

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, Feb. 12, 2014
Time: 5 to 7 p.m.
Place: Metro, Council Chamber

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|----------------|-----------|--|---------------------------------------|
| 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 Jan. 22, 2014 Minutes | |
| | * | <ul style="list-style-type: none">• MTAC Nominations for MPAC Consideration | |
| 5:15 PM | 6. | * Review the region's 2014 adopted federal transportation priorities; consider endorsement of proposed position on federal transportation revenue proposal introduced by Transportation for America – <u>DISCUSSION/APPROVAL</u> | Andy Cotugno, Metro |
| | | <ul style="list-style-type: none">• <u>Outcome:</u> Review Resolution No. 13-4489. Consider endorsement of Resolution No.14-4501. | |
| 5:30 PM | 8. | ** Climate Smart Communities Scenarios Project – Review recent opinion research compiled by DHM and suggest topics to include in upcoming public opinion research – <u>INFORMATION/DISCUSSION</u> | Adam Davis, DHM Consulting |
| | | <ul style="list-style-type: none">• <u>Outcome:</u> MPAC understands existing research and provides input on the upcoming public opinion research that will help inform the April discussion. | |
| 5:55 PM | 9. | ** Climate Smart Communities Scenarios Project: Process recommended for shaping and adoption of the preferred approach in 2014– <u>APPROVAL REQUESTED</u> | Kim Ellis, Metro |
| | | <ul style="list-style-type: none">• <u>Outcome:</u> MPAC approves the process recommended for shaping and adoption of the preferred approach in 2014. | |

Continued on back...

6:15 PM 7. * Growth Management Decision: Comparison of past regional population and employment forecasts with actual growth – INFORMATION/DISCUSSION **Ted Reid, Metro**
Dennis Yee, Metro

- Outcome: MPAC understands the accuracy of past regional forecasts and potential sources of uncertainty in forecasting. MPAC begins to consider some of the policy questions related to the risks and opportunities of planning for an uncertain future.

6:55 PM 10. MPAC MEMBER COMMUNICATION

7 PM 11. ADJOURN **Jody Carson, Chair**

Upcoming MPAC Meetings:

- Wednesday, Feb. 26 from 5 to 7 p.m. at the Metro Regional Center, Council Chamber.
- Wednesday, March 26 from 5 to 7 p.m. at the Metro Regional Center, Council Chamber.
- Wednesday, April 9, from 5 to 7 p.m. at the Metro Regional Center, Council Chamber.

* Material included in the packet.

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

Material will be distributed at the meeting.

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2014 MPAC Tentative Agendas

As of 2/4/14

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

MPAC Meeting

Wednesday, Feb. 12, 2014

- Review the region's 2014 adopted federal transportation priorities; review the region's position on federal transportation revenue proposal introduced by Transportation for America
- Growth Management Decision: Comparison of past regional population and employment forecasts with actual growth – Information/discussion
- Climate Smart Communities Scenarios Project: Process recommended for shaping and adoption of the preferred approach in 2014 – Approval Requested
- Climate Smart Communities Scenarios Project – Review recent opinion research compiled by DHM and suggest policy areas for upcoming telephone survey – Adam Davis - Information/Discussion

MPAC Meeting

Wednesday, Feb. 26, 2014

- *Metro Equity Strategy Program overview – Information/ discussion*
- *Amendments to Title 4 of Urban Growth Management Functional Plan – Information*
- *Oregon Statewide Transportation Strategy Vision and Short-Term Implementation Plan –Amanda Pietz, ODOT – Information*
- *Land Conservation and Development Commission strategic plan – Information*
- *Climate Smart Communities Scenarios Project: Step 3 background information on community--based transit solutions - Information/Discussion*
 - *Forest Grove – GroveLink*
 - *TriMet Service Enhancement Plans*
 - *Tualatin (tentative)*
 - *Lake Oswego (tentative)*

MPAC Meeting

Wednesday, March 26, 2014

- *Overview of public review draft Regional Transportation Plan– Information*
- *Preview of public review draft Regional Active Transportation Plan work group refinements – Information*
- *Climate Smart Communities Scenarios Project – Step 3 background information on innovative approaches that local, regional and state partners are using to make travel more safe, efficient and reliable – Information/Discussion*
 - *Freeway and arterial corridor management*
 - *Statewide programs*
 - *Neighborhood programs*
 - *Commuter programs*

FYI: National Assoc. of Counties (NACo) Congressional Conference, Washington, DC, March 1-5

FYI: National League of Cities, Washington, DC, March 8-12

MPAC Meeting

Wednesday, April 9, 2014

- *Growth Management Decision: Preliminary 20-year range forecast for regional population and employment growth – Information/discussion*
- *Findings from the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI analysis – Information / discussion*
- *Climate Smart Communities Scenarios Project – Discuss findings and recommendations from Health Impact Assessment – Oregon Health Authority - Information/Discussion*
- *Post 2014 Legislative Session Update – Information*

HOLD: Early April: Joint MPAC/JPACT Meeting

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| <p><u>MPAC Meeting</u> 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><u>MPAC Meeting</u> 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> • <i>Preliminary approval of the Regional Active Transportation Plan per public comment received – Recommendation to the Metro Council requested</i> <p>HOLD: Mid-May: Joint MPAC/JPACT Meeting <i>Climate Smart Communities Scenarios Project: Approval of draft preferred approach, subject to final evaluation and public review – Recommendation to the Metro Council</i></p> <p>FYI: May 14-17, WTS International Annual Conference, Portland OR</p> |
| <p><u>MPAC Meeting</u> Wednesday, May 28, 2014</p> <ul style="list-style-type: none"> • <i>Community Planning and Development Grants – Discussion of program goals, criteria and funding</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 on program goals, criteria and funding</i> • <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><u>MPAC Meeting</u> Wednesday, June 25, 2014</p> <ul style="list-style-type: none"> • <i>Approval of the ATP – Recommendation to the Metro Council requested</i> • <i>2014 RTP ordinance – Final recommendation to the Metro Council requested</i> | <p><u>MPAC Meeting – HOLD Tour of GroveLink</u> Wednesday, July 9, 2014</p> <p>FYI: National Assoc. of Counties (NACo) Annual Conference, New Orleans, LA, July 11-14</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 – Information/discussion</i> | <p><u>MPAC Meeting</u> Wednesday, August 13, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios Project: Discuss draft Regional Framework Plan amendments and near-term implementation recommendations (Step 6) – Information/Discussion</i> |

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| <p><u>MPAC Meeting</u> Wednesday, Sept. 10, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios Project: Discuss evaluation results and public review draft preferred approach (Step 7) – Information/Discussion</i> • <i>Growth Management Decision: Results of regional Residential Preference Survey – Information/discussion</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, if needed</p> <p>FYI: 2014 Rail-Volution, Minneapolis, MN, September 21 – 24</p> | <p><u>MPAC Meeting</u> Wednesday, Oct. 8, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios Project: Review public comments received to date and begin discussion of recommendation to Metro Council on adoption of the preferred approach (Step 7)– 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> • <i>Discussion on 2015 legislative session and possible shared regional agenda – Discussion</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 and finalization of recommendation to the Metro Council on adoption of the preferred approach (Step 7) – 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: Adoption of the preferred approach (Step 8) – Recommendation to the Metro Council requested</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 – recommendation</i> <p>FYI: National League of Cities Congress of Cities and Exposition, Austin, TX, November 18 - 22</p> |
| <p><u>MPAC Meeting</u> Wednesday, Dec. 10, 2014</p> | |

Parking Lot:

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

 **Metro** | *Memo*

Date: January 28, 2014

To: Metro Policy Advisory Committee

From: John Williams
Chair, MTAC



Re: MTAC Nominees for MPAC Approval

We have received the nomination for MTAC for the "Multnomah County – Other Cities" position.

Please consider Bill Peterson, Wood Village, for the primary position and Erika Fitzgerald, Fairview, for the alternate position. Per MPAC's bylaws, MPAC may approve or reject any nomination.

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

Thank you.



METRO POLICY ADVISORY COMMITTEE

January 22, 2014

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Ruth Adkins
Jody Carson, *Chair*
Sam Chase
Tim Clark
Kathryn Harrington
Maxine Fitzpatrick
Marilyn McWilliams
Anne McEnerly-Ogle
Wilda Parks
Martha Schrader
Bob Stacey
Peter Truax, *1st Vice Chair*
Aron Carleson

AFFILIATION

PPS, Governing Body of School Districts
City of West Linn, Clackamas Co. Other Cities
Metro Council
City of Wood Village, Multnomah Co. Other Cities
Metro Council
Citizen, Multnomah Co. Citizen
Tualatin Valley Water District, Washington Co. Special Districts
City of Vancouver
Citizen, Clackamas Co. Citizen
Clackamas County
Metro Council
City of Forest Grove, Washington Co. Other Cities
City of Hillsboro, Washington Co. Largest City

MEMBERS EXCUSED

Andy Duyck
Karylann Echols
Charlie Hales
Tom Imeson
Doug Neeley
Charlynn Newton
Craig Prosser
Jim Rue
Loretta Smith
Steve Stuart

AFFILIATION

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

ALTERNATES PRESENT

Aron Carleson
Dick Jones
Marc San Soucie

AFFILIATION

City of Hillsboro, representing Washington Co. Largest City
Clackamas County Special Districts
City of Beaverton, Washington Co. 2nd Largest City

Staff:

Kim Ellis, John Williams, Ina Zucker, Kelsey Newell, Ted Reid, Dennis Yee, Alison Kean, Andy Cotugno, Scott Robinson, Andy Shaw and Jessica Rojas

1. CALL TO ORDER AND DECLARATION OF A QUORUM

MPAC Chair Jody Carson called the meeting to order at 5:05 p.m. and declared a quorum at 5:10 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 delivered the Metro update. Metro is in the review process of the Community Planning and Development Grants program. More than \$14 million has been awarded to over 60 planning projects across the region since 2006. Metro appointed a stakeholder advisory committee to look at overall performance and achievement since the program was created. The stakeholder advisory committee includes staff from local governments, realtors, land use advocacy organizations, private-sector land use planners, architects and other consultants. Councilor Sam Chase will serve as the Metro Council liaison to the committee. The stakeholder advisory committee will meet three times between now and the end of April, and will provide recommendations to Metro COO. Recommendations will come to MPAC for further discussion in May.
- The Construction excise tax is due to expire at the end of September. Metro Council must act before the end of June if the tax is to be extended. Councilor Chase will continue to provide updates on this topic.
- Metro debuted “Our Big Backyard”, a quarterly magazine that provides coverage of parks, trails and natural areas. Our Big Backyard replaces Green Scene, as a result of feedback received through an audience survey. Each edition will include feature stories, field guides, Q&As, event previews and coverage related to important choices that face the region. Special thanks to Mayor Neeley and many other partners in Oregon City for helping us tell the story of Newell Creek Canyon in this first edition. To launch public involvement for upcoming investments in Newell Creek Canyon, an edition was mailed to every household in Oregon City. Metro is considering specialized mailings in the future when a cover story may be of particular interest to one of the communities in our region.
- Councilor Chase reminded members that they are invited to celebrate the Willamette Falls Legacy Project in Oregon City, Thursday, Feb. 6th at the KEEN Building in the Pearl District. The master plan is being completed and will be presented to the Oregon City Planning Commission and City Commission this spring.
- MPAC members also recognized Kelsey Newell, Regional Engagement Coordinator, who is leaving for Australia, for her supportive work with MPAC and Metro.

5. MOTION: Ruth Adkins moved, Dick Jones seconded to approve the MPAC Minutes from January 8, 2014.

ACTION: With all in favor, the motion passed.

6. REVIEW 2014 WORK PROGRAM AND POSSIBLE MEETING TOPICS

Chair Jody Carson suggested to members to look ahead into the tentative agendas and gauge whether certain topics may need more time on the agenda as well as tours that could be considered. Meeting dates with no agenda items should be considered for cancellation ahead of time. Possible tour suggestions included Hillsboro's vehicle charging stations and Forest Grove's public transportation efforts.

Member comments included:

- July 9th was suggested as a possible date to visit Forest Grove.
- Looking in to affordable housing choices, as it intersects with healthcare was suggested for the tentative work agenda.
- Councilor Chase mentioned the Coalition of Communities of Color Report "Unsettling Profiles" as a resource to the committee. The report outlines disparities that exist regionally and includes specific policy recommendations.
- Councilor Kathryn Harrington brought to attention a Metro Council meeting that will be held out of district. On Tuesday, Feb. 25th Metro will hold a Council meeting in Forest Grove at the Community Auditorium from 5 to 7p.m.
- Reminder of the upcoming trip to Washington D.C. for JPACT committee as an opportunity for the region to develop a well coordinated request for transportation package. MPAC members may want to consider coordinating efforts prior to a D.C. trip at the Feb. 12th MPAC meeting.
- A reminder that JPACT and Metro Council adopted federal priorities in December in preparation for the JPACT trip to D.C. Members will receive an update on preparation details.

7. POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

Brain Monberg of Metro provided an overview of the Powell-Division Transit and Development Project. The project is a coordinated effort between the cities of Portland and Gresham in securing community involvement and creating economic development. Background information as to why the project is being implemented and the steps involved in the planning phase were included. Supportive reasons for the project include:

- High population density along the corridor, designated as a priority in the Regional High Capacity Transit Plan.
- The connection between the downtowns of the two largest cities in the region, as well as the connection to light rail lines.
- High demand through existing ridership is evident.
- Location is recognized as an educational corridor, connecting citizens with key institutions.
- Recommended for development from the East Metro Connections Plan.

Mr. Monberg reviewed the milestones and planning aspects, which included identifying key locations that promote future opportunity for transit and economic development. Steps involve:

- Consideration of policies and projects to support stations, adjacent uses, buildings and public spaces.
- Public input will be included in the planning phase, such as feedback on proposed vehicle mode, route, and station areas.
- Identifying land use considerations and developing transit alternatives, assessing those opportunities, refining the assessment and coming to an agreement by winter 2014.

Following the planning phase is the implementation strategy that will include the overall design plans, environmental study and permitting processes. The development and building plans will

entail funding discussions and securing future transit supportive development opportunities. Community partners in the project include neighborhood associations, major employers, local nonprofits and higher education facilities.

Member comments included:

- Members questioned whether the proposed corridor was an appropriate location for housing to be sited.
- Members questioned how the transit and housing discussion occurs in such proposed projects with regards to job and educational opportunity development.

Mr. Monberg referred to the efforts of the Jade District Neighborhood Prosperity Initiative to foster economic opportunity in building neighborhood vitality in a thoughtful manner. Catholic Charities, a non-profit organization, is one of those involved in the development of transit-oriented housing in the target area. Members were invited to provide feedback on this matter.

Councilor Bob Stacey mentioned that he and Councilor Shirley Craddick serve as co-chairs of the steering committee, and he also serves as a co-chair on the SW Corridor Project. If members have questions about this project, he can serve as a contact.

- Members commented on the Division-Powell demographics of poverty and ethnicity outlined in the PowerPoint presentation. The data gathered is relative to Metro's six desired regional outcomes in terms of equity.
- Members inquired about efforts to encourage job growth in the proposed area.

Mr. Monberg responded that there is discussion with regard to job development and lessening commute times and referred to the East Portland Action Plan to address that effort. Port of Portland property mentioned as a site that carries potential in improving access to job creation.

8. 2014 REGIONAL TRANSPORTATION PLAN PROCESS UPDATE

John Mermin of Metro provided an update on the status of the 2014 Regional Transportation Plan process. The Regional Transportation Plan (RTP) is the long-range plan that helps guide regional and local transportation planning. The State of Oregon considers the Regional Transportation Plan to be a land use action and Mr. Mermin will be asking for MPAC's recommendation to Metro Council to approve the plan in June 2014. The current RTP was shaped by regional goals that council adopted in 2010. The RTP consists of over a thousand projects compiled from local plans and funded by federal, state and local entities. Partners in the development of the project include local cities, counties, TriMet and SMART, ODOT and the Port of Portland. Metro's role is to compile the various projects into a single regional system that works across jurisdictional boundaries.

Mr. Mermin explained that federal mandate requires metropolitan regions to maintain a Regional Transportation Plan that is updated every four years. The RTP must cover a 25-year period and failing to update an RTP could result in a freeze of federal transportation funds to the region. In addition to federal requirements, the RTP is subject to a state mandate to develop a Transportation System Plan (TSP.) The state requires cities and counties to adopt a local TSP that is consistent with the regional TSP. Following the RTP update, local TSPs are updated subject to a timeline t. Next Steps for the 2014 RTP update process include:

- Review by MPAC of the draft RTP and ATP by March 26th, 2014.
- The public will have opportunity to comment from March 21 – May 5, 2014.

- The preliminary approval process will take place during the May 14th MPAC meeting.
- Air quality modeling and comment period will take place during May - June 2014.
- The final action on this matter by JPACT and Metro Council is scheduled for July.

Councilor Harrington inquired whether all of the projects have already gone through a public comment process. Mr. Mermin confirmed that the projects have come out of adopted local plans where they went through a public comment process.

9. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT COMMUNITY: CASE STUDIES

Chair Carson introduced the Climate Smart Communities Scenarios Project as the last item on the agenda. The cities of Hillsboro, Wilsonville and Beaverton presented about investments and actions taken in their communities to reduce greenhouse gas emissions.

Councilor Stacey reviewed the proposed process for developing a preferred approach in 2014 that was presented by Kim Ellis of Metro at the last meeting. Councilor Stacey also addressed upcoming MPAC/JPACT milestones for shaping and adopting a preferred approach that supports community visions and meets the state target. Staff will begin polling members and alternates on availability for the two-joint Council, MPAC and JPACT meetings scheduled for this spring, April and May 2014. He indicated that members will have an opportunity to discuss the process during the Feb. 12th MPAC meeting, at which time Metro staff will seek the committee's approval to move forward with the process as proposed.

President Aron Carleson of Hillsboro City Council and Peter Brandom, Hillsboro's Sustainability Program Manager, gave a brief presentation on their work in regards to the Climate Smart Communities project. Since 2006, the city has met with local businesses and experts to assess how infrastructure could become more environmentally efficient.

Steps taken include:

- LEED certification for their fire station and local school buildings.
- Installation of a bus station bike hub, improving access to public transit.
- City council adopted a resolution for energy reduction, addressing over 60 facilities, reducing overall energy consumption by over 90%.
- Redesign traffic signal coordination to operate more efficiently. Installed fully adaptive cameras at traffic signals, reducing carbon dioxide levels and improving air quality.
- The original plan adapted to 2020 is now extended into 2035. Also highlighted were the city's efforts in utilizing green power, now host to 35 car-charging units, with local businesses also involved as providers.

Mayor Tim Knapp, City of Wilsonville presented on the City of Wilsonville's efforts that support the Climate Smart Communities project goals. Wilsonville has focused on areas' community design and other initiatives, such as expanding opportunities for walking and biking in the city and providing local transit service that connects to TriMet's regional service. Their City Council focused on strategic goals:

- Integration of neighborhoods, work, services, and recreation.
- A focus on connectivity between neighborhoods and destinations.
- Accommodating for growth while reaching goals.

Challenges that were faced during the process were outlined. Mayor Knapp acknowledged increasing traffic congestion along the I-5 corridor was hampering freight movement and access to local jobs, which impacts the local economy. Resident demographics reveal that at least 90% of the employees working in the city live in other communities. By acknowledging the barriers that the Willamette River and I-5 pose, focus was turned towards increasing bike and pedestrian access throughout the community. Mayor Knapp discussed the efforts taken to increase access to transit. Keys to success include:

- Thoughtful land use linking jobs with housing, retail, parks, and other destinations.
- Focus on connecting places with transportation choices.
- Cultivate community involvement and support.
- Develop and foster public-private partnerships.
- Support local businesses with transportation options.
- Ensure residents and employees are informed and confident about using their travel options.
- Leverage location in the Willamette Valley between Portland and Salem.

Councilor Marc San Soucie of Beaverton City Council presented on Beaverton's efforts. An overview included challenges faced by Beaverton such as the major transportation corridors that divide the north and south parts of town. Consideration of the high volume of traffic, long blocks, and limited pedestrian crossings had to be addressed. The city is also addressing the aging infrastructure and underutilized development opportunities that exist. Strategies involve looking at mixed-use development, considering traffic/parking management and addressing transit, bike and pedestrian needs. Plans and investments taken by the city were shared, including:

- Focus on bringing in more employment, housing and transit to downtown.
- Improve conditions for walking and biking.
- Improve traffic operation by coordinating the timing signals.
- Transformation of Canyon Road to a pedestrian-friendly boulevard.
- Connect people with nature through improvement of local creek.

