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Metro | *Agenda*

Meeting: Joint MPAC/JPACT Meeting

Date: Wednesday, December 10, 2008

Time: 4 to 7 p.m. **(*Please note earlier start time)**

Place: Oregon Convention Center, Portland Ballroom (Rm. 256)

MPAC and JPACT have met jointly this fall to guide and shape the answers to some pivotal questions regarding the future of the region. This is the final joint meeting to confirm direction:

- What is the right mix of land use and transportation investments and strategies?
- What funding sources should the region focus on to pay for needed investments?
- How should limited dollars be prioritized?

No.	AGENDA ITEM	PRESENTER
1	What you have told us to date	Michael Jordan, Facilitator
2	Discussion and polling of which land use and transportation investment strategies to use in developing the Regional Transportation Plan and Urban Growth Report	Michael Jordan, Facilitator
3	Summary and Next Steps	Michael Jordan, Facilitator

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

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Making the Greatest Place

Linking Transportation, Land Use, the Economy and the Environment

Andy Cotugno, Metro Policy Advisor

December 10, 2008 | Joint MPAC, JPACT and Metro Council Meeting

MAKING THE GREATEST PLACE

Purpose of today

- Confirm initial direction on elements and strategies to emphasize in '09
- Provide direction on base level of funding to assume as a starting point in '09
- Provide direction on consideration of climate change in the planning process in '09

MAKING THE GREATEST PLACE

Key decisions ahead

Regional

- Local and Regional Aspirations → Urban Growth Report - 2009
- Regional Transportation Plan and HCT Plan – 2009
- Urban and Rural Reserves - 2009
- Infrastructure and Investment Decisions - 2009

Local

- Comprehensive Plans
- Transportation System Plans

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3

WHO IS HERE?

ROUND 1 KEYPAD POLLING

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CONFIRMING WHAT WE HEARD

LAND USE STRATEGIES AND TOOLS

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MAKING THE GREATEST PLACE

What We Heard October 22

- Focus growth in centers and corridors
- Target investments to attract growth in centers and corridors
- Lack of funding and market are top barriers to focusing growth in centers and corridors

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MAKING THE GREATEST PLACE

What We Heard October 22

- Recent and future UGB expansion areas difficult to serve
- Lack of consensus on timing of infrastructure in UGB expansion areas
- A tight urban growth boundary should be a strategy to focus growth in centers and corridors

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CONFIRMING WHAT WE HEARD

ROUND 2 KEYPAD POLLING

ON OCTOBER 22

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GETTING ADDITIONAL DIRECTION

LAND USE STRATEGIES AND TOOLS

FRAMING CHOICES FOR THE FUTURE

What We Tested – Land Use

1. Reference case
2. Tight UGB
3. Infrastructure funding delays
4. Corridor amenity investments
5. Center amenity investments
6. Tight UGB + Center amenity investments

MAKING THE GREATEST PLACE

Further Direction Needed on Land Use Strategies

- A mix of strategies needed – most will be implemented locally
- What strategies are you willing to implement to support growth in centers, corridors and employment areas?

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GETTING ADDITIONAL DIRECTION

ROUND 3 KEYPAD POLLING

ON CENTERS, CORRIDORS AND EMPLOYMENT AREAS

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GETTING ADDITIONAL DIRECTION

URBAN GROWTH BOUNDARY DECISIONS AND ASSUMPTIONS

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FRAMING CHOICES FOR THE FUTURE

Infrastructure in UGB Expansion Areas

Year of Urban Growth Boundary Decision	Year Infrastructure is Assumed to Be Available
2002-2004	2015
2010	2020
2015	2025
2020	2030
2025	2035

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Further Direction Needed Urban Growth Boundary

- Under what conditions should the UGB be expanded?
- Should we adjust assumptions for infrastructure availability?

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GETTING ADDITIONAL DIRECTION

ROUND 4 KEYPAD POLLING

ON URBAN GROWTH BOUNDARY DECISIONS AND ASSUMPTIONS

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CONFIRMING WHAT WE HEARD AND GETTING FURTHER DIRECTION

TRANSPORTATION STRATEGIES AND TOOLS

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What We Heard November 12

- Adjust RTP investment strategy emphasis

  Higher
  - HCT, ITS, transit, bike, ped, trails, land use, maintenance, tolling

  Medium
  - Freight rail, RTO program, access management, parking pricing, road/ bridge capacity

  Lower
  - Throughway capacity

Capital cost assumption in 2035 RTP = $9.07 billion

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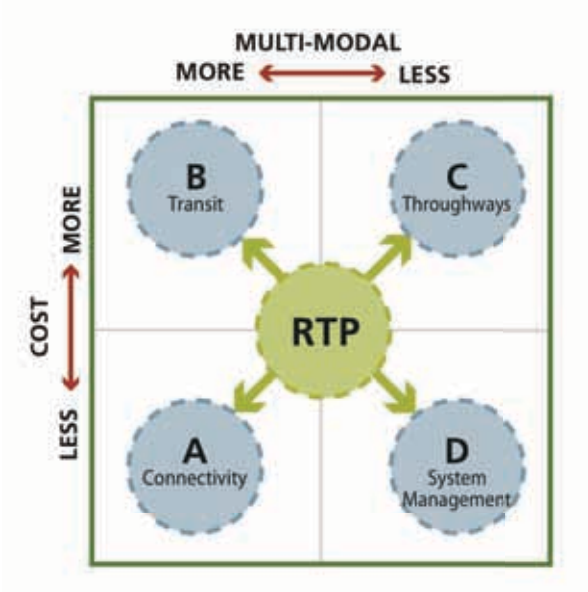
- Seek all potential funding options, focusing on federal and state sources

FRAMING CHOICES FOR THE FUTURE

What We Tested - Transportation



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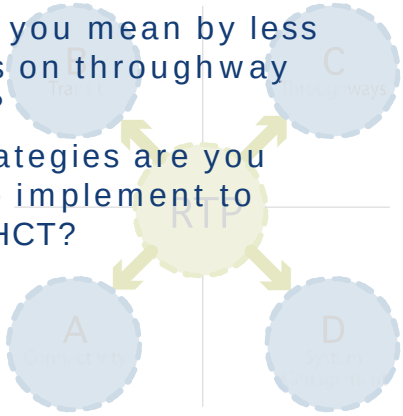
MAKING THE GREATEST PLACE

Further Direction Needed on Transportation Strategies

- What did you mean by less emphasis on throughway capacity?
- What strategies are you willing to implement to support HCT?



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CONFIRMING WHAT WE HEARD

ROUND 5 KEYPAD POLLING

ON TRANSPORTATION STRATEGIES AND TOOLS

GETTING ADDITIONAL DIRECTION

2035 RTP FUNDING ASSUMPTIONS

FRAMING CHOICES FOR THE FUTURE

RTP and Regional Infrastructure Analysis Findings

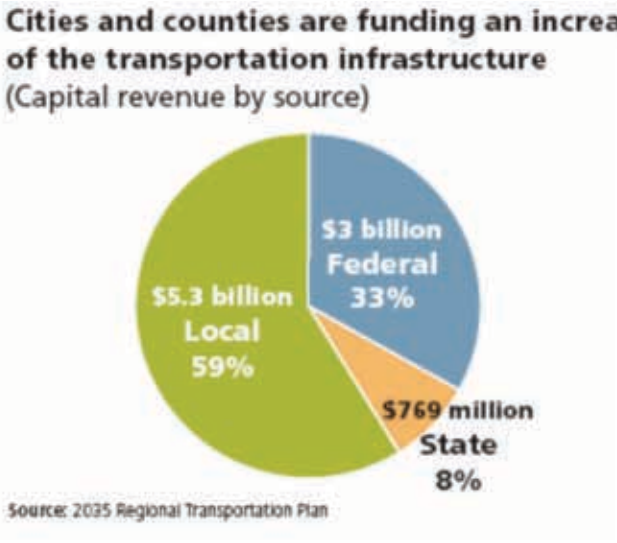
We're investing less in infrastructure than at any time in our history."

