600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, March 3, 2011
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chambers

7:30 AM	1.		**CALL TO ORDER & DECLARATION OF A QUORUM**	**Carlotta Collette, Chair**
7:32 AM	2.		**INTRODUCTIONS**	**Carlotta Collette, Chair**
7:35 AM	3.		**CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**	**Carlotta Collette, Chair**
7:40 AM	4.		**COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS**	
		*	• Climate Leadership Summit	
		*	• Seven Rules for Sustainable Communities brownbag by Patrick Condon	
7:45 AM	5.	**	**Consideration of the JPACT Minutes for February 10, 2011**	
7:50 AM	6.	*	Creating a Climate Smart Communities Strategy: How We Get There From Here – INFORMATION /DISCUSSION • Outcomes: o Learn about the Climate Smart Communities scenarios and how will they help you develop your downtowns and employment areas. o Learn about the research and key findings from statewide scenarios. o Provide input on the region's Phase 1 scenario approach and framework.	**Kim Ellis** **Mike Hoglund**
8:15 AM	7.	*	Setting Greenhouse Gas Emissions Reduction Targets for the Portland Region – INFORMATION / DISCUSSION • Outcomes: o Learn about the research and process used to establish greenhouse gas (GHG) emissions reduction targets for light vehicle travel in Oregon's metropolitan areas, including the Portland region. o Share concerns and issues that should be addressed through the state rulemaking process.	**Bob Cortright, DLCD**
8:45 AM	8.	*	Review of 2014-15 Regional Flexible Fund Step 1 Programs - INFORMATION • Transportation System Management and Operations (TSMO) and Regional Travel Options (RTO) (**March *3***)	**Deena Platman** **Dan Kaempff**
9 AM	9.		**ADJOURN**	**Carlotta Collette, Chair**

Upcoming JPACT meetings:
- Annual JPACT Washington, DC Trip scheduled for March 9-10, 2011.
- Regular JPACT meeting scheduled for April 14, 2011 from 7:30 to 9 a.m. at the Metro Regional Center, Council Chambers.

* Material available electronically. ** Materials will be distributed at prior to the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.

To check on closure or cancellations during inclement weather please call 503-797-1700.

2011 JPACT Work Program
2/24/11

March 3, 2011 – Regular Meeting
• Region wide Flexible Funds (Step 1) Review: Transportation System Management & Operations (TSMO) and Regional Transit Options (RTO)
• Climate Smart Communities Scenarios – Discussion on Scenario Development Approach, Policy Toolbox and Evaluation Framework
• Oregon Sustainable Transportation Initiative (OSTI) – Discussion on setting targets for the Metro region and the State Greenhouse Gas Rulemaking process
 	
Tuesday, March 1, 5 p.m.: DC Trip Prep Meeting
 	
March 9-10: Annual JPACT Washington, DC Trip
	April 14, 2011 – Regular Meeting
	• 2011 – 2012 UPWP and Annual MPO Self-Certification – Action
	• Climate Smart Communities Scenarios Evaluation– Discussion
	• Greater Portland Vancouver Indicators Project – Information
	• Making the Greatest Place – Discussion
	  o State of the Centers Report
	  o Proposed HCT System Expansion Policy Guidance
	  o Proposed Local Plan Implementation Guidance (RTP and Title 6)
	
	April 1 Joint JPACT/MPAC Meeting
	Time: 8 a.m. to noon
	Location: Oregon Convention Center, F150-151
	
	Climate Smart Communities Scenarios
	• Public Opinion Research Findings
	• Discussion and preliminary direction on scenario alternatives and land use and transportation policies to test

May 12, 2011 – Regular Meeting • Climate Smart Communities Scenarios Evaluation – Action • Oregon Climate Adaptation Framework – Information/Discussion • Congestion Pricing Pilot Study – Information	**June 9, 2011 – Regular Meeting** • Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) Briefing – Information • HCT System Expansion Policy Guidance – Action
July 14, 2011 – Regular Meeting • Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) – Action • State legislative recap – Information July/August: Public Comment Period for RFFA	**August 11, 2011 – Regular Meeting**
September 8, 2011 – Regular Meeting • Release of Draft Recommendation of RFFA for Public Comment **Hold: Joint JPACT/MPAC Meeting** Climate Smart Communities Scenarios Results and Preliminary Recommendations	**October 13, 2011 – Regular Meeting** • Oregon state legislative agenda – Discussion • Federal legislative agenda – Discussion

November 10, 2011 – Regular Meeting	**December 8, 2011 – Regular Meeting**
• Climate Smart Communities Scenarios Findings and Recommendations to be Submitted to 2012 Legislature – Discussion • 2014-15 Regional Flexible Fund Allocation – Action	• Climate Smart Communities Scenarios Findings and Recommendations to be Submitted to 2012 Legislature - Action • Oregon state legislative agenda – Adoption • Federal legislative agenda – Adoption

Parking Lot:

- Update and discussion on Electric Vehicles and ETEC charging station project
- Discussion of subcommittees for JPACT – equity, economy and climate change response
- RTP amendment for CRC.
- CRC LUFO.
- Regional Indicators briefing in mid 2011.
- 2012-15 MTIP/STIP Approval and Air Quality Conformity – Action (Feb. 2012)
-

Registration is required.

Joint Policy Advisory Committee on Transportation & Metro Policy Advisory Committee

Climate Leadership Summit

Working together to build livable, prosperous, equitable and climate smart communities

8 A.M. TO NOON FRIDAY, APRIL 1, 2011

JPACT and MPAC members, other elected officials, and business and community leaders will work together at this half-day event to identify strategies to reduce the region's greenhouse gas emissions and create great communities.

The summit is designed to help participants:

- Learn how local aspirations can help achieve climate goals and gain momentum from climate strategies.
- Provide input on the combinations of land use and transportation strategies that should be tested this summer.
- Learn about public attitudes regarding climate change.
- Discuss which land use and transportation strategies are most effective in reducing greenhouse gas emissions and what it may take to meet state targets.

Oregon Convention Center

Room F150 - 151
777 NE Martin Luther King, Jr. Blvd.
Portland

TriMet MAX light rail service at Convention Center stop. Bus route #6 stops at the front entrance. Covered bicycle parking available in Lloyd Blvd parking garage.

For more information, contact Dylan Rivera at dylan.rivera@oregonmetro.gov or call 503-797-1551.

For registration information, contact Kelsey Newell at kelsey.newell@oregonmetro.gov or call 503-797-1916.

Metro | *Making a great place*

Seven rules for sustainable communities

Discover how creating livable, sustainable communities can mitigate the effect of climate change with Patrick Condon, UBC professor and expert on sustainable communities.

11:30 A.M. TO 1 P.M. TUESDAY, MARCH 29

Patrick Condon believes changing the way cities are built and retrofitted can have a significant mitigating effect on climate change. In fact, he travels the country advising policymakers and planners on how to do just that. A dynamic speaker, Condon shares new ideas from his latest book, *Seven Rules for Sustainable Communities*. His combination of in depth research and case studies challenge and entertain anyone with an interest in creating livable, sustainable communities.

The Seven Rules

1. Restore the streetcar city
2. Design an interconnected street system
3. Locate commercial services, frequent transit and schools within a five-minute walk
4. Locate good jobs close to affordable homes
5. Provide a diversity of housing types
6. Create a linked system of natural areas and parks
7. Invest in lighter, greener and cheaper infrastructure

Metro Regional Center

Council chamber
600 NE Grand Ave.
Portland

Take TriMet MAX light rail service to the Convention Center stop. Bus route No. 6 stops on Grand Avenue at the front entrance. Bicycle parking available.

For more information, contact Janna Allgood at janna.allgood@oregonmetro.gov or call 503-813-7589.

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600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax
www.oregonmetro.gov

Metro | *Memo*

Date: February 23, 2011

To: JPACT and interested parties

From: Kim Ellis, Principal Transportation Planner

Re: Creating A Climate Smart Communities Strategy Using Scenarios

PURPOSE

The purpose of this agenda item is to share information about the Climate Smart Communities Scenarios Project, preliminary results of the statewide scenarios effort and receive input on the draft scenario approach and framework proposed for Phase 1 of the region's effort.

BACKGROUND

In 2007, the Legislature established statewide goals for greenhouse gas emissions (GHGs) – calling for stopping increases in emissions by 2010; a 10 percent reduction below 1990 levels by 2020 and a 75 percent reduction below 1990 levels by 2050. The targets apply to all emission sectors, including energy production, buildings, solid waste and transportation.

In 2009, the Legislature passed House Bill 2001, directing Metro to "develop two or more alternative land use and transportation scenarios" by January 2012 that are designed to reduce greenhouse gas emissions from light-duty vehicles. The legislation also mandates adoption of a preferred scenario after public review and consultation with local governments, and local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario. The Climate Smart Communities Scenarios effort responds to these mandates.