Member comments include:

- Councilor Harrington recognized Mayor Knapp and Wilsonville as a good example in generating involvement. He attends the annual Smart Growth Conference and encourages his community to attend to be exposed to different ideas.
- Members encouraged city managers and planners to visit other parts of the region to learn about their efforts in developing housing, transit and new schools.
- Mayor Knapp cited history with Metro in planning for a long term strategy including looking at the potential of adding areas to the UGB.
- Chair Carson inquired whether the City of Wilsonville tracks information about where people are commuting from to work in Wilsonville.

Mayor Knapp responded that in 2007, the city created a map of zip codes that are feeding into Wilsonville.

- Chair Carson acknowledged that this occurs in Clackamas County. She questioned how to connect to the outlying community so those people commuting will not have to come to downtown Portland for transfers. She suggested looking into other transit options.
- Councilor Stacey questioned how smart signalization coordination works with the ownership of the cameras.

Aaron Carleson responded that the cameras are owned by the county. She acknowledged the difference between adaptive and video.

10. ADJOURN

Chair Carson adjourned the meeting at 6:55 p.m.

Respectfully Submitted,

Jessica Rojas



Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 22, 2014

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|-------------|--------------------------|---------------------|--|-------------------------|
| 4 | Postcard | N/A | Willamette Falls First Thursday Invite | 12214m-01 |
| 4 | Newsletter | Winter 2014 | Our Big Backyard | 12214m-02 |
| 5 | Handout | 1/8/2014 | January 8,2014 MPAC Minutes | 12214m-03 |
| 7 | PPT | N/A | Powell-Division Transit and Development Project | 12214m-04 |
| 8 | PPT | 1/22/2014 | RTP Status Update | 12214m-05 |
| 9 | Handout | 1/17/2014 | CSC Shaping Preferred Approach in 2014 | 12214m-06 |
| 9 | PPT | N/A | City of Hillsboro Case Study | 12214m-07 |

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| 9 | Brochure | N/A | Wilsonville Connectivity Action Plan | 12214m-08 |
| 9 | PPT | N/A | City of Wilsonville Case Study | 12214m-09 |
| 9 | PPT | N/A | City of Beaverton Case Study | 12214m-10 |

MPAC Worksheet

Agenda Item Title: Review the region's 2014 adopted federal transportation priorities

Presenter: Andy Cotugno

Contact for this worksheet/presentation: Andy Cotugno

Council Liaison Sponsor:

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

Information X

Update

Discussion

Action X

MPAC Target Meeting Date: February 12, 2014

Amount of time needed for:

Presentation 5 minutes

Discussion 15 minutes

Purpose/Objective (what do you expect to accomplish by having the item on *this meeting's* agenda):

To review and understand the regional position adopted by JPACT and the Metro Council on federal transportation funding and policy issues in anticipation of the annual lobby trip to Washington DC. This is to ensure everyone is sending a common message consistent with the adopted regional position.

To review and consider recommending endorsement of the funding proposal advanced by Transportation For America.

Action Requested/Outcome (What action do you want MPAC to take at *this meeting*? State the ***policy*** questions that need to be answered.)

Consider recommending adoption of the resolution endorsing the Transportation for America funding proposal. They have called for a \$30 billion per increase in transportation revenues to both eliminate the dependence on a subsidy of the Highway and Transit Trust Funds on the General Fund and to allow an increased level of federal investment in transportation improvements.

Background and context:

The federal government has a long history of establishing national policy and providing funding for investment in surface transportation. While this has been based upon funding through user fees (the most significant being the gas/diesel tax), in recent years, there has been a decline in gas/diesel tax collections due to reduced vehicle use and improved fuel efficiency. In addition this is projected to be exacerbated as cars become dramatically more fuel efficient. To sustain

federal investment in transportation, there has been a growing reliance on a subsidy from the General Fund which is also projected to increase dramatically. This is particularly problematic because of efforts to reduce the General Fund deficit. The Transportation for America proposal would restore the user fee philosophy to the Highway and Transit programs by increasing the transportation user fees by \$30 billion per year. This would eliminate the need for a General Fund subsidy and the potential for a 28% cut to the program and provide the capacity for about a 26% increased level of transportation investment at the federal level.

This issue has historically been one that JPACT has been involved in since they are an essential part of the metropolitan planning organization decision-making structure. They adopted an overarching regional policy position in December which called out as the single most important issue the need to increase funding in the Highway and Transit Trust Funds. This resolution takes that general policy position and endorses a more specific proposal.

At the January 22 MPAC meeting, the committee requested the opportunity to review the region's federal transportation policy position in anticipation of the lobby trip to Washington DC in early March.

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

TPAC reviewed the Transportation for America proposal and recommended endorsement with language linking the action to past adopted policy positions.

What packet material do you plan to include? (must be provided 8-days prior to the actual meeting for distribution)

Adopted Resolution No. 13-4489

Proposed Resolution No. 14-4501 which includes more information on the Transportation for America proposal and the potential consequence on funding to Oregon and the Portland region.

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

Consideration of the resolution is on the agenda for JPACT for February 13.

BEFORE THE METRO COUNCIL

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| FOR THE PURPOSE OF ENDORSING A |) | RESOLUTION NO. 13- 4489 |
| REGIONAL POSITION ON FEDERAL |) | |
| TRANSPORTATION POLICY |) | Introduced by Councilor Collette, Chair of the |
| |) | Joint Policy Advisory Committee on |
| |) | Transportation |

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

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

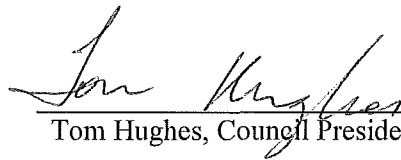
WHEREAS, MAP-21 has a significant policy effect on transportation planning and decision-making and funding in the Portland metropolitan region; and

WHEREAS, the Joint Policy Advisory Committee on Transportation approved the resolution at its December 12, 2013 meeting; now therefore

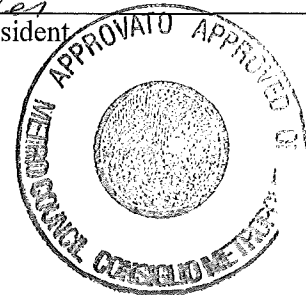
BE IT RESOLVED that the Metro Council:

1. Supports a significant increase in transportation user fees to support reauthorization of MAP-21 both to eliminate the need for a subsidy of the Highway Trust Fund from the General Fund and to increase the level of federal investment in transportation.
2. Supports a priority federal interest in funding for metropolitan mobility in recognition of the economic significance of metropolitan regions.
3. Endorses the policy position reflected in Exhibit A.

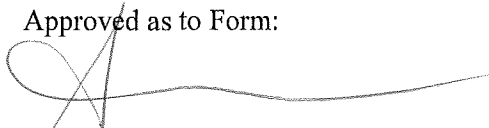
ADOPTED by the Metro Council this 19 day of December 2013.



 Tom Hughes, Council President



Approved as to Form:



 Alison R. Kean, Metro Attorney

Federal Transportation Policy Positions

1. **Continue to advocate** for a substantial increase in funding with particular emphasis on funding categories that support metropolitan mobility (STP and CMAQ), active transportation (STP, CMAQ and Transportation Alternatives), transit in general and New Starts in particular, Projects of National and Regional Significance and TIFIA, a dedicated funding source for multi-modal freight projects, restoration of a dedicated bridge program and sufficient resources to meet MPO mandates.
2. **Advocate** for recognition in national transportation policy of the fact that Active Transportation options (including transit which involves walking to and from transit stops) improve health and reduce the long-term need for health care services which are a major driver of budget deficits which the federal government is attempting to rein in.
3. **Continue to advocate** for appropriations to implement the Projects of National and Regional Significance (PNRS) and expand the TIFIA programs and seek funding under these programs for the Columbia River Crossing project and other nationally significant projects.
4. **Advocate** for the recommendation of the House Transportation and Infrastructure Committee to establish a dedicated, sustainable funding source for freight projects of national and regional significance for a competitive grant program. **Investigate** creation of a national Office of Freight.
5. **Continue to advocate** for provisions in the federal authorization bill that support a “Fix-it-First” asset management policy.
6. **Continue to advocate for a stand-alone bridge repair and replacement program.** Support flexibility in allowing local governments to invest in the highest-priority bridge projects on or off the federal-aid system (rather than a 15% minimum set-aside for bridges off the federal aid system).
7. Continue to pursue state mandates for addressing climate change and **advocate for federal adoption** of our demonstrated best practices.
8. Continue to monitor federal legislation to **ensure eligibility for electric vehicle charging stations is maintained for electric charging equipment and extended to CNG equipment.**
9. **Advocate in support of HR 3638** – to establish the “Road User Fee Pilot Program” through the Secretary of the Treasury to fund grants to conduct pilot studies of transportation fees based upon vehicle miles traveled; seek an implementation grant upon adoption.
10. **Advocate for reauthorization** of the Passenger Rail Investment and Improvement Act (PRIIA). Allow federal highway funding flexibility to support passenger rail projects and service.
11. **Advocate in support of appropriations** to operate AMTRAK service rather than shift the financial burden to states.
12. **Continue to advocate for substantially increased transit funding** through increases in the Highway Trust Fund, particularly for the Major Capital Improvement Program (New Starts, Small Starts, Core Capacity).

13. **Continue to advocate for increased funding for Active Transportation** through increased funding in the Transportation Alternatives Program and through expansion of the Safety Program to all modes of travel.
14. **Continue to advocate** for University Transportation Research grants on a competitive basis.
15. **Advocate for inclusion** of disaster preparedness retrofits in funding eligibility for State of Good Repair and advocate for additional funding due to expected increase in frequency of weather-related events.
16. **Advocate for continued funding** through the Department of Homeland Security's "Urban Areas Security Initiative" to improve collaboration on planning, training and operations in high density urban areas based upon degree of risk regardless of size.
17. **Advocate for HR 3494**, the "Bicycle and Pedestrian Safety Act," calling for establishment of separate safety performance measures for motorized and non-motorized modes of transportation.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 13- 4489, FOR THE PURPOSE OF ENDORING A REGIONAL POSITION ON FEDERAL TRANSPORTATION POLICY

Date: December 2, 2013

Prepared by: Andy Cotugno (xt. 1763)

BACKGROUND

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. In 2012, after significant delay, Congress enacted a short-term (two year) bill that extended status quo funding levels and no earmarks. In addition, MAP-21 adopted a number of progressive changes including revising the program structure to consolidate multiple programs into a few broad categories with decision-making delegated to state DOTs and MPOs and new emphasis on performance measures and accountability rather than multiple categories of projects tied to specific funding amounts in specific programs.

USDOT is in the process of a significant amount of rulemaking to implement MAP-21 while the short two-year extension expires September 30, 2014. In addition, there continues to be significant attention in Congress to cutting the budget deficit. Reauthorization of the transportation program is intertwined with the budget deficit issues since MAP-21 relied on a subsidy from the general fund for over 30% of its two-year funding level. Further, as fuel economy continues to improve the need for a general fund subsidy into the future is a growing amount. The main source of highway trust fund revenue (federal taxes on motor fuels) keeps falling as drivers log fewer miles and increasingly opt for more fuel-efficient cars and trucks. Ultimately, Congress must raise new or increased fees and taxes just to avoid decreased revenue due to fuel efficiency and reduced vehicle travel. The federal gas and diesel taxes have not been increased since 1993.

As part of this debate, it will be important for the region to articulate the following basic messages:

1. Transportation supports economic prosperity, community livability and environmental quality in the Portland region.
2. Investment in infrastructure = economic prosperity.
3. In the short term, increased transportation user fees contributes towards reduction of the budget deficit by eliminating the need for the general fund to subsidize the Highway Trust Fund.
4. In the long term, increased investment in transportation infrastructure contributes to greater economic prosperity, increased tax collections and long term budget deficit reduction.
5. In the short term, increases in traditional transportation user fees is needed (such as the gas/diesel tax or a barrel tax) and in the long term a more robust source of revenue for transportation is needed (such as a VMT Fee).

The local and regional governments of the Portland metropolitan area and the State of Oregon have worked together for many years to build a prosperous, sustainable and livable region. To accomplish this, they have raised needed transportation revenues and continue to consider further actions. The federal government, as a partner in transportation investment, needs to do the same.

Resolution No. 13-4489 establishes a regional policy position to pursue through the reauthorization of MAP-21. By far, the priority issue is to address the overall funding level. However, as opportunity presents itself, the region should pursue specific policy objectives endorsed in the resolution. Attachment A to this staff report is a full explanation of the policy positions reflected in the Exhibit to the Resolution.

ANALYSIS/INFORMATION

1. **Known Opposition:** Increasing federal transportation funding is controversial and intertwined with the larger federal budget debate.
2. **Legal Antecedents:** Planning and policy conclusions developed through corridor and area plans must be adopted into the Regional Transportation Plan as a prerequisite for implementation. Federal funding to implement specific projects must be included in the Metropolitan Transportation Improvement Program.
3. **Anticipated Effects:** This action establishes a common regional message to the Oregon Congressional Delegation.
4. **Budget Impacts:** Travel expenses to Washington DC are the primary expense. Federal funds cannot be used for lobbying the federal government.

RECOMMENDED ACTION

Recommend adoption of Resolution No. 13-4489

Analysis of the region’s position on the reauthorization of federal transportation legislation

Metro and JPACT adopted Resolution No. 09-4016 as a comprehensive statement on reauthorization of federal transportation legislation in anticipation of Congressional action on a new 6-year bill. However, Congress chose to adopt a 2-year bill for the period encompassing federal fiscal years 2013 and 2014 (expiring September 30, 2014). “Moving Ahead for Progress in the 21st Century” (MAP-21) did some significant reorganization of the federal funding programs, established new policy and requirements and continued the program at roughly a status quo funding level. Under MAP-21, many of the region’s past positions are moot, others merit continued attention and support and new ones are implicated by the changes.

However, the most significant issue is the funding level for MAP-21. By maintaining a status quo funding level, the Congress de facto established a requirement for a general fund subsidy that will increase on an annual basis since dedicated trust fund revenues are insufficient to support the funding level established through MAP-21. Further, there is a strong case for an increased funding level to actually more closely meet the need for transportation investment. As MAP-21 is renewed and extended, there should be significant focus on increasing trust fund revenues to eliminate the need for a general fund subsidy and to increase the overall program level. Increasing trust fund revenues is essential for preserving spending for transportation since continued reliance on a general fund subsidy leads to continued reductions as the competition for general fund dollars intensifies. Further, reducing the level of transportation spending by one-third to the level supported by the trust fund revenues is not an option. This drastic a cut is considered too great an economic impact and at least maintaining current level was settled through MAP-21.

This is the most important element of any federal legislative priority because of the negative consequence of disinvestment on the condition of transportation facilities and the economic impact on freight and metropolitan economies.

Presented below is an analysis of issues previously adopted as regional priority issues by Resolution No. 09-4016 and whether further action under a renewed and extended MAP-21 may be warranted. The purpose is to seek guidance from JPACT on development of a regional position for the upcoming federal action.

| Position established by Resolution No. 09-4016 | Analysis and recommendation |
|---|---|
| <p>Funding: Advocate for a substantial increase in funding level</p> | <p>MAP-21 adopted a continuation of status quo funding level with approximately one-third of the funding dependent upon transfers from the General Fund.</p> <p>Recommendation: Continue to advocate for a substantial increase in funding with particular emphasis on funding categories that support</p> |

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| | <p>metropolitan mobility (STP and CMAQ), active transportation (STP, CMAQ and Transportation Alternatives), transit in general and New Starts in particular, Projects of National and Regional Significance and TIFIA, a dedicated funding source for multi-modal freight projects, restoration of a dedicated bridge program and sufficient resources to meet MPO mandates.</p> |
| <p>Metropolitan Mobility: Pursue funding that supports metropolitan mobility as a significant federal interest in support of the national economic importance of large metro areas</p> | <p>MAP-21 did not establish an important new metropolitan mobility focus. Rather, the key federally significant feature of MAP-21 is that the largest funding category in the highway program is for “National Highway System” (NHS) as the backbone of the national transportation program. This expands upon the Interstate system as the centerpiece of the national interest. Elements of the bill are supportive of metropolitan mobility since the NHS is for facilities to and through metro regions and there is a continuation of important complimentary funding programs that support metropolitan mobility objectives, including the Surface Transportation Program (STP), the Congestion Mitigation/Air Quality Program (CMAQ) and the New Starts program for transit.</p> <p>Recommendation: Adjust advocacy in support of the principle of metropolitan mobility as a national interest and support increased funding for categories that are directed at metropolitan mobility, especially STP, CMAQ, TAP, New Starts and transit.</p> |
| <p>National Health Care Policy</p> | <p>The Congress and the country are immersed in implementation of the Affordable Care Act which addresses health care services to the public. At the same time, public health officials and transportation agencies are developing a growing understanding of the link between Active Transportation as a means to support safe and healthy communities thereby avoiding health care costs.</p> <p>Recommendation: Advocate for recognition in national transportation policy of the fact that Active Transportation options (including transit which involves walking to and from transit stops) improve health and reduce the long-term need for health care services which are a major driver of budget deficits which the federal government is attempting to rein in.</p> |
| <p>Mega-Projects: Pursue the creation of a federal discretionary program to fund nationally significant highway projects as a parallel to the Federal Transit program for New Starts</p> | <p>MAP-21 included authorization of \$500 million per year for “Projects of National and Regional Significance” (PNRS) but has not chosen to appropriate funds to implement the program. In addition, MAP-21 increased the funding level for TIFIA credit assistance seven-fold to \$750 million to \$1 billion. As a credit enhancement tool, this amount will leverage financing for about \$17 billion in loans and other forms of credit enhancement.</p> |

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| | <p>Recommendation: Continue to advocate for appropriations to implement the PNRS and expand the TIFIA programs and seek funding under these programs for the Columbia River Crossing project and other nationally significant projects.</p> |
| <p>Freight: Establish a program to address the movement of freight</p> | <p>MAP-21 did not establish a specific freight funding program but did take some important policy steps in support of freight, including the requirements for a freight advisory committee at the federal and state levels and adoption of state freight plans.</p> <p>Recommendation: Advocate through the requirement for a federal freight strategic plan for a dedicated multi-modal funding program to address freight. Support the recommendation of the House Transportation and Infrastructure Committee to establish a dedicated, sustainable funding source for freight projects of national and regional significance for a competitive grant program. Investigate creation of a national Office of Freight. Work with ODOT to meet the new freight policy requirements.</p> |
| <p>State of Good Repair: Provide funding to maintain and rehab the transportation system with program requirements tied to the condition of the system</p> | <p>MAP-21 took a significant step toward emphasizing State of Good Repair as a central element of the National Highway Performance Program and creation of a rationalized transit State of Good Repair Program. Decision-making and funding penalties are tied to meeting performance standards on the condition of the system.</p> <p>However, MAP-21 took a major step backward by eliminating the Highway Bridge Repair and Replacement Program while leaving these projects eligible to compete for funding through the NHPP and STP programs. While ODOT has maintained the level of funding dedicated to state and local bridges, elimination of the federal program reduces the federal emphasis.</p> <p>Further, MAP-21 maintained the requirement to spend a certain amount on bridges <u>off</u> the federal-aid system which are the lowest priority bridges for which Oregon has limited needs. In addition, S. 1504 proposes to increase this minimum spending requirement on the lowest priority category of bridges.</p> <p>Recommendation: Continue to advocate for provisions in the federal authorization bill that support a “Fix-it-First” asset management policy.</p> <p>Recommendation: Work with ODOT, TriMet and local governments to establish and implement road and bridge condition measures that link to plans and funding decisions.</p> <p>Recommendation: Continue to advocate for a stand-alone bridge repair and replacement program. Support increased flexibility in allowing local governments to invest in the highest-priority bridge projects on or off the federal-aid system.</p> |

