

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, Nov. 10, 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 | |
| | * | <ul style="list-style-type: none">• JPACT Letter of Support for Smart Growth Workshops• Local Transportation Systems Plan Workshop a Success• Rail~Volution Update• OMPOC Update• Update on Urban Growth Boundary Decision | |
| 7:47 AM | 5. | * Consideration of the JPACT Minutes for Oct. 13, 2011 | |
| | 6. | <u>ACTION ITEMS</u> | |
| 7:50 AM | 6.1 | * Comments on Proposed Amendments to the Oregon Transportation Planning Rule (TPR) and Oregon Highway Plan (OHP) – <u>ACTION REQUESTED</u> | Tom Kloster |
| | 7. | <u>INFORMATION/DISCUSSION ITEMS</u> | |
| 8 AM | 7.1 | * Regional Flexible Fund Allocation (RFFA) and ODOT Transportation Improvement Program (TIP) Process and Public Comment Update – <u>INFORMATION</u> | Ted Leybold
Dylan Rivera
Jeff Flowers, ODOT |
| 8:10 AM | 7.2 | * Climate Smart Communities Scenarios – Report on Preliminary Findings and Next Steps – <u>INFORMATION/DISCUSSION</u> | Kim Ellis |
| | | <i>Background information for Dec. 2
Joint MPAC/JPACT work session</i> | |
| 8:30AM | 7.3 | * Visit and Talk by Congressman Earl Blumenauer – <u>INFORMATION</u> | Congressman
Earl Blumenauer |
| 9 AM | 8. | ADJOURN | Carlotta Collette, Chair |

* Material available electronically.

Material will be sent in a supplemental mailing.

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.

New Irving Street Garage visitor parking policy

Beginning Friday, Sept. 1, visitor parking will no longer be validated. For transit options, please see TriMet's web site at: www.trimet.org. [Click here](#) for a list of parking options for visitors conducting business at the Metro Regional Center:

2011 JPACT Work Program

10/28/11

<p><u>October 13, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none">• Review TIGER III Applications – Discussion/direction• ODOT tolling policies - Information• Oregon Highway Plan (OHP) and Transportation Planning Rule (TPR) Update - Information/discussion• TriMet’s Pedestrian Network Analysis – Information <p>Sept. 13 to Oct. 13: 2014-15 Regional Flexible Fund Allocation Public Comment Period</p>	<p><u>November 10, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none">• Climate Smart Communities Scenarios – Report on Preliminary Findings and Next Steps – Information/Discussion• Oregon Highway Plan (OHP) and Transportation Planning Rule (TPR) Update - Action• Regional Flexible Fund Allocation (RFFA) and ODOT Transportation Improvement Program (TIP) Process and Public Comment Update• Visit from Congressman Earl Blumenauer
<p><u>December 8, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none">• JPACT discussion of key findings to report to the State – Information/Discussion• Federal legislative agenda – Discussion• 2014-15 Regional Flexible Fund Allocation – Action• Portland Air Toxics Solutions (PATs) project – Information• Transportation Electrification Executive Council (TEEC) and Drive Oregon – Information• Electric vehicles presentation - Information <p><u>December 2: Joint JPACT/MPAC Meeting</u> <i>Location:</i> Oregon Convention Center, Room F150-151 <i>Time:</i> 8 to 11 a.m. <i>Topic:</i> Climate Smart Communities Scenarios Findings</p>	<p><u>January 12, 2012 – Regular Meeting</u></p> <ul style="list-style-type: none">• Climate Smart Communities (endorse findings and transmittal letter) – Action• Port of Portland’s Airport Futures project – Information
<p><u>February 9, 2012 – Regular Meeting</u></p> <ul style="list-style-type: none">• 2012-15 MTIP/STIP Approval and Air Quality Conformity – Action• Federal legislative agenda – Action	<p><u>March 1, 2012 – Regular Meeting</u></p> <p><u>March 5 to 8, 2012 – Annual Washington, DC Trip</u></p>
<p><u>April 12, 2012 – Regular Meeting</u></p>	<p><u>May 10, 2012 – Regular Meeting</u></p>