In 2010, the Legislature approved Senate Bill 1059, providing further direction to GHG scenario planning in the Metro region and the other five metropolitan areas in Oregon. Aimed at reducing GHG emissions from transportation, the legislation mandates several state agencies to work with stakeholders to develop a statewide transportation GHG emission reduction strategy, metropolitan-level GHG emissions reduction targets for cars and light trucks, guidelines for scenario planning, and a toolkit of actions to reduce GHG emissions.

In 2010, Metro's *Making the Greatest Place* initiative resulted in Council adoption of six desired outcomes, the Community Investment Strategy, urban and rural reserves and an updated Regional Transportation Plan. All of these actions provide the policy foundation for better integrating land use decisions with transportation investments to create prosperous and sustainable communities and meet state climate goals.

Work is underway at the state and regional level to respond to the legislative mandates and implement the 2010 Council actions.

The region's six desired outcomes – adopted by the Metro Council on December 16, 2010.

STATE RESPONSE – OREGON SUSTAINABLE TRANSPORTATION INITIATIVE[1]

The Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) are leading the state response through the Oregon Sustainable Transportation Initiative (OSTI). A factsheet about the state activities is attached for reference.

A draft Technical Report will be released on March 1, 2011 to support Metro's work and the DLCD metropolitan-level target setting process. The Land Conservation and Development Commission (LCDC) is expected to adopt GHG emissions reduction targets for the Metro region on May 19, 2011; draft targets will be released on April 1, 2011.

DLCD staff will brief JPACT on the target setting process at the March 3 meeting, providing an opportunity for JPACT members to raise concerns and issues that should be considered as the target setting process moves forward.

REGIONAL RESPONSE – CLIMATE SMART COMMUNITIES SCENARIOS

The Climate Smart Communities Scenarios effort will build on the state-level work conducted to date and the 2010 Metro Council actions. The project presents an opportunity to learn what combination of land use and transportation strategies will be required to meet the state GHG targets and how well the strategies support all of the region's desired outcomes.

The project will use existing policy and technical advisory committees and lead to adoption of a "preferred" land use and transportation strategy by JPACT and Metro Council. The Metro Policy Advisory Committee (MPAC), JPACT and the Metro Council will make recommendations at key decision points based on input from the Transportation Policy Advisory Committee (TPAC), the Metro Technical Advisory Committee (MTAC) and the stakeholder engagement process.

- **Phase 1: Understanding the Choices** (**Scenario Framing and Research)**

  The first phase of regional-level scenario analysis will occur during Summer 2011 and focus on learning what combinations of land use and transportation strategies are required to meet the state GHG targets. Land use and transportation strategies (e.g. market incentives, mixed-use, transit supportive development and expanded transit service) as well as operational and pricing strategies (e.g. traffic signal timing, parking pricing and other user-based fees) will be evaluated through regional-level scenarios. Potential impacts and benefits will be identified through a comprehensive array of measures that link back to the six desired outcomes. The tools used for this analysis will limit the strategies, impacts and benefits that can be evaluated during this phase of the process.

  The April 1 MPAC and JPACT Climate Leadership Summit is aimed at gathering input from elected officials and business and community leaders on the combinations of strategies to be tested. Findings and recommendations from the analysis will be reported to MPAC, JPACT and the Metro Council in Fall 2011 before being finalized for submittal to the Legislature in January 2012. The recommendations will also guide future phases of the project, as shown in Figure 1.

- **Phase 2: Shaping the Direction** (**Alternative preferred scenario analysis)**

  In 2012, Metro and local government staff will further analyze alternative regional-level scenarios that apply the lessons learned and recommendations from Phase 1 in a more tailored manner to develop a "draft" preferred land use and transportation scenario. This phase provides an opportunity to incorporate strategies and new policies identified through local and regional planning

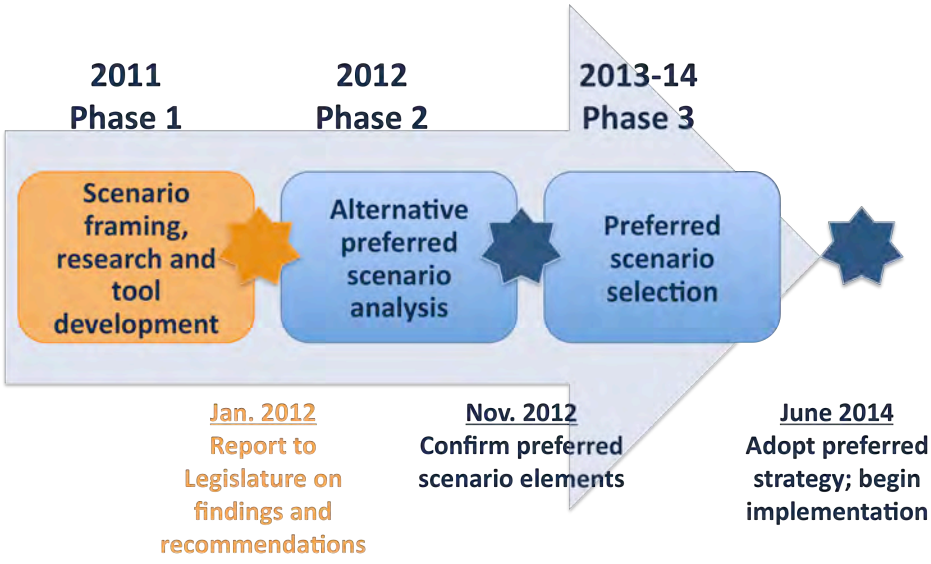
[1] For more information, go to http://www.oregon.gov/ODOT/TD/TP/OSTI.shtml

efforts that are underway in the region (e.g., SW Corridor Plan, East Metro Connections Plan, Portland Plan, and other local periodic review and transportation system plan updates). By the end of 2012, MPAC, JPACT and the Metro Council will be asked to confirm a "draft" preferred scenario that will be brought forward to the final phase of the process.

- **Phase 3: Building the Strategy and Implementation (Preferred Scenario Selection)**

  The final project phase, in 2013 and 2014, will lead to adoption of a "preferred" land use and transportation strategy. The analysis in this phase will be conducted using the region's most robust analytic tools and methods – the regional travel demand model, MetroScope and regional emissions model, MOVES. Additional scoping of this phase will occur in 2012 to better align this effort with mandated regional planning and growth management decisions. This phase will identify needed changes to regional policies and functional plans, and including updates to the Regional Transportation Plan and region's growth management strategy. Implementation of approved changes to policies, investments, and other actions would begin in 2014 at the regional and local levels to realize the adopted strategy.

Figure 1. Climate Smart Communities Scenarios Process



A more detailed schedule that includes state coordination milestones is attached for reference.

NEXT STEPS

A goal of this effort is to further advance 2040 implementation, local aspirations and the public and private investments needed to build great communities and meet state climate goals. Addressing the climate change challenge will take collaboration and partnerships in the public and private sectors and focused policy and investment discussions and decisions by elected leaders, stakeholders and the public.

Work is underway to compile a toolbox of strategies to be evaluated and develop analytic tools and methods to support the scenario analysis to be conducted this summer. Staff is also conducting stakeholder interviews and opinion research to further inform the project's communication and engagement strategy. The strategy is being coordinated with the state's climate activities, other Metro climate activities and implementation of Community Investment Strategy. Upcoming meetings will be focused on engaging and preparing the Metro Council, MPAC and JPACT members for the April 1

summit, and subsequent meetings to provide direction on the scenarios to be evaluated in Phase 1. A summary of upcoming policy discussions and milestones is provided for reference:

- **Feb. 23** – **MPAC** discussion on several climate-related topics: the Climate Smart Communities scenarios process and opportunities for coordination; a report on the potential climate impacts to the region and actions local governments can take now; the Oregon Global Warming Commission 2020 Roadmap recommendations; and setting GHG emissions reduction targets for the Portland region.
- **March 1 – ODOT releases Agency Technical Report**, describing the technology and fuels assumptions to be included in region's scenario analysis.
- **March 3** – **JPACT** discussion on the Climate Smart Communities scenarios approach, evaluation framework and toolbox of strategies; and setting GHG emissions reduction targets for the Portland region.
- **March 9** – **MPAC** discussion on the Climate Smart Communities scenarios approach, evaluation framework and toolbox of strategies.
- **March 29** - **Council** discussion on the Climate Smart Communities scenarios approach, evaluation framework and toolbox of strategies.
- **April 1** – **JPACT and MPAC Climate Leadership Summit** to learn about opinion research and local case studies and provide input on the combinations of land use and transportation strategies to be tested during the summer.
- **April 1** – **DLCD releases draft Metropolitan Greenhouse Gas Emissions Reduction Targets** rule and GHG emissions reduction target for Metro region and other metropolitan areas.
- **April 12** - **Council** work session to ask questions and provide comments to DLCD staff on the draft Metropolitan Greenhouse Gas Emissions Reduction Targets rule and Metro region targets. LCDC is expected to act on the draft rule at their May 19 meeting.
- **April 13 - MPAC** discussion on April 1 summit and scenarios evaluation approach.
- **April 14 - JPACT** discussion on April 1 summit and scenarios evaluation approach.
- **May 11 - MPAC** direction on scenarios evaluation approach and strategies to test.
- **May 12 - JPACT** direction on scenarios evaluation approach and strategies to test.
- **June – Aug. –** Scenarios development and evaluation with technical committees.