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| <p>Climate Change: Advocate for clear integration with federal climate change policy with requirements for reductions in greenhouse gases tied to the performance of the overall system, not individual projects.</p> | <p>Congress has not adopted climate change policy although they have spent significant amounts on disaster relief for events such as Super Storm Sandy.</p> <p>Recommendation: Continue to pursue state mandates for addressing climate change and advocate for federal adoption of our demonstrated best practices.</p> |
| <p>Alternative fuels Fleet: Support efforts to accelerate implementation of electric and compressed natural gas vehicles while shifting from a gas tax to a VMT Fee.</p> | <p>STP and CMAQ funds can be used for installation of electric vehicle charging stations. Oregon has experience in this application. CNG equipment eligibility would need to be provided.</p> <p>Recommendation: Continue to monitor to ensure eligibility is maintained for electric charging equipment and extended to CNG equipment. [Also see VMT fee recommendations below]</p> |
| <p>VMT Fee: Advocate for the federal government to take steps toward implementing a VMT Fee system, including R&D, system design and requirements for installation of devices in new vehicles.</p> | <p>Congress has not taken any further steps toward a VMT Fee although Congressman Blumenauer has introduced a legislative proposal HR 3638 – the Road User Fee Pilot Program - directing the Department of the Treasury (since it is a tax collection issue) to award competitive grants throughout the US for road user fee pilot projects based upon vehicle miles traveled. Meanwhile, Oregon has carried out two pilot projects (the first to test the technology and public reaction and the second to test multiple collection mechanisms). ODOT is currently implementing the nation’s first VMT fee (limited to 5000 participants on a voluntary basis) and building the tax collection system.</p> <p>Recommendation: Advocate in support of Congressman Blumenauer’s proposed HR 3638 – the “Road User Fee Pilot Program;” seek an implementation grant upon adoption.</p> |
| <p>Intercity Passenger Rail: As one of 10 designated High Speed Rail Corridors (from Eugene to Vancouver, BC), advocate for increased funding for capital costs of high speed rail expansion and operating cost of AMTRAK.</p> | <p>Congress appropriated funds for several years and awarded grants for high speed rail projects including \$800 million for track improvements in the State of Washington, funding to Oregon for an added locomotive and train set and for development of an environmental assessment of the corridor from Eugene to the Columbia River. AMTRAK funding continues to be unstable and has suffered funding cuts.</p> <p>Recommendation: Advocate for reauthorization of the Passenger Rail Investment and Improvement Act (PRIIA). Allow federal highway funding flexibility to support passenger rail projects and service.</p> <p>Recommendation: Advocate in support of appropriations to operate AMTRAK service rather than shift the financial burden to states.</p> |

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| <p>Transit and Greenhouse Gases: Based upon the National Commission on Transportation Funding, the region endorsed increasing federal transit funding by more than doubling current levels and shifting the program to be fully funded through the Highway Trust Fund. It specifically supported this significant increase targeted at New Starts, service for aging and disabled citizens, State of Good Repair and in support of metropolitan economies and to assist with meeting energy and climate change requirements. The region also supported consolidating a number of small, miscellaneous programs.</p> | <p>MAP-21 increased the overall level of transit funding to Oregon by about 20%, revised and consolidated the program structure of the funding and converted a discretionary program (for Good Repair) into a more favorable formula program. New Starts remains a significant discretionary program and there are significant new requirements to address safety of the transit system (with projects to be funded through the already established funding categories).</p> <p>Recommendation: Continue to advocate for substantially increased transit funding through increases in the Highway Trust Fund.</p> <p>Recommendation: Work with TriMet to participate in the FTA rulemaking process to implement new requirements.</p> |
| <p>New Starts/Small Starts/ Core Capacity: continued the New Starts program with some advantageous changes in details such as a more rational cost-effectiveness measure, but also added more competition for the same funds with the addition of the Core Capacity program.</p> | <p>New Starts continues to be an important program for this region. 5 of the 6 light rail projects, WES, and the latest Streetcar project all were funded by New Starts or its predecessor program. BRT projects would also be eligible for this program.</p> <p>Recommendation: Continue to advocate for significantly higher funding levels for the Major Capital Improvement Program (New Starts, Small Starts, Core Capacity).</p> |
| <p>Walking and Cycling: Advocate in support of the Rails-to-Trails proposal to double funding for Active Transportation through a program that would fund a \$50 million program in 40 major metropolitan areas.</p> | <p>MAP-21 <u>did not</u> implement the Rails-to-Trails proposal. In fact, it consolidated the previous Transportation Enhancement, Safe Routes to Schools and Recreational Trails programs in a new Transportation Alternatives program at a funding level reduced for Oregon by 38%.</p> <p>Recommendation: Continue to advocate for increased funding for Active Transportation through increased funding in the Transportation Alternatives Program and through expansion of the Safety Program to all modes of travel.</p> |
| <p>University Transportation Research Centers: Advocate in support of continued research grants for University</p> | <p>The Oregon Transportation Research and Education Consortium (OTREC) was successful at securing an earmarked research grant from SAFETEA-LU providing it with the capacity to carry out research projects requiring a 50% match. Subsequently, it has transitioned to the</p> |

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| <p>Transportation Centers.</p> | <p>National Institute for Transportation and Communities and secured two additional grants on a competitive basis. This has resulted in completion of significant research projects in cooperation with ODOT and agencies throughout the Metro region. The research center is housed and managed out of Portland State University but is a cooperative effort with University of Oregon, Oregon State university, Oregon Institute of Technology, University of Utah and University of South Florida.</p> <p>Recommendation: Continue to advocate for University Transportation Research grants on a competitive basis.</p> |
| <p>New Issues from MAP-21:</p> | |
| <p>Strategic Highway Safety Plans:</p> | <p>MAP-21 consolidated and expanded several safety funding programs with new requirements for a Highway Safety Improvement Program that is tied to performance measures and is more project specific than the current safety plan. In addition, the newly expanded program is intended to address safety issues throughout the road and street system, not just on the state highway system. It is ODOT’s intent to expand their safety program to cover local government concerns and all modes of travel.</p> <p>Recommendation: Monitor USDOT rulemaking and work with ODOT to implement the new requirements.</p> |
| <p>Disaster Preparedness:</p> | <p>There is a growing awareness of the need to retrofit the existing transportation system to be more resistant to disasters, including earthquake, tsunami, terrorism and the impacts on more frequent flood and fire due to climate change.</p> <p>Recommendation: Advocate for inclusion of disaster preparedness retrofits in funding eligibility for State of Good Repair and advocate need for additional funding due to expected increase in frequency of weather-related events.</p> <p>Recommendation: Advocate for continued funding through the Department of Homeland Security’s “Urban Areas Security Initiative” to improve regional collaboration on planning, training and operations for responding to disasters in high density urban areas based upon degree of risk regardless of size.</p> |

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| <p>Performance Measures:</p> | <p>MAP-21 created a significant and complex system of required performance measures tied to federal funding categories and federal requirements linking the measures to long range plans and program funding decisions. National goals are established in the following areas:</p> <ul style="list-style-type: none"> • Safety • Infrastructure condition • Congestion • Reliability • Freight movement • Environmental Sustainability • Reduced project delivery delays <p>In certain of these areas, MAP-21 defined specific measures. In other areas, it required USDOT, state DOTs and MPOs to establish measures and targets to be achieved. Further, it built certain minimum spending requirements into the federal programs with penalties for not meeting targets. Finally, it required disclosure as part of the long range planning process and transportation improvement programming process on the status of achieving these measures and the expected impact on these measures from the plan and project funding decisions.</p> <p>Recommendation: Advocate in support of HR 3494 - the “Bicycle and Pedestrian Safety Act” - introduced by Congressman Blumenauer, to require establishment of highway safety performance measures for both motorized and non-motorized transportation.</p> <p>Recommendation: Advocate through the USDOT rulemaking process for establishment of performance measures that are multi-modal in nature and are linked to broader land use and economic outcomes being pursued in the region. The Regional Transportation Plan includes such a comprehensive performance measures framework.</p> <p>Recommendation: Advocate through the USDOT rulemaking process for safety performance measures by mode of travel to better highlight bike/walk injuries and fatalities.</p> <p>Recommendation: Advocate for adequate resources to meet these new federal mandates.</p> |
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BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

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

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

BE IT RESOLVED that the Metro Council:

1. Endorses the proposal from Transportation for America to increase federal transportation user fees by \$30 billion per year to displace the dependence of the Highway and Transit Trust Funds on the General Fund and support growth in federal transportation investment.
2. Recognizes that other funding options may be considered that merit endorsement as well.

ADOPTED by the Metro Council this [insert date] day of [insert month] 2013.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

STAFF REPORT

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

Date: January xx, 2014

Prepared by: Andy Cotugno, xt. 1763

BACKGROUND

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

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

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

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

Overall, there has been an increasing dependence on this funding subsidy from the General Fund, placing continued reliance at great risk. If the practice were to **not** continue and the general fund subsidy were eliminated, on average it would result in a 28% reduction of the program (Attachment 2-A). This would translate into an average annual reduction of funding from the Highway Trust Fund to State of Oregon of over \$130 million per year. A reduction of that magnitude is equivalent to nearly double the annual amount ODOT allocated for their entire statewide "Enhance" program as part of their recent 2015-2018 STIP update process. Attachment 2-C is the project list recently approved by the Oregon Transportation Commission for projects in the Metro region, all of which would be in jeopardy. Conversely, increasing transportation user fees by \$30 billion per year in addition to displacing the need for a General Fund subsidy would allow

the Highway Trust Fund program to grow by an average 26% per year. This would produce an increase to Oregon of funding from the Highway Trust Fund of an average \$145 million per year.

Furthermore, a portion of the FHWA funding to the State of Oregon is sub-allocated to Metro/JPACT and is the source for the recent 2016-2018 Regional Flexible Funding allocation. Elimination of the General Fund subsidy would pass through a portion of the Highway Trust Fund reduction to the State of Oregon resulting in a nearly \$10 million per year decrease in Regional Flex Funds (from about \$40 million per year to about \$30 million per year). Attachment 2-D is the full project list recently approved by Metro/JPACT or which nearly one-third would be in jeopardy. The Transportation for America proposed increase would produce an approximate \$12 million per year increase in Flex Funds. This potential reduction (of \$10 million per year) or increase (of \$12 million per year) is roughly equivalent in size to the 3-year Regional Economic Opportunity Fund which allocated \$34 million to projects region-wide in the FY 2016-18 Regional Flex Fund Allocation.

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

ANALYSIS/INFORMATION

1. **Known Opposition:** Increasing federal transportation funding is controversial and intertwined with the broader federal budget debate.
2. **Legal Antecedents:** Planning and policy conclusions developed through corridor and area plans must be adopted into the Regional Transportation Plan as a prerequisite for implementation. Federal funding to implement specific projects must be included in the Metropolitan Transportation Improvement Program.
3. **Anticipated Effects:** This action provides for the Portland region collaborating with other region's with a similar federal policy objective.
4. **Budget Impacts:** A portion of Metro's transportation planning budget is funded through the federal transportation program.

RECOMMENDED ACTION

Recommend adoption of Resolution No. 14-4501

SAVING THE NATION'S TRANSPORTATION FUND



An investment plan for the 21st century

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

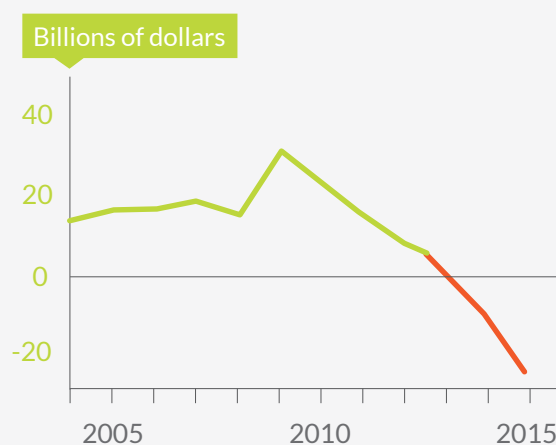
Trust Fund headed for insolvency

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

— Highway Trust Fund balance

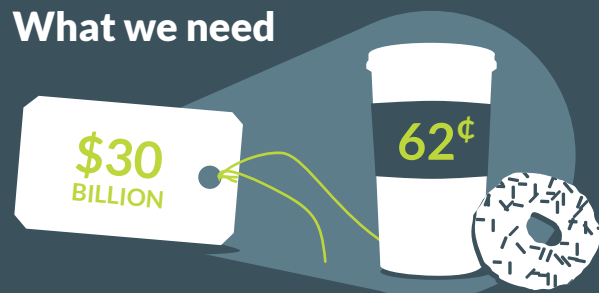
*2012-2020 numbers are based on CBO projections from August 27th, 2012

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



PAYING FOR PROGRESS

What we need



Annual investment needed to make the transportation fund solvent and effective

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

How to raise it

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

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

Can we count on your support?

- ✓ Stabilize funding for the MAP-21 program Congress adopted in 2012 and protect all modes of transportation from draconian budget cuts;
- ✓ Raise additional revenue for locally-driven projects that spur economic growth and innovation.

OUR ECONOMY & COMMUNITIES DEPEND ON TRANSPORTATION INVESTMENT

Across the country, our cities, towns and suburbs—the local centers of commerce that form the backbone of America’s economy—are in a serious bind: They know they must have top-notch networks of roads and transit to compete on a global scale and preserve their quality of life. They know they need to get workers of all wage levels to their jobs. They also know they need to eliminate crippling bottlenecks in freight delivery. These local communities are stretching themselves to raise their own funds and to innovate, but without a strong federal partner the twin demands of maintaining their

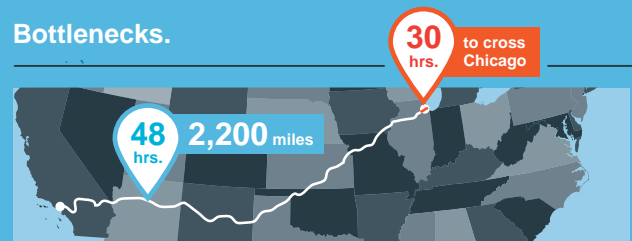
existing infrastructure and preparing for the future are beyond their means. Even as the transportation trust fund faces insolvency, existing federal programs too often put a damper on innovation rather than stoking it.

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

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

THE COSTS OF INACTION

Bottlenecks.



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

Hazardous conditions.



1 in 9 bridges in the U.S. is structurally deficient, requiring significant repairs, maintenance or replacement.

Unmet demand.



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

A 21st century transportation plan

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

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

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



Fixing what we need to fix.

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



Improving communities & expanding opportunity.

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



Spurring local innovation.

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

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



Increasing accountability and local control.

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

SPURRING LOCAL INNOVATION: FEDERAL DOLLARS AT WORK



Regional investments, national benefits

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



High rate of return in Utah

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



Access to jobs in Minnesota

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



Learn more and voice your support at
www.T4America.org

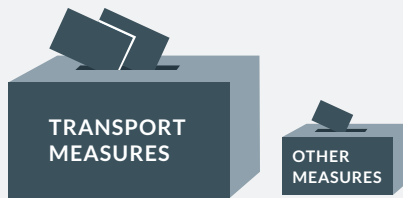
Local accountability: the best way to ensure a return on investment

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

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

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

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



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

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



© Alex Decarvalho

PLEASE JOIN US!

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

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



t4america.org [@t4america](https://www.instagram.com/t4america)

General Fund Subsidy to the Highway and Transit Trust Funds

| | General Fund Subsidy to the Transit and Highway Trust Funds | Transit and Highway Trust Fund Spending ¹ | General Fund Share |
|--|---|--|--------------------|
|--|---|--|--------------------|

| | | | |
|----------|--------|--------|-------|
| 2005 | \$0.0 | \$39.9 | 0.0% |
| 2006 | \$0.0 | \$35.9 | 0.0% |
| 2007 | \$0.0 | \$39.2 | 0.0% |
| 2008 | \$8.0 | \$43.0 | 18.6% |
| 2009 | \$7.0 | \$44.9 | 15.6% |
| 2010 | \$19.5 | \$39.4 | 49.5% |
| 2011 | \$0.0 | \$44.5 | 0.0% |
| 2012 | \$0.0 | \$49.3 | 0.0% |
| MAP 2013 | \$6.2 | \$49.4 | 12.6% |
| 2014 | \$12.6 | \$50.2 | 25.1% |
| 2015 | \$14.0 | \$51.1 | 27.4% |
| 2016 | \$14.0 | \$52.3 | 26.8% |
| 2017 | \$13.7 | \$53.4 | 25.7% |
| 2018 | \$14.3 | \$54.7 | 26.1% |
| 2019 | \$15.0 | \$55.9 | 26.8% |
| 2020 | \$16.0 | \$57.3 | 27.9% |
| 2021 | \$17.0 | \$58.6 | 29.0% |
| 2022 | \$17.6 | \$60.0 | 29.3% |
| 2023 | \$18.7 | \$61.5 | 30.4% |

| | | | |
|----------------------|--------|--------|-------|
| 2015 to 2023 Average | \$15.6 | \$56.1 | 27.7% |
|----------------------|--------|--------|-------|

General Fund Subsidy to the Highway Trust Fund

| | General Fund Subsidy to the Highway Trust Fund | Highway Trust Fund Spending ¹ | General Fund Share |
|--|--|--|--------------------|
|--|--|--|--------------------|

| | | | |
|----------|--------|--------|-------|
| 2005 | \$0.0 | \$33.1 | 0.0% |
| 2006 | \$0.0 | \$33.9 | 0.0% |
| 2007 | \$0.0 | \$35.0 | 0.0% |
| 2008 | \$8.0 | \$37.0 | 21.6% |
| 2009 | \$7.0 | \$37.6 | 18.6% |
| 2010 | \$14.7 | \$32.0 | 45.9% |
| 2011 | \$0.0 | \$37.3 | 0.0% |
| 2012 | \$0.0 | \$41.1 | 0.0% |
| MAP 2013 | \$6.2 | \$40.9 | 15.2% |
| 2014 | \$10.4 | \$41.6 | 25.0% |
| 2015 | \$10.7 | \$42.3 | 25.3% |
| 2016 | \$10.6 | \$43.3 | 24.5% |
| 2017 | \$10.2 | \$44.2 | 23.1% |
| 2018 | \$10.5 | \$45.3 | 23.2% |
| 2019 | \$10.8 | \$46.3 | 23.3% |
| 2020 | \$11.5 | \$47.5 | 24.2% |
| 2021 | \$12.3 | \$48.6 | 25.3% |
| 2022 | \$12.7 | \$49.7 | 25.6% |
| 2023 | \$13.6 | \$51.0 | 26.7% |

| | | | |
|----------------------|--------|--------|-------|
| 2015 to 2023 Average | \$11.4 | \$46.5 | 24.6% |
|----------------------|--------|--------|-------|

General Fund Subsidy to the Transit Trust Fund

| | General Fund Subsidy to the Transit Trust Fund | Transit Trust Fund Spending ¹ | General Fund Share |
|--|--|--|--------------------|
|--|--|--|--------------------|

| | | | |
|----------|-------|--------|-------|
| 2005 | \$0.0 | \$6.8 | 0.0% |
| 2006 | \$0.0 | \$2.0 | 0.0% |
| 2007 | \$0.0 | \$4.2 | 0.0% |
| 2008 | \$0.0 | \$6.0 | 0.0% |
| 2009 | \$0.0 | \$7.3 | 0.0% |
| 2010 | \$4.8 | \$7.4 | 64.9% |
| 2011 | \$0.0 | \$7.2 | 0.0% |
| 2012 | \$0.0 | \$8.2 | 0.0% |
| MAP 2013 | \$0.0 | \$8.5 | 0.0% |
| 2014 | \$2.2 | \$8.6 | 25.6% |
| 2015 | \$3.3 | \$8.8 | 37.5% |
| 2016 | \$3.4 | \$9.0 | 37.8% |
| 2017 | \$3.5 | \$9.2 | 38.0% |
| 2018 | \$3.8 | \$9.4 | 40.4% |
| 2019 | \$4.2 | \$9.6 | 43.8% |
| 2020 | \$4.5 | \$9.8 | 45.9% |
| 2021 | \$4.7 | \$10.0 | 47.0% |
| 2022 | \$4.9 | \$10.3 | 47.6% |
| 2023 | \$5.1 | \$10.5 | 48.6% |

| | | | |
|----------------------|-------|-------|-------|
| 2015 to 2023 Average | \$4.2 | \$9.6 | 43.0% |
|----------------------|-------|-------|-------|

¹2005 - 2012: Actual Outlays

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

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

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

¹2005 - 2012: Actual Outlays
Expected spending Authority assuming 1.8-2% inflation

2013 - 2023:

ODOT 2016 - 2018 Enhance Project Allocation
Metro Region

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

2016-18 RFFA project and program recommendations

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

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

(1) Foster Road total cost includes Phase I costs.