– Rep. Earl Blumenauer

- Federal spending continuing a decades-long decline
- State investments declining
- Local revenues limited

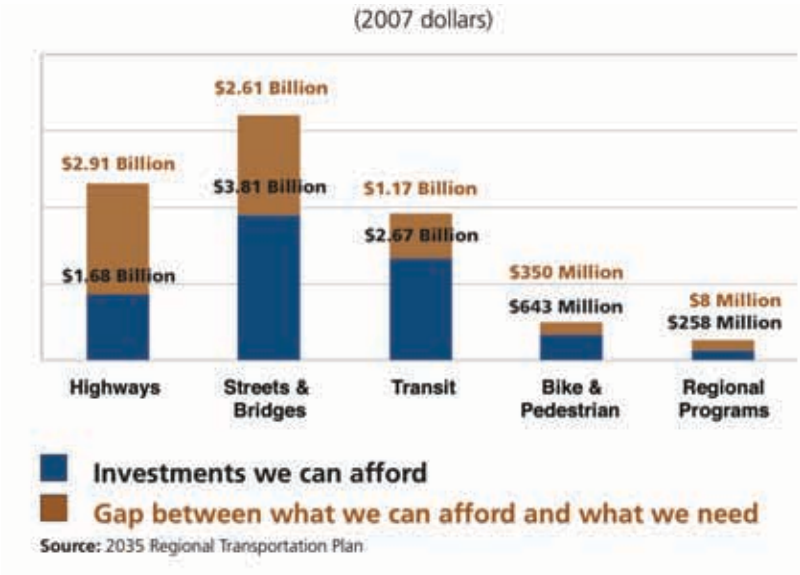
FRAMING CHOICES FOR THE FUTURE

Current RTP Funding Breakdown



FRAMING CHOICES FOR THE FUTURE

Current RTP Funding Gap (capital)



FRAMING CHOICES FOR THE FUTURE

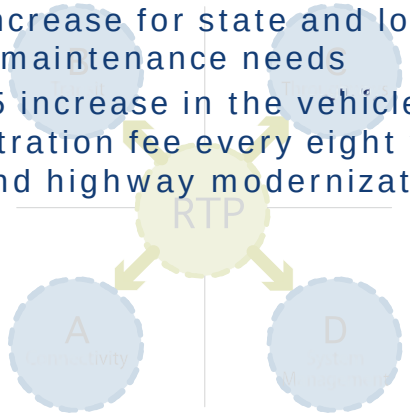
Current RTP – Existing Funding Sources

- Existing state gas taxes and fees
- Continuation of federal funds
  - for highways with an assumption for inflation
  - for transit with an assumption of more funds for HCT and streetcar expansion
  - for safe routes to schools initiatives
- Continuation of local gas taxes, MSTIP, street utilities and SDCs
- Continuation of TriMet and SMART payroll taxes for transit
- Continuation of existing urban renewal areas and some new areas

FRAMING CHOICES FOR THE FUTURE

Current RTP – New Funding Sources

- 1 cent per gallon per year state gas tax increase for state and local road maintenance needs
- A $15 increase in the vehicle registration fee every eight years to fund highway modernization



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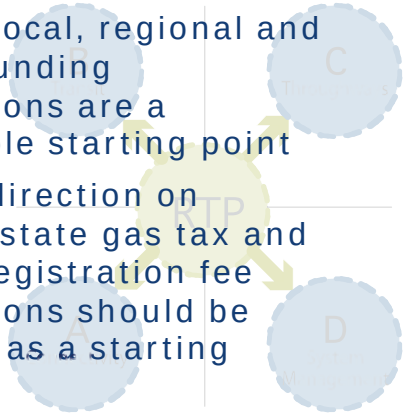
Further Direction Needed on Transportation Funding

- Confirm local, regional and federal funding assumptions are a reasonable starting point
- Provide direction on whether state gas tax and vehicle registration fee assumptions should be adjusted as a starting point



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GETTING ADDITIONAL DIRECTION

ROUND 6 KEYPAD POLLING

ON 2035 RTP FUNDING ASSUMPTIONS

GETTING ADDITIONAL DIRECTION

CLIMATE CHANGE IN THE PLANNING PROCESS

STATE LEGISLATION

Oregon Greenhouse Gas Goals

- Arrest emissions by 2010
- 10% reduction below 1990 levels by 2020
- 75% reduction below 1990 levels by 2050

This equals a 42% reduction by 2035 for the Metro region
(from 1990 levels)

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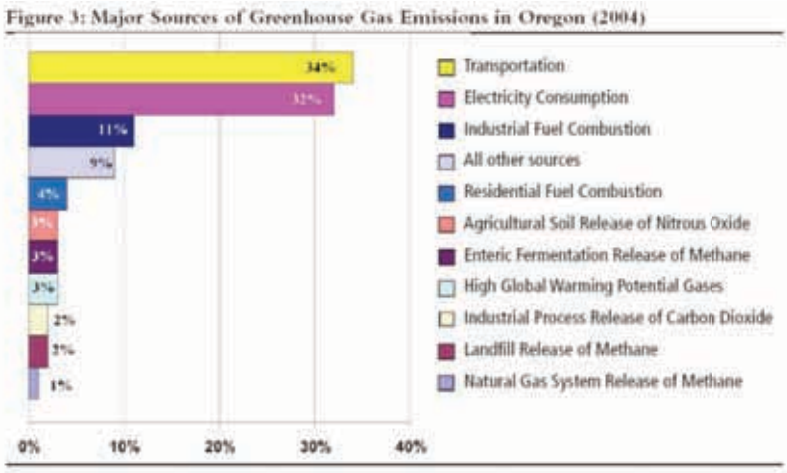
CLIMATE CHANGE INTEGRATION GROUP FINAL REPORT

Oregon Greenhouse Gas Sources



Source: The Governor's Climate Change Integration Group: Final Report January 2008

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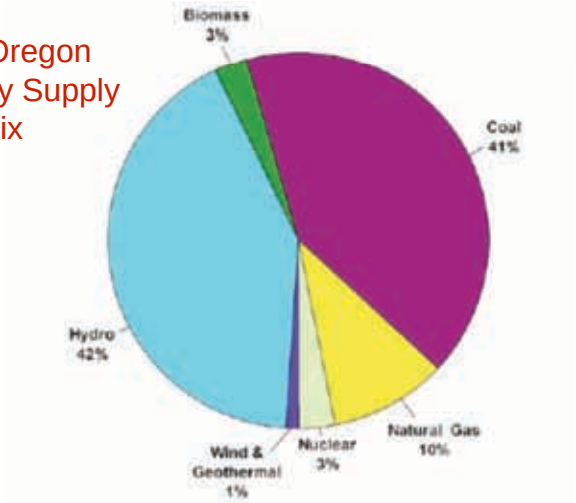
CLIMATE CHANGE INTEGRATION GROUP FINAL REPORT

Oregon Energy Sources

2005 Oregon Electricity Supply Mix

60% is from fossil fuels



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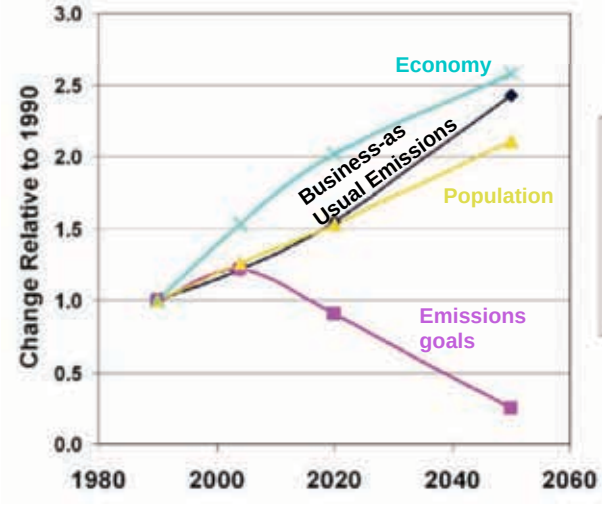
Source: The Governor's Climate Change Integration Group: Final Report January 2008

CLIMATE CHANGE INTEGRATION GROUP FINAL REPORT

State Forecasts



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Source: The Governor's Climate Change Integration Group: Final Report January 2008