/Attachments

- Oregon Sustainable Transportation Initiative Overview *(dated February 1, 2011)*
- Discussion Draft Phase 1 Scenario Approach and Framework (*dated February 23, 2011*)
- Climate Smart Communities Scenarios Schedule *(dated February 4, 2011)*

Oregon Department of Transportation

Department of Land Conservation and Development

February 1, 2011

Reducing Greenhouse Gas Emissions in the Transportation Sector
— Oregon Sustainable Transportation Initiative Overview —

The Oregon Sustainable Transportation Initiative (OSTI) is an integrated statewide effort to reduce greenhouse gas emissions (GHG) from transportation while considering ways to improve the built environment for healthier, more livable communities and greater economic opportunity. The effort is the result of several pieces of legislation including HB 2001 and SB 1059, passed by the 2009 and 2010 Oregon Legislatures. OSTI is being led by the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD), in consultation with the Department of Environmental Quality (DEQ), the Oregon Department of Energy (DOE), and stakeholder committees. The effort is designed to help the state meet its 2050 goal of reducing GHG emissions by 75 percent below 1990 levels by curbing emissions from light vehicle travel and transportation.

OSTI has four main focus areas under development:

I. STS: Statewide Transportation Strategy

This process will develop Oregon's vision for transportation systems, vehicle and fuel technologies and urban form that reduce transportation sector greenhouse gas emissions. The STS vision will aid the state in the achievement of its greenhouse gas emission reduction goals.

II. Rulemaking

HB 2001 (2009) Sections 37 and 38 directed the Land Conservation and Development Commission (LCDC) to adopt rules setting GHG emission reduction targets for the Portland metropolitan area served by Metro. SB 1059 (2010) directed LCDC to adopt rules setting GHG emission reduction targets for the other Oregon metropolitan areas served by metropolitan planning organizations (the Bend, Corvallis, Eugene-Springfield, Rogue Valley and Salem-Keizer regions). LCDC has convened a Target Rulemaking Advisory Committee (TRAC) to assist in the development of targets that will be used to guide land use and transportation scenario planning in these areas.

Rules will set targets for reducing emissions from light vehicles (10,000 pounds or less) traveling in each of the state's metropolitan areas through the year 2035 and must be adopted by June 1, 2011. By March 1, 2011, ODOT, DEQ and DOE are required to provide technical estimates and recommendations to LCDC to inform this rulemaking effort.

III. Scenario Planning Guidelines

The Scenario Planning Technical Advisory Committee (SP TAC) is in the process of developing guidelines to help metropolitan areas with their land use and transportation planning, including a step-by-step technical guide to addressing GHG emissions reduction targets. This involves establishing a transportation and land use vision, goals and approaches for reducing GHG emissions from light vehicles.

Through scenario planning, metropolitan areas will be able to evaluate different ways to accommodate expected population and employment growth through 2035. They will be asked to identify a preferred approach that best reduces GHG emissions, while meeting a full range of community livability objectives.

IV. Toolkit

The toolkit will provide metropolitan areas and local governments with a comprehensive listing of programs and actions that can be implemented to reduce GHG emissions from light vehicles. The toolkit will allow each metropolitan area to select the most appropriate tools to meet local needs. In addition, the toolkit will include information on analysis tools such as modeling that can be used in scenario development and outreach, and will touch on public education and engagement techniques.

Reducing Greenhouse Gas Emissions in the Transportation Sector
— Oregon Sustainable Transportation Initiative Overview —

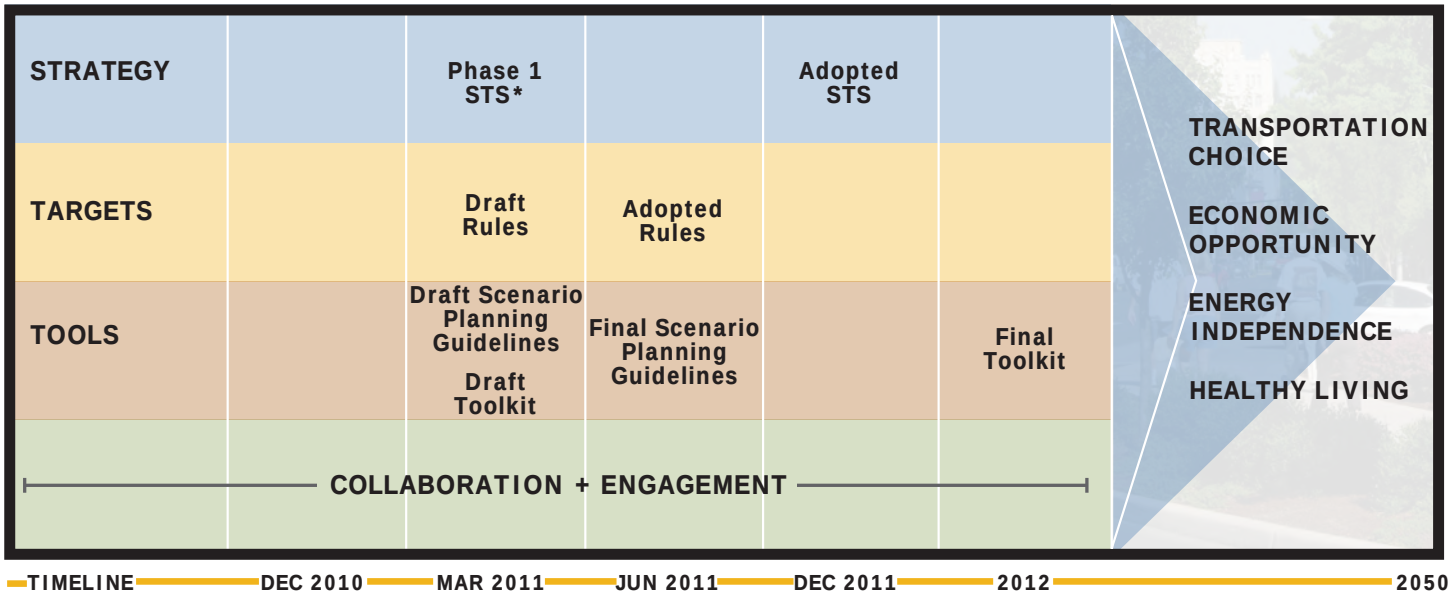
Stakeholder involvement
Coordination of the focus areas is being accomplished with the use of software and technology that supports cross-agency and multiple partner collaboration and communication. There is a strong focus throughout the development of OSTI on stakeholder involvement, including representation on advisory committees by staff from local jurisdictions, advocacy organizations and businesses. ODOT and DLCD are also working closely with Metro to link to work on HB 2001 Sections 37 and 38 with the work being done under SB 1059.

Timeline
Many of the requirements of SB 1059 and the Target Rulemaking required by HB 2001 Sections 37 and 38 are being implemented through OSTI simultaneously. Key dates include:

- **March 2011:** ODOT, DEQ and DOE provide LCDC with information necessary to determine proposed GHG emissions reductions targets for 2035.
- **June 2011:** LCDC adopts rules setting targets for each region served by a metropolitan planning organization.
- **December 2011:** Statewide Transportation Strategy is adopted.
- **March 2013:** ODOT and DLCD give a joint report to the Legislature on the progress of OSTI and meeting reduction targets.

For more information and to sign up for updates visit: www.oregon.gov/ODOT/TD/TP/OSTI.shtml

Oregon Sustainable Transportation Initiative Summary at a Glance



The Oregon Sustainable Transportation Initiative (OSTI) is an integrated statewide effort to create healthy, livable communities while reducing greenhouse gas emissions (GHG) from transportation. The effort includes ongoing work in a number of different areas.

STS: Statewide Transportation Strategy
This process will develop Oregon's vision for transportation systems, vehicle and fuel technologies and urban form that reduce transportation sector greenhouse gas emissions. The STS vision will aid the state in the achievement of its greenhouse gas emission reduction goals.

* Phase 1 includes light vehicle transportation within metropolitan areas and Phase 2 includes all transportation within the state including long distance and freight.

Rulemaking
The rules will set GHG reduction targets for each of Oregon's six metropolitan areas (the Bend, Corvallis, Eugene-Springfield, Portland, Rogue Valley and Salem-Keizer regions). These will be adopted by the Land Conservation and Development Commission (LCDC) in June 2011.

Scenario Planning Guidelines
The guidelines will provide step-by-step assistance for local governments to use in creating their own plans to meet GHG reduction targets.

Toolkit
The toolkit will be a resource of actions and programs local governments can adopt to facilitate transportation-related GHG reductions.

