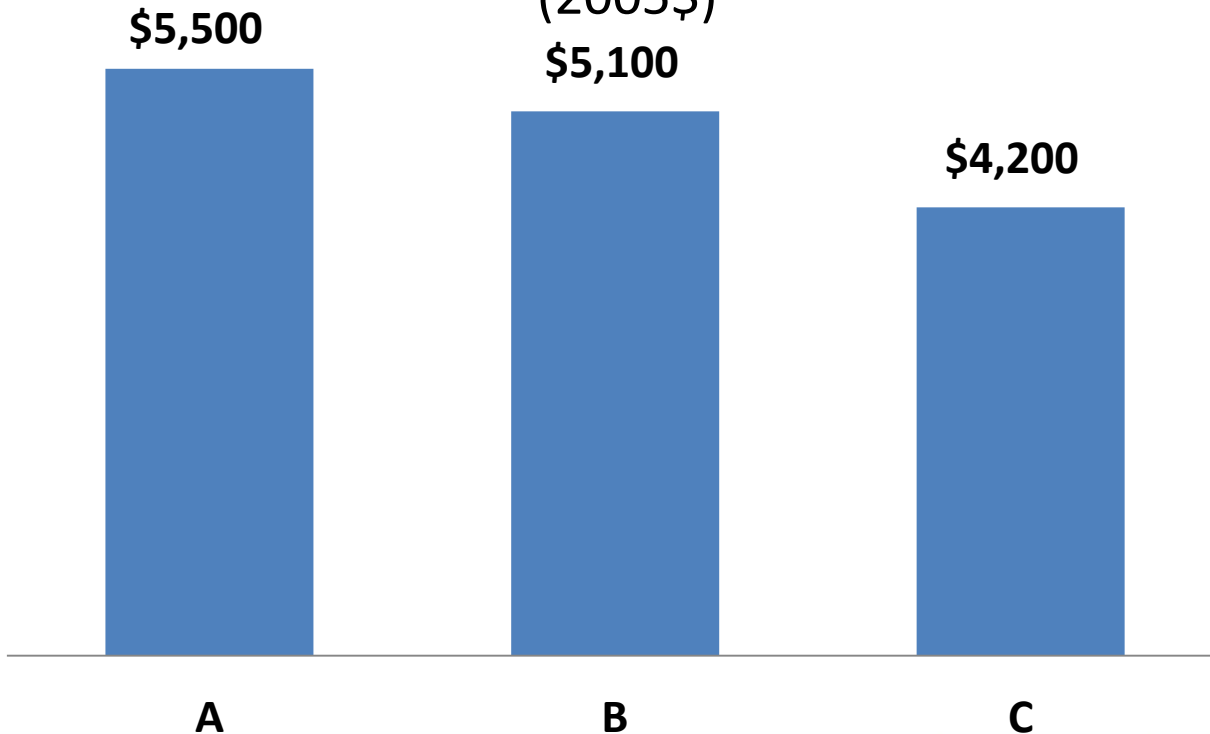
Annual household vehicle operating costs
(2005\$)