<u>June 14, 2012 - Regular Meeting</u>	<u>July 12, 2012 - Regular Meeting</u>
<u>August 9, 2012 - Regular Meeting</u>	<u>September 13, 2012 - Regular Meeting</u>
<u>October 11, 2012 - Regular Meeting</u>	<u>November 8, 2012 - Regular Meeting</u>
<u>December 13, 2012 - Regular Meeting</u>	

Parking Lot:

- Regional Indicators briefing in mid 2011.
- Portland to Lake Oswego Transit Project (Winter 2012)



October 25, 2011

Smart Growth America
1707 L St. NW, Suite 1050
Washington, DC 20036

Dear Smart Growth America,

As a member of the Metro Council, the Portland metropolitan area's elected regional government, and as chair of the region's Joint Policy Advisory Committee on Transportation (JPACT), I am pleased to submit this letter in support of two Metro applications for Smart Growth America technical assistance workshops. Metro is committed to implementing regional and local initiatives resulting from the Smart Growth America technical assistance workshops.

Thank you for offering the technical assistance workshops to communities like ours. As described in the applications submitted by Metro, one for a Transportation Performance Measures workshop and one for a Parking Audit for the region, you will see that our region has made significant strides in developing and implementing smart growth policies. You will also see that our region would benefit greatly from the technical assistance, especially in the area of implementation at the local level.

Leaders across the Portland metropolitan area have adopted six regional values: vibrant communities, economic prosperity, safe and reliable transportation choices, leadership on climate change, clean air and water and equity, as our region's guide to smart growth. The Smart Growth America technical assistance workshops will contribute to our ability to successfully implement our adopted transportation performance measures and update parking policies at the local community level. The results of the workshops will feed into our local transportation system plans, Climate Smart Communities project for carbon reduction, and corridor planning efforts across the region.

I hope you will select Metro's applications for technical assistance workshops. I look forward to working with Smart Growth America.

Sincerely,

Councilor Carlotta Collette
Chair, Joint Policy Advisory Committee on Transportation

2035

REGIONAL TRANSPORTATION PLAN

www.oregonmetro.gov/rtp



Fall 2011

Bringing the regional transportation plan to life

Local transportation system plans



The 2035 Regional Transportation Plan sets out a strong vision and ambitious goals that won't be met overnight, but sets the Portland metropolitan region solidly on course to meet them. Development of the new plan was a multi-year collaborative effort. Metro worked closely with many people, local governments, businesses, community and environmental groups, TriMet, the state and other partners.

"This effort integrates transportation and land use planning in a common sense way that will help grow our economy and create the kinds of livable, walkable communities we all want to enjoy."

Tom Hughes, Metro Council president

The result is a plan that calls for transportation investments that support the region's economy, foster vibrant communities and expand safe, affordable transportation options for families and businesses. Policies and investments in the plan aim to make the most of investments already made, enhance mobility and increase access to jobs, services, schools and recreational opportunities for everyone.

Oregon law requires Portland area cities and counties to update their local TSPs to be consistent with the new RTP. The next step is for communities around the region to update their local transportation system plans to bring the RTP vision to life in a way that also supports their aspirations and needs.