(2) NE 238th total cost includes ODOT Enhance project award for construction costs.

(3) Element of the Green Economy and Freight Initiatives that was inadvertently left off Exhibit A presented to TPAC on September 27, 2013.

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

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

(1) Foster Road total cost includes Phase I costs.

(2) NE 238th total cost includes ODOT Enhance project award for construction costs.

(3) Element of the Green Economy and Freight Initiatives that was inadvertently left off Exhibit A presented to TPAC on September 27, 2013.

MPAC Worksheet

Agenda Item Title: Climate Smart Communities Scenarios Project: Public opinion research and process for shaping and adoption of the preferred approach in 2014

Presenter(s): Councilor Bob Stacey, Metro Council
Adam Davis, DHM Consulting
Kim Ellis, Metro

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

Date of MPAC Meeting: February 12, 2014

Purpose/Objective

- Review recent opinion research compiled by DHM related to investments and actions under consideration by the Climate Smart Communities Scenarios Project.
- Consider MTAC's recommendation to approve the process recommended for shaping and adoption of the preferred approach in 2014

Action Requested/Outcome

- MPAC provides input on the upcoming public opinion research that will help inform the April joint MPAC/JPACT meeting discussion.
- MPAC approves the process recommended for shaping and adoption of the preferred approach in 2014.

Approval of the process means the policy committees are in agreement on how the project moves forward to shape and adopt the preferred approach in 2014. With MPAC and JPACT approval, the project will move forward and Steps 3 and 4 will become the focus of upcoming engagement activities and policy discussions to develop a draft preferred approach by May 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. In 2014, the Climate Smart Communities Scenarios Project will 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.

The results of the Phase 2 scenarios' analysis demonstrate that implementation of regional 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.

The preferred approach that is developed in 2014 will start with the plans cities, counties and the region have adopted - from local zoning, capital improvement plans, comprehensive and transportation system plans to the 2040 Growth Concept and regional transportation plan - to create great communities and build a vibrant economy.

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

- On January 8 and 22, Metro staff and Councilor Stacey briefed MPAC on the process recommended for development of the preferred approach to meet the region's state mandated greenhouse gas emissions target.

- On January 31 and February 5, the **Transportation Policy Alternatives Committee (TPAC)** and the **Metro Technical Advisory Committee (MTAC)** reviewed and recommended refinements to the process for developing the preferred approach in 2014. Both committees recommended MPAC and JPACT approval of the process. The refinements have been incorporated into the staff memo and attachments, and include the following revisions identified by TPAC (and supported by MTAC):
 1. Revise the Step 1 title, “Stay the Course,” and its description to call for strengthening the region’s commitment to implement adopted plans. This change was recommended to better communicate that we should keep doing what we are already doing to implement local and regional plans and that we need to strengthen our efforts to work together to secure funding and make the investments needed to implement those plans.
 2. Revise the Step 4 description to more explicitly acknowledge the need to secure funding to implement adopted plans and any new actions that are identified in Step 3, and that new funding mechanisms are needed.
 3. Look for opportunities to clarify the overall process, and what MPAC and JPACT are being asked to approve in February.
 4. Add an opportunity for TPAC and MTAC to make formal recommendations to JPACT and MPAC prior to the May joint JPACT/MPAC meeting.
 5. In addition, MTAC recommended that the process not determine which 2014 RTP level of investment to assume for streets and highways and active transportation until after the 2014 RTP system analysis is complete. More discussion of this is provided in the staff memo on page 5 of the staff memo.
- Additional project-related updates are summarized on pages 2 and 3 of the staff memo.

What packet material do you plan to include?

- Staff memo: Climate Smart Communities Scenarios Project – Process for Shaping and Adoption of the Preferred Approach in 2014 – APPROVAL REQUESTED (February 6, 2014)
 - Attachment 1. 2014 Regional Advisory Committee Meetings (*Feb. 6, 2014*)
 - Attachment 2. Climate Smart Communities Scenarios Project: Process for Shaping the Preferred Approach in 2014 (*Feb. 6, 2014*)



DATE: February 6, 2014
TO: MPAC, JPACT and Interested Parties
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Climate Smart Communities Scenarios Project – Process for Shaping and Adoption of the Preferred Approach in 2014 – APPROVAL REQUESTED

PURPOSE

This memo describes the eight-step process recommended for shaping and adoption of the preferred approach in 2014. The Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) recommended JPACT and MPAC approval of the process on January 31 and February 5, respectively.

ACTION REQUESTED

MPAC and JPACT approval of the 8-step process for shaping and adoption of the preferred approach in 2014. Approval of the process means the policy committees are in agreement on how the project moves forward to shape and adopt the preferred approach in 2014.

With MPAC and JPACT approval, the project will move forward and Steps 3 and 4 will become the focus of upcoming engagement activities and policy discussions to develop a draft preferred approach by May 2014. The schedule of regional advisory committee discussions is provided in Attachment 1.

The Spring 2014 discussions will culminate in Step 5 when MPAC and JPACT will be requested to recommend a draft preferred approach to the Metro Council, pending final evaluation and public review. The Metro Council will then consider MPAC and JPACT's recommendation in June. Steps 6 through 8 will be completed between June and December 2014, and lead to final recommendations from MPAC and JPACT to the Metro Council on the preferred approach.

BACKGROUND

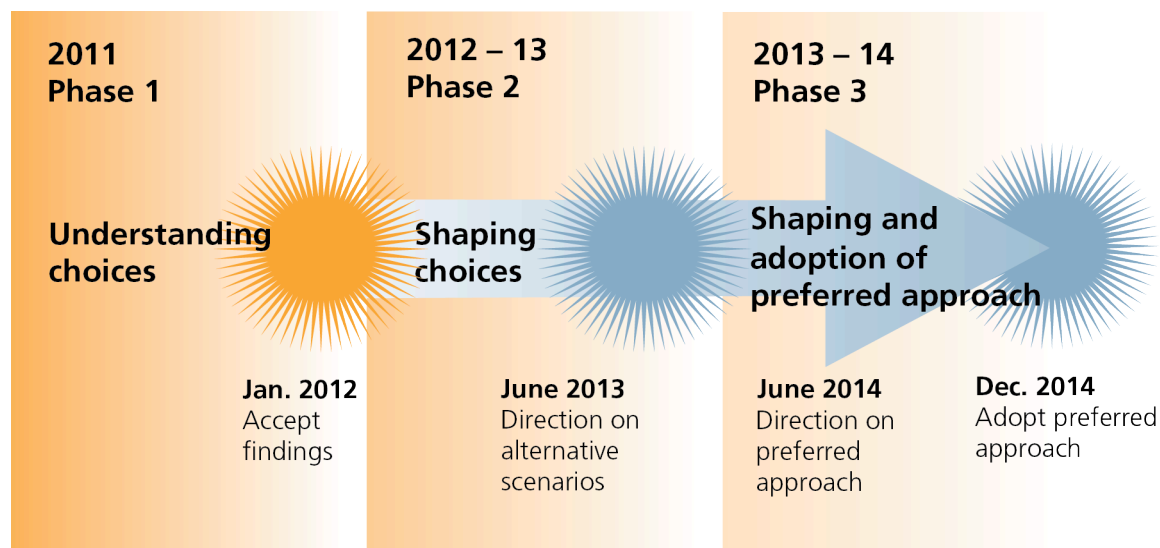
The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035.

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 local and regional land use and transportation 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.

Figure 1 shows the project timeline.

Figure 1. Climate Smart Communities Project Timeline



The project remains 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. In January, the committees reviewed public health and additional cost-related results and the proposed process for developing the preferred approach in 2014.

CHANGES SINCE MPAC AND JPACT LAST CONSIDERED THIS ITEM

- On January 31 and February 5, the **Transportation Policy Alternatives Committee (TPAC)** and the **Metro Technical Advisory Committee (MTAC)** reviewed and recommended refinements to the process for developing the preferred approach in 2014. Both committees recommended MPAC and JPACT approval of the process. The refinements have been incorporated into this memo and attachments. **Attachment 2** illustrates the recommended process. This memo provides more information about each step of the process.
- The **Oregon Health Authority completed a technical review of a health impact assessment** of the three scenarios and prepared additional findings and recommendations for the region to consider as the Climate Smart Communities Scenarios Project moves forward. OHA staff will brief regional advisory committees in March and April.

- **The Oregon Department of Transportation staff updated the Statewide Transportation Strategy Short-Term Implementation Plan¹ and are scheduled to provide briefings to the regional advisory committees in March and April.** Accepted by the Oregon Transportation Commission in March 2013, the Statewide Transportation Strategy (STS)² Vision 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. The OTC is scheduled to discuss the implementation plan at its February 20 meeting.
- **Regional transportation planning staff initiated an analysis of the investment priorities submitted by ODOT, TriMet, the South Metro Area Rapid Transit (SMART) district, the Port of Portland and local governments 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. A system performance analysis and draft 2014 RTP will be released for public review from March 21 to May 5, 2014. A preview of the analysis results and public review materials will be available in March.
- **The Oregon Department of Transportation and Land Conservation and Development Commission** submitted a progress report to the Oregon House and Senate interim committees related to transportation on progress toward implementing the land use and transportation scenario planning described in section 37 of House Bill 2001.³ The 2014 report is the third of a series of three legislatively required reports in HB 2001. The report includes:
 - The rules adopted by the Land Conservation and Development Commission to guide Metro as it develops and selects a preferred land use and transportation scenario to meet their greenhouse gas emissions reduction target;
 - A description of Metro’s completed planning and work remaining to be completed; and
 - ODOT and LCDC’s recommendation on how the scenario planning requirements in HB 2001 should be extended to the Eugene-Springfield and Salem-Keizer metropolitan planning organization areas or to cities that have significant levels of commute trips to destinations within metropolitan areas.

¹ http://www.oregon.gov/ODOT/TD/OSTI/Pages/sts_implementation.aspx

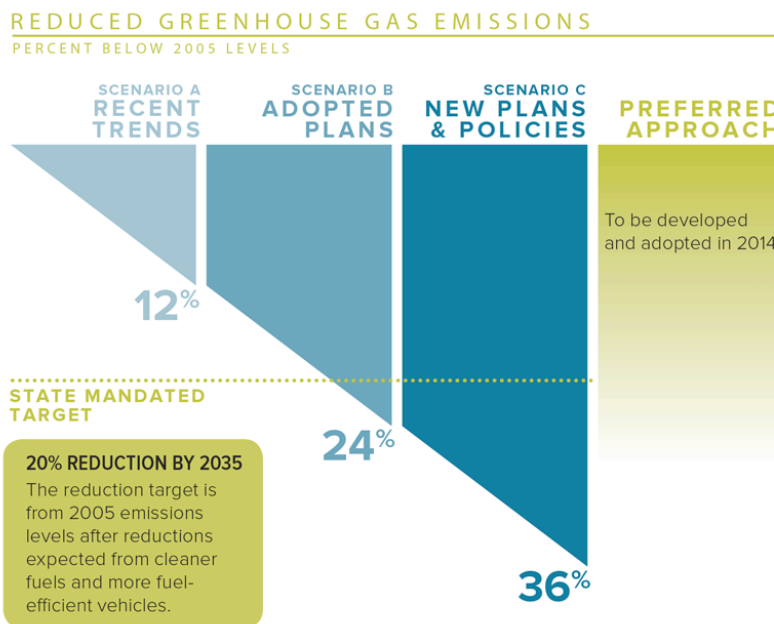
² <http://www.oregon.gov/ODOT/TD/OSTI/Pages/STS.aspx> and
http://www.oregon.gov/ODOT/TD/OSTI/docs/STS/AttachC_SummarySheets.pdf

³ <http://www.oregon.gov/ODOT/TD/OSTI/docs/Reports/LegRpt2014.pdf>

8-STEP PROCESS FOR MOVING FORWARD IN 2014

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 region agreed on 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 zoning, 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.



The analysis also demonstrated there are potentially significant long-term benefits that can be realized by implementing adopted plans and new policies and plans, including cleaner air, improved public health and safety, reduced congestion and delay and travel cost savings that come from driving shorter distances and more fuel efficient vehicles.

MTAC AND TPAC RECOMMENDATION

Moving forward in 2014, an eight-step process for building consensus on what strategies are included in the region's draft preferred approach by December 2014 is recommended (**see Attachment 2**).

STEP 1 - CONFIRM COMMITMENT TO IMPLEMENT ADOPTED PLANS: The Council, MPAC and JPACT confirm their commitment to implement locally adopted zoning, comprehensive plans, capital improvement programs and draft 2014 RTP investment priorities from local transportation system plans, ODOT, TriMet, SMART and the Port of Portland and recommend these investments and actions be carried forward for inclusion in the draft preferred approach. An analysis of the draft 2014 RTP investment priorities is being conducted using the regional travel demand model and other tools.

In May, MPAC and JPACT will be asked to recommend which level of RTP investment should be included in the draft preferred approach as part of Step 5, after consideration of the results of the

2014 RTP analysis, 2014 RTP comment period and further discussion of the policy areas identified in Steps 3 and 4.

Additional background information on Step 1: This step confirms the region's commitment to carry out local and regional investments & actions from adopted plans (e.g., locally adopted zoning, comprehensive plans, capital improvement programs and 2014 RTP investment priorities – once adopted by the Metro Council in July 2014) as part of the region's draft preferred approach. 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 new 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

The draft 2014 RTP investment priorities were identified locally and submitted by project sponsors to Metro in December 2013 for inclusion in the 2014 RTP. The submitted project lists reflect two levels of funding: (1) a fiscally constrained level of investment (RTP Federal), and (2) a more aspirational level of investment (RTP State). The fiscally constrained level of investment is used for the basis of demonstrating compliance with federal planning requirements, including the Clean Air Act. The more aspirational level of investment is used for the basis for demonstrating regional compliance with statewide planning goals, including Goal 12 (Transportation).

An evaluation of the draft 2014 RTP investment priorities is under way. Results of the analysis will be reported in mid-March, prior to the 2014 RTP update comment period that is scheduled from March 21 to May 5, 2014. Final adoption of the 2014 RTP is anticipated in July 2014 to meet federal planning requirements. The analysis will help inform MPAC and JPACT's recommendation on what level of RTP investment should be recommended for inclusion in the draft preferred approach.

Under state law, Metro has primary responsibility for managing 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. Prior to adoption, the regional population and employment growth forecast was developed with extensive review by local governments and includes estimates of expected housing and job growth by jurisdiction and land use type. Metro will submit these estimates to LCDC as part of documenting the planning assumptions upon which the preferred approach relies, as required by state administrative rules.

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 finalized 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 and updates to the Regional Transportation Plan will be evaluated for transportation-related greenhouse gas emissions as part of the periodic monitoring mandated by state administrative rules.

For purposes of evaluating the draft preferred approach in Step 6, staff recommends using a combination of the adopted 2035 growth forecast (which assumes locally adopted plans as of 2010 and an estimated 12,000 acres of urban growth boundary expansion), and the adopted 2014 Regional Transportation Plan, pending Council approval in July 2014. Other investments and actions may be identified in Steps 3 and 4.

STEP 2 - ASSUME STATE ACTIONS: The Council, MPAC and JPACT recommend 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. **Staff will confirm those assumptions with state agencies, and document them for consideration by MPAC and JPACT as part of Step 5.**

Additional background information on Step 2: Specific vehicle technology and fuel 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, and assumed in each of the three scenarios tested during the summer of 2013.

In addition, 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 Plan⁴, the Oregon Global Warming Commission 2020 Road Map⁵, the Statewide Transportation Strategy (STS) and STS Short-Term Implementation Plan. The Legislature will also consider Senate Bill 1570 to reduce the carbon intensity of Oregon's transportation fuels by 10 percent over the next 10 years in the 2014 session.

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. This step reflects what is required by state administrative rules for these assumptions.

⁴ http://www.oregon.gov/energy/pages/ten_year/ten_year_energy_plan.aspx

⁵ http://www.keeporegoncool.org/sites/default/files/Integrated_OGWC_Interim_Roadmap_to_2020_Oct29_11-19Additions.pdf

STEP 3 - DISCUSS OPTIONS FOR THREE POLICY AREAS: From February to May 2014, the Council facilitates a regional discussion to identify how much transit service, transportation system efficiency strategies, and parking management should be included in the region's draft preferred approach to complement local, regional and state actions from Step 1 and Step 2.

Policy options will be developed for this discussion that reflect the range of what was tested in Scenario A (Recent Trends), Scenario B (Adopted Plans) and Scenario C (New Plans and Policies) for each policy area. **In May, MPAC and JPACT will be asked to make recommendations to the Metro Council on what policy option (for each policy area) should be carried forward to the draft preferred approach as part of Step 5.**

Additional background information on Step 3: This step recognizes the region's commitment to implement adopted plans and the need to work together to secure funding to implement them. The three policy areas represent opportunities for the region and communities to meet broader public health, social equity, economic and environmental goals.

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.

The 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 whether additional investments and actions (beyond what is in adopted plans) should be included in the draft preferred approach.

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. TriMet is working with local governments and communities to develop community-based Service Enhancement Plans for each part of the region that go beyond what is in adopted plans. While this work will not be completed by the end of 2014, it provides an important opportunity for supporting adopted plans and meeting broader social equity, economic and environmental goals. 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 members 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, and is recommended for further discussion to determine whether other actions in this policy area (beyond adopted plans) should be included in the draft preferred approach.

STEP 4 - DISCUSS POTENTIAL FUNDING MECHANISMS: From February to May 2014, the Council facilitates a regional discussion to identify potential funding mechanisms to implement adopted plans and other key investments and actions recommended for inclusion in the preferred approach.

Policy options will be developed for discussion that reflect the range of what was tested in Scenario A (Recent Trends), Scenario B (Adopted Plans) and Scenario C (New Plans and Policies) for potential funding mechanisms. The policy options will identify a general estimate of the amount of funding needed to implement adopted plans and the range of potential funding mechanisms available for implementing adopted plans and other investments and actions (from Step 3) recommended for inclusion in the preferred approach.

In May, MPAC and JPACT will be asked to make recommendations to the Metro Council on the potential funding mechanisms that should be carried forward to the draft preferred approach as part of Step 5.

Additional background information on Step 4: This step recognizes the region’s commitment to implement adopted plans (which already rely on increased revenue) and the need to work together to secure funding to implement them. More discussion is recommended to determine what potential funding mechanisms should be considered to help pay for the investments and actions recommended in the preferred approach the Metro Council considers for adoption in December 2014, and recommendations for continuing these finance discussions beyond the Climate Smart Communities Scenarios Project. This recommendation reflects what is required by state administrative rules, and may result in recommendations for a state and federal transportation legislative package for 2015.

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, reflecting the need for new funding. 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 an in-depth quantitative analysis or level of community engagement needed to inform policymakers about the regional 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; this analysis 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.⁶ 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.⁷

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.

⁶ <http://www.pdx.edu/nerc/sites/www.pdx.edu/nerc/files/carbontax2013.pdf>

⁷ <http://www.co.washington.or.us/LUT/TransportationFunding/vehicle-registration-fee.cfm>

STEP 5 - RECOMMEND DRAFT PREFERRED APPROACH, PENDING FINAL EVALUATION AND

PUBLIC REVIEW: In May, MPAC and JPACT will be requested to make a recommendation on which investments and actions should be included in the region's draft preferred approach for Steps 1 through 4.

In June 2014, the Metro Council will be asked to recommend approval of the draft preferred approach, pending final evaluation and public review. 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.

STEP 6 – COMPLETE FINAL EVALUATION AND PREPARE PUBLIC COMMENT MATERIALS AND

ADOPTION LEGISLATION: From June to September, staff will evaluate the draft preferred approach and prepare public comment materials, including the draft Regional Framework Plan amendments, adoption legislation and near-term implementation recommendations in consultation the Metro's regional advisory committees. This step will also define recommendations for monitoring progress in implementing the region's preferred approach as required by OAR 660-044-0060.