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

Average annual household vehicle ownership costs

(2005\$)
\$5,100



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

Source: GreenSTEP

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

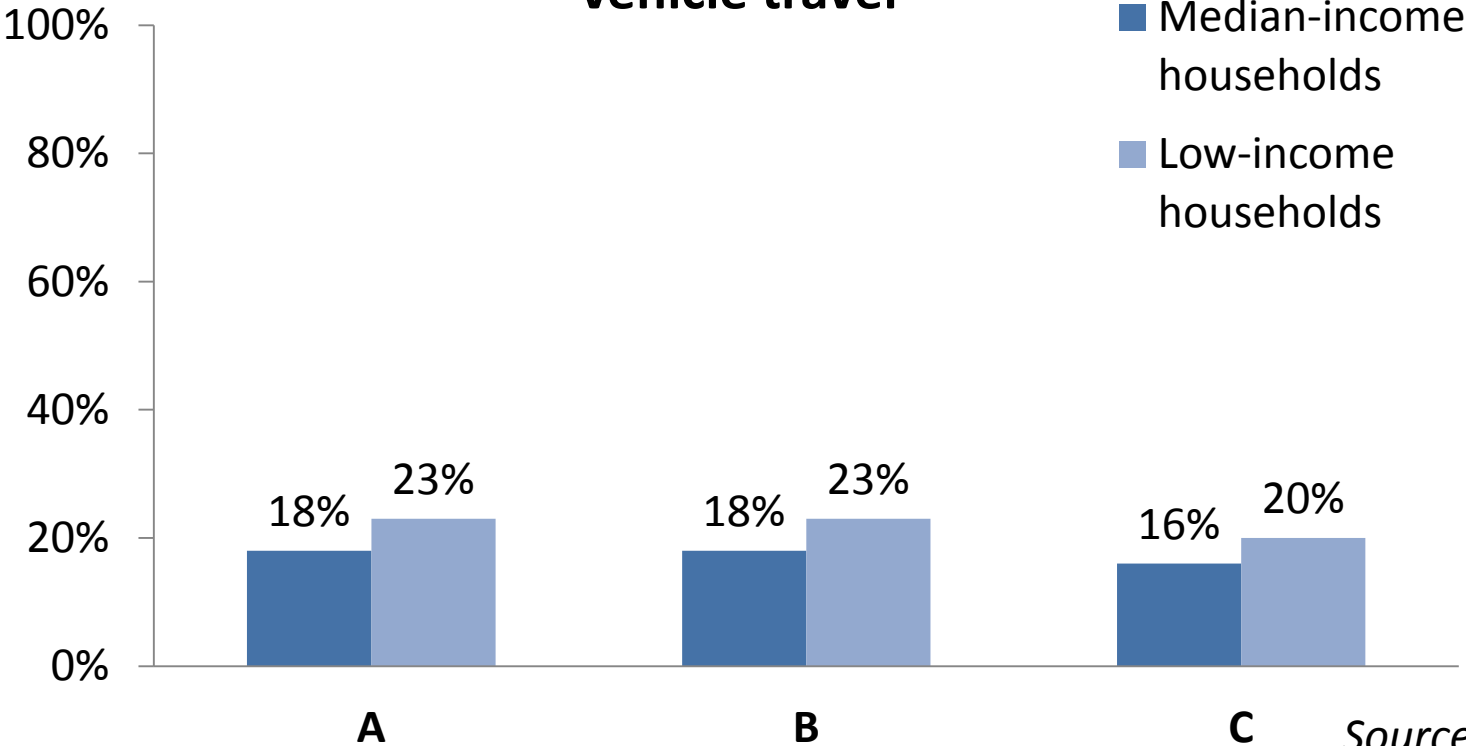
Average annual household vehicle ownership & operating costs
(2005\$)



Source: GreenSTEP

Lower vehicle travel costs help household budgets

Share of annual household income spent on vehicle travel



Source: GreenSTEP

MOVING FORWARD IN 2014

**SHAPING THE PREFERRED
APPROACH**

What's next?

JAN. TO MAY 2014

Discuss policy areas to shape a draft preferred approach

MAY 2014

Council direction to staff on the draft preferred approach

JUNE TO AUGUST 2014

Staff completes final evaluation & prepares short-term implementation plan and adoption legislation

SEPT. TO DEC. 2014

Public comment period and Council considers final adoption of preferred approach

Policy areas recommended to carry forward to draft preferred approach

Step 1

Stay the
course

Implement the 2040 Growth Concept

Implement local zoning, comp plans & transportation system plans

Provide schools, services and shopping near homes

Manage UGB expansion

Make streets and highways more safe and reliable

Make it easy to walk and bike



Policy areas to confirm with the state & carry forward to draft preferred approach

Step 2

Confirm
with the
state

Transition to cleaner & low carbon fuels

Transition to low emission vehicles

Promote vehicle insurance paid by the miles driven



Policy areas recommended to be the focus of further discussion

Steps 3 and 4

Regional discussion	Make transit more convenient, frequent, accessible and affordable
	Provide information and use technology and “smarter” roads
	Manage parking with a market-responsive approach
Regional discussion	Identify potential funding mechanisms e.g. gas tax, carbon tax, road user fee based on miles driven





DISCUSSION





Voters in the Portland metropolitan area approved a five-year local option levy in May 2013 to care for Metro's growing portfolio of natural areas and regional parks. Oregonians value these special places, and the fish and wildlife that depend on them. Their investment will raise about \$10 million per year, allowing Metro to do an even better job restoring and managing its 16,000 acres across the region.

Learn more:

www.oregonmetro.gov/naturalareas

Get in touch:

503-797-1545 or naturalareas@oregonmetro.gov



Get ready to volunteer with a project in your community!