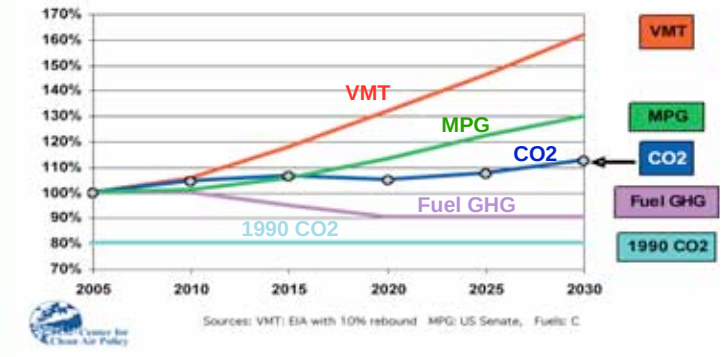
CLIMATE CHANGE INTEGRATION GROUP FINAL REPORT

Technology Alone Can't Save Us

FIGURE 0-3

PROJECTED GROWTH IN CO_2 EMISSIONS FROM CARS AND LIGHT TRUCKS ASSUMING STRINGENT NATIONWIDE VEHICLE AND FUEL STANDARDS*

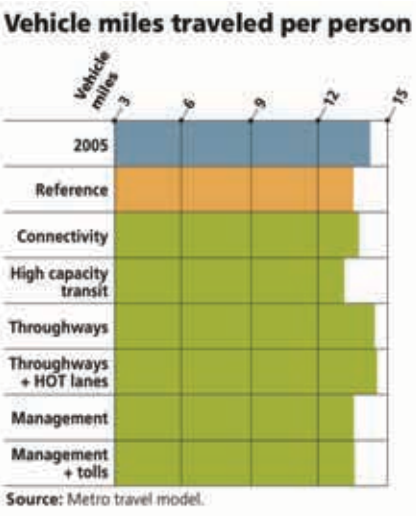
*WITH SENATE CAFE LEVELS -- NEW PASSENGER VEHICLE FUEL ECONOMY OF 35 MPG IN 2020 AND CALIFORNIA LOW CARBON FUEL STANDARD OF -10% IN 2020 APPLIED NATIONALLY.



Source: Ewing, Reid *et al.*, *Growing Cooler,* 2007.

FRAMING CHOICES FOR THE FUTURE

Individuals are driving less, yet overall driving increases



- Except for the throughways scenarios, all show a reduction in the amount people drive compared to 2005
- Overall vehicle miles traveled increased by 37% to 46%

CLIMATE CHANGE INTEGRATION GROUP FINAL REPORT

Overall Recommendations

- Act now
- Transform planning processes to address holistically
- View as an economic development opportunity
- Consider public health implications
- Develop education and research agenda
- Provide funding for key action areas

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CLIMATE CHANGE INTEGRATION GROUP FINAL REPORT

Land Use Sector Recommendations

- Support transit-oriented development
- Facilitate best land use practices
- Implement VMT incentives or requirements
- Encourage green building

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CLIMATE CHANGE INTEGRATION GROUP FINAL REPORT

Transportation Sector Recommendations

- Use of low-carbon fuels
- Use of cleaner and more efficient vehicles
- Reduce vehicle miles traveled, not just VMT/capita
- System management and optimization

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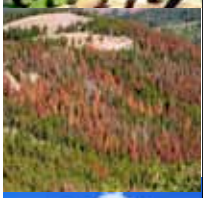
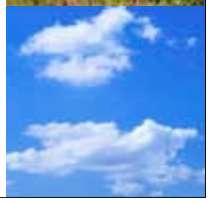
MAKING THE GREATEST PLACE

Further Direction Needed on Climate Change

- How proactive should the region be in developing an integrated strategy in '09?
- What strategies are most important to focus on to reduce the amount people drive?





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GETTING ADDITIONAL DIRECTION

ROUND 7 KEYPAD POLLING

ON CLIMATE CHANGE IN THE PLANNING PROCESS

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Choices

Transportation Investment Scenarios

The Portland metropolitan region is an extraordinary place to live. Our region has vibrant communities with inviting neighborhoods. We have a diverse economy and a world-class transit system. The region features an exciting nightlife and cultural activities as well as beautiful scenery, parks, trails and wild places close to home.

Over the years, the communities of the Portland metropolitan area have taken a collaborative approach to planning that has helped make our region one of the most livable in the country. We have set our region on a wise course – but times are changing. Climate change, rising energy costs, aging infrastructure, population growth and other economic challenges demand thoughtful deliberation and action.




MAKING THE GREATEST PLACE

November 2008

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Choices

Land Use and Investment Scenarios

The Portland metropolitan region is an extraordinary place to live. Our region has diverse communities with inviting neighborhoods. We have a robust economy and a world-class transit system. The region features an exciting nightlife and cultural activities as well as a variety of beautiful scenery, parks, trails and wild places close to home.

Over the years, the diverse communities of the Portland metropolitan area have taken a collaborative approach to planning that has helped make our region one of the most livable in the country. We have set our region on a wise course – but times are changing. Climate change, rising energy costs, economic globalization, aging infrastructure, population growth and other urgent challenges demand thoughtful deliberation and action.



Joint MPAC/JPACT Meeting
December 10 Keypad Polling Questions

ROUND ONE: WHO IS HERE?

1. Which best describes your primary perspective/role this evening?

1. MPAC
2. JPACT
3. Other Elected Official
4. Government Staff
5. Non Government Partner
6. Other

2. My primary community focus/interest is…

1. Neighborhood
2. City: population under 30,000
3. City: population above 30,000
4. County
5. Region
6. State

3. Which of the following recent meetings have you attended?

1. Oct. 8 – The Future Is Here: Is Business As Usual Good Enough?
2. Oct. 22 – Land Use Investment Choices
3. Nov. 12 – Transportation Investment Choices
4. (1+2)
5. (2+3)
6. (1+3)
7. (1+2+3)
8. I was not able to attend any of the meetings

ROUND TWO: CONFIRMING WHAT WE HEARD ON OCT. 22 ON LAND USE STRATEGIES AND TOOLS

We want to first confirm what we think we heard on October 22 to make sure we are all on the same page. We want to emphasize that we are not asking the same questions – we are presenting you with the conclusions we drew from the input you provided on October 22 and asking you to confirm those conclusions.

(Using a scale from 1 to 4, indicate how strongly you agree or disagree with the following statements)

1. Strongly disagree 2. Disagree 3. Agree 4. Strongly Agree

4. The region should focus growth in centers and corridors.

5. The region's investment strategy should target public investments in centers and corridors.

6. A lack of financial resources and market conditions will make it difficult to invest more in centers and corridors.

7. It will be difficult to serve recent and future urban growth boundary expansion areas due to inadequate funding mechanisms.

8. There is no consensus about the timing and availability of infrastructure finance mechanisms for 2002 expansion areas.

9. A tight urban growth boundary should be a strategy to focus growth in centers and corridors.

ROUND THREE: GETTING ADDITIONAL DIRECTION ON LAND USE STRATEGIES AND TOOLS

A mix of tools and strategies are needed to implement the 2040 Growth Concept – many of these were the focus of the previous meetings. Most tools are implemented by local governments in the region and, in fact are the most critical for achieving local and regional aspirations.

STRATEGIES TO FOCUS GROWTH IN CENTERS AND CORRIDORS: We heard you say that the region should focus growth in centers and corridors.

10. What tools and strategies are you willing to implement to focus job and housing growth in centers and corridors in your community?
(Indicate how willing or unwilling you are to implement the following strategies in your community)

1. Very unwilling 2. Somewhat Unwilling 3. Somewhat Willing 4. Very willing

- **10.1. Change zoning in centers and corridors to allow more job and housing growth and transit-oriented development.**
- **10.2. Target public investments and provide more amenities in centers and corridors (e.g., parking structures, plazas, streetscape improvements).**
- **10.3. Implement parking management programs, including charging for parking in centers and downtowns.**
- **10.4. Pursue public financing tools that do not currently exist, such as land assembly, system development charges, enterprise zones, urban renewal and tax increment financing to produce investments in centers and corridors.**

STRATEGIES TO FOCUS GROWTH IN EMPLOYMENT AREAS: On October 22, we focused your discussions on centers and corridors and did not ask you about employment areas, including industrial lands. Tonight we would like to get preliminary direction on the kinds of strategies you are willing to implement in your community to support job creation and growth in these areas.