February 23, 2011

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

DISCUSSION DRAFT Phase 1 Scenario Approach and Framework

PHASE 1. UNDERSTANDING CHOICES (JAN. – DEC. 2011)

SCENARIO FRAMING AND RESEARCH

WHAT IS A SCENARIO?

A scenario is a possible future, representing a hypothetical sequence of possible events or set of circumstances. Scenarios are often used to help see the potential impacts of different land-use and transportation decisions on future generations and their quality of life. Scenarios can be created around a set of themes or stories to test what might happen if the strategies assumed in the scenario are implemented. Scenarios can foster an understanding of the opportunities and challenges that the future might hold to inform development of a preferred strategy or course of action. Scenarios can also help manage uncertainty because scenarios are a range of possible futures.

The scenarios to be tested in this phase are for discussion and research purposes only, and do not represent a Metro Council, JPACT or MPAC endorsed policy proposal.

GUIDING PRINCIPLES:

- **Local and Regional Aspirations:** Start with local aspirations and 2010 actions.[1]
- **Show Cause and Effect:** Provide sufficient clarity to discern cause and effect relationships between policy levers.
- **Plausible**: Explore a range of possible futures to show the benefits and impacts of different choices.
- **Understandable:** Organize to be easily communicated so decision-makers and stakeholders can understand clear choices and tradeoffs.
- **Meet State Climate Goals:** Demonstrate what is required to meet state climate goals.
- **Outcomes-based and Focused on Making a Great Place:** Demonstrate how strategies affect realization of local and regional aspirations, as measured by progress toward the six desired outcomes.

The region's six desired outcomes – adopted by the Metro Council on December 16, 2010.

WHAT WE HOPE TO ACCOMPLISH:

- Learn what combinations of land use and transportation strategies are required to meet the state GHG targets.
- Show potential impacts and benefits through a comprehensive array of measures that link back to the six desired outcomes.
- Learn how well the strategies support local aspirations and the region's desired outcomes.
- Identify the potential risks and tradeoffs associated with different strategies and implications for the region and state.
- Report findings and make recommendations to the 2012 Legislature and future project phases.

DEFINING THE SCENARIOS:

- This approach would create scenarios for analysis using a metropolitan–level GreenSTEP model, with support from Envision Tomorrow, a sketch planning tool, the regional travel demand model and MetroScope.
- The first phase is not about 'picking a winner' from the set of scenarios evaluated, but to explore a range of possible futures and then discuss and agree on the associated opportunities, challenges and implications for the region and state.
- Scenario inputs will be based on different combinations of strategies and levels of implementation or investment, reflecting MPAC, JPACT and Metro Council direction.
- Scenarios will be created by applying different levels of implementation or investment.
  - Level 1 will serve as a "Reference Case" scenario – representing the most likely scenario given current plans, trends and policies.
  - Levels 2 and 3 represent progressively higher levels of implementation or investment for the strategies being tested.
  - Agreement is needed on how many levels should be evaluated for each category, and on what combination of strategies should be assumed within each level.
- Each scenario is intended to reduce the light vehicle travel greenhouse gas (GHG) emissions estimated from the Reference Case.
- The scenarios will be developed and analyzed with input from Metro's technical advisory committees during the summer 2011. Results will be presented to decision makers and stakeholders in the Fall 2011.

[1] In 2010, Metro's Making the Greatest Place initiative resulted in Metro Council adoption of six desired outcomes, the Community Investment Strategy, urban and rural reserves and an updated Regional Transportation Plan. All of these actions provide the policy foundation for better integrating land use decisions with transportation investments to create prosperous and sustainable communities and meet state climate goals.

February 23, 2011

DISCUSSION DRAFT Phase 1 Scenario Approach and Framework

This table is for discussion and research purposes only, and does not represent a Metro Council, JPACT or MPAC endorsed policy proposal.

- The table provides a framework for identifying regional-level scenario inputs for each GreenSTEP category.
- Each category includes a set of inputs that represent land use and transportation strategies that the GreenSTEP model is able to test. Each level represents an increased amount of implementation or investment.
- Agreement is needed on how many levels should be evaluated for each category, and on what combination of strategies should be assumed within each level.
- Scenarios would be created, reflecting different implementation/investment levels for each category of inputs.
- Each scenario is intended to reduce the light vehicle travel greenhouse gas (GHG) emissions estimated from the Reference Case (Level 1).

Green STEP Category	Implementation/Investment Levels			Potential GreenSTEP Inputs (indicated in bold)
	Level 1	Level 2	Level 3	
URBAN				Households in **mixed-use areas** with well-connected "complete" streets and active transportation networks [2] (percent)
				Urban growth boundary expansion
				Bicycle travel (mode share)
				Workers paying **parkin**g fees (percent)
				Household daily **parking fees**
				Bus and rail transit expansion (percent)
PRICING [3]				**Fuel use and emissions fees** [4]
				Vehicle travel fees [5]
				Pay-as-you drive insurance
MARKETING				Households participating in **individualized marking programs** (percent)
				Workers participating in **employer-based demand management programs** (e.g., transit fare reduction, carpool matching and other carpool programs, compressed work week) (percent)
				Households participating in **ecodriving** (percent)
ROADS				**Incident management** (percent of delay addressed)
				Freeway and arterial lane-mile **capacity** (e.g., traffic signal timing and other system management strategies, physical expansion, and bottleneck removal)
FLEET				Households participating in **carsharing** (percent)
	TBD in State Agency Technical Report			Level 2 and Level 3 inputs to be defined in State Agency Technical Report (includes, **auto/truck vehicle proportions** and **fleet turnover rate**/ages)
TECH	*TBD in State Agency Technical Report*			Level 2 and Level 3 inputs to be defined in State Agency Technical Report (includes **fuel economy**, **carbon intensity of fuels**, and **electric vehicles and plug-in hybrids market shares**)

[2] Existing zoning and forecasted population and employment held constant across all scenarios.
[3] Reflected as the cost per mile to drive. Fuel price held constant across all scenarios, reflecting market trends.
[4] Carbon fee, gas tax, or other instruments could be used.
[5] Vehicle miles traveled fee or other instruments could be used.

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Updated February 4, 2011

Climate Smart Communities Scenarios Schedule

UNDERSTANDING THE CHOICES															SHAPING THE DIRECTION												BUILDING THE STRATEGY AND IMPLEMENTATION 2013-14
2010			2011												2012												
Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	

Technical Work and Policy Development

Develop and select a preferred land use and transportation scenario that meets GHG reduction targets and advances 2040 Growth Concept implementation, local aspirations and the region's desired outcomes

Scenario Framing and Research

Identify land use and transportation strategies to be evaluated through regional scenario alternatives relative to greenhouse gas reduction (GHG) targets and the region's desired outcomes

Identify strategy options

Research GHG emissions reduction potential of land use and transportation strategies, co-benefits and options for applying strategies in the region

- 2040-based land use types
- Case studies
- Strategy Toolbox

◆ *Council, MPAC & JPACT provide direction on strategies to test (May 2011)*

Test strategy options

Evaluate reference case and alternatives designed to meet GHG targets

- Reference Case
- Scenario A
- Scenario B
- Scenario C

◆ *Council, MPAC & JPACT confirm strategy options to move forward, research findings & recommendations for report to 2012 Legislature (Nov. 2011)*

Preferred Scenario Development

Develop and evaluate alternative regional scenarios to identify the combination and phasing of local and regional strategies needed to meet GHG targets and achieve the region's desired outcomes

- Scenario A
- Scenario B
- Scenario C

→ Draft Preferred Land Use and Transportation Scenario

◆ *Council, MPAC & JPACT confirm elements to be included in preferred scenario (Nov. 2012)*

Preferred Scenario Selection

Select and implement local and regional policies, investments, tools and actions to meet GHG targets and achieve the region's desired outcomes

Final preferred strategy

- *Policies*
- *Investments*
- *Tools*
- *Actions*
- *2040 Growth Concept map, RTP, functional plan and framework plan changes*

◆ *Council adopts preferred strategy; local implem-entation begins (June 2014)*

Data and Tools Development and Research

Develop and enhance tools, data and methods to evaluate the costs, benefits, impacts and effectiveness of land use and transportation choices relative to GHG reduction targets and the region's desired outcomes

- Data needs/ gaps
- Sketch planning tool(s)
- Visualization tool(s)
- Travel model
- Land use model
- Emissions model
- Portland-Vancouver Regional indicators
- Equity analysis
- Economic analysis
- Public health analysis
- Environmental analysis

Communications and Outreach

Convene a collaborative regional process to achieve GHG reduction targets and advance 2040 Growth Concept implementation, local aspirations and the region's desired outcomes

◆ *Public opinion research and stakeholder engagement on toolbox of strategies (Winter 2010-11)*

◆ *MPAC and JPACT summit to discuss opinion research and refine strategy options (April 1, 2011)*

◆ *MTAC and TPAC technical workshop to develop alternative scenarios (June 2011)*