Nature in your neighborhood

For nearly two decades, Metro has provided grants for habitat restoration, conservation education and other projects that connect people to nature close to home. Funding for Metro's Nature in Neighborhoods grants has more than doubled thanks to voter approval of Metro's 5-year local option levy. The levy includes \$3.7 million for community partnerships that:

- *Connect people to their watershed*
- *Preserve and restore local fish and wildlife habitat*
- *Support larger conservation initiatives*
- *Support nature education for school-aged children*
- *Improve the ability of all communities to experience and connect with nature*
- *Implement the Regional Trails Plan*

Who can apply?

Individuals, citizen groups, businesses, neighborhoods, nonprofits, schools and school groups, government agencies, faith groups and service groups with nonprofit or other tax-exempt status may apply. Grants may only be awarded to projects and programs that benefit Metro-area residents.

What's the timeline?

Conservation education grants pre-application due January 14, 2014.

Application review and selection

A team of Metro staff and other professionals with backgrounds in restoration, conservation education, grant management, finance, volunteer coordination, project planning and community partnerships will review applications and make funding recommendations. The Metro Council makes all grant awards.

Interested in reviewing grants?

Applications for reviewers will be accepted fall 2013.





A habitat restoration project in Lents used grant funds to plant 6,000 native trees and shrubs along a quarter-mile stretch of the Springwater Corridor with the help of hundreds of local youth and adult volunteers.



In Milwaukie, volunteers from the Presbyterian church restored a small wetland adjacent to the church property, improving water quality and creating a quiet refuge for wildlife – and people.



Grant projects provide people of all ages with “boots on the ground” opportunities to restore local natural areas and take care of nature close to home.

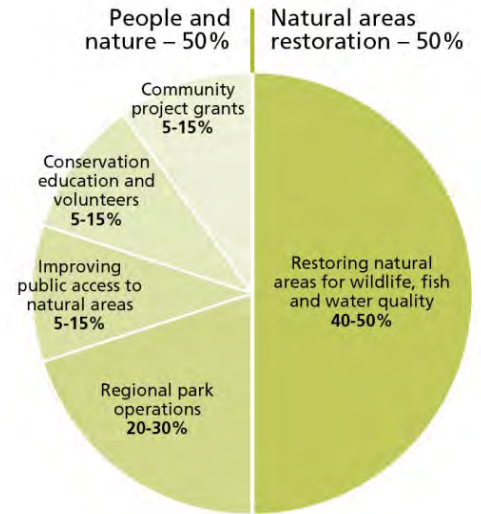
LEVY INVESTMENTS

Five program areas have been identified for levy funding

In addition to funding grants to support local communities, the levy will make a difference for most of the land Metro oversees. Improvements will span the region, from western Washington County to eastern Multnomah County. They’ll also span Metro’s destinations, from developed parks and boat ramps that attract thousands of visitors each year to natural areas that are havens for wildlife. Additionally, funding will support programs that provide people with access to some of Metro’s natural areas that have not been formally open to the public and expand programs for people to learn about and experience the protected natural areas in our region.

Where levy funds will go

All percentages are approximate



NATURE IN NEIGHBORHOODS RESTORATION AND EDUCATION GRANTS

Approximately \$3.7 million will be available for habitat restoration, conservation education, and regional trail projects and programs.

Conservation education grants – three funding cycles

Small grants – up to \$25,000; Large grants – up to \$100,000.

Approximately \$700,000 available in 2014 and 2015; \$200,000 available in 2016.

Conservation education grants workshop November 14, 2013.

Pre-applications due January 14, 2014; awards May 2014.

Restoration grants – three funding cycles

Small grants – up to \$25,000; Large grants – up to \$100,000.

Approximately \$700,000 available in 2014 and 2015; \$200,000 available in 2016.

Pre-applications due spring 2014; awards summer 2014.

Trails grants – one funding cycle

For projects that implement the Regional Trail Plan and give more people access to nature. Approximately \$500,000 available in 2015. Pre-application due 2015.

Duration of all grants is 2-3 years.