11. What tools and strategies are you willing to implement to focus job growth in employment areas in your community?
(Indicate how willing or unwilling you are to implement the following strategies in your community)

1. Very unwilling 2. Somewhat Unwilling 3. Somewhat Willing 4. Very willing

- **11.1. Change zoning in employment areas to allow more job growth and transit-oriented development.**
- **11.2. Implement zoning that protects interchange capacity for freight and goods movement access to industrial areas.**
- **11.3. Target public investments to improve freight access from industrial areas and intermodal facilities to the state highway system.**
- **11.4. Implement parking management programs, including charging for parking in employment areas.**
- **11.5. Pursue public financing tools that do not currently exist, such as land assembly, system development charges, enterprise zones, urban renewal and tax increment financing to produce investments in employment areas.**

ROUND FOUR: GETTING ADDITIONAL DIRECTION ON THE URBAN GROWTH BOUNDARY

Managing the urban growth boundary is another tool for which Metro has responsibility.

What conditions should be in place for Metro to expand the boundary in the future?

(Indicate how strongly you agree or disagree with the following statements)

1. Strongly disagree 2. Disagree 3. Agree 4. Strongly Agree

12. The urban growth boundary should be expanded under these circumstances:

12.1. Only bring land inside the urban growth boundary if concept planning is completed.
12.2. Only bring land inside the urban growth boundary if an infrastructure finance plan has been agreed to.
12.3. Only bring land inside the urban growth boundary if governance is agreed upon.
12.4. Only bring land inside the urban growth boundary if it supports an existing center, corridor or employment area.
12.5. Only bring land inside the urban growth boundary if the region has made significantly more progress in accommodating growth in centers, corridors and employment areas.
12.6. Only bring land inside the urban growth boundary if the region has made significantly more progress in accommodating growth in recent urban growth boundary expansion areas.

13. We've assumed a 10-year lag from the time land is brought in the urban growth boundary to when development can occur. Should we adjust this assumption as a starting point for our analysis next year?

1.Should be much earlier 2. Slightly earlier 3. Keep it the same 4. Slightly later 5. Should be much later

ROUND FIVE: CONFIRMING WHAT WE HEARD ON NOV. 12 AND GETTING ADDITIONAL DIRECTION ON TRANSPORTATION STRATEGIES AND TOOLS

You were provided a handout tonight that summarizes the results of the Nov. 12 keypad polling. At that meeting, we asked for preliminary direction on the elements to emphasize as we move forward next year. We want to first confirm what we think we heard on November 12 to make sure we are all on the same page and ask some follow-up questions to better understand what you meant.

(Using a scale from 1 to 4, indicate how strongly you agree or disagree with the following statements)

1. Strongly disagree 2. Disagree 3. Agree 4. Strongly Agree

14. We should adjust our investment strategy to provide less emphasis on throughway capacity and more emphasis on all the other investment strategies.

15. What did you mean by less emphasis on throughway capacity?

15.1. Throughways should not be expanded beyond the current capacity.
15.2. Throughways should be expanded to address safety deficiencies.
15.3. Throughways should be expanded to address capacity bottlenecks.

15.4. Throughways should be expanded to complete gaps that connect to the statewide system (e.g., Sunrise Corridor, I-5/99W and I-84/US 26 connections).

16. What tools and strategies are you willing to implement in your community to support more emphasis on high capacity transit investments in your community?
(Indicate how willing or unwilling you are to implement the following strategies in your community)

1. Very unwilling 2. Somewhat Unwilling 3. Somewhat Willing 4. Very willing

16.1. Change zoning to allow more jobs, housing and transit-oriented development along HCT corridors.
16.2. Complete sidewalks and bike connections that provide access to the HCT system.
16.3. Target public investments and provide more amenities in areas served by HCT.
16.4. Implement parking management programs, including charging for parking in centers and areas served by HCT.
16.5. Pursue public financing tools that do not currently exist to provide more local revenue match to leverage state and federal funding.

ROUND SIX: GETTING ADDITIONAL DIRECTION ON RTP FUNDING ASSUMPTIONS

Questions have been raised about the level of political action and commitment needed to achieve the state funding assumptions for the current RTP, let alone raising additional new revenues. Federal and state funding sources are at their lowest levels since the 1960s, and the funding burden is increasingly shifting to local sources.

CONFIRMATION OF LOCAL, REGIONAL AND FEDERAL REVENUE ASSUMPTIONS FOR RTP: First, we want to confirm that the following local, regional and federal assumptions are a reasonable starting point for developing the RTP investment strategy next year.
(Indicate how strongly you agree or disagree with the following statements)

1. Strongly disagree 2. Disagree 3. Agree 4. Strongly Agree

17. Current RTP assumptions for local revenues (e.g., existing local gas taxes, MSTIP, SDCs, urban renewals, street utility fees) are a reasonable starting point for developing the RTP investment strategy.

18. Current RTP assumptions for TriMet and SMART payroll taxes are a reasonable starting point for developing the RTP investment strategy.

19. Current RTP assumptions for federal revenues are a reasonable starting point for developing the RTP investment strategy.

CONFIRMATION OF STATE REVENUE ASSUMPTIONS FOR RTP: Next, we want to gauge your confidence about current state funding assumptions and how they might be adjusted to serve as a starting point for development of the RTP investment strategy next year.

20. As reflected in the current RTP, how much confidence do you have that the state gas tax will increase by 1 penny per year for highway OMP, given that the state gas tax has not been increased since 1993?

1. No confidence at all 2. Only a little confidence 3. Some confidence 4. A lot of confidence

21. How might we adjust the assumption that the state gas tax will increase by 1 penny per year for highway OMP, given that the state gas tax has not been increased since 1993?

1.Should be much less 2. Slightly less 3. Keep it the same 4. Slightly higher 5. Should be much higher

22. As reflected in the current RTP, how much confidence do you have that the state vehicle registration fee will increase by $15 every eight years for highway modernization? (This means three increases of $15 between 2007-2035)

1. No confidence at all 2. Only a little confidence 3. Some confidence 4. A lot of confidence

23. How might we adjust the assumption that the state vehicle registration fee will increase by $15 every eight years for highway modernization?

1.Should be much less 2. Slightly less 3. Keep it the same 4. Slightly higher 5. Should be much higher

ROUND SEVEN: CONSIDERATION OF CLIMATE CHANGE IN THE PLANNING PROCESS

In 2007, the Legislature adopted aggressive greenhouse gas emissions targets that call for:

- Stopping increases in GHG emissions by 2010
- 10% reduction below 1990 levels by 2020
- 75% reduction below 1990 levels by 2050

For our region, we have estimated this to represent a 42% reduction in greenhouse gas emissions by 2035 (from 1990 levels). In Oregon, the transportation sector is the number one source of greenhouse gas emissions – accounting for 34% of the state's greenhouse gas emissions – followed by electricity consumption. It is not clear what will be required of our region and we do not know what our region's share of greenhouse gas emissions represents. However, we do know that as the largest metropolitan area in the state, the state will be looking to us to do our part, if not more, to reduce our share of these emissions. It is also likely that other requirements may come from current federal policy discussions. The West Coast Climate Change initiative may also provide additional guidance on what our region will need to do.

24. How proactive should the region be in developing a land use and transportation strategy that reduces vehicle miles traveled (not just VMT per capita) to meet our region's share of the state greenhouse gas emissions targets?

1. Not proactive at all – let's wait for the feds or state to tell us what to do
2. Not very proactive/Slightly proactive
3. Somewhat Proactive
4. Very Proactive – let's figure out what works for our region and how close we can get

Whether you responded that we should be proactive or not proactive, next we would like to get your initial thoughts on what strategies should receive the most focus.

25. (3times) Of the strategies identified below, pick the top three most important for the region and local governments to focus on to reduce the amount people drive?