Metro | *Making a great place*

Regional transportation plan implementation

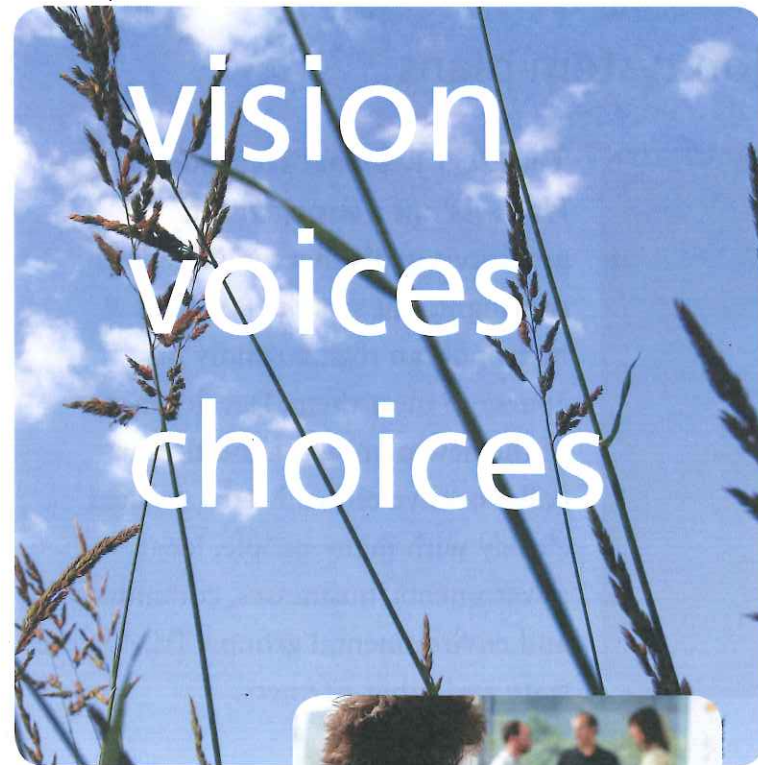
Building a sustainable transportation system

Imagine

Plan

Guide

Build



- policies
- goals
- objectives
- performance targets
- projects
- funding strategy

Regional transportation plan

- guidance
- resources
- tools

Transportation system plan

- policies
- goals
- projects

"This isn't just a plan just about streets and highways, it's about communities. It is truly a novel and exciting plan."

Metro Councilor Carlotta Collette, chair of Joint Policy Advisory Committee on Transportation

"This plan has been an amazing learning process ... Some of the things we have done have really been breaking new ground in looking at how transportation can be used to further our outcomes as a society."

Metro Councilor Rex Burkholder, former chair of Joint Policy Advisory Committee on Transportation

Regional outreach, goal setting

Government, community, business leaders and residents are engaged in envisioning the future. Vision helps set goals in regional transportation plan.

Regional plan

Metro Council and policy committees gather public input and adopt a regional transportation plan with policies, goals and projects consistent with federal and state laws and regional goals.

Regional-local handoff

Metro planners interpret Regional Transportation Plan's policies and provide guidance.

Cities and counties gather public input and adopt Transportation System Plans with policies, goals and projects consistent with regional plan and community goals.

Local implementation

Cities and counties develop and build roads, sidewalks and trails. They plan for public transit service and update codes based on what's in the transportation system plans.

Communities get the improvements they need.

Next regional transportation plan update: Review regional plan's policies based on new trends and issues, local plan updates and information gathered from monitoring the system. Are we building a system that achieves the region's desired outcomes?



Six desired outcomes

Vibrant communities

People live and work in vibrant communities where their everyday needs are easily accessible.

Economic prosperity

Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

Safe and reliable transportation

People have safe and reliable transportation choices that enhance their quality of life.

Environmental leadership

The region is a leader in minimizing contributions to global warming.

Clean air and water

Current and future generations enjoy clean air, clean water and healthy ecosystems.

Equity

The benefits and burdens of growth and change are distributed equitably.





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

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

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

www.oregonmetro.gov/connect

Metro Council President

Tom Hughes

Metro Council

- Shirley Craddock, District 1
- Carlotta Collette, District 2
- Carl Hosticka, District 3
- Kathryn Harrington, District 4
- Rex Burkholder, District 5
- Barbara Roberts, District 6

Auditor

Suzanne Flynn



Let Metro know what's important to you. Join the new online opinion panel today.

www.oregonmetro.gov/connect

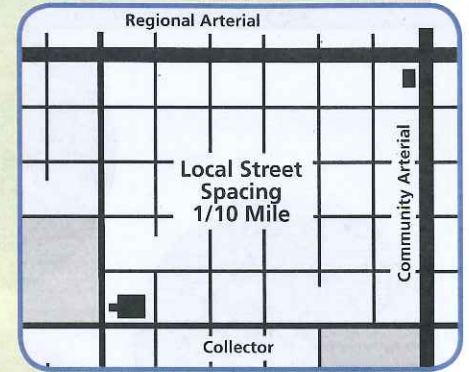
Rethinking congestion

The 2035 RTP calls for a new way of responding to traffic

Engineers traditionally judge an intersection's performance based on car traffic delay during rush hour, known as "level of service." That narrow definition of the problems often led to expensive, automobile focused solutions.