◆ *MPAC and JPACT summit to discuss research findings and recommendations (Fall 2011)*

◆ *Stakeholder engagement to share findings and gather input on preferred strategy elements (Winter 2012)*

◆ *Stakeholder workshop(s) to develop alternative scenarios (Spring 2012)*

◆ *MPAC and JPACT summit to discuss findings and recommendations (Fall 2012)*

◆ *Stakeholder engagement to develop preferred strategy (2013)*

◆ *Final public review and adoption process (Spring 2014)*

Coordination with State Scenario Planning and Policy Development

Coordinate with and inform state GHG target setting process and development of statewide transportation strategy, GHG toolkit and scenario planning guidelines

◆ *ODOT and DLCD Report to 2011 Legislature (Feb. 2011)*

◆ *ODOT/DEQ/ DOE provide Metro region VMT estimate, fuel and technology assumptions (March 1, 2011)*

◆ *LCDC provides draft Metro region and other MPOs GHG targets (April 2011)*

◆ *ODOT/DLCD establish draft GHG toolkit and scenario planning guidelines (Spring 2011)*

◆ *LCDC adopts Metro region and other MPO GHG targets (May 2011)*

◆ *OTC adopts Statewide Transportation Strategy (Dec. 2011)*

◆ *State Commissions briefings (Jan. 2012)*

◆ *ODOT and DLCD Report to 2012 Legislature (Jan. 2012)*

ODOT/DLCD develop rules and process for scenario planning:

- *Process for cooperative selection of preferred scenario*
- *Minimum planning standards*
- *Planning assumptions and approaches*
- *Cycle for local plan adoption and update*

◆ *State Commissions briefings (Jan. 2013)*

◆ *LCDC adopts rules and process for selecting preferred land use and transportation scenario (Jan. 2013)*

◆ *ODOT and DLCD Report to 2014 Legislature (Feb. 2014)*

◆ = *Technical and policy development milestones*

◆ = *Communication and outreach milestones and events*

◆ = *State scenario planning and policy development milestones*

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax

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Metro | *Memo*

Date:	February 23, 2011
To:	JPACT and interested parties
From:	Kim Ellis, Principal Transportation Planner
Re:	Setting Greenhouse Gas Emissions Reduction Targets for Light Vehicle Travel in the Portland Region

PURPOSE

Staff from the Department of Land Conservation and Development (DLCD), will brief the Joint Policy Advisory Committee on Transportation (JPACT) on the timeline and process for establishing metropolitan-level greenhouse gas (GHG) emissions reduction targets for light vehicle travel in Oregon's metropolitan areas, including the Portland region. Similar meetings are scheduled in Oregon's five other metropolitan areas - Salem/Keizer, Medford, Bend, Eugene/Springfield and Corvallis.

This is an opportunity for committee members to ask questions on the process and next steps, understand how the targets would apply to the Portland region and identify issues that should be addressed through the state rulemaking process.

BACKGROUND

In 2007, the Legislature established statewide goals for greenhouse gas emissions (GHGs) – calling for stopping increases in emissions by 2010; a 10 percent reduction below 1990 levels by 2020 and a 75 percent reduction below 1990 levels by 2050. The targets apply to all emission sectors, including energy production, buildings, solid waste and transportation.

Senate Bill 1059 (2010) and House Bill 2001 (2009) direct Oregon's Land Conservation and Development Commission (LCDC) to adopt rules by June 1, 2011 that set targets for metropolitan areas to plan for reductions in greenhouse gas (GHG) emissions from light vehicles (cars and light trucks).

The draft Metropolitan Greenhouse Gas Reduction Targets rule (with Metro region targets) will be released on April 1, 2011. LCDC will hold a public hearing on April 21, and is expected to adopt the rule and GHG emissions reduction targets on May 19, 2011, following a second public hearing.

Both bills anticipate that local governments in metropolitan areas will engage in land use and transportation scenario planning to evaluate and select a preferred scenario for achieving the adopted targets. HB 2001, which applies primarily to the Portland Metropolitan area, requires development and adoption of scenario plans. SB 1059, which applies to the state's other five metropolitan areas (Salem-Keizer, Eugene-Springfield, Rogue Valley, Bend and Corvallis), anticipates but does not require preparation of scenario plans at this time.

In addition to target rulemaking by LCDC, SB 1059 directs DLCD and the Oregon Department of Transportation (ODOT) to work together with local governments in metropolitan areas to produce several other products to support scenario planning and GHG reduction efforts. These include:

- Preparation by ODOT, Department of Environmental Quality (DEQ) and the Department of Energy (DOE) of estimates of future vehicle and fuel technology to inform the target setting rulemaking. (This is also required by HB 2001.)
- Development by ODOT and the Oregon Transportation Commission (OTC) of a statewide transportation strategy for GHG reduction. The OTC appointed an advisory committee to assist in this effort. Given the close relationship between the target rulemaking and the state strategy, several people are serving on both advisory committees.
- Preparation by ODOT and DLCD of guidance for scenario planning, including scenario planning guidelines and a toolkit of recommended practices and evaluation techniques for GHG reduction.
- A scenario planning funding report, completed in January 2011, which estimates the amount of funding that local governments in metropolitan areas will need to conduct scenario planning.
- A public education effort to inform the public about the need to reduce GHG emissions and the costs and benefits of reducing GHG emissions.

Metro's Climate Smart Communities Scenarios effort responds to the legislative mandates and will inform and be informed by each of the state-level activities.

For more information on the LCDC rulemaking effort go to:
http://www.oregon.gov/LCD/target_rulemaking_advisory_committee.shtml

For more information on the Oregon Sustainable Transportation Initiative go to:
http://www.oregon.gov/ODOT/TD/TP/OSTI.shtml

/Attachments

- Oregon Sustainable Transportation Initiative Key Activities and Decision Matrix (dated 12/10/10)
- LCDC Target Rulemaking Advisory Committee membership list
- DLCD memo: Target Rulemaking Issues and Draft Outline for Metropolitan Greenhouse Gas Target Rule (dated January 13, 2011)
- SB 1059 Target Rulemaking Summary of Issues (dated February 3, 2011)

Oregon Sustainable Transportation Initiative (SB 1059)
Key Activities and Decision Matrix
Through January 2012

Deliverable / Activity	Committees				Decision Maker	Estimated Completion
	STS TAC	STS PC	SP TAC	TRAC		
Statewide Transportation Strategy						
• Phase 1: Research and analysis of GHG emissions reduction from light vehicles	Review	Recommend	Brief	Brief		Mar-11
• Phase 2: Research and analysis of GHG emissions reduction from all vehicles. Adopt a Statewide Transportation Strategy to reduce GHG emissions from the entire transportation sector.	Recommend to PC	Recommend to OTC	SP TAC is done by Dec-11	TRAC is done by July-11	OTC	Jan-12
Agency Technical Report						Mar-11
• Estimate 1990 baseline VMT and GHG emissions in each metropolitan area	Review	Brief	Brief	Brief	ODOT ODOE/DEQ	Mar-11
• Estimate average GHG emissions of vehicle fleet in 2035					ODOE/DEQ	
• Estimate vehicle fleet turnover rate through 2035					ODOT	
• Recommend percentage reduction GHG & VMT reductions for 2035 for each metropolitan area needed to meet state 2050 GHG reduction goals					ODOE/DEQ	
Scenario Planning Guidelines						
• Draft Report on Scenario Planning Guidelines	Brief	Brief	Recommend	Brief	DLCD/ODOT	Apr-11
Toolkit						
• Draft GHG Reduction Toolkit (Data Base)	All committee members will be invited to meetings.				ODOT/DLCD	Apr-11
Public Education and Outreach						
• Plan Approach		Brief	Brief	Brief	ODOT/DLCD	2011 →
Target Rulemaking						
• 2035 GHG targets for each metropolitan area	Brief	Brief	Brief	Recommend	LCDC	Jun-11
Financing Report						
• Financing Report	All committees will receive the final report.				ODOT/DLCD	Jan-11

Committees:

- Statewide Transportation Strategy Technical Advisory Committee (STS TAC)
- Statewide Transportation Strategy Policy Committee (STS PC)
- Scenario Planning Technical Advisory Committee (SP TAC)
- Target Rulemaking Advisory Committee (TRAC)

Committee Responsibilities:

- Brief: Committee members are informed about the progress of the task.
- Review: Committee assists agency staff in developing the task analysis and is responsible for providing input and comments.
- Recommend: Policy and advisory committees are briefed on the work of the technical committees and staff. The committees will provide direction or comment as needed, and are responsible for making recommendations to the appropriate bodies.

Deliverables:

Statewide Transportation Strategy – The vision will describe the general characteristics of transportation systems, vehicle and fuel technologies and land use patterns likely to be necessary to achieve the reductions in the transportation sector greenhouse gas emissions. The strategy will recommend new policies or changes to existing policies which are necessary to carry out the vision. The 2050 vision is not a deterministic plan rather it plots out a general course of action. It is one step in an iterative process that also includes the monitoring of transportation and land use systems. There are two phases, with the first phase primarily in support of the technical report due to LCDC in March 2011. The second phase, development of the strategy is anticipated to be completed by January 2012.