CONTACT:

Heather Nelson Kent, Grants Program Manager

heather.kent@oregonmetro.gov or 503-797-1739

Crista Gardner, Grants Coordinator

crista.gardner@oregonmetro.gov or 503-797-1627

For information about grant opportunities at Metro, visit www.oregonmetro.gov/grants

For information about job opportunities at Metro, visit www.oregonmetro.gov/jobs

For information about contracting opportunities, visit www.oregonmetro.gov/contracts



Grovelink

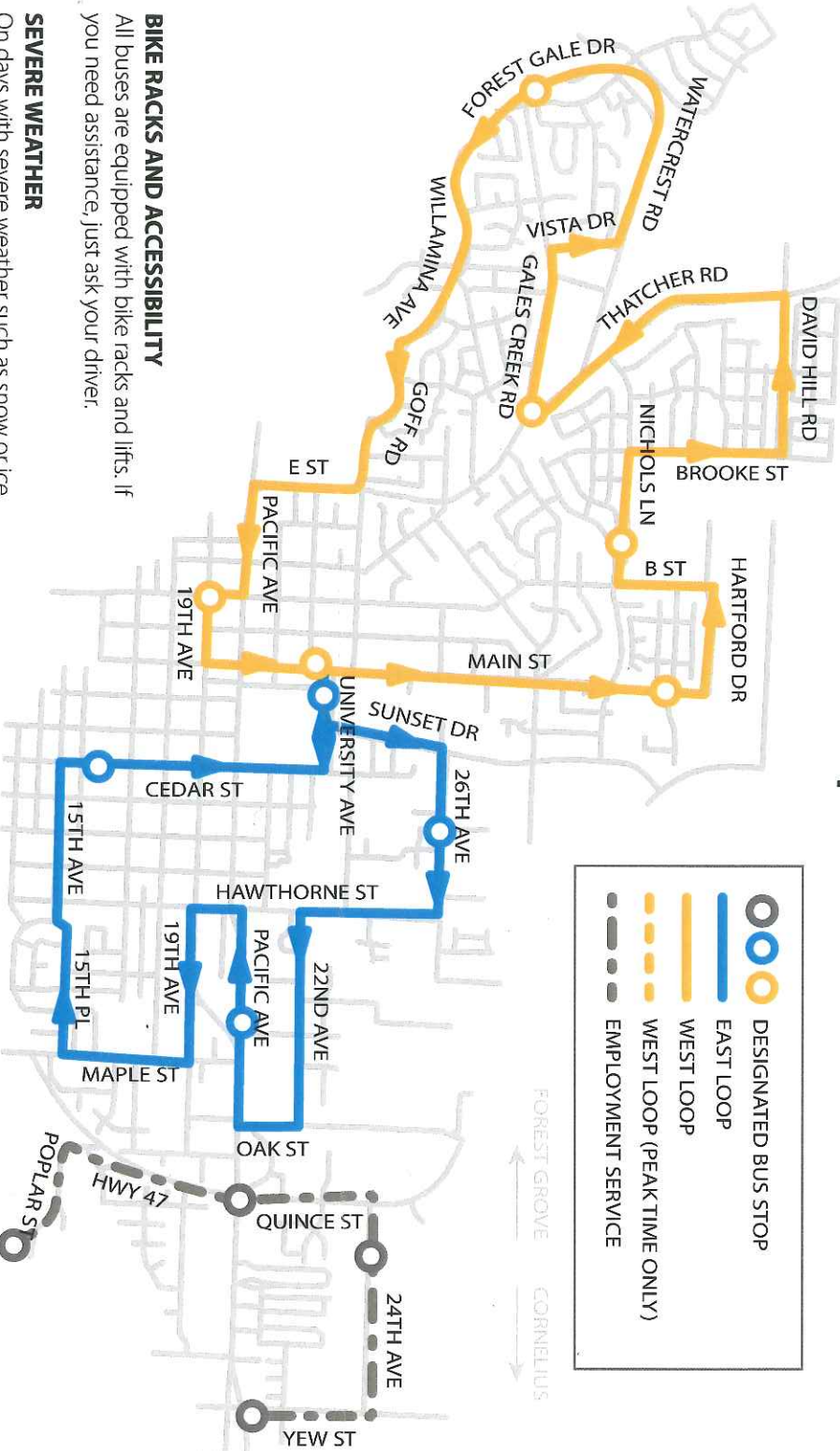
WEEKDAYS • EFFECTIVE NOVEMBER 18, 2013



BUS STOP
Grovelink



Grovelink Route Map



	DESIGNATED BUS STOP
	EAST LOOP
	WEST LOOP
	WEST LOOP (PEAK TIME ONLY)
	EMPLOYMENT SERVICE

BIKE RACKS AND ACCESSIBILITY
 All buses are equipped with bike racks and lifts. If you need assistance, just ask your driver.

SEVERE WEATHER
 On days with severe weather such as snow or ice, Grovelink schedules may follow snow routes to avoid hilly areas. Or all service may be suspended until the weather improves.