Instead, the RTP calls for a broader, multimodal definition of transportation needs and solutions. In considering solutions to a traffic problem, agencies first need to consider other solutions:

- Operational improvements, demand management and safety
- Traffic calming
- Land use changes
- Connect parallel streets with pedestrian, bike and public transit improvements



More resources for developing your transportation system plan

Find fact sheets on these topics and TSP guidance from other agencies at Metro's TSP guidance website www.oregonmetro.gov/tsp

Building a complete street system

This fact sheet describes regional policy for street connectivity and design.

Planning for management and operations

This fact sheet describes regional policy for transportation system management and operations.

Planning for regional travel options

This fact sheet describes regional policy for managing transportation demand through information and encouragement.

Planning for pedestrians

This fact sheet describes regional policy for walking.

Planning for bicycles

This fact sheet describes regional policy for bicycling.

Planning for transit

This fact sheet describes regional policy for public transit.

Planning for freight

This fact sheet describes regional policy for freight.

Planning for mobility corridors

This fact sheet describes regional policy for mobility corridors.

Performance management

This fact sheet describes the new performance management system in the RTP.

Key focus areas for the next RTP

This fact sheet provides a status update regarding regional efforts surrounding climate change, active transportation, mobility policies, equity and safety.

Transportation and land use implementation guidance for the RTFP and UGMFP

This document is intended to help local jurisdictions, consultants and stakeholders understand and implement regional policies and regulations, including the Regional Transportation Functional Plan and Title 6 of the Urban Growth Management Functional Plan.

HCT system expansion plan guidance

This document provides guidance for local jurisdictions interested in pursuing future high capacity transit investments.

Metro local government liaison list

This document provides a list of the Metro transportation and land use staff contacts for the cities and counties in the region.



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

October 13, 2011

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shane Bemis
Jack Burkman
Carlotta Collette, Chair
Nina DeConcini
Craig Dirksen
Donna Jordan
Deborah Kafoury
Ann Lininger
Neil McFarlane
Roy Rogers
Don Wagner

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.
City of Vancouver
Metro Council
Oregon Department of Environmental Quality
City of Tigard, representing Cities of Washington Co.
City of Lake Oswego, representing Cities of Clackamas Co.
Multnomah County
Clackamas County
TriMet
Washington County
Washington State Department of Transportation

MEMBERS EXCUSED

Sam Adams
Rex Burkholder
Shirley Craddick
Steve Stuart
Jason Tell
Bill Wyatt

AFFILIATION

City of Portland
Metro Council
Metro Council
Clark County
Oregon Department of Transportation, Region 1
Port of Portland

ALTERNATES PRESENT

Kathryn Harrington
Susie Lahsene
Rian Windsheimer

AFFILIATION.

Metro Council
Port of Portland
Oregon Department of Transportation, Region 1

STAFF: Aaron Brown, Chris Deffelbach, Elissa Gertler, Tom Kloster, Ted Leybold, John Mermin, Dylan Rivera, Jamie Snook, Randy Tucker, Sheena VanLeuven, John Williams

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:32 a.m.

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Collette informed the committee of the joint Metropolitan Policy Advisory Committee (MPAC)/JPACT meeting scheduled for December 2 in the Oregon Convention Center. Chair Collette encouraged JPACT members to attend the meeting, which will discuss in detail the findings from the Climate Smart Communities project.

Chair Collette then introduced Mr. Randy Tucker of Metro to discuss the regional agenda for the Oregon State Legislation's session, which starts in February 2012. He stressed the agency's commitment to monitoring the Columbia River Crossing oversight committee, and asked JPACT members to contact him with any suggestions for items that could be utilized in a future JPACT legislative agenda.

Chair Collette introduced Mr. Andy Cotugno of Metro to report on Metro's Housing and Urban Development (HUD) grant application, which was submitted October 5. Metro anticipates learning of the consortium's verdict in two to three months. Mr. Cotugno noted that should the application be approved, the regional consortium intends to ask JPACT for representatives to serve on an executive committee to oversee consortium related decisions. Chair Collette commended staff on the excellent work of the application.