Agency Technical Report – ODOT, DEQ, and ODOE will prepare estimates for 1990 light vehicle GHG emissions and forecast future 2035 vehicle fleet and fuel characteristics. This report provides the foundation for modeling of different policy scenarios. The report is due March 2011.

Scenario Planning Guidelines – The guidelines will provide a step by step guide for local governments' use in metropolitan area scenario planning. The guidelines will include goals and objectives and an image of how the transportation system and land use patterns would be organized so as to achieve the goal of reducing greenhouse gas emissions from light vehicles. It is anticipated that the first draft of this work will be completed by April 2011 and the final version by December 2011.

Toolkit - The toolkit is a database listing actions and programs local governments can implement to reduce transportation-related greenhouse gas emissions from light vehicles. It is anticipated the first draft of this work will be completed by April 2011 and the final version by March 2012.

Public Education and Outreach – SB 1059 identifies public education as a key component of the state's effort to address climate change. The legislation calls for educating the public about the need to reduce greenhouse gas emissions from motor vehicles with a gross vehicle weight rating of 10,000 pounds or less; and about the costs and benefits of reducing greenhouse gas emissions. Agency staff will develop the framework for a statewide public awareness program and work with local governments in metropolitan planning areas to support local communication and outreach efforts.

Target Rulemaking - LCDC is required to adopt rules setting greenhouse gas emission reduction targets for each of Oregon's metropolitan areas. The targets are to be used to guide land use and transportation scenario planning in metropolitan areas.

Financing Report – SB 1059 directed ODOT and DLCD to prepare a report to the 76th legislative assembly that outlines the cost to local metropolitan planning areas to conduct scenario planning.

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

Member	Affiliation
Gail Achterman	Oregon Transportation Commission
Terry Beyer	Oregon House of Representatives, District 12
Craig Campbell	AAA of Oregon/Idaho
Mark Capell	Bend City Council
Dan Clem	Salem City Council
Kelly Clifton	Portland State University
Carlotta Collette	Metro Council
Al Densmore	Medford City Council
Angus Duncan	Oregon Global Warming Commission
John Fregonese	Fregonese Associates
Don Greene	LCDC Citizen Involvement Advisory Committee
Tony Hyde	Columbia County Board of Commissioners
Mary Kyle McCurdy	1000 Friends of Oregon
Linda Modrell	Benton County Board of Commissioners
John Oberst	Mayor, City of Monmouth
Andrea Riner	Lane Council of Governments
Martha Schrader	Oregon Senate, District 20
Tom Schwetz	Lane Transit District
John VanLandingham	Land Conservation and Development Commission
Rick Williams	Lloyd Transportation Management Association
Ken Williamson	Environmental Quality Commission
Alan Zelenka	Eugene City Council

Oregon Department of Transportation

Oregon
John A. Kitzhaber, M.D., Governor

Department of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, Oregon 97301-2540
Phone: (503) 373-0050
Fax: (503) 378-5518
www.oregon.gov/LCD

January 13, 2011

TO: Target Rulemaking Advisory Committee (TRAC)

FROM: Robert Cortright, DLCD Staff

SUBJECT: **Target Rulemaking Issues and Draft Outline for Metropolitan Greenhouse Gas Target Rule**

This memo outlines issues identified by the TRAC to be addressed or considered in target rulemaking. Following the issue section is a draft outline for a Metropolitan Greenhouse Gas (GHG) Target Rule to carry out the requirements of Senate Bill 1059 and House Bill 2001.

Target Rulemaking Issues

TRAC has identified or discussed the following issues to be addressed or considered in either the target rulemaking or in recommendations to LCDC. Staff proposes that these issues would be: (1) considered as the rule is drafted; (2) addressed in proposed rule language; and/or (3) addressed in TRAC recommendations to LCDC.

Staff is looking to the TRAC for the following actions:

- Review and discuss list of rulemaking issues
- Identify whether there are additional issues to be added
- Provide guidance on fine tuning the description of the issues

According to comments from the TRAC, target rulemaking should consider and/or address these issues:

a. Be clear that the purpose of targets and scenario planning is to inform a broad, statewide policy discussion about the role changes to land use and transportation, in metropolitan areas, can play in meeting state goals to reduce GHG emissions.

b. The differences in population growth among metropolitan areas so that the responsibility for achieving GHG reductions is equitably allocated.

c. The differences in the ability of individual metropolitan areas to achieve GHG reductions considering existing development patterns, transportation systems, and other factors.

d. The need to provide local governments with flexibility on the methods for achieving GHG reductions.

e. A provision for LCDC to review and revise targets to reflect new information and the results of other efforts and actions to reduce GHG emissions.

f. Acknowledge actions that local governments have already taken to accomplish GHG reductions.

g. How to account for the amount of thru travel and regional travel (i.e. travel that begins or ends outside a metropolitan area) that occurs in each metropolitan area.

h. Establishing methods and a baseline for measuring GHG emissions which enables local governments to readily compare existing plans and conditions (i.e. for 2010) with alternative scenarios as they conduct scenario planning.

i. Provisions for local governments to consider the effect of congestion and congestion reduction measures in meeting GHG reduction targets.

Draft Rule Outline

Staff has developed an outline of a draft rule that responds to the statutory requirements and provides a framework for addressing the rulemaking issues which the TRAC has identified to date. The outline highlights major sections of the proposed rule and describes the details in each section of the rule. In developing the outline, staff made the following assumptions about the scope and structure of targets and target rulemaking:

- The rule would implement the target requirements of both House Bill 2001 and Senate Bill 1059. The rule would include separate provisions for the Portland metropolitan area and the other metropolitan areas. *This recognizes that the statutory basis for targets and the effect of adopted targets is different for the Portland metropolitan area than for the other five metropolitan areas in the state.*

- The rule would be limited to setting targets and describing how targets are to be measured. It would not set requirements for land use and transportation scenario planning.

- The rule would be structured to allow for individual targets for each metropolitan area. *GreenSTEP and the Agency Technical Report are expected to recommend percentage reductions for each metropolitan area.*

- Targets will be expressed as a per capita percentage reduction in GHG emissions from light vehicle travel in the year 2035. *Expressing targets in the form of a per capita percentage reduction is easier to measure. This measure also allows for a meaningful comparison between metropolitan areas, and is a way to meet the statutory requirement to consider differences in population growth rates when setting targets*

- Targets would be expressed in the form of reductions from 2010 emission levels. *Staff believes this is advisable because more complete data is available for 2010 than for 1990. Use of 2010 data will also make it easier for metropolitan areas to compare scenarios with current plans and conditions. Targets would be set at a level that is expected to meet the statutory requirement of a reduction compared to 1990 emissions.*

- The rule would include a requirement for LCDC to evaluate targets and consider changes to the targets based on new information. *Targets will be based on best information*

available at this time. A variety of efforts are underway at state and national levels to reduce GHG emissions, and new information about expected reductions from these efforts, and the results of scenario planning, should be considered and used to re-evaluate the targets.

Draft Outline for a Metropolitan Greenhouse Gas Target Rule

Purpose
Explains that the rule establishes targets for reducing GHG emissions from light vehicle travel in metropolitan areas as required by Senate Bill 1059 and House Bill 2001.

Definitions
Defines key terms. *For example: metropolitan area, light vehicle travel within a metropolitan area, and GHG reduction target.*

GHG reduction target for the Portland metropolitan area
Identifies a GHG reduction target to guide Metro and local governments in the Portland metropolitan area as they conduct scenario planning as required by House Bill 2001. The GHG reduction target would be a percentage reduction in GHG emissions from light vehicle travel per capita in year 2035 from estimated year 2010 emission levels.

GHG reduction targets for other metropolitan areas
Identifies GHG reduction targets for Salem-Keizer, Eugene-Springfield, Bend, Rogue Valley, and Corvallis metropolitan areas as required by SB 1059, Section 5.

Targets - Specify a target for each metropolitan area expressed as a percentage reduction in GHG emissions from light vehicle travel per capita in the year 2035 from year 2010 emission levels.

Effect of targets - Make it clear that this rule does not require local governments to conduct scenario planning or to meet targets.

Method for estimating GHG emissions
Describes process for calculating GHG emissions for 2010 baseline and 2035.
Method for adjusting GHG targets to account for congestion and congestion relief.

Review and evaluation of GHG reduction targets
Requires LCDC to conduct a review of targets and to amend targets as appropriate to reflect new information and the results of other Senate Bill 1059 work.