Additional background information on Step 6: 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. 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, a draft near-term implementation plan and potential refinements based on public comments received.

STEP 7 – CONVENE PUBLIC COMMENT PERIOD: 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.

STEP 8 -RECOMMEND PREFERRED APPROACH: 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.**

Additional discussion on Step 8: 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 660-044-0045, 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. A determination will be made on whether functional plan amendments are needed in 2015, concurrent with LCDC’s review. Metro is required to adopt functional plan amendments, if needed, within one year of the LCDC’s order approving the Metro Council’s amendments to the Regional Framework Plan. No timeline is specified for LCDC to review Metro’s plan amendment.

PUBLIC PARTICIPATION OPPORTUNITIES TO INFORM REMAINING COUNCIL MILESTONES

With MPAC and JPACT approval of the process for shaping and adoption of the preferred approach, the project will move forward and Steps 3 and 4 will become the focus of upcoming engagement activities and policy discussions to develop a draft preferred approach by May 2014. The Spring 2014 discussions will culminate in Step 5 when MPAC and JPACT will be requested to recommend a draft preferred approach to the Metro Council, pending final evaluation and public review. Steps 6 through 8 will be completed between June and December 2014, and lead to final recommendations from MPAC and JPACT to the Metro Council on the preferred approach.

Figure 2 provides a summary of Phase 3 engagement activities and Council milestones for reference.

FIGURE 2. PHASE 3 PROJECT MILESTONES AND PUBLIC PARTICIPATION OPPORTUNITIES



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 April and May. During this period, community and business leaders, local governments and the public will also 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, interviews, discussion groups, and public opinion research will be used to gather input. T

o the extent possible, these engagement activities will be coordinated with the 2014 RTP update comment period. A public engagement summary report and recommendations for the draft

preferred approach will be provided to Metro's technical and policy advisory committees 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 for Steps 1-4, described previously. The May joint meeting is proposed to conclude with a formal recommendation to the Metro Council from each committee recommending preliminary approval of the draft preferred approach, subject to final analysis and public comment. The Metro Council will then consider MPAC and JPACT's recommendation in June. The action is anticipated to direct staff to move forward with Steps 6-8 of the process, which includes evaluating the agreed-upon draft preferred approach, reporting back on the results of the evaluation in September and preparing Regional Framework Plan amendments and near-term implementation plan for public review during the fall public comment period.

/Attachments

- Attachment 1. 2014 Regional Advisory Committee Meetings (*Feb. 6, 2014*)
- Attachment 2. Climate Smart Communities Scenarios Project: Process for Shaping the Preferred Approach in 2014 (*Feb. 6, 2014*)

2014 Regional Advisory Committee Meetings

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

TECHNICAL ADVISORY COMMITTEES

Transportation Policy Alternatives Committee (TPAC) | 9:30-noon | Council chamber

- **Jan. 3** – discuss results and proposed process & policy areas to be focus of engagement to shape preferred scenario in 2014
- **Jan. 31** – make recommendation to JPACT on proposed process & policy areas to be focus of engagement to shape preferred scenario in 2014
- **Feb. 28** – provide update on implementation of Oregon Statewide Transportation Strategy Vision and preview draft policy options for consideration by MPAC and JPACT
- **March 28** - discuss findings and recommendations from Health Impact Assessment conducted by Oregon Health Authority; discuss policy options for consideration by MPAC and JPACT
- **April 25** - review public engagement report and emerging ideas for draft preferred approach; make recommendations to JPACT on draft preferred approach
- **June 27** – discuss proposed RFP amendments and near-term implementation recommendations
- **July 25** – discuss proposed RFP amendments and near-term implementation recommendations
- **Aug. 29** – discuss evaluation results and public review draft preferred approach
- **Sept. 26** – discuss public comments & begin discussion of recommendation to JPACT
- **Oct. 31** – make recommendation to JPACT on adoption of the preferred approach

Metro Technical Advisory Committee (MTAC) | 10-noon | Council chamber

- **Jan. 15** – discuss results and proposed process & policy areas to be focus of engagement to shape preferred scenario in 2014
- **Feb. 5** – make recommendation to MPAC on proposed process & policy areas to be focus of engagement to shape preferred scenario in 2014
- **Feb. 19** – provide update on implementation of Oregon Statewide Transportation Strategy Vision
- **March 19** - preview draft policy options for consideration by MPAC and JPACT and discuss findings and recommendations from Health Impact Assessment conducted by Oregon Health Authority
- **April 2** - discuss policy options for consideration by MPAC and JPACT
- **May 7** - review public engagement report and emerging ideas for draft preferred approach; make recommendations to MPAC on draft preferred approach
- **July 16** – discuss proposed RFP amendments and near-term implementation recommendations
- **Aug. 6** – discuss proposed RFP amendments and near-term implementation recommendations
- **Sept. 3** – discuss evaluation results and public review draft preferred approach
- **Oct. 15** – discuss public comments & begin discussion of recommendation to MPAC
- **Nov. 5** – make recommendation to MPAC on adoption of the preferred approach

JOINT MTAC AND TPAC WORKSHOP | 2-4 p.m. | Council chamber

- **March 17** – discuss 2014 RTP system analysis

POLICY ADVISORY COMMITTEES

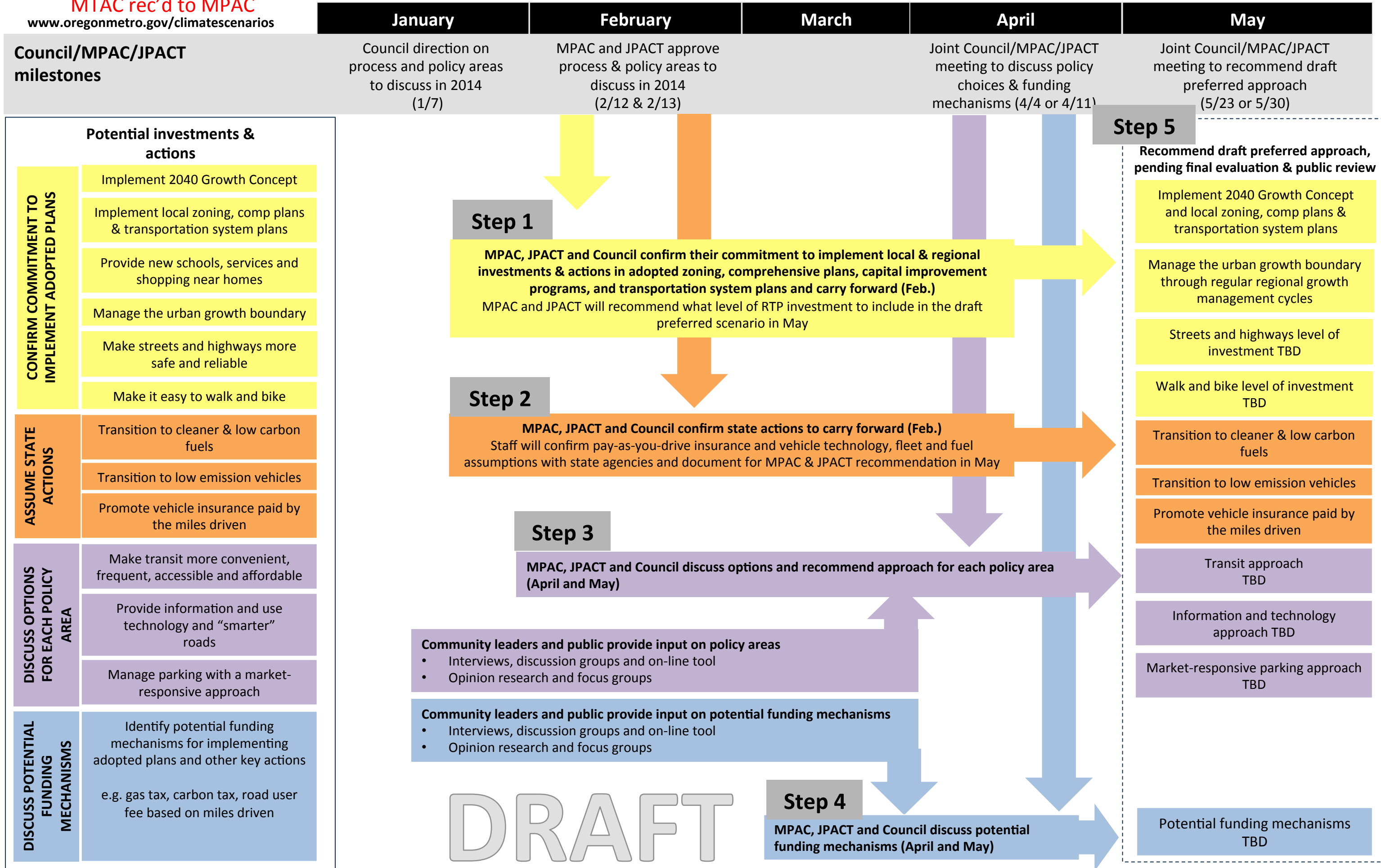
Joint Policy Advisory Committee on Transportation (JPACT) | 7:30-9 a.m. | Council chamber

- **Jan. 8** – discuss results and proposed process & policy areas to be focus of engagement to shape preferred scenario in 2014
- **Feb. 13** – make recommendation to the Metro Council on the proposed process & policy areas to be focus of engagement to shape preferred scenario in 2014; review recent opinion research; and update on implementation of Oregon Statewide Transportation Strategy Vision
- **March 13** – update on framing policy options and provide update on joint MPAC/JPACT meetings and engagement activities
- **April 4 or 11** – joint meeting with MPAC to discussion policy options
- **April 10** - discuss findings and recommendations from Health Impact Assessment conducted by Oregon Health Authority
- **May 8** - review public engagement report and emerging ideas for draft preferred approach
- **May 23 or 30** – joint meeting with MPAC to make recommendation to Metro Council on draft preferred approach, subject to final evaluation and public review
- **Aug. 14** – discuss proposed RFP amendments and near-term implementation recommendations
- **Sept. 11** – discuss evaluation results and public review draft preferred approach
- **Oct. 9** – discuss public comments, potential refinements & recommendation to the Metro Council
- **Nov. 13** – make recommendation to the Metro Council on adoption of the preferred approach

Metro Policy Advisory Committee (MPAC) | 5-7 p.m. | Council chamber

- **Jan. 8** – discuss results and proposed process & policy areas to be focus of engagement to shape preferred scenario in 2014
- **Jan. 22** – discuss community case studies showcasing local efforts
- **Feb. 12** – make recommendation to the Metro Council on the proposed process & policy areas to be focus of engagement to shape preferred scenario in 2014 and review recent opinion research
- **Feb. 26** – provide update on implementation of Oregon Statewide Transportation Strategy Vision and discuss community-based transit solutions
- **March 26** – discuss local, regional and state approaches to make travel more safe, efficient and reliable
- **April 4 or 11** – joint meeting with MPAC to discussion policy options
- **April 9** - discuss findings and recommendations from Health Impact Assessment conducted by Oregon Health Authority
- **May 14** - review public engagement report and emerging ideas for draft preferred approach
- **May 23 or 30** – joint meeting with JPACT to make recommendation to Metro Council on draft preferred approach, subject to final evaluation and public review
- **Aug. 13** – discuss proposed RFP amendments and near-term implementation recommendations
- **Sept. 10** – discuss evaluation results and public review draft preferred approach
- **Oct. 8** – discuss public comments, potential refinements & recommendation to the Metro Council
- **Oct. 22** – discuss recommendation to the Metro Council
- **Nov. 12** – make recommendation to the Metro Council on adoption of the preferred approach

Climate Smart Communities Scenarios Project: Process for Shaping the Preferred Approach in 2014



DRAFT

2/6/14 – TPAC rec'd to JPACT

MTAC rec'd to MPAC

Process for Adopting the Preferred Approach in 2014

| | June | July | August | September | October | November | December |
|--------------------------------------|---|--|--|---|---|--|--|
| Council/MPAC/JPACT milestones | Council action on draft preferred approach, pending final evaluation and public review (6/19) | <i>Council action on 2014 RTP investment priorities (7/17)</i> | Council/MPAC/JPACT discuss proposed RFP amendments and near-term implementation recommendations (8/5, 8/13 & 8/14) | Council/MPAC/JPACT discuss evaluation results and public review draft preferred approach (9/2, 9/10 & 9/11) | Council/MPAC/JPACT review public comments and discuss recommendation to Council (10/7, 10/8 & 10/9) | MPAC & JPACT recommendation to Council on preferred approach (11/12 & 11/13) | Council action on preferred approach (12/11) |

Step 6

Complete final evaluation & prepare public comment materials and adoption legislation

- Staff evaluates draft preferred approach**
Staff documents planning assumptions and conducts performance evaluation with regional travel model and metropolitan GreenSTEP
- Staff and technical advisory committees prepare draft Regional Framework Plan (RFP) amendments and adoption legislation**
Staff and technical advisory committees draft Regional Framework Plan amendments and adoption legislation
- Staff and technical advisory committees prepare Draft near-term implementation recommendations**
Staff and technical advisory committees draft near-term implementation recommendations, which may include funding and other recommendations to state agencies and commissions, the 2015 Legislature and the 2018 RTP update

Step 7

Convene public comment period

- A 45-day public comment period will be held from Sept. 5 to Oct. 20
- Hearings and on-line comment opportunities

Step 8

Recommended preferred approach

- Implement 2040 Growth Concept and local zoning, comp plans & transportation system plans
- Manage the urban growth boundary through regular regional growth management cycles
- Streets and highways level of investment TBD
- Walk and bike level of investment TBD
- Transition to cleaner & low carbon fuels
- Transition to low emission vehicles
- Promote vehicle insurance paid by the miles driven
- Transit approach TBD
- Information and technology approach TBD
- Market-responsive parking approach TBD
- Potential funding mechanisms TBD
- Near-term implementation recommendations TBD

DRAFT

MPAC Worksheet

Agenda Item Title 2015 regional growth management decision: Comparison of past regional population and employment forecasts with actual growth

Presenter: Ted Reid, Metro, Senior Regional Planner
Dennis Yee, Metro, Chief Economist

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: Feb 12, 2014

Amount of time needed for:

Presentation 15
Discussion 25

Purpose/Objective:

- Remind MPAC of the timeline leading to the Metro Council's December 2015 growth management decision and the role of the population and employment forecast
- Provide MPAC with information on how Metro's past population and employment forecasts compare with actual growth
- Introduce policy questions related to the risks and opportunities of planning for an uncertain future

Action Requested/Outcome:

Staff is not requesting that MPAC make a recommendation at this point, but intends to introduce policy questions that MPAC and the Metro Council will be discussing over the next two years, eventually leading to a Metro Council urban growth management decision in December 2015.

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.

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

MPAC last considered this item on January 8, 2014. The topic of that MPAC agenda item was recent economic conditions and how they influence the outlook for the forecast. Metro has convened a forecast advisory panel, consisting of economists and demographers, 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 group held its second and final meeting on February 7, 2014. At MPAC's April 9 meeting, staff and the chair of the advisory panel (Dr. Tom Potiowsky) will describe the panel's recommendations and the preliminary range forecast. The Metro Council will also be discussing these topics at work sessions this spring.

What packet material do you plan to include?

None

What is the schedule for future consideration of item

April 9, 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.

Materials following this page were distributed at the meeting.



Attitudes About Strategies to Address Greenhouse Gas Emissions

-An Opinion Research Review-

Prepared For:
Climate Smart Communities Scenarios Project
February 2014

General Perceptions

Top values about living in Oregon are closely tied to the environment. Residents want to preserve these quality of life values

What do you personally value about living in Oregon? (open-end responses)

- Natural beauty
- Clean air and water
- Outdoor recreation opportunities
- Sense of community/neighborliness
- Climate

Protection of environmental quality is considered a very important public service

Protection of water and air quality was ranked 3rd in importance out of 20 different public services (after K-12 education services and public safety like police and fire protection)

Importance around the environment can get lost with other pressing issues

Most Important Statewide and Local Issues (open-end responses)

- Public education
- Jobs/economy
- Government spending/taxation

Specifically, reducing greenhouse gas emissions is not a top of mind issue, unprompted

There is greater concern
for:

Air quality

Water quality

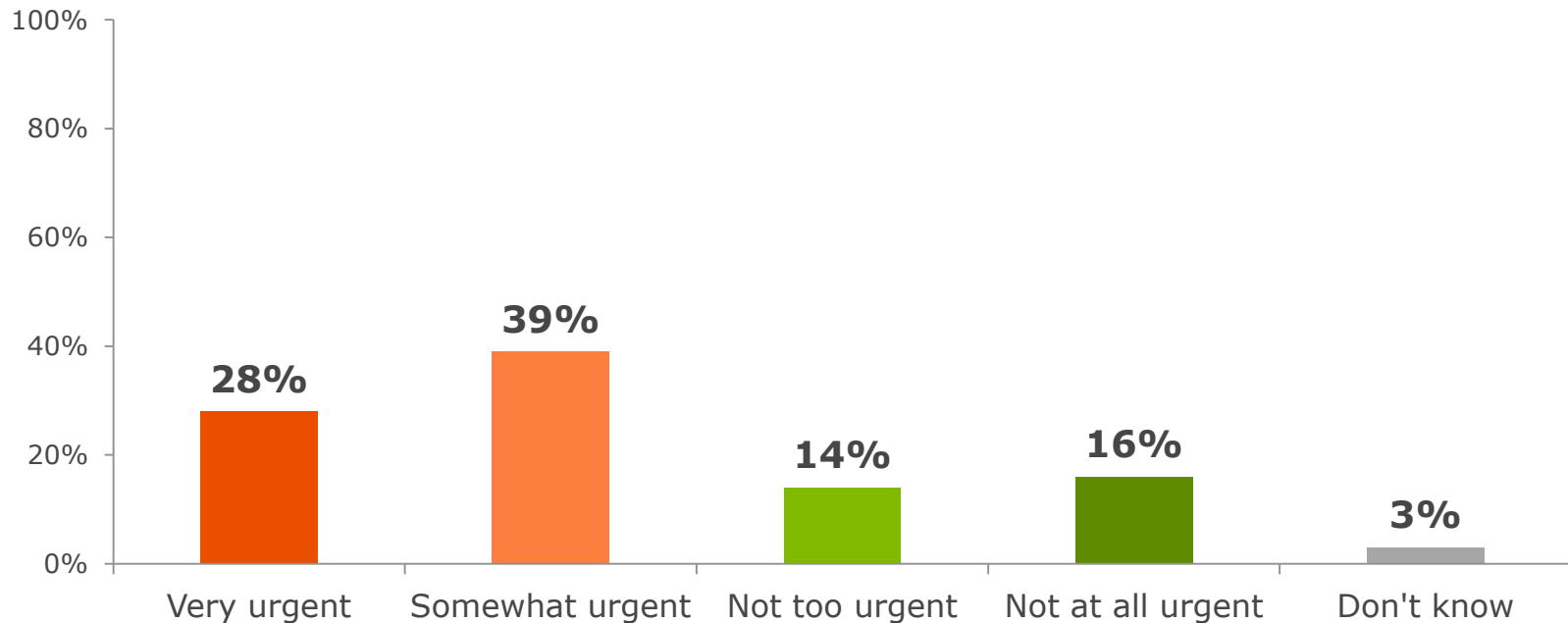
Forests

Wildlife habitat

Farmland

However, large majority of Oregonians agree reducing greenhouse gas is important for government to address