If conditions warrant a closure or change in the regular hours of operation a notice will be reported to local television and radio newrooms. Information will also be available on our website: www.rideconnection.org. You can also call 503.226.0700.

HOLIDAY CLOSURES
 Service will not be available on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day

Note: If New Years Day, July 4th or Christmas Day occur on a Saturday, the holiday will be observed the Friday before the holiday. If the holiday occurs on a Sunday, the holiday will be observed on Monday.

CUSTOMER COMMENTS
 Your input is appreciated!
 Feel free to contact us:
 503.226.0700
info@rideconnection.org

WE RESPECT CIVIL RIGHTS
 For a copy of our policy, please call 503.528.1721.

MONDAY - FRIDAY

WEST Loop						
University & Main	Main & Beal	Forest Grove High School (Nichols Lane)	Thatcher & Gales Creek	Watercrest & Forest Gale Dr.	Forest Gale Dr. & Gales Creek	19th & B
6:30	6:34	6:37	6:42	6:47	6:49	6:55
6:59	7:03	7:06	7:11	7:16	7:18	7:24
7:26	7:30	7:33	7:38	7:43	7:45	7:51
7:55	7:59	8:02	8:07	8:12	8:14	8:20
8:22	8:26	8:29	8:34	8:39	8:41	8:47
8:51						
9:15	9:19	9:22	9:27	9:32	9:34	9:40
10:11	10:15	10:18	10:23	10:28	10:30	10:36
11:07	11:11	11:14	11:19	11:24	11:26	11:32
12:03	12:07	12:10	12:15	12:20	12:22	12:28
1:15	1:19	1:22	1:27	1:32	1:34	1:40
2:11	2:15	2:18	2:23	2:28	2:30	2:36
3:07	3:11	3:14	3:19	3:24	3:26	3:32
4:03	4:07	4:10	4:15	4:20	4:22	4:28
4:27	4:31	4:34	4:39	4:44	4:46	4:52
4:59	5:03	5:06	5:11	5:16	5:18	5:24
5:23	5:27	5:30	5:35	5:40	5:42	5:48
5:55	5:59	6:02	6:07	6:12	6:14	6:20
6:19	6:23	6:26	6:31	6:36	6:38	6:44
6:51						

PM times in bold.

MONDAY - FRIDAY

EAST Loop				
Main & University	26th & Williams	Safeway (Pacific Ave)	Forest Grove Hospital (Maple & 18th)	15th & Cedar
6:35	6:38	6:44	6:47	6:50
7:02	7:05	7:11	7:14	7:17
7:31	7:34	7:40	7:43	7:46
7:58	8:01	8:07	8:10	8:13
8:27	8:30	8:36	8:39	8:42
8:54				
9:47	9:50	9:56	9:59	10:02
10:43	10:46	10:52	10:55	10:58
11:39	11:42	11:48	11:51	11:54
12:35	12:38	12:44	12:47	12:50
1:47	1:50	1:56	1:59	2:02
2:43	2:46	2:52	2:55	2:58
3:39	3:42	3:48	3:51	3:54
4:35	4:38	4:44	4:47	4:50
4:59	5:02	5:08	5:11	5:14
5:31	5:34	5:40	5:43	5:46
5:55	5:58	6:04	6:07	6:10
6:27	6:30	6:36	6:39	6:42
6:51				

MONDAY - FRIDAY

AM Employment Service		
Yew & Adair (Connect to TriMet Line 57)	24th Ave	Via Systems
6:02	6:04	6:09
6:20	6:22	6:27

PM Employment Service			
Via Systems	HWY 47 & Pacific (Connect to TriMet Line 57)	24th Ave	Pacific & HWY 47 (Connect to TriMet Line 57)
2:47	2:50	2:54	2:57
3:00	3:03	3:07	3:10

Times shown on schedule are for designated bus stop locations. You can also request a:

FLAG STOP

If you are on a residential street along the route, and not near a designated stop, you can "flag" or simply wave to signal the bus driver to stop. Be sure to stand on the correct side of the road.

OFF-ROUTE STOPS

We will deviate off of the route to pick you up or drop you off for one leg of your trip. Off-Route requests should be called in one day in advance for better availability. For drop off requests, you ask the driver directly. We will do our best to accommodate same day requests when possible.

To call in for a deviation, please call 503-226-0700 between 8am and 4:30pm Monday - Friday.

We do our best to stay on schedule, however, times may be changed by up to 5 minutes past the scheduled stop time to adjust for traffic conditions.

\$No Fare Required

To request this brochure in alternate format, please call 503.528.1721.