1. System operations and maintenance strategies: Keep current infrastructure in good condition and eliminate the growing funding gap in highway, transit, and road and bridge-related operations and maintenance.
2. Land use changes: Change zoning and provide more amenities to allow more growth and transit-oriented development in centers and corridors served by transit.
3. Trip reduction and traveler information strategies: Implement the Regional Travel Options (RTO) program strategic plan that calls for employer-based trip reduction programs, vanpool and carpool programs, investments to reduce the need to drive and expanded trip planning information.
4. Congestion pricing strategies: Give greater consideration of the use of congestion pricing and further evaluate the potential application of this strategy in the region.
5. Parking management and pricing strategies: Implement parking management and pricing programs in centers, downtowns, main streets and station communities served by transit.
6. Intelligent Transportation System (ITS) strategies: Implement the regional ITS architecture plan that calls for arterial signal coordination, transit signal priority at intersections, and expansion of incident and travel time information on throughway system to optimize existing and future investments.
7. Bike, pedestrian and trail connections: Complete gaps in sidewalks, bike facilities and the regional trail system and improve bike and pedestrian access to transit to provide more travel options.
8. Transit Service: Improve operations and efficiency of the existing transit system.
9. Incentives: VMT or greenhouse gas reduction incentives at the regional or local level.

Feedback Questions

26. Please rate this event in terms of its usefulness to you relative to the work of this and future meetings.

(1=Not at all Useful 2=Somewhat Un-useful 3=Neutral 4=Somewhat Useful 5=Very Useful)

1. How useful was the presentation and printed material?
2. How useful were the discussion segments in helping inform and frame the choices?
3. How useful was the keypad polling in adding value to this meeting?
4. Overall, how useful was this meeting to you as a learning experience?

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Metro | *Memo*

DATE: December 8, 2008

TO: Metro Council, MPAC, JPACT

FROM: Sherry Oeser, Planning and Development Department

RE: Summary of Polling Findings

On October 22 and November 12, 2008, MPAC and JPACT held joint meetings to consider land use and transportation investment policy choices for future development in the region. More than 100 people attended the sessions which included other elected officials in addition to MPAC and JPACT members, local government staff, and non-government partners. This summary highlights key findings of the preference voting. Attachments include written comments received at the meetings and graphs that illustrate the transportation findings. Graphs showing land use results were provided at the November 12 meeting.

Land Use

There is strong support among all participants that redevelopment occur in commercial/mixed use centers and corridors (93%). All policymakers said they intended to target public investments to attract more development to centers and corridors. All participants support increasing infrastructure spending in centers and corridors.

When asked what prevents them from investing more in centers and corridors, participants said:

1) Lack of financial resources
2) Market
3) Parcel ownership barriers
4) Traffic

Participants were asked when local and regional partners will find infrastructure funding for the 2002 expansion areas. Participants responded as follows:

- 27% Don't know
- 18% 2020
- 17% 2015
- 14% 2025
- 14% Never

There is no clear consensus on when infrastructure funding will be available for the 2002 UGB expansion areas.

To develop centers and corridors, a strategy based on investing to make centers and corridors attractive was favored by 56% of participants, followed by eliminating UGB expansion areas (25%), and limiting UGB expansion areas (16%).

Transportation

Participants were asked to consider five discrete transportation scenarios:

1) a reference scenario that projected how the region would grow if current local transportation and land use plans are followed through 2035,
2) a connectivity scenario that tested the effectiveness of aggressively implementing Regional Transportation Plan (RTP) policies to increase the number of street connections,
3) a High Capacity Transit (HCT) scenario that tested the effectiveness of bold expansion and improvement of the HCT system beyond current RTP policies,
4) a throughways scenarios that tested the effectiveness of bold expansion of the region's highway and freeway system to address congestion and delay, and
5) a management scenario that tested the effectiveness of aggressive system management to optimize capital investments in the reference scenario and address congestion and delay.

None of the scenarios scored very high for financial feasibility. The management scenario was judged by policymakers to be most politically feasible while government staff and other partners judged the reference scenario to be most politically feasible. The throughways scenario was judged the least politically feasible by all participants.

Participants were asked to consider environmental, community and economic effects on each scenario. The High Capacity Transit scenario rated most positive in all three areas by all participants. Generally, the Reference scenario rated most negative in all three areas by most participants.

Participants were asked how the region should adjust its emphasis for each of the following activities or strategies to better address transportation issues and needs. Participants generally placed them in three groupings: higher emphasis, medium emphasis and lower emphasis.

Higher emphasis:

- High Capacity Transit;
- Intelligent Transportation System;
- Transit service
- Bike, pedestrian and trail connections;
- Land use strategies; and
- System operations maintenance
- Tolling strategies

Medium emphasis:

- Freight rail connections,
- Trip reduction and traveler information,
- Access management strategies,
- Parking management and pricing, and
- Road and bridge capacity

Lower emphasis:

- Throughway capacity

Participants were asked to rank a series of funding options. Average score is in parentheses.

1) Leverage Oregon congressional delegation and federal lobbying efforts (4.89)
2) Leverage state legislative delegation and state lobbying efforts (4.60)
3) (tie) Pursue more public/private funding partnerships (3.92)
   (tie) Focus on regional ability to fund transportation (3.92)
5) Focus on local ability to fund transportation (3.16)

While securing federal funding rated highest followed by state funding, all of the funding options were highly rated implying that all potential sources of funding should be sought.

Attachment 1

Summary of written comments from Joint MPAC/JPACT Meetings

October 22, 2008: Land Use and Investment Choices and November 12, 2008: Transportation Investment Choices

1. What results from today's polling do you think deserve more discussion at future MPAC and JPACT meetings?

- Jobs/housing balance to effect reduced VMT in expansion areas & infill – increasing residential development in centers and corridors will increase congestion because jobs will not in most cases be nearby. Transit must be a key consideration.

- The concept of 30% households in existing neighborhoods can't be viable in some cities perhaps development on vacant land but not rezoning to increase density.

- I'm concerned there is no consideration of capacity in existing neighborhoods prior to assuming 30% of new growth can reasonably be accommodated.

- Commercial/industrial development. Jobs closer to home.

- Jobs/housing balance in each community. New community design in all areas (renew/UGB expansion).

- Does existing funding cover needed maintenance and upgrades? If not, how do we fund additional investments in centers and corridors, let alone UGB expansion areas?

- Relatively aggressive attitudes to use "tools" to accommodate growth.

- Range of scenarios is too limited. What if by 2025-30: 1) A high % of US people can't afford today's prevalent housing types; 2) Fuel (& equiv. Energy) is $12-15/gal; 3) USA has to meet its food needs domestically as declining dollar & increasing world population - yet land & water getting scarce – we could have both need & demand to keep all growth in walkable centers & transit corridors, or even abandon some current areas and return to non-urban uses. What if? Such scenarios at least would shed more light on current options.

- Tension between more centers/corridors vs. more investment in existing
- Whether having both residents and jobs go to neighboring cities is possible
- Benefit/cost tradeoffs of center and corridor development

- Connectivity as it relates to HCT

- HCT

- Relationship between distribution of new housing vs. new jobs locations – how to get them to be closer together.

- Political feasibility of scenarios.

- All of them – to some degree.

- A big difference in who is voting and from what part (area) of the region.
- Commuter train to Salem – Eugene, given the State owns railroad line. Capitol staff, elected & citizens/lobbyists would benefit, as would freight trucks on I-5…fewer cars.
- Impact of joint land-use/trans decisions on cost of living and greenhouse gas (GHG) emissions.

2. What solutions/actions/approaches do you think we should consider as part of our strategic mix of land use, transportation and investment plans?

- Increase density where jobs are.

- There is a fundamental lack of resources (financial) – part of the issue is to fix the way state government/local governments are funded – WA sales tax. Don't preempt ability of local governments to raise revenues.

- Much of the exercise involves broad financing assumptions. I'd like to see a discussion around the land-use limitations viewed from funding realities.

- Transit-oriented development/mixed use

- Jobs & housing in same communities

- What if all UGB expansion areas had to be dense enough to support good quality transit for all residents and employees?