67% very/somewhat urgent
to address greenhouse gas emissions

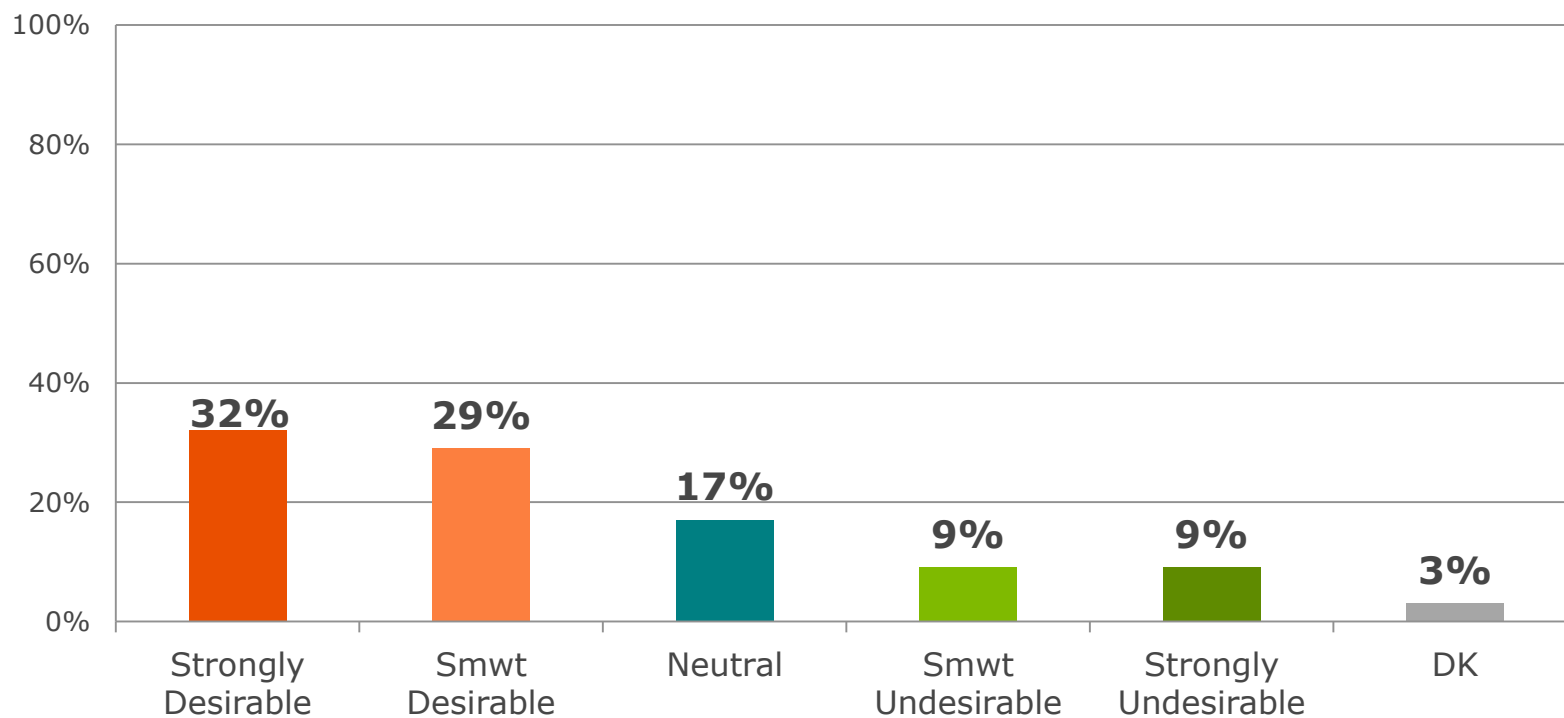


Source: Metro Climate Change, DHM Research; 2011

Finding validated in 2013 Oregon Values and Beliefs Study

61% strongly/somewhat desirable

There should be stronger government policies to reduce greenhouse gas emissions



2013 Oregon Values & Beliefs Study found Metro residents neutral or supportive of specific environmental actions related to the reduction of greenhouse emissions

| Response Category | Total | Metro | W. Valley | Central | Eastern | Southern |
|---|-------|------------|-----------|---------|---------|----------|
| A carbon emission tax established to discourage greenhouse gas emissions and used to invest in green jobs and technologies | | | | | | |
| Strongly Desirable \$\$ | 21% | 23% | 22% | 24% | 16% | 14% |
| Somewhat Desirable \$ | 29% | 29% | 31% | 27% | 27% | 26% |
| Neutral | 20% | 19% | 19% | 16% | 11% | 27% |
| Somewhat Undesirable | 10% | 10% | 10% | 12% | 9% | 12% |
| Strongly Undesirable | 16% | 15% | 14% | 17% | 30% | 21% |
| Don't know | 3% | 4% | 3% | 4% | 6% | 1% |
| A consumption tax to discourage waste and excess | | | | | | |
| Strongly Desirable \$\$ | 18% | 18% | 20% | 18% | 16% | 15% |
| Somewhat Desirable \$ | 30% | 29% | 32% | 22% | 22% | 34% |
| Neutral | 22% | 22% | 21% | 25% | 15% | 20% |
| Somewhat Undesirable | 13% | 13% | 11% | 11% | 13% | 17% |
| Strongly Undesirable | 13% | 12% | 12% | 18% | 28% | 12% |
| Don't know | 3% | 4% | 3% | 6% | 5% | 1% |

Source: Oregon Values and Beliefs, DHM Research; 2013

2013 Oregon Values & Beliefs Study found Metro residents neutral or supportive of specific environmental actions related to the reduction of greenhouse emissions (continued)

| Response Category | Total | Metro | W. Valley | Central | Eastern | Southern |
|---|-------|------------|-----------|---------|---------|----------|
| Increase investments in public transportation | | | | | | |
| Strongly Desirable \$\$ | 22% | 20% | 26% | 20% | 19% | 23% |
| Somewhat Desirable \$ | 34% | 36% | 33% | 33% | 27% | 37% |
| Neutral | 23% | 24% | 21% | 24% | 22% | 25% |
| Somewhat Undesirable | 10% | 8% | 12% | 9% | 12% | 9% |
| Strongly Undesirable | 7% | 8% | 6% | 10% | 16% | 5% |
| Don't know | 3% | 3% | 3% | 4% | 4% | 1% |
| Tax breaks for conservation like weatherization & efficiency | | | | | | |
| Somewhat desirable \$\$ | 26% | 24% | 29% | 23% | 32% | 29% |
| Somewhat Desirable \$ | 42% | 43% | 42% | 42% | 33% | 43% |
| Neutral | 19% | 20% | 19% | 17% | 19% | 19% |
| Somewhat Undesirable | 6% | 7% | 4% | 11% | 7% | 6% |
| Strongly Undesirable | 3% | 3% | 2% | 3% | 5% | 1% |
| Don't know | 3% | 3% | 3% | 4% | 3% | 1% |

Transportation

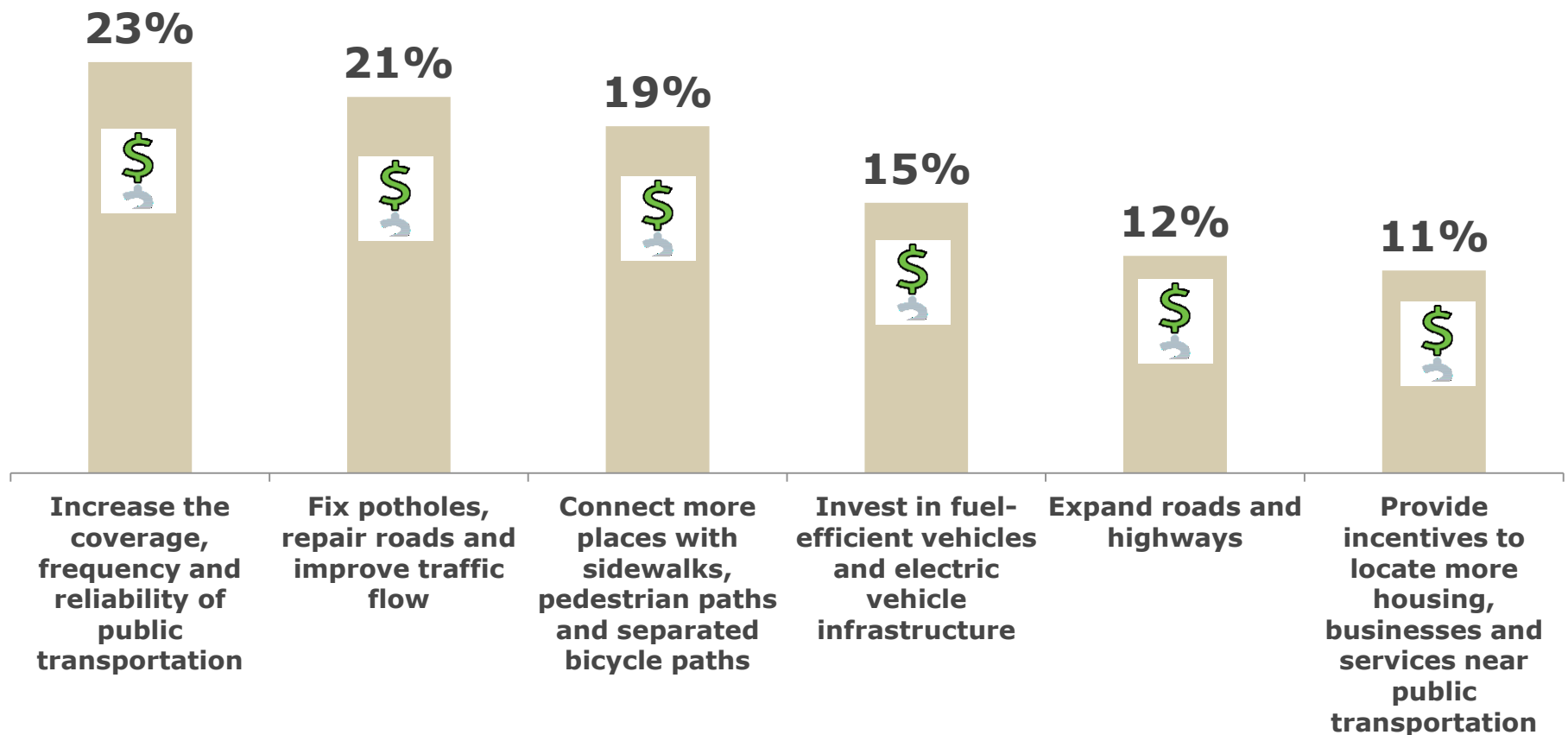
2013 Oregon Values & Beliefs Study found residents in the Metro region support investments in public transit

| Service | Very/Somewhat Important to Fund |
|---|---------------------------------|
| Road & highway maintenance | 71% |
| Public transportation like buses and trains | 59% |
| New roads & highways | 49% |

| Response Category | Total | Metro | W Valley | Central | Eastern | Southern |
|--|-------|-------|----------|---------|---------|----------|
| A. We should invest more in roads for cars | | | | | | |
| Feel strongly | 16% | 18% | 14% | 19% | 19% | 14% |
| Lean towards | 22% | 19% | 25% | 26% | 27% | 24% |
| B. We should invest in more in public transit | | | | | | |
| Lean towards | 30% | 31% | 30% | 29% | 26% | 28% |
| Feel strongly | 23% | 24% | 23% | 19% | 19% | 25% |
| Don't know | 8% | 8% | 9% | 7% | 9% | 8% |

Participants' highest priorities for spending are increasing the coverage, frequency, and reliability of public transportation, and on fixing potholes, repairing roads and improving traffic flow

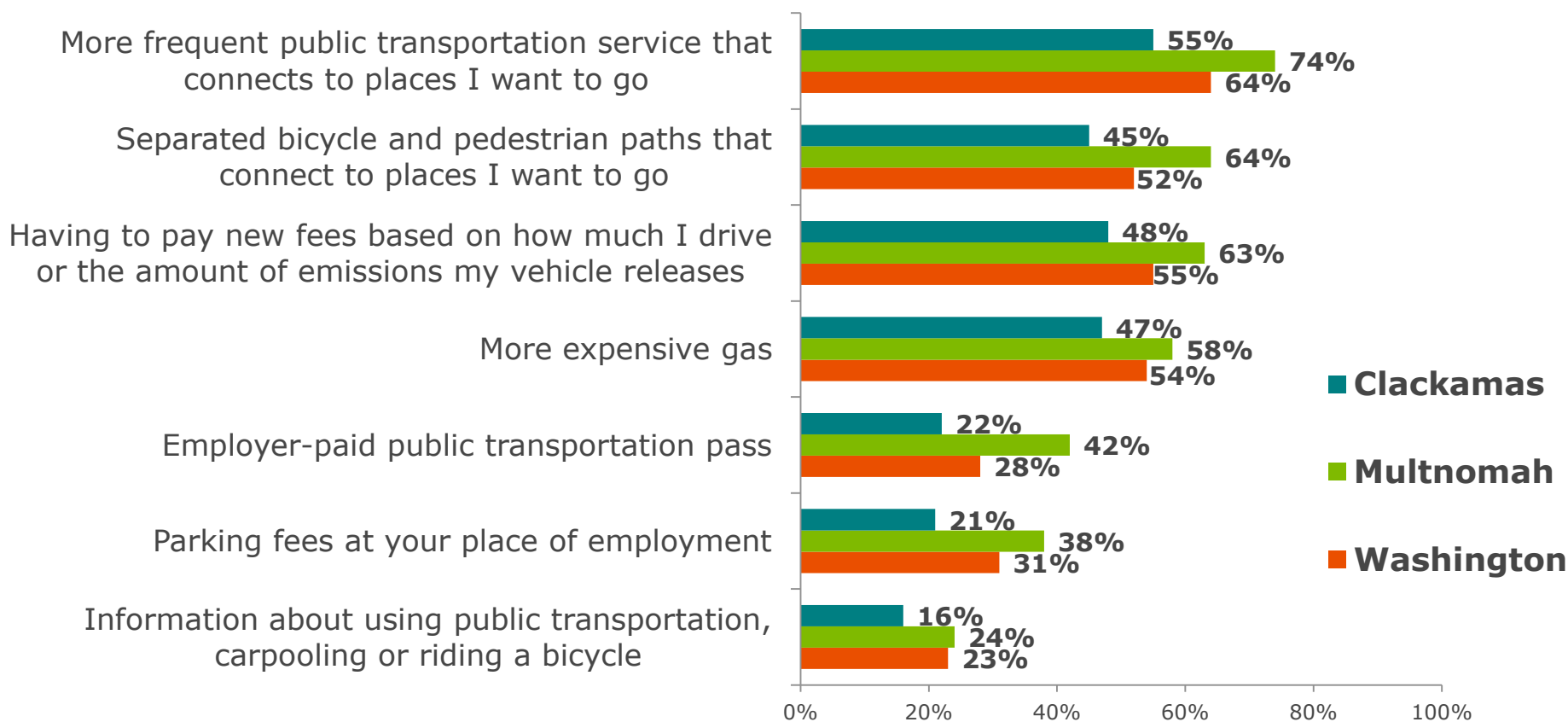
Percent Spending Allocated Over Next 10-20 Years



Source: Opt In Climate Smart Communities, DHM Research; 2013

Frequency and convenience is the low hanging fruit for public transit

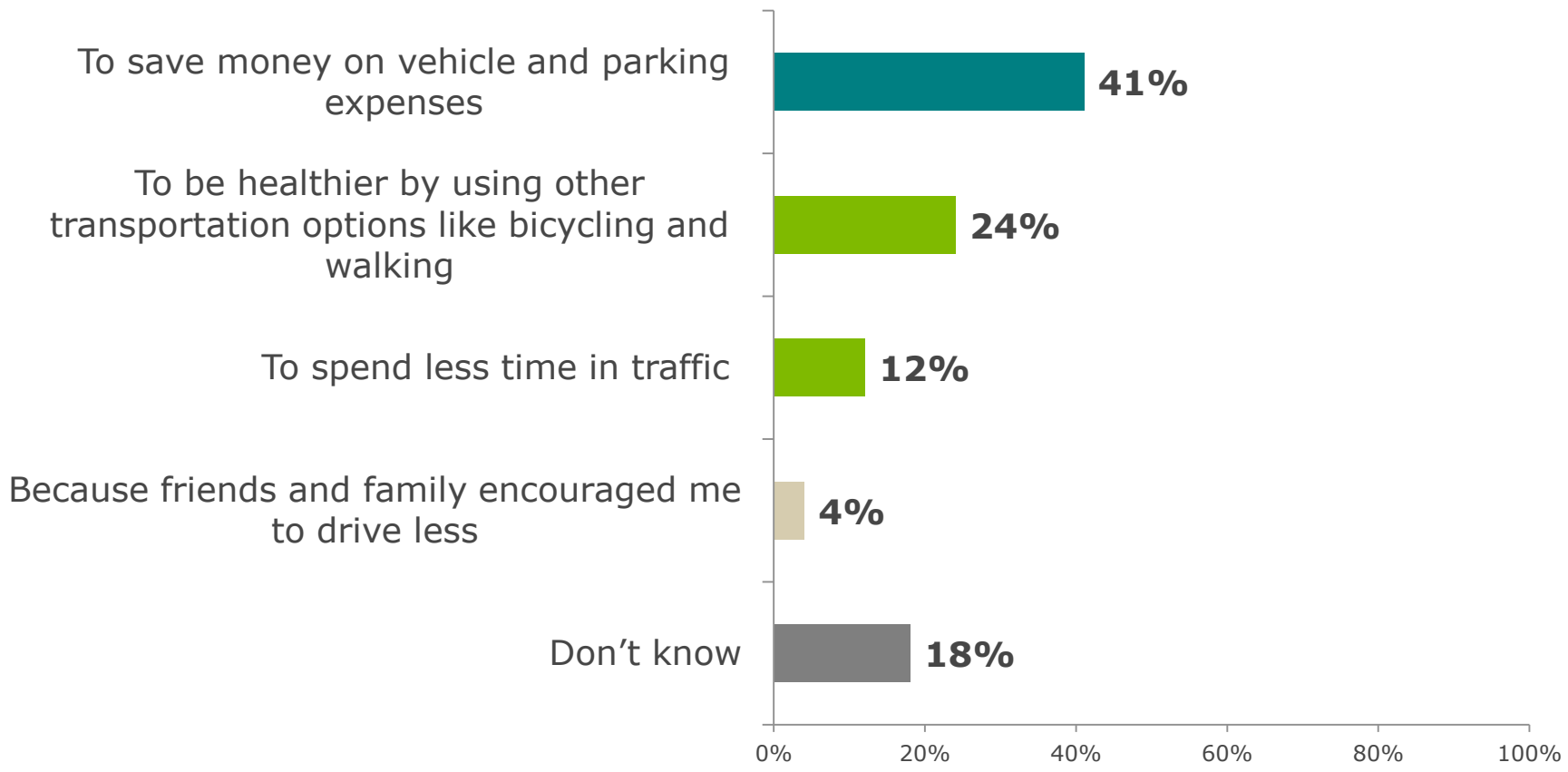
Impact on Reducing Amount You Drive (Great deal/Some)



Source: Opt In Climate Smart Communities, DHM Research; 2013


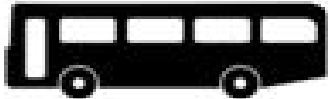

Residents self-report that saving money is their biggest motivator to reduce the amount of driving

Best reason to reduce the amount you drive:



Source: Metro RTO Study; 2012

Metro RTO study shows an increase in people walking, using transit, and biking as a form of transportation

| | <u>2010</u> | <u>2012</u> |
|---|-------------|-------------|
|  | 23% | 33% |
|  | 8% | 20% |
|  | 6% | 9% |