Supporting Materials

- TRAC Report and Recommendation to LCDC
- Agency Technical Report
- Senate Bill 1059 and House Bill 2001
- MPOGHG Task Force Report

SB 1059 Target Rulemaking Summary of Issues

and proposal about where and how each issue will be addressed

TRAC Issue	Addressed in Rule	Addressed in Report	Comments
Clarity about role of targets. Be clear that the purpose of targets and scenario planning outside Portland Metro area is to inform a broad statewide policy discussion about the role of changes to land use and transportation in metropolitan areas to meet state goals to reduce GHG emissions.	✓	✓	Target rule will be clear that scenario planning to meet targets is not required at this time (except for Portland Metro).
Recognize regional differences in population growth. Acknowledge the differences in the rate of population growth among metropolitan areas since 1990 so that the responsibility for GHG reduction is equitably allocated.	✓	✓	Targets are likely to be expressed as *per capita* reductions. GreenSTEP and Agencies Technical Report will calculate expected reductions in each metropolitan area.
Acknowledge the differences in abilities across the metropolitan areas. Consider the differences in the ability and circumstances of metropolitan areas to achieve GHG reductions.	✓		Targets will be set for each metropolitan area. ATR should indicate potential differences in expected reductions among metropolitan areas.
Flexibility in GHG reduction methods. Provide for as much flexibility, for local government, as possible in the methods they choose to achieve light vehicle GHG reductions.	✓		Primarily addressed through Scenario Planning Guidelines.
Review of targets. Provide for a LCDC review of targets to consider new information and results of other efforts and actions to reduce GHG emissions.	✓		Rule will include a provision for LCDC to review targets and list factors to be considered.
Consideration of existing efforts. Acknowledge actions that local governments have already taken (since 1990) to reduce GHG emissions.	✓		Targets will be based on reductions from 1990 emission levels.
Accounting for through/regional travel. Consider amount of through and regional travel in each metropolitan area in setting reduction targets.		✓	Agencies Technical Report should include information on the relative amount of through and regional traffic in each metropolitan area.
Measurable baseline for reductions. Establish clear methods and baseline which will allow local governments to calculate how existing plans and proposed scenarios compare in meeting GHG targets.	✓		Target rule will likely set baseline year of 2005 or 2010 to allow comparison with existing plans.
Congestion reduction adjustment. Provide a method for local governments to consider effects of congestion and congestion reduction measures on GHG emissions.	✓		Statute requires ODOT, DEQ and ODOE to recommend a method for adjusting reduction targets to reflect.
Funding for scenario planning. Identify and provide sufficient resources for local governments to conduct scenario planning.			Addressed in Scenario Planning Financing Report.
Coordinate other state required plan updates. Need to describe how scenario planning will be integrated with other state and federal requirements for updates to land use and transportation plans.		✓	To be addressed in more detail in Scenario Planning Guidelines.

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax
www.oregonmetro.gov

Metro | *Memo*

Date: March 3, 2011

To: Joint Policy Advisory Committee on Transportation (JPACT) & Interested Parties

From: Deena Platman, Principal Transportation Planner

Subject: Regional Program Review: TSMO – Regional Mobility program

Purpose

This memorandum provides information to support JPACT's consideration of the proposed FY 2014-15 MTIP Step 1 funding for Transportation System Management and Operations (TSMO) as part of the Regional Mobility program.

Program description

The Regional Mobility program coordinates both the planning and implementation of the region's system management and operations strategies to enhance multimodal mobility for people and goods. Metro serves as the lead agency for this program. Its activities focus on proactive management of the multimodal transportation system through:

- Multimodal traffic management strategies to reduce travel times and vehicle emissions;
- Traveler information to help system users make informed decisions and avoid congestion; and
- Traffic incident management to reduce crashes and delay, and improve traveler safety.

The program also supports the implementation of the region's Congestion Management Process (CMP) by implementing lower cost, high benefit operational improvements for congestion and safety; and by enhancing the region's real-time data collection capabilities in support of performance monitoring. The Regional Mobility program activities are guided by TransPort, the TPAC committee for system management and operations.

This program works closely with the Regional Travel Options program to enhance opportunities for coordination and collaboration on multimodal system and demand management strategies.

Regional funding context

At its May 2009 retreat, JPACT members recognized TSMO investments as an appropriate use of Regional Flexible Funds. Historically, the region has supported TSMO investments with its federal funding. Over the last decade, the average allocation for system management has been nearly $1.2 million per year, although prior to 2010, the year-to-year funding had been highly variable. The MTIP allocations have funded the development of local ITS plans, signal interconnect projects, and Advance Traffic Management Systems (ATMS) including cameras, signals and traffic operation centers, and data collection infrastructure.

Starting with the FY 2010 – 11 MTIP, the region allocated $3 million in Regional Flexible Funds to support a regional TSMO investment program, recognizing both the utility of TSMO solutions to enhance system mobility and the cross-jurisdictional nature of these types of investments. The region continued support for TSMO investment with a $3 million allocation for FY 2012 – 13.

Relationship to RTP performance targets

The 2035 Regional Transportation Plan includes performance targets that chart progress in creating and maintaining a quality transportation system. Strategic TMSO investments, both standalone and in combination with other infrastructure investments, directly contribute to the advancement of regional transportation goals and targets.

Safety – *reduce pedestrian, bicyclist, and motor vehicle fatalities and serious injuries*

TSMO strategies like enhanced traffic incident response and variable speed limits reduce primary and secondary crash rates and decrease the severity of crashes. By addressing safety concerns, the human and financial costs of incidents are reduced.

Congestion – *reduce vehicle hours of delay*

Investments such as traffic responsive signal systems reduce delays and travel times. The city of Gresham realized a 16% decrease in average travel time on E. Burnside Rd.

Freight reliability – *reduce vehicle hours of delay for trucks*

Priority truck signals extend green time for trucks on key freight routes to improve safety and travel times; and reduce idling at intersections. The city of Portland's truck priority signal at N Columbia Blvd and N Macrum showed immediate impact, reducing truck red light running from 32 incidents to just 6 on the first day of operation.

Climate change – *reduce transportation-related carbon dioxide emissions*

Regular updates to traffic signal timing reap significant CO_2 reductions, resulting in health and environmental benefits across the region. The city of Portland retimed 145 traffic signals and within six years reduced 157,000 metric tons of CO_2, equivalent to taking 30,000 vehicles off the road.

Active transportation – *triple walking, biking and transit mode share*

Investments in bicycle detection and walk countdown timers can reduce travel times for cyclists and pedestrians. Transit riders benefit from transit signal priority that extends signal green time to maintain on-time performance.

Clean air – *ensure percent population exposure to at-risk levels of air pollution*

TSMO strategies better management roadways to reduce idling and optimize travel flow resulting in decreased vehicle emissions and fuel consumption.

Travel – *reduce vehicle miles traveled per person*

Good, multimodal traveler information helps people make better decisions about their mode of travel, route choice and what time they travel. An ODOT survey found that 80% of respondents changed their travel plans based on information provided on the TripCheck.org website.

Regional Mobility program strategic plan

The region adopted the Regional TSMO Plan in June 2010. The plan is a road map to guide transportation management solutions for the next 10 years. The strategic plan is focused on four investment areas – multimodal traffic management, traffic incident management, traveler information, and transportation demand management. It identifies both program and infrastructure investments under each focus area. The RTO program advances the transportation demand management investments.

With the completion of the Regional TSMO plan, TransPort has turned its attention to plan implementation. The Regional Mobility program is supported with a total regional flexible fund allocation of $6 million from fiscal year 2010 through 2013. These funds support region-wide initiatives such as the PORTAL data archive enhancement and operations concept development and targeted corridor investments like advance traffic signal systems. Looking ahead to 2014-15, there is an abundance of opportunities to advance management solutions that benefit the traveling public in the Portland region. Continued investment in creating a 21st century traffic management system means upgrading existing equipment that serves all modes, maintaining current signal timing, and maximizing the system's data collection capabilities. Enhancing traveler information means harnessing the region's data collection efforts to provide real-time travel information. Traffic incident management investments in surveillance for faster incident detection, active traffic management tools, and inter-agency communications can reduce incident-related congestion and restore system capacity.

Program accomplishments

- Adopted a 10-year strategic plan for investing in TSMO.
- Awarded a $3.37 million American Recovery and Reinvestment Act grant to upgrade 277 traffic control systems on across the region.
- Funded enhancements to PORTAL 2.0, the region's web-based transportation data archive.
- Ongoing support for the activities of TransPort and its subcommittees.
- Coordinated TSMO professional development and training opportunities. Since 2007, the region has benefited from eleven operations-focused FHWA workshops and trainings.