- Study shared housing trends (esp. among under 30's) to effect change in the person/D.V. metric – recalc. D.V. & acreage assumptions in growth models (as well as sq. ft. of height models).

- Despite Metro's efforts, too few citizens know about this planning. Disseminate more, & more radical & visual models – to engender more thought & discussion.

- Must always mix a combination of approaches to tailor to needs.

- Require densities to support good quality transit in UGB expansion areas. Use HCT and amenity investments to reward centers that increase their density. Require new nearby housing to match jobs in new industrial areas (if you want industrial land, you need to be able to house the workers nearby (walking and bicycling distance)).

- Emphasize measures that encourage growth along corridors in centers, and maintain the character of stable, long-established neighborhoods

- Hybrid scenarios most likely to provide widespread options for personal travel and job concentration in centers and existing employment areas.

- Way more ridesharing
- Tools
- Traffic volume management

- We are a cut-through area which presents a major difference of attitudes.
- Participate now with Portland Plan, regarding 20 minute neighborhoods, safe routes to schools, neighborhood recreational centers aka amenities to maintain stable communities

3. What measures of success can help frame the choices for you?

- Per capita or per house cost of infrastructure.

- # of units built; cost of infrastructure yet uncertain; VMT reduction – carbon footprint; transit efficiency, commute times; distance.

- Are people happy with their housing choice?

- Development projects where people can live, work and play. Do they actually reduce congestion time? Do people relocate as a result?

- How much energy is saved
- How is rate of climate change impacted (urban)

- # acres developed in future UGB expansions (the biggest difference showing in these scenarios) – this impacts availability and access to local food, rural recreation.

- Combine with 8 criteria for the "greatest communities."

- Accommodate growth within UGB (preserve farm, forest, & natural areas)
- Minimize dollars needed for new (extended) infrastructure and focus investments into improving and maintaining existing infrastructure.

- Lifestyle cost
- Environmental and greenhouse effects

- Matrix of support vs. funding to determine nexus

- Reduce VMT in total
- Reduce carbon in total
- Seek real innovation

- Greenhouse gas, # acres in UGB expansion areas. Total housing & transportation cost per household GHG should capture non-vehicle trips – walk, bike, transit)

- Our part of City of Portland is very different. From the major assumptions especially connectivity, land use scenarios or topography constraints.

- Point-to-point travel time (a combination of mode and congestion/transit frequency) greenhouse gas emission levels.

4. Other comments?

- Will single family detached housing be a less desirable housing type in the market. Will the existing inventory of SF homes (turnover) be able to accommodate much of the projected growth as current owner's age or transcend out.

- Good to meet jointly with MPAC/JPACT together.

- Transportation/land use discussions.

- Show the neighboring cities % in the scenario comparison table in the discussion guide.

- Why does the “reference” case ignore exception land near Cornelius?

- Separate elected (JPACT/MPAC) voting from non-elected.

- Metro & partners contain the planning, visualizing & mapping talent to help lead citizens, investors, business & elected officials to our common future – which is likely to be different (not worse) than 1920-2010. We all have to live in the present, but planning should accommodate global trends seriously. And what if the sea level goes up 20 feet within our planning horizon (infrastr. in use in 2100).

- How are we applying the demographic characteristics given at the first discussion with our analysis of existing housing stock and where infill or reconstruction can address those demographics?

- Interactive voting could have used a little more clarity on logistics
- Discussions that force tradeoffs are very helpful

- Drop “I don’t know” and utilize “no opinion/no data.”

- What scenarios of energy pricing is in the reference case?
- How can this work without assumptions regarding internet use?

- On overall system costs, I would have shown the annual cost of housing and transportation per household, not just the system cost.

- I hope to learn more about Metroscope’s job prediction model – what assumptions and formulas, and how they react to differing stimuli.

- Developing a region under transportation plan and lobbying for.

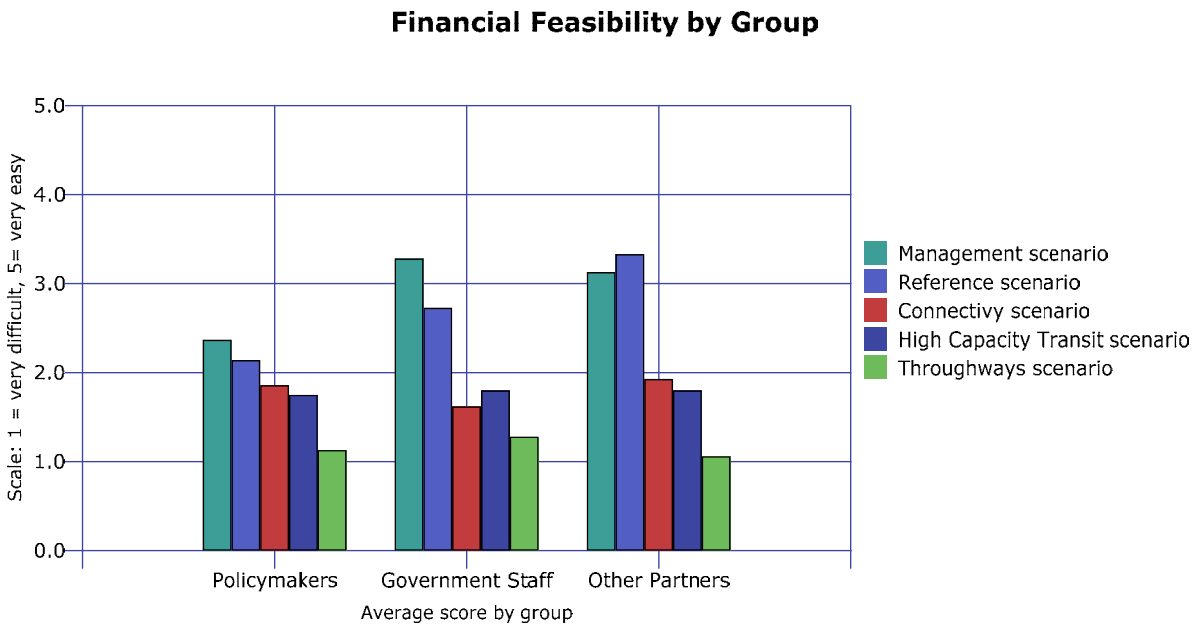
- Answered most questions as a representative of SW Portland transportation needs and acceptance.

- Slideshow and hand-outs should include concept maps for those who don’t learn well from charts and tables. Thanks! I’d also recommend separating “neutral” and “don’t know” responses.

Attachment 2

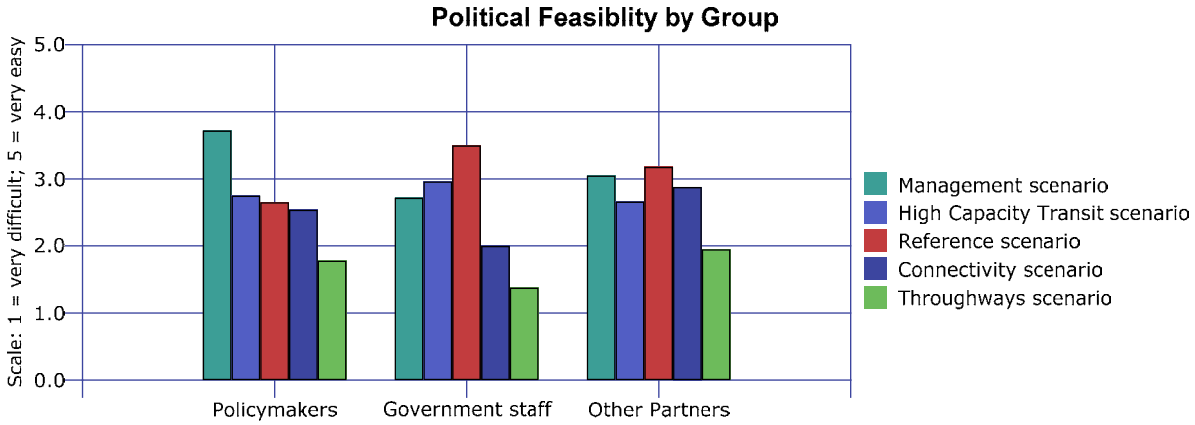
Transportation Scenarios

Financial feasibility: Consider existing and possible funding mechanisms and rate each scenario in terms of the relative ease of acquiring the needed funds with 1 being very difficult and 5 being very easy. Scenarios are ranked by average score.