Source: Metro RTO Study; 2012

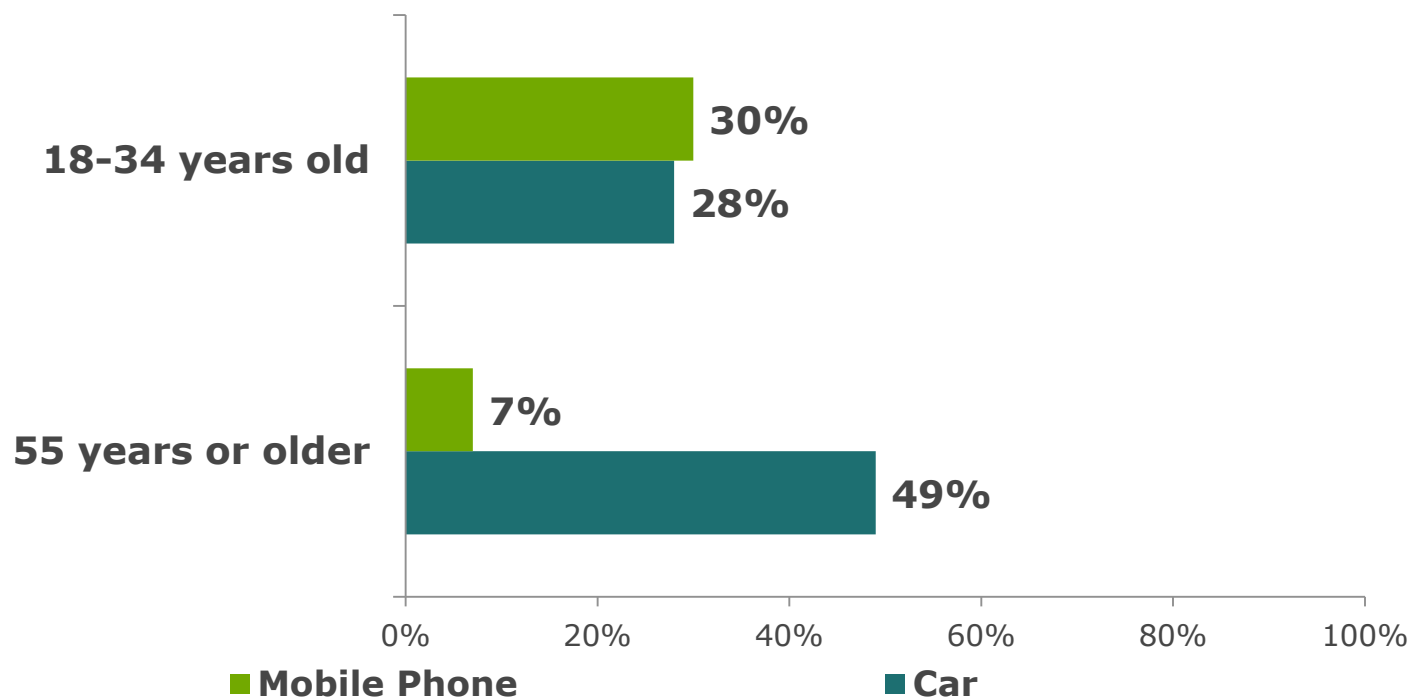
Millennials (born 1983-2000) are leading the change in transportation trends

Recent study by U.S. PIRG Education Fund found Millennials:

- Drove 23% fewer miles on average in 2009 than in 2001—the greatest decline in driving of any age group
- More open to non-driving forms of transportation
- More likely to live in urban and walkable neighborhoods
- First generation to fully embrace mobile Internet-connected technologies spawning new transportation options

Recent study by Zipcar shows declining importance of cars among Millennials

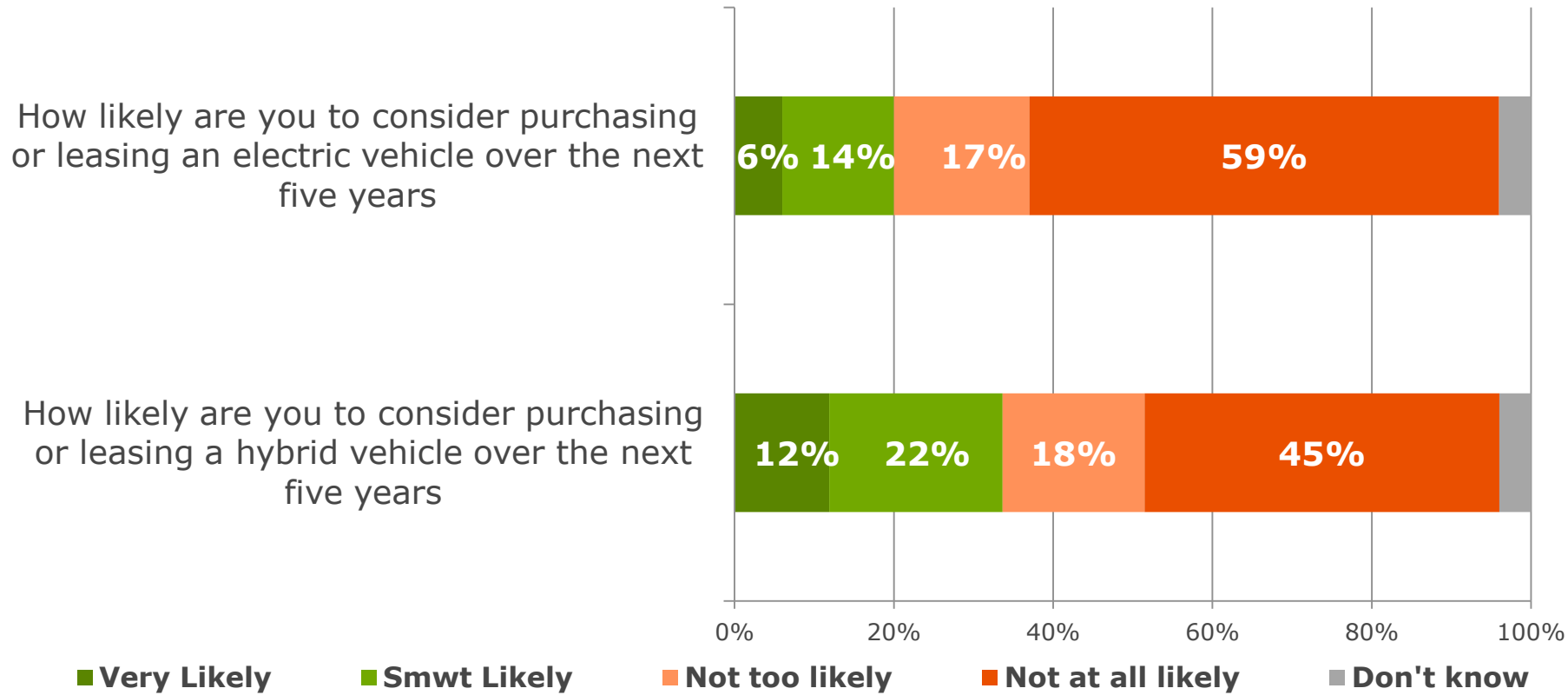
In your daily routine, losing which piece of technology would have the greatest negative impact on you?



Source: Zipcar; 2010

Residents tend to be more receptive to the idea of purchasing a hybrid vehicle than an electric vehicle

Likelihood To Purchase Electric/Hybrid Vehicles



Source: ODOT/DHM; 2013

Land Use

2013 Oregon Values & Beliefs Survey showed Metro area residents value farm land

| Response Category | Total | Metro | W Valley | Central | Eastern | Southern |
|--|-------|------------|----------|---------|---------|----------|
| A. New development should occur within existing cities and towns to save farmland and stop sprawl | | | | | | |
| Feel strongly | 36% | 40% | 34% | 34% | 35% | 34% |
| Lean towards | 30% | 29% | 33% | 29% | 28% | 26% |
| B. New development should be allowed to occur outside urban growth boundaries | | | | | | |
| Lean towards | 17% | 15% | 18% | 18% | 22% | 20% |
| Feel strongly | 9% | 8% | 8% | 13% | 8% | 10% |
| Don't know | 8% | 7% | 7% | 6% | 6% | 10% |

New population growth will be directed toward existing cities and towns, not into natural areas and farmlands

| Response Category | Total | Metro | W. Valley | Central | Eastern | Southern |
|----------------------|-------|------------|-----------|---------|---------|----------|
| Probability | | | | | | |
| Very likely | 22% | 22% | 19% | 26% | 26% | 23% |
| Somewhat likely | 38% | 36% | 41% | 33% | 40% | 37% |
| Neutral | 14% | 14% | 16% | 11% | 10% | 14% |
| Somewhat unlikely | 16% | 16% | 15% | 18% | 10% | 18% |
| Very unlikely | 6% | 7% | 5% | 4% | 6% | 5% |
| Don't know | 4% | 3% | 4% | 7% | 7% | 2% |
| Desirability | | | | | | |
| Very desirable | 31% | 37% | 29% | 24% | 24% | 22% |
| Somewhat desirable | 27% | 23% | 32% | 25% | 20% | 32% |
| Neutral | 21% | 21% | 20% | 23% | 26% | 22% |
| Somewhat undesirable | 10% | 8% | 9% | 14% | 13% | 14% |
| Very undesirable | 5% | 4% | 4% | 9% | 11% | 4% |
| Don't know | 4% | 4% | 3% | 4% | 7% | 3% |

The choice of language is important in describing land use actions

Looking out into the future, over the next 25 years or so, please think about the kind of place you want the Portland metropolitan area to be to live, work, and play in?

| Response Category N=600 | Strongly Support | Somewhat Support | Neither Support or Oppose | Somewhat Oppose | Strongly Oppose | Don't know |
|---|-------------------------|-------------------------|----------------------------------|------------------------|------------------------|-------------------|
| Building more compact neighborhoods | 16% | 20% | 14% | 21% | 27% | 2% |
| Building more neighborhoods where people can get where they need to go by walking, biking, or taking public transit | 55% | 25% | 5% | 6% | 8% | 1% |



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1.1 | Summary

Tri-county residents and those across the state show strong support for protection of the environment and often will prioritize this over the economy.

- However, climate change or greenhouse gas is not a top of mind issue for the public. Air and water quality are mentioned most when it comes to the environment.
 - Further messaging is needed for the public to connect better air and water quality to reducing greenhouse gas emissions.
- Oregonians are most optimistic about the future of Oregon because of the state's environmental values. Environmental awareness and protection is the number one reason Oregonians mention why Oregon will be a better place to live in 10 years.
- Furthermore, a majority contend that environmental protection should be given priority over economic growth.
- A majority of residents support a law to reduce greenhouse gas emissions to 10% below 1990 levels by 2020, of which, over half show "strong" support.
- A strong majority of Oregonians believe that climate change should be a very/somewhat urgent priority to address. However, unprompted, the specific mention of climate change or greenhouse gas emission is low and often in the single percentages.

While driving alone continues to be the most frequent mode of transportation in the region, alternative modes like walking, bicycling, and transit show an upward trend.

- Oregonians generally support more investment in public transit and consider these investments a higher priority over new roads. Overall support for public transit has been increasing over the past decade in the region and across Oregon.
 - Frequency and convenience is the low hanging fruit for increasing public transit use.
- The trend in alternative mode use may continue as younger generations adopt non-vehicle lifestyles. Millennials (people born between 1983 and 2000) are far more likely to be multi-modal than previous generations.
 - They are embracing alternatives like walking, bicycling, and transit use.
 - They are adopting car-sharing and ride-sharing.
 - Many are choosing not to own a vehicle or even get a driver's license.
 - Millennials also had the greatest decline in driving over the past decade of any age group.
- Saving money is the most significant motivator to reduce the amount of driving.
 - Personal health benefits are important but less so than saving money.

Metro residents prefer that new development occur within existing cities and towns to protect against sprawl.

- A majority of Metro residents show preference for development to occur within existing cities.
 - A lower level of support was seen for building more compact neighborhoods.
- There is strong support for developing neighborhoods that offered more eco-friendly modes of transport (walking, biking, or public transit).

1.2 | Fact Sheet

Greenhouse Gas Emission and Climate Change

- Oregonians mentioned environmental awareness (24%) as the number one reason Oregon will be a better place to live in 10 years, even ahead of a stronger economy and economic growth (18%). *Source: 2013 Oregon Values and Beliefs Study*
- 62% of Oregonians agreed that protection of the environment should be given priority even at the risk of slowing economic growth, while 30% wanted more emphasis in the economy. *Source: 2013 Oregon Values and Beliefs Study*
- 67% in the tri-county said climate change should be a very/somewhat urgent priority for their local government to address. *Source: 2011 Metro Climate Change Study*
- 58% in the tri-county would support a law to reduce emissions to 10% below 1990 levels by 2020, with one third (33%) supporting it "strongly." A common reason was to maintain and improve environmental conditions *Source: 2011 Metro Climate Change Study*

Transportation and Land Use

- Residents in the Metro region support investments in public transit (59%) more so than new roads and highways (49%). *2013 Metro Opt in Climate Change Study*
- When answering a forced choice question about investing in cars or public transportation, half of those living in the Metro Region (55%) agreed that we should invest more in public transit, while fewer than four in ten (37%) would rather invest more in roads for cars. *2013 Metro Opt in Climate Change Study*
- 69% believe more frequent public transportation that connects to their desired destination would have a great deal or some impact on reducing the amount they drive. *2013 Metro Opt in Climate Change Study*
- Metro Regional Transportation Options study found more people walked, bicycled, and used public transit for transportation between 2010 and 2012 (3% increase in bicycling, 10% increase in walking, 12% increase in public transportation). *Source: 2012 Metro RTO Study*
- 41% of Metro residents report that saving money is their biggest motivator to reduce the amount they drive. While not as important, personal health benefits were the biggest motivator for 24% of respondents. *Source: 2012 Metro RTO Study*
- 57% in the tri-county said they would walk or bike more often if there were more bike paths and sidewalks in their neighborhood. *Source: 2013 Metro Opt in Climate Change Study*
- 59% of Oregonians rated public transportation important to fund, while 49% felt that way about new roads and highways. *Source: 2013 Oregon Values and Beliefs Study*
- Over 40% of Oregonians were very or somewhat likely to consider purchasing a hybrid vehicle in the near future, and 19% would consider an electric vehicle. *Source: 2013 Road Usage Charging Study*
- 77% "strongly" supported developing neighborhoods that offered more eco-friendly modes of transport (walking, biking, or public transit). *Source: 2011 Opt In Climate Smart Communities Study*
- Presented with two opposing statements, 69% of Metro residents agree that new development should occur within existing cities and towns to save farmland and stop sprawl rather than allowing new development to occur outside of the urban growth boundary. *Source: 2013 Oregon Values and Beliefs Study*
- 60% of Metro residents desire new population growth to be directed toward existing cities and towns, not into natural areas and farmlands. *Source: 2013 Oregon Values and Beliefs Study*



January 28, 2014

The Honorable Brian Clem, Chair
The Honorable Kevin Cameron, Vice-Chair
House Committee on Rural Communities
900 Court St. NE
Salem, OR 97301

Dear Reps. Clem and Cameron and Members of the Committee:

I am writing on behalf of the Metro Council regarding HB 4078, which would declare final the Metro Council's adoption of amendments to the urban growth boundary (UGB) for the Portland metropolitan region in 2011. That decision was affirmed by the Land Conservation and Development Commission (LCDC), but has been challenged on appeal to the Oregon Court of Appeals.

The Metro Council appreciates the recognition in the proposed legislation that urban growth management decisions, especially in the Portland metropolitan region, are very complex, that the process Metro undertook was thorough, that its decision to expand the UGB was well-considered, and that the public and the local governments of the region were able to participate fully in the process. We also appreciate the desire of legislators to help our region by upholding an action that the Metro Council has taken.

We also share the frustration about the length of time it often takes to move from land use decision to implementation of that decision. The time frame in this case has been particularly lengthy due to a delay in receiving a final order from LCDC on the designation of urban and rural reserves, as well as the need to resolve legal challenges to the reserves decision prior to addressing legal challenges to the 2011 UGB decision.

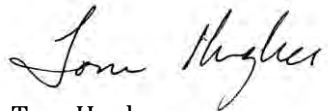
The central tenet of the new approach of designating urban and rural reserves is to create greater certainty in our region's land use decision-making process regarding where we will and will not grow over the next 50 years. We are as anxious as anyone to have the current appeals successfully concluded, and we appreciate the desire of legislators to make our land use system more predictable and efficient.

At the same time, the Metro Council has a longstanding policy of opposing state legislation that would preempt or intervene in local land use decisions. So the proposal in HB 4078 to affirm a decision we have made creates a conundrum. We are concerned that the Legislature's intervention in this instance may not actually result in greater certainty, but may further complicate the issues surrounding what land is in the UGB and how such decisions should be made.

As an alternative, we propose amendments to the bill that would require expedited action by LCDC and the courts regarding urban growth decisions in the Metro region. We believe this solution will address the fundamental problem without compromising the integrity of the existing process. Specifically, we propose amendments that would do the following: (1) require LCDC to issue a written order within 120 days after its vote regarding a Metro decision on urban reserves or the UGB; (2) create an expedited schedule at the Court of Appeals for all future Metro decisions on urban reserves or the UGB that is similar to the expedited process for review of LUBA decisions; and (3) create a specific deadline for the Court of Appeals to issue a final decision on the existing appeal of the 2011 UGB expansion.

Thank you for your ongoing work to make our state's land use system work as effectively and efficiently as possible. We stand ready to participate in the legislative process on this topic. Please contact Metro's legislative affairs manager, Randy Tucker, with any questions.

Sincerely,



Tom Hughes
Metro Council President
On behalf of the Metro Council

cc: Rep. Tina Kotek, Speaker of the House
Sen. Peter Courtney, President of the Senate
Rep. Jeff Barker
Rep. Cliff Bentz
Rep. John Davis
Rep. Kim Thatcher
Sen. Mark Hass
Sen. Bruce Starr

A Regional Population & Employment Forecast to 1990 & 2005

Portland Metropolitan Area : July 1985

A service of the Intergovernmental Resource Center, Metropolitan Service District

| | Forecast Population | | Actual Population (Census or PSU) | | | | |
|-------------------|---------------------|-----------|-----------------------------------|-----------|-----------|-----------|-----------|
| | 1990 | 2005 | 1980 | 1990 | 2000 | 2005 | 2010 |
| 7-county MSA | N/A | N/A | 1,341,542 | 1,523,741 | 1,928,339 | 2,067,325 | 2,226,009 |
| 4-county region | 1,410,500 | 1,739,572 | 1,242,645 | 1,412,344 | 1,789,915 | 1,919,220 | 2,066,399 |
| 3-county region | 1,177,373 | 1,424,264 | 1,050,418 | 1,174,191 | 1,444,677 | 1,524,943 | 1,641,036 |
| Clackamas County | 284,067 | 362,477 | 241,911 | 278,850 | 338,391 | 359,308 | 375,992 |
| Multnomah County | 597,728 | 652,510 | 562,647 | 583,887 | 660,486 | 674,862 | 735,334 |
| Washington County | 295,578 | 409,277 | 245,860 | 311,554 | 445,800 | 490,773 | 529,710 |

| | Forecast Employment | | Actual Employment (BLS) | | | | |
|-------------------|---------------------|---------|-------------------------|---------|---------|---------|---------|
| | 1990 | 2005 | 1980 | 1990 | 2000 | 2005 | 2010 |
| 7-county MSA | N/A | N/A | 582,700 | 730,400 | 973,300 | 983,600 | 968,800 |
| 4-county region | 686,900 | 910,010 | 556,210 | 698,430 | 933,310 | 941,481 | 927,532 |
| 3-county region | 595,400 | 780,010 | 491,131 | 607,167 | 810,325 | 807,118 | 793,019 |
| Clackamas County | 84,400 | 120,000 | 62,102 | 92,268 | 133,056 | 143,621 | 136,805 |
| Multnomah County | 370,400 | 433,000 | 334,766 | 375,768 | 453,254 | 428,305 | 421,452 |
| Washington County | 140,600 | 227,010 | 94,263 | 139,131 | 224,015 | 235,192 | 234,762 |

7-county MSA: Oregon: Clackamas, Columbia, Multnomah, Washington & Yamhill.
Washington: Clark & Skamania

4-county: Clackamas, Multnomah, Washington & Clark
3-county: Clackamas, Multnomah & Washington

forecast source: Metro Data Resource Center

| 1990 | | 2005 | |
|------------|-------------|------------|-------------|
| Difference | %Difference | Difference | %Difference |
| -1,844 | -0.1% | -179,648 | -9.4% |
| 3,182 | 0.3% | -100,679 | -6.6% |
| 5,217 | 1.9% | 3,169 | 0.9% |
| 13,841 | 2.4% | -22,352 | -3.3% |
| -15,976 | -5.1% | -81,496 | -16.6% |

| 1990 | | 2005 | |
|------------|-------------|------------|-------------|
| Difference | %Difference | Difference | %Difference |
| -11,530 | -1.7% | -31,471 | -3.3% |
| -11,767 | -1.9% | -27,108 | -3.4% |
| -7,868 | -8.5% | -23,621 | -16.4% |
| -5,368 | -1.4% | 4,695 | 1.1% |
| 1,469 | 1.1% | -8,182 | -3.5% |