MTIP funded TSMO projects just getting underway include:

- Adaptive signal systems on Tualatin-Sherwood Rd, Beaverton-Hillsdale Hwy and Canyon Rd

- Traveler information and incident management improvements for I-84 and supporting arterials including Halsey, Glisan, Sandy and Powell.
- Regional Concept of Transportation Operations (RCTO) guide for arterial performance measurement
- Freight data collection infrastructure and archive pilot

Leverage benefits and resources

The greatest benefit of the Regional Mobility program is that it formalizes regional coordination for TSMO. The region has a long history of cooperation on TSMO investments. Partnering agencies have collectively invested in communications networks and software systems that provide the foundation for the intelligent transportation systems in place today. The development of those systems has been largely opportunistic. With the Regional Mobility program, the region has "seed money" to be strategic about investing in a vision for a 21st century multimodal traffic management system. The regional investment leverages local funds to implement corridor-level projects like traffic responsive systems or data collection. The regional funding also supports region-wide, multi-agency investments like the transportation data archive housed at Portland State University and replacement equipment for the ITS communications network. A strategic plan also makes it possible to identify opportunities to leverage TSMO investment as part of larger capital projects.

Looking ahead

Full implementation of the Regional TSMO Plan means investing about $725 million in capital, operations and program costs over the next 10 years. Of this amount, $400 million is specifically funding TSMO projects (the other $325 million supports RTO investments). While this number seems daunting, it is a relatively small percentage of the overall transportation spending in the region over that timeframe. Partner agencies augment regional flexible funding for TSMO with their own capital and operations investments. With federal transportation bill reauthorization on the horizon, the region has requested $12 million to support TSMO implementation. In addition, the Regional Mobility program will continue to support TransPort grant applications to fund plan implementation as opportunities arise.

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax

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Metro | *Memo*

Date: February 23, 2011

To: Joint Policy Advisory Committee on Transportation (JPACT) and Interested Parties

From: Dan Kaempff, Principal Transportation Planner

Re: **Regional Flexible Funds Step 1 Program Review: Regional Travel Options**

Purpose

This memorandum provides information to support JPACT's consideration of the proposed FY 2014-15 MTIP Step 1 funding for Regional Travel Options (RTO) as part of the Regional Mobility program.

Program description

The RTO program serves the region by providing education and outreach to various audiences about using the spectrum of available travel choices. It enhances our investments in transit, bicycle and pedestrian infrastructure by introducing people to these travel modes, or encouraging them to increase their use of them. "Build it, and they will come" is true to a point; the RTO program works to get people educated about how the region's system of travel options works, and how it benefits them. This in turn generates more transit, ridesharing, bicycle, and walking trips.

As recommended in the 2003-2008 RTO Strategic Plan, Metro serves as the lead agency for this regional effort. Several program elements are carried out by both Metro as well as regional partners and comprise the RTO program as a whole. RTO partners include state agencies, TriMet and SMART transit agencies, various cities and counties, Transportation Management Associations, and non-profit organizations. Metro's role is to chair the RTO Subcommittee of TPAC, coordinate policy and programs, administer grant funding for RTO initiatives conducted by partners, provide technical assistance to partners, and head up regional programs such as the Drive Less/Save More collaborative marketing campaign and the regional rideshare effort.

This program works closely with the Transportation System Management and Operations (TSMO) program to enhance opportunities for coordination and collaboration on multimodal management strategies.

Regional Funding Strategy Context

At its May 2009 retreat, JPACT members identified Regional Flexible Funds (RFF) as one of two appropriate sources of funding for the RTO program. There are limited sources of funds for which RTO activities are eligible; state operations funds cannot be used for this purpose. Federal Congestion Mitigation and Air Quality funds, through the RFF process, have been used to fund the region's RTO activities since the mid-1990s. The RTO program has well-documented success in encouraging people to make choices that reduce their dependence on cars, resulting in reduced vehicle trips.

The RTO program serves as the coordinator of the various transportation demand management (TDM) efforts conducted throughout the region and administers the RFF designated for this program. Most of the funding is sub-allocated to local partner agencies through either designated set-asides or competitive grants.

Relationship to performance targets

- Safety – *reduce fatalities and injuries:*
  The RTO program's traveler information tools, such as Bike There! and Walk There!, show residents safer routes for cycling and walking, and provide tips on safe riding and equipment to improve safety and comfort. RTO programs also shift trips from single occupant vehicle to transit, which according to Federal Transit Administration data, is far safer than automobile travel.[i] RTO efforts also reduce the number and length of trips (encouraging telecommuting and trip-chaining), reducing the exposure of customers to the likelihood of a crash.

- Congestion – *reduce vehicle hours of delay:*
  Several RTO programs address the problem of peak hour traffic congestion. These programs range from transit pass and vanpool programs, to ridematching assistance and promoting bicycling and walking as commute methods.

- Climate change – *reduce CO2 emissions:*
- Clean air – *eliminate exposure to at-risk levels of pollution:*
  By encouraging people to reduce their automobile use, the RTO program lowers the amount of vehicle emissions in the region. In particular, reducing peak hour auto trips in freeway corridors lowers the impact of pollutants on residents in these areas.

  Motor vehicles are one of the largest sources of greenhouse gases in the Portland region. The RTO program supports federal, state and regional air quality regulations and reduces the consumption of gasoline by increasing the share of trips made with less-polluting modes of travel.

- Active transportation – *increase walk, bike and transit mode share:*
  RTO programs such as Bike There! and Walk There! give people information and encouragement to try active transportation modes. A significant portion of RTO funding is targeted towards building transit ridership on the region's transit system. RTO grant funds are used to build more bicycle parking at transit centers and provide traveler information tools, helping to tie these various modes together into a seamless system.

- Travel – *reduce vehicle miles traveled:*
  The primary function of the RTO program is to encourage residents to reduce the use of their automobiles. Through providing information on the various travel options available to people, the RTO program shows people how to use these modes when appropriate instead of driving for every trip.

- Access to daily needs – *increase number of essential destinations accessible within 30 minutes by bike and transit:*

The RTO program supports the development of local downtown centers by increasing the share of trips made with travel options and decreasing drive-alone auto trips. RTO is one component in the effort to have half or more of all trips to centers be made by active transportation modes.

Program strategic plan or recent planning work completed to date

The RTO program works with regional partners to develop a 5-year strategic plan. The first plan was implemented in 2003 and the current plan was written in 2008. This plan guides the programs and projects and ensures partners are working in a coordinated manner. The strategic plan priorities and goals are derived from the Regional Transportation Plan and support regional land use goals. A regional survey was recently completed and the data will be used to further measure program effectiveness and guide future program development. Metro primarily acts in a coordinating and evaluative role, as well as managing region-wide initiatives such as the rideshare program and Drive Less/Save More Local partners, such as cities, transit agencies, TMAs and non-profits conduct the balance of the work.

Program performance to date

Every two years, the RTO program contracts with an outside party to conduct an independent evaluation of progress made toward strategic plan goals. The latest evaluation, based on work done up to January 2009, found that in 12 years, the overall percentage of drive-alone commute trips at businesses participating in RTO programs has decreased by nine percent from baseline survey data to present. Twenty-eight percent of adults in the region recalled seeing the Drive Less. Save More. message and taking action to reduce drive alone trips as a result. Overall, the RTO program achieves an annual estimated reduction of 18.9 million vehicle miles traveled throughout the region.[ii]

How does your program leverage other benefits or resources?

- Infrastructure – Despite significant regional investments in alternative modes, many residents are not fully aware of how to take advantage of these travel options. RTO programs aim to break down these barriers by providing information and incentives so people understand how the various systems work. For example, an individualized marketing project conducted in North Portland during the opening of the Interstate MAX light rail line focused on providing information about the new line as well as other non-auto travel options. Follow up surveys found that people who participated in the project took twice as many trips on transit compared to those who did not participate.
- Earned media – The Drive Less/Save More campaign has been supplemented with over $1 million in donated advertising and sponsor contributions, and nearly $1.5 million in earned media coverage (e.g. news reports on activities).[iii]
- Public-Private Partnerships – RTO funds are used by TMAs to leverage private investments in trip reduction strategies. In fiscal year 2011 alone, TMAs have provided matching funds representing 103% increase over funding received from Metro.

Do you have a strategy for growing the program and what additional outcomes would that growth achieve?

In order to reach the public more effectively and with new methods, Metro envisions the RTO program increasing its role as a regional resource for expanding partners' abilities to conduct and deliver local programs. In future years, a larger percentage of RTO funding will be targeted towards supporting staff and resources with our partners. Metro will continue to coordinate and evaluate regional efforts via the RTO Subcommittee, as well as support regional efforts such as Drive

Less/Save More and the rideshare program. But most of the direct contact with the public will be undertaken by partner agency staff.

The city of Wilsonville is a good example of this emerging strategy. Via a 2009 RTO grant, it has used the funds to create a new bicycle and pedestrian coordinator position. This in turn, enables the city to increase its program offerings to residents and encourage more active transportation use in Wilsonville. The city will host its first Sunday Parkways in 2012, modeled after Portland's successful events that offer residents a car-free and safe day to walk, bike, exercise and play in their streets.

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[i] Federal Transit Administration, *2009 Rail Safety Statistics Report*, 2009. Passenger fatality rates per 100 million passenger miles: Motor Vehicle = 1.42, Public Transit = 0.13

[ii] Portland State University, *2007-2008 RTO Evaluation*, 2009

[iii] Ibid, p. 3