	Policymakers	Government Staff	Other Partners
Management scenario	2.37	3.28	3.13
Reference scenario	2.14	2.73	3.33
Connectivy scenario	1.86	1.62	1.93
High Capacity Transit scenario	1.75	1.80	1.80
Throughways scenario	1.13	1.28	1.06

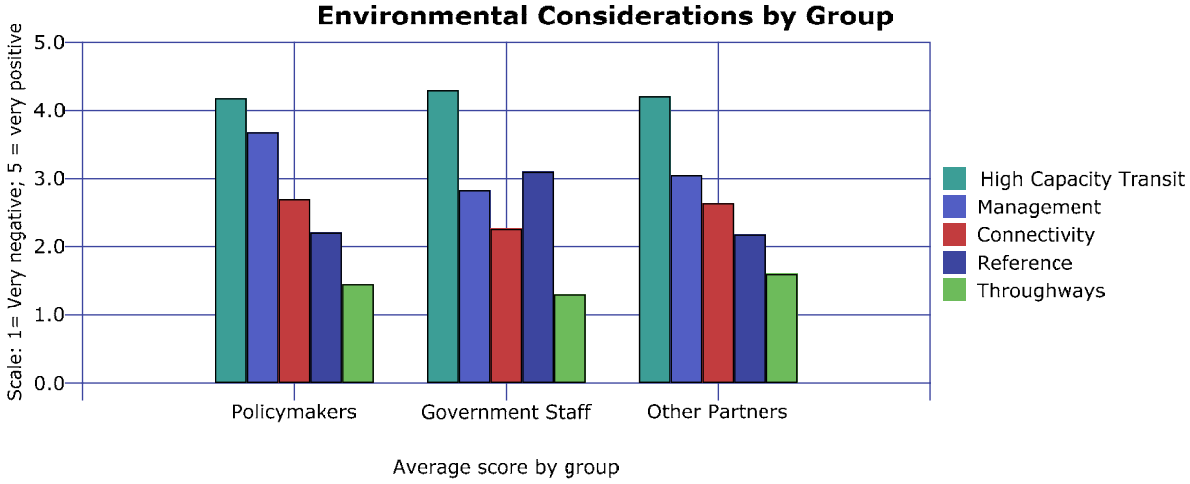
Political feasibility: Consider the political challenge and current level of public support for each scenario and rate each scenario in terms of its ability to gain public support and your ability to publically support it.



Average score by group

	Policymakers	Government staff	Other Partners
Management scenario	3.72	2.72	3.05
High Capacity Transit scenario	2.75	2.96	2.66
Reference scenario	2.65	3.50	3.18
Connectivity scenario	2.54	2.00	2.88
Throughways scenario	1.78	1.38	1.95

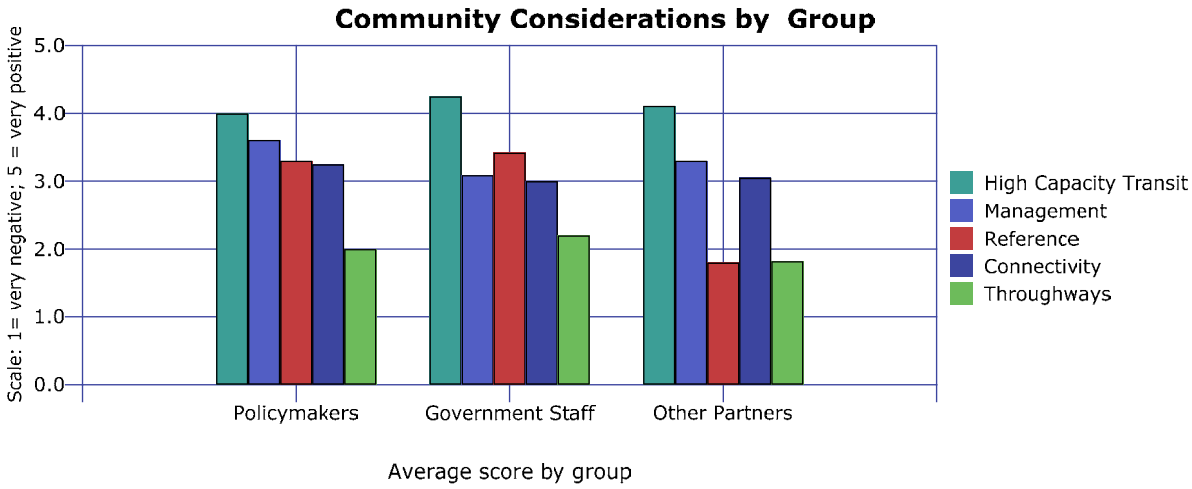
Environmental considerations: Consider the effects of each scenario on air pollution and greenhouse gas emissions and rate each scenario in terms of its ability to help the region reduce the amount people drive and corresponding vehicle emissions.



Average score by group

	Policymakers	Government Staff	Other Partners
High Capacity Transit	4.18	4.30	4.21
Management	3.68	2.83	3.05
Connectivity	2.70	2.26	2.64
Reference	2.21	3.10	2.18
Throughways	1.45	1.30	1.60

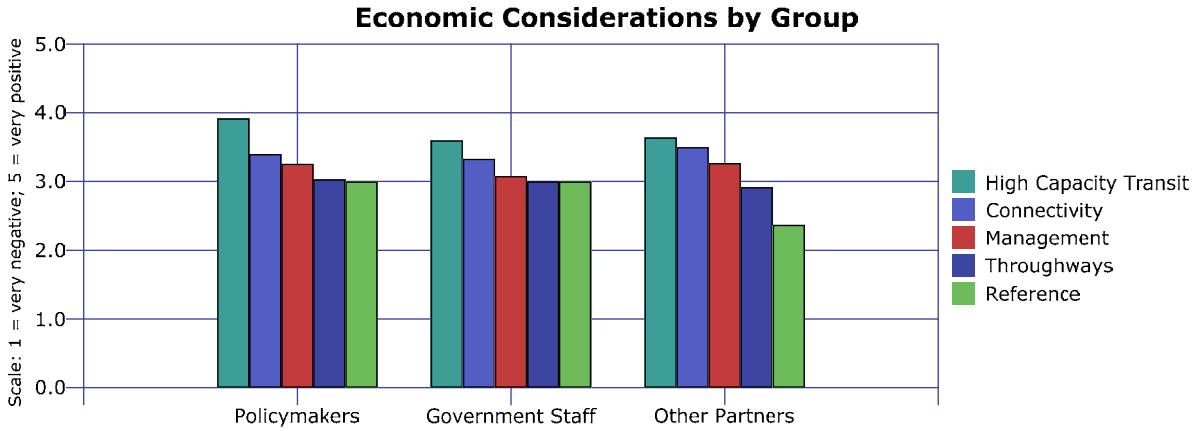
Community considerations: Consider your community's aspirations and rate each scenario in terms of its ability to support those aspirations.



Average score by group

	Policymakers	Government Staff	Other Partners
High Capacity Transit	4.00	4.25	4.11
Management	3.61	3.09	3.30
Reference	3.30	3.42	1.80
Connectivity	3.25	3.00	3.05
Throughways	2.00	2.20	1.82

Economic considerations: Consider the effects of each scenario on the growth of jobs and access to the region's centers and employment and industrial areas and rate each scenario in terms of its ability to support local and regional goals for job creation, centers of commerce, and efficient movement of goods.



Average score by group

	Policymakers	Government Staff	Other Partners
High Capacity Transit	3.92	3.60	3.64
Connectivity	3.40	3.33	3.50
Management	3.26	3.08	3.27
Throughways	3.03	3.00	2.92
Reference	3.00	3.00	2.37

Using a scale of 1 to 5 with 1 being much less emphasis and 5 being much more emphasis, how should the region adjust its emphasis for each of these strategies or activities to better address transportation issues and needs.