Economic Report to the Metro Council: 2000-2030 Regional Forecast

Proposed Final DRAFT; Released March 2002, Revised September 2002

Metro Data Resource Center, Gen 2.3 TAZ forecast allocation, final draft circa 2006

| | Forecast Population | | | | | | | Actual Population (Census) | | | |
|-------------------|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|----------------------------|-----------|-----------|-----------|
| | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 1980 | 1990 | 2000 | 2010 |
| 7-county MSA | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 1,341,542 | 1,523,741 | 1,928,339 | 2,226,009 |
| 5-county PMSA | 1,874,450 | 2,049,190 | 2,233,890 | 2,394,100 | 2,571,100 | 2,768,200 | 2,955,300 | 1,297,977 | 1,477,895 | 1,874,449 | 2,165,592 |
| 4-county region | 1,789,460 | 1,956,300 | 2,134,300 | 2,287,000 | 2,455,700 | 2,643,700 | 2,821,000 | 1,242,645 | 1,412,344 | 1,789,915 | 2,066,399 |
| 3-county region | 1,422,316 | 1,543,528 | 1,697,006 | 1,775,618 | N/A | N/A | 2,177,840 | 1,050,418 | 1,174,191 | 1,444,677 | 1,641,036 |
| Clackamas County | 336,413 | 365,035 | 404,278 | 447,794 | N/A | N/A | 618,779 | 241,911 | 278,850 | 338,391 | 375,992 |
| Multnomah County | 643,962 | 683,949 | 734,980 | 744,632 | N/A | N/A | 863,170 | 562,647 | 583,887 | 660,486 | 735,334 |
| Washington County | 441,941 | 494,545 | 557,748 | 583,192 | N/A | N/A | 695,890 | 245,860 | 311,554 | 445,800 | 529,710 |

| 2000 | | 2010 | |
|------------|-------------|------------|-------------|
| Difference | %Difference | Difference | %Difference |
| 1 | 0.0% | 68,298 | 3.2% |
| -455 | 0.0% | 67,901 | 3.3% |
| -22,361 | -1.5% | 55,970 | 3.4% |
| -1,978 | -0.6% | 28,286 | 7.5% |
| -16,524 | -2.5% | -354 | 0.0% |
| -3,859 | -0.9% | 28,038 | 5.3% |

| | Forecast Employment | | | | | | | Actual Employment (BLS, OR & WA Labor Dept.) | | | |
|-------------------|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|--|---------|---------|---------|
| | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 1980 | 1990 | 2000 | 2010 |
| 7-county MSA | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 582,700 | 730,400 | 973,300 | 968,800 |
| 5-county PMSA | 958,020 | 1,043,490 | 1,168,680 | 1,273,200 | 1,387,700 | 1,515,500 | 1,641,500 | 572,600 | 718,770 | 960,910 | 956,992 |
| 4-county region | 930,900 | 1,011,860 | 1,134,000 | 1,234,900 | 1,345,600 | 1,469,000 | 1,590,100 | 556,210 | 698,430 | 933,310 | 927,532 |
| 3-county region | 832,841 | 903,459 | 1,009,987 | 1,086,224 | N/A | N/A | 1,407,999 | 491,131 | 607,167 | 810,325 | 793,019 |
| Clackamas County | 134,639 | 146,256 | 166,060 | 188,964 | N/A | N/A | 251,284 | 62,102 | 92,268 | 133,056 | 136,805 |
| Multnomah County | 461,867 | 492,507 | 542,434 | 572,849 | N/A | N/A | 705,729 | 334,766 | 375,768 | 453,254 | 421,452 |
| Washington County | 236,335 | 264,697 | 301,492 | 324,411 | N/A | N/A | 450,986 | 94,263 | 139,131 | 224,015 | 234,762 |

| 2000 | | 2010 | |
|------------|-------------|------------|-------------|
| Difference | %Difference | Difference | %Difference |
| -2,890 | -0.3% | 211,688 | 22.1% |
| -2,410 | -0.3% | 206,468 | 22.3% |
| 22,516 | 2.8% | 216,968 | 27.4% |
| 1,583 | 1.2% | 29,255 | 21.4% |
| 8,612 | 1.9% | 120,982 | 28.7% |

7-county MSA: Oregon: Clackamas, Columbia, Multnomah, Washington & Yamhill.
Washington: Clark & Skamania

5-county PMSA Oregon State: Clackamas, Columbia, Multnomah, Washington & Yamhill; Washington State: Clark

4-county: Clackamas, Multnomah, Washington & Clark

3-county: Clackamas, Multnomah & Washington

2010-2040 Regional Forecast and Growth Distribution (GAMMA TAZ Forecast Distribution)

Final Draft, December 2012 (Metro ordinance # 12-1292A)

Metro Research Center - Economic Land Use Forecasting

| | Forecast Population | | | | Actual Population (Census) | | | |
|-------------------|---------------------|-----------|-----------|-----------|----------------------------|-----------|-----------|-----------|
| | 2010 | 2025 | 2035 | 2040 | 1980 | 1990 | 2000 | 2010 |
| 7-county MSA | 2,226,009 | 2,851,368 | 3,147,270 | 3,285,704 | 1,341,542 | 1,523,741 | 1,928,339 | 2,226,009 |
| 4-county region | 2,066,399 | 2,571,052 | 2,847,551 | 2,983,520 | 1,242,645 | 1,412,344 | 1,789,915 | 2,066,399 |
| 3-county region | 1,641,036 | 2,003,860 | 2,239,603 | 2,363,327 | 1,050,418 | 1,174,191 | 1,444,677 | 1,641,036 |
| Clackamas County | 375,992 | 504,085 | 557,174 | 587,514 | 241,911 | 278,850 | 338,391 | 375,992 |
| Multnomah County | 735,334 | 875,555 | 970,639 | 1,027,702 | 562,647 | 583,887 | 660,486 | 735,334 |
| Washington County | 529,710 | 624,220 | 711,790 | 748,111 | 245,860 | 311,554 | 445,800 | 529,710 |

| 2010 | |
|------------|-------------|
| Difference | %Difference |
| 0 | 0% |
| 0 | 0% |
| 0 | 0% |
| 0 | 0% |
| 0 | 0% |
| 0 | 0% |

| | Forecast Employment | | | | Actual Employment (BLS, OR & WA Labor Dept.) | | | |
|-------------------|---------------------|-----------|-----------|-----------|--|---------|---------|---------|
| | 2010 | 2025 | 2035 | 2040 | 1980 | 1990 | 2000 | 2010 |
| 7-county MSA | 970,033 | 1,297,930 | 1,491,091 | 1,594,151 | 582,700 | 730,400 | 973,300 | 968,800 |
| 4-county region | 916,396 | 1,229,810 | 1,412,607 | 1,513,840 | 556,210 | 698,430 | 933,310 | 927,532 |
| 3-county region | 789,129 | 1,042,390 | 1,190,587 | 1,276,429 | 491,131 | 607,167 | 810,325 | 793,019 |
| Clackamas County | 137,946 | 183,230 | 210,444 | 227,483 | 62,102 | 92,268 | 133,056 | 136,805 |
| Multnomah County | 419,164 | 533,818 | 597,331 | 626,710 | 334,766 | 375,768 | 453,254 | 421,452 |
| Washington County | 232,019 | 325,342 | 382,812 | 422,236 | 94,263 | 139,131 | 224,015 | 234,762 |

| 2010 | |
|------------|-------------|
| Difference | %Difference |
| 1,233 | 0.1% |
| -11,136 | -1.2% |
| -3,890 | -0.5% |
| 1,141 | 0.8% |
| -2,288 | -0.5% |
| -2,743 | -1.2% |

7-county MSA: Oregon: Clackamas, Columbia, Multnomah, Washington & Yamhill.
Washington: Clark & Skamania

5-county PMSA Oregon State: Clackamas, Columbia, Multnomah, Washington & Yamhill; Washington State: Clark

4-county: Clackamas, Multnomah, Washington & Clark

3-county: Clackamas, Multnomah & Washington

Comparing Portland Metro's population forecasts and other forecasts

Metro Regional Population Forecasts

| (7-county* MSA) | | | (7-county MSA) | | |
|-----------------|--------------|------|----------------|------|--|
| Year | 2010 release | %APR | 2013 release | %APR | |
| 2000 | 1,928,339 | 2.0% | 1,927,881 | 2.0% | |
| 2005 | 2,067,325 | 1.4% | 2,067,300 | 1.4% | |
| 2010 | 2,226,009 | 1.5% | 2,226,000 | 1.5% | |
| 2015 | 2,500,800 | 2.4% | 2,342,500 | 1.0% | |
| 2020 | 2,693,750 | 1.5% | 2,519,200 | 1.5% | |
| 2025 | 2,851,400 | 1.1% | 2,671,800 | 1.2% | |
| 2030 | 3,005,900 | 1.1% | 2,814,000 | 1.0% | |
| 2035 | 3,147,300 | 0.9% | 2,936,100 | 0.9% | |
| 2040 | 3,285,700 | 0.9% | 3,043,900 | 0.7% | |
| | | 1.3% | | 1.0% | |

source: Metro Research Center

* 7 counties = Clackamas, Columbia, Multnomah, Washington, Yamhill, Clark and Skamania

OEA / OFM Regional Population Forecast

| (7-county MSA) | | |
|----------------|-----------------|------|
| Year | 2012/13 release | %APR |
| 2000 | 1,927,881 | 2.0% |
| 2005 | 2,067,300 | 1.4% |
| 2010 | 2,229,899 | 1.5% |
| 2015 | 2,346,849 | 1.0% |
| 2020 | 2,509,701 | 1.4% |
| 2025 | 2,678,730 | 1.3% |
| 2030 | 2,840,509 | 1.2% |
| 2035 | 2,987,264 | 1.0% |
| 2040 | 3,121,048 | 0.9% |
| | | 1.1% |

source: Oregon Office of Economic Analysis, Kanhaiya Vaidya (2013 release)
Washington Office of Financial Management (2012 release)

IHS Global Insight Portland MSA Population Forecast

| (5-county PMSA) | | | (7-county MSA) | | | (7-county MSA) | | |
|-----------------|------------------|------|------------------|------|-------------------|----------------|--|--|
| Year | Sep 2001 release | %APR | Sep 2008 release | %APR | Sep. 2013 release | %APR | | |
| 2000 | 1,875,000 | 2.0% | 1,942,000 | 2.1% | 1,940,510 | 2.1% | | |
| 2005 | 2,019,000 | 1.5% | 2,297,000 | 3.4% | 2,072,256 | 1.3% | | |
| 2010 | 2,155,000 | 1.3% | 2,474,000 | 1.5% | 2,236,413 | 1.5% | | |
| 2015 | 2,284,000 | 1.2% | 2,637,000 | 1.3% | 2,380,688 | 1.3% | | |
| 2020 | 2,419,000 | 1.2% | 2,794,000 | 1.2% | 2,525,884 | 1.2% | | |
| 2025 | 2,558,000 | 1.1% | 2,947,000 | 1.1% | 2,651,944 | 1.0% | | |
| 2030 | | | 3,096,000 | 1.0% | 2,769,572 | 0.9% | | |
| 2035 | | | 3,245,000 | 0.9% | 2,884,610 | 0.8% | | |
| 2040 | | | | | 2,997,777 | 0.8% | | |
| | | 1.1% | | 1.1% | | 1.0% | | |

source: IHS Global Insight Regional Services

Portland MSA

OEA Oregon Population Forecasts

| Year | 2004 release | %APR | 2013 release | %APR |
|------|--------------|------|--------------|------|
| 2000 | 3,436,750 | 1.5% | 3,431,100 | 1.5% |
| 2005 | 3,618,200 | 1.0% | 3,626,900 | 1.1% |
| 2010 | 3,843,900 | 1.2% | 3,837,300 | 1.1% |
| 2015 | 4,095,708 | 1.3% | 4,001,600 | 0.8% |
| 2020 | 4,359,258 | 1.3% | 4,252,100 | 1.2% |
| 2025 | 4,626,015 | 1.2% | 4,516,200 | 1.2% |
| 2030 | 4,891,225 | 1.1% | 4,768,000 | 1.1% |
| 2035 | 5,154,793 | 1.1% | 4,995,200 | 0.9% |
| 2040 | 5,425,408 | 1.0% | 5,203,000 | 0.8% |
| | | 1.2% | | 1.0% |

source: Oregon Office of Economic Analysis, <http://www.oregon.gov/DAS/OEA/Pages/demographic.aspx>

Census Oregon State Population Projections

| Year | 1996 release | %APR | 2005 release | %APR |
|------|--------------|------|--------------|------|
| 2000 | 3,397,000 | 1.6% | 3,421,399 | 1.4% |
| 2005 | 3,613,000 | 1.2% | 3,596,083 | 1.0% |
| 2010 | 3,803,000 | | 3,790,996 | 1.1% |
| 2015 | 3,992,000 | 1.0% | 4,012,924 | 1.1% |
| 2020 | 4,177,000 | | 4,260,393 | 1.2% |
| 2025 | 4,349,000 | 0.9% | 4,536,418 | 1.3% |
| 2030 | N/A | | 4,833,918 | 1.3% |
| 2035 | N/A | | N/A | |
| 2040 | N/A | | N/A | |
| | | 0.9% | | 1.2% |

source: U.S. Census, State Population Projections <http://www.census.gov/population/projections/data/state/index.html>

IHS Global Insight Oregon Population Forecasts

| Year | 2008 release | %APR | Oct. 2013 release | %APR |
|------|--------------|------|-------------------|------|
| 2000 | 3,436,350 | 1.5% | 3,434,800 | 1.5% |
| 2005 | 3,638,420 | 1.1% | 3,621,200 | 1.1% |
| 2010 | 3,920,340 | 1.5% | 3,842,100 | 1.2% |
| 2015 | 4,178,350 | 1.3% | 4,006,900 | 0.8% |
| 2020 | 4,408,740 | 1.1% | 4,195,800 | 0.9% |
| 2025 | 4,624,020 | 1.0% | 4,370,500 | 0.8% |
| 2030 | 4,826,450 | 0.9% | 4,529,100 | 0.7% |
| 2035 | 5,016,980 | 0.8% | 4,680,900 | 0.7% |
| 2040 | 5,200,410 | 0.7% | 4,825,700 | 0.6% |
| | | 0.9% | | 0.8% |

source: IHS Global Insight Regional Services

Oregon State

Census U.S. Population Projection

| Year | 2012 release | %APR |
|------|--------------|------|
| 2000 | 281,421,906 | 1.4% |
| 2005 | 295,516,599 | 1.0% |
| 2010 | 309,349,689 | 0.9% |
| 2015 | 321,362,789 | 0.8% |
| 2020 | 333,895,553 | 0.8% |
| 2025 | 346,407,223 | 0.7% |
| 2030 | 358,471,142 | 0.7% |
| 2035 | 369,662,023 | 0.6% |
| 2040 | 380,015,683 | 0.6% |
| | | 0.7% |

source: U.S. Census 2012 National Population Projection <http://www.census.gov/population/projections/data/national/index.html>

IHS Global Insight U.S. Population Forecast

| Year | Apr 2008 release | Nov 2013 release | %APR |
|------|------------------|------------------|------|
| 2000 | 282,841,119 | 282,790,000 | 1.5% |
| 2005 | 297,336,781 | 296,460,000 | 0.9% |
| 2010 | 310,852,451 | 310,064,000 | 0.9% |
| 2015 | 324,286,814 | 321,937,000 | 0.8% |
| 2020 | 337,732,931 | 334,474,000 | 0.8% |
| 2025 | 351,404,489 | 346,978,000 | 0.7% |
| 2030 | 365,583,894 | 359,025,000 | 0.7% |
| 2035 | 379,902,031 | 370,192,000 | 0.6% |
| 2040 | | 380,530,000 | 0.6% |
| | | | 0.7% |

source: IHS Global Insight Long-term U.S. Trend Projection

Pew Research U.S. Population Projection

| Year | 2008 release | %APR |
|------|--------------|------|
| 2000 | 281,646,000 | 1.4% |
| 2005 | 295,709,000 | 1.0% |
| 2010 | 309,653,000 | 0.9% |
| 2015 | | |
| 2020 | 340,219,000 | 0.9% |
| 2025 | | |
| 2030 | 371,822,000 | 0.9% |
| 2035 | | |
| 2040 | 403,648,000 | 0.8% |
| | | 0.9% |

source: Pew Research Center Jeffrey S. Passel and D'Vera Cohn Social & Demographic Trends, Feb. 11, 2008 www.pewresearch.org

World Bank U.S. Population Projection

| Year | 2013 release | %APR |
|------|--------------|------|
| 2000 | 282,163,000 | 1.4% |
| 2005 | | |
| 2010 | 309,307,000 | 0.9% |
| 2015 | | |
| 2020 | 330,963,000 | 0.7% |
| 2025 | | |
| 2030 | 352,612,000 | 0.6% |
| 2035 | | |
| 2040 | 370,573,000 | 0.5% |
| | | 0.6% |

source: World Bank <http://datatopics.worldbank.org/hnp/popestimates>

U.N. U.S. Population Projection

| Year | 2012 release | %APR |
|------|--------------|------|
| 2000 | 284,594,000 | 1.6% |
| 2005 | 298,166,000 | 0.9% |
| 2010 | 312,247,000 | 0.9% |
| 2015 | 325,128,000 | 0.8% |
| 2020 | 337,983,000 | 0.8% |
| 2025 | 350,626,000 | 0.7% |
| 2030 | 362,629,000 | 0.7% |
| 2035 | 373,468,000 | 0.6% |
| 2040 | 383,165,000 | 0.5% |
| | | 0.7% |

Source: Population Division, United Nations World Population Prospects: The 2012 Revision. <http://esa.un.org/unpd/wpp/unpp/p2k0data.asp>

United States

COMMUNITY PLANNING AND DEVELOPMENT GRANTS PROGRAM REVIEW PROCESS TO ADD TO COUNCIL AND MPAC CALENDARS

| Council / MPAC | Date | Time | Agenda Topic | Presenter/s |
|-----------------------------|----------------|-------------------|--|--|
| Council Work Session | March 11, 2014 | (see last column) | Update: Advisory Committee's 1 st and 2 nd meeting discussions and their comments on the goals of the construction excise tax and grant program | COO communications |
| | April 8 | 25 minutes | Update: <ul style="list-style-type: none"> - Performance assessment recommendations - Advisory Committee's comments and preliminary recommendations | Councilor Chase (COO and staff will be around to assist answer questions) |
| | May 13 | 60 minutes | Discuss Recommendations: <ul style="list-style-type: none"> - COO recommendations - Advisory Committee recommendations | Councilor Chase / COO / John / Gerry |
| Council Meeting | June 19 | 30 minutes | Ordinance 14.XXXX (First Read) Extension of CET for funding CPD Grants | COO / John / Gerry |
| | June 26 | 30 minutes | Ordinance 14.XXXX (Second Read) Extension of CET for funding CPD Grants | COO / John / Gerry |
| | | | | |
| MPAC Meeting | April 9 | 25 minutes | Update: <ul style="list-style-type: none"> - ECONorthwest report - Performance assessment recommendations - Advisory Committee's comments and preliminary recommendations | Councilor Chase (staff will be around to assist answer questions) |
| | May 28 | 30 minutes | Review and discuss recommendations: <ul style="list-style-type: none"> - COO recommendations - Advisory Committee Recommendations | Councilor Chase / COO / John / Gerry |
| | June 11 | 30 minutes | Recommendations to the Metro Council | Councilor Chase / COO / John / Gerry |



SAVE THE DATE

Joint JPACT/MPAC Meetings

8 a.m. to noon, Friday, April 11

8 a.m. to noon, Friday, May 30

Location TBD

The Oregon Legislature has required the Portland metropolitan region to develop a plan to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

The Climate Smart Communities Scenarios project is working with community, business, public health and elected leaders to shape a preferred approach that meets the state mandate and supports local and regional plans for downtown, main streets and employment areas.

In May, JPACT and MPAC will be asked to recommend a draft preferred approach for strategies to meet a state mandate to reduce greenhouse gas emissions from cars and small trucks. Over the past several months, regional advisory committees have received updates on the results of the Climate Smart Communities work and will continue to get more information and engage in discussion in the coming months.

The April 11 meeting will review the project findings, cover public and stakeholder feedback on the proposed policy areas, and offer policymakers an opportunity to engage in discussions to draft a preferred approach.

The May 30 meeting will allow JPACT and MPAC members to share feedback from their communities and culminate in a final recommendation to the Metro Council on a draft preferred approach. Staff will do more analysis on this draft approach, which will lead to a public comment period, final MPAC and JPACT recommendations, and a final preferred approach in the fall leading to Council adoption by the end of 2014.