Rank of Transportation Strategies

Strategy Rank	Policymakers	Average Score	Strategy Rank	Government Staff	Average Score	Strategy Rank	Other Partners	Average Score
1	High Capacity Transit	4.60	1	Bike, pedestrian & trail connections	4.56	1	Bike, pedestrian & trail connections	4.66
2	Intelligent Transportation Systems	4.40	2	Land use strategies	4.52	2	Land use strategies	4.43
3	Transit service	4.32	3	Transit service	4.44	3	Intelligent Transportation Systems	4.46
4	Bike, pedestrian & trail connections	4.30	4	Freight rail connections	4.33	4	Freight rail connections	4.38
5	Land use strategies	4.24	5	High Capacity Transit	4.26	5	Transit service	4.29
6	System operations & maintenance	4.17	6	Intelligent Transportation System	4.15	6	System operation & maintenance	4.26
7	Tolling strategies	4.06	7	System operation & maintenance	4.07	7	High Capacity Transit	4.05
8	Freight rail connections	3.76	8	Tolling strategies	4.04	8	Trip reduction & traveler information	3.94
9	Trip reduction & traveler information	3.74	9	Parking management and pricing	3.91	9	Parking management and pricing	3.62
10	Access management strategies	3.69	10	Access management	3.62	10	Tolling strategies	3.41
11 (tie)	Parking management and pricing	3.55	11	Road and bridge capacity	3.43	11	Access management	3.33
11 (tie)	Road and bridge capacity	3.55	12	Trip reduction & traveler information	3.28	12	Road and bridge capacity	3.13
13	Throughway capacity	2.60	13	Throughway capacity	2.54	13	Throughway capacity	2.68



2035
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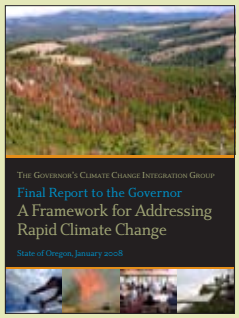


Greenhouse gas goals adopted by the Oregon Legislature and Governor Kulongoski in HB 3543:

- **Short-term:** by 2010, stop increases in greenhouse gas emissions
- **Medium-term:** by 2020, reduce greenhouse gas emissions to 10 percent below 1990 levels
- **Long-term**: by 2050, reduce greenhouse gas emissions to 75 percent below 1990 levels.

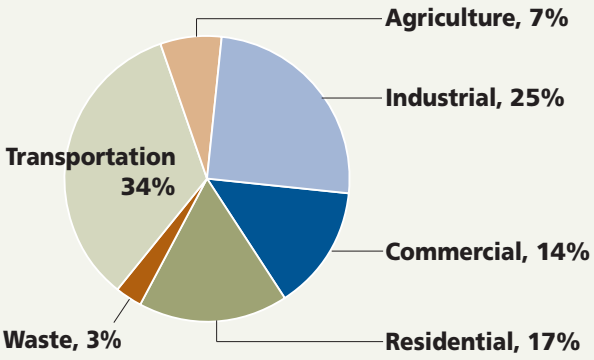
Transportation and climate change

Global climate change poses a growing threat to our environment and our economy, creating uncertainties for the agricultural, forestry and fishing industries, as well as winter recreation. Documented effects include rising temperatures and sea levels, shrinking glaciers, shifting rainfall patterns and changes to growing seasons and the distribution of plants and animals.

Warmer temperatures will affect the service life of transportation infrastructure, and the more severe storms that are predicted will increase the frequency of landslides and flooding. Consequent damage to roads and rail infrastructure will compromise system safety, disrupt mobility and hurt the region's economic competitiveness.

Recognizing the seriousness of the situation and the importance of acting now, the Oregon Legislature passed House Bill 3543 in 2007. This legislation commits the state to reducing greenhouse gas emissions to 10 percent below 1990 levels by 2020, and to 75 percent below 1990 levels by 2050. Achieving these goals will require heightened attention to land use and transportation policies and programs.

Oregon greenhouse gas emissions by sector (2004)



Source: Governor's Climate Change Integration Group: Final Report, 2007

In Oregon, transportation sources account for 34 percent of greenhouse gas emissions, largely made up of carbon dioxide (CO_2). With the region expecting substantial growth, we are challenged to develop a transportation system plan to serve that growth and reduce CO_2 emissions. The 2035 RTP includes specific CO_2 reduction policy objectives and actions to:

- reduce the need to drive
- improve the operating efficiency of the transportation system.

Reducing the need to drive

Reducing our need to drive delivers large carbon-reduction benefits. Oregon has so far kept its annual growth in miles driven at 1.3 percent, below the national average of 1.8 percent. But to meet the state's greenhouse-gas reduction goals, the region must *reduce* driving – not just slow its growth.

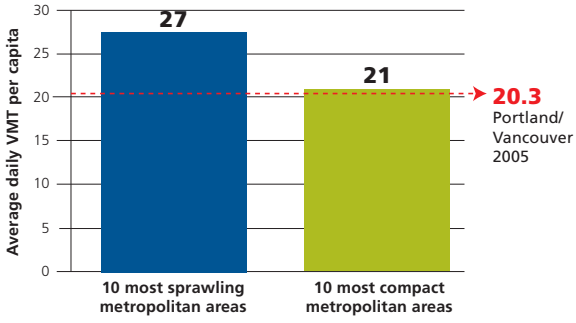
The 2035 Regional Transportation Plan (RTP) aims to reduce driving by:

- developing an efficient, multi-modal transportation system that supports regional land use goals for compact urban form
- expanding non-auto transportation choices
- maximizing the performance of the existing system through cost-effective operations technologies
- reducing demand on the system through innovative demand management programs.

Integrating transportation and land use planning to support compact urban form. In 1995, the Portland metropolitan region adopted the 2040 Growth Concept, a long-range vision for managing growth that directs development to compact urban centers. Compact development results in numerous efficiencies:

- supports walking, bicycling and use of transit
- locates needs and activities of daily living close together, often within walking or biking distance
- reduces the need to expand the urban growth boundary onto farm and forest land
- keeps farms closer to urban markets and leaves forest lands to function as an important part of the enviroment's carbon bank
- reduces distances for delivery of goods and services
- reduces driving by as much as 33%. *(See graph below.)*

Vehicle miles traveled per capita: compact development vs. sprawl



Source: Growing Cooler, Reid Ewing, et al. 2007

Enhancing transportation choices. Driving alone in a motor vehicle is the most carbon-intensive transportation choice for individuals. To reduce this source of emissions, other choices—walking, bicycling and mass transit—must be widely available, affordable and convenient. Commercial transporters also need viable choices, with efficient connections between modes and between distribution centers. The 2035 RTP puts a priority on improving connections among all transportation modes, as well as on expanding transportation options for the movement of people and goods.

Improving system management and operations

The 2035 RTP includes several strategies to improve operations of the existing system. Two key strategies involve regional coordination of Intelligent Transportation Systems (ITS) and travel demand policies and programs.

Intelligent Transportation Systems. ITS systems include applications of communication technologies such as global positioning systems (GPS) and remote video cameras to improve operating efficiencies and travel time reliability. Other operating efficiencies include:

- clearing accidents and breakdowns quickly
- providing real-time traveler information on road conditions
- optimizing traffic flows with ramp meters and coordinated signal timing.

Programs and strategies to reduce demand for travel or promote travel efficiency. Demand management policies and programs can help reduce automobile trips, especially during peak travel times. These strategies include:

- promoting business-based transportation management associations and employer trip-reduction programs
- promoting carpooling, vanpooling and other options to drive-alone travel through collaborative public education efforts like "Drive Less/Save More" and Metro's Regional Travel Options program
- implementing road-use, lane-use, parking or mileage-based pricing strategies to help manage or distribute demand.

For more information

The 2035 Regional Transportation Plan update, fact sheets and related information **www.oregonmetro.gov/rtp**

Vanpooling and carpooling information **www.drivelesssavemore.com**

Oregon's Climate Change Integration Group and final report **www.oregon.gov/ENERGY/GBLWRM/CCIG.shtml**

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