5. CONSIDERATION OF THE JPACT MINUTES FOR SEPTEMBER 8, 2011

MOTION: Mayor Shane Bemis moved, Commissioner Roy Rogers seconded, to approve the September 8, 2011 minutes.

ACTION TAKEN: With all in favor, the motion passes.

6. INFORMATION/DISCUSSION ITEMS

6.1 Review TIGER III Applications

Chair Collette introduced Mr. Cotugno and Mr. Ted Leybold of Metro to present to the committee the region's Transportation Investment Generating Economic Recovery III (TIGER III) applications. Mr. Cotugno stressed that the grant process was very competitive, and that it is imperative for the region to submit quality applications that best reflect the region's priorities. The grading criteria established by the Department of Transportation (DOT) encourages intergovernmental agency partnership on these projects, and Mr. Cotugno and Mr. Leybold asked JPACT if the committee was interested in providing written support for any or all of these projects. Five regional agencies have announced separate projects seeking TIGER III funds: Washington County's Oleson Road Realignment Project, the City of Hillsboro's US 26/Brookwood Helvetia Interchange, Multnomah County's Sellwood Bridge Replacement, Clackamas County's Sunrise Corridor Multiuse Paths project, and the Port of Portland's

Troutdale Reynolds Industrial Park Road Improvements. Metro staff, partnering with citizen members of the Transportation Policy Alternatives Committee (TPAC), reviewed the drafts of these five applications relative to the grading criteria set by DOT. This review awarded points to each project relative to their fulfillment of the federal TIGER criteria, and these documents are provided in the meeting packet.

Committee discussion included:

- The decision regarding the number of applications that JPACT should explicitly recommend in a letter to DOT. JPACT members noted that the region could have a better chance of receiving funds by recommending fewer projects, but noted the difficulty of choosing which projects specifically to recommend.
- The difference between providing written support for a project and recommending a project. Mr. Rian Windshiemer notes that while the Oregon Department of Transportation (ODOT) typically writes letters of support for projects on its facilities, the agency will also explicitly note that certain projects are a priority for the organization; Mr. Cotugno suggesting adopting this standard for Metro as a regional agency weighing the relative merits of projects within its jurisdiction. The ODOT letter in support of the TIGER III grant applications is included in the meeting packet.
- The value of having an advisory committee screen applications for federal funds and provide suggestions to improve application quality. JPACT members lauded the technical advisory committee for their work in grading these applications, and stated their preference for using an advisory committee to review TIGER grants in the future.
- The federal government's prioritization of funding projects that provide opportunities for immediate job creation. Ms. Susan Lehsene of the Port of Portland noted that the federal criteria for TIGER III grants strongly encourage projects with demonstrated short term job creation and long term economic development opportunities.
- The possibility of allowing projects that did not score highly on the citizen panel review to achieve priority status for future rounds of TIGER funding. Councilor Kathryn Harrington noted that future rounds of TIGER funding may have different set of criteria, and that it was premature to assume that these lower-scoring projects would score comparably to different standards.
- The creation of a list of regional priorities for transportation funding. Councilor Donna Jordan noted that it would be helpful for JPACT, as a regional decision-making body, to be able to support projects by noting their previously established status as a project of critical regional importance.

MOTION: Mayor Bemis moved, and Councilor Jordan seconded, for JPACT to sign a letter to the DOT endorsing all five projects and to explicitly prioritize the Sellwood Bridge project, the Troutdale Reynolds Industrial Park Road Improvements project, and the Phase 3 Connector/Sunrise Corridor Multiuse Paths project to receive TIGER III grants.

Roy Rogers amended the motion to note that the JPACT letter of recommendation would not list any hierarchy of priority among the three recommended projects.

ACTION TAKEN: With thirteen votes in favor and one abstention (DeConcini), the motion passes.

6.2 Proposed Amendments to the Oregon Highway Plan (OHP) and the Transportation Planning Rule (TPR)

Chair Collette introduced Mr. Tom Kloster of Metro and Ms. Lainie Smith of ODOT to discuss with the committee the most recent draft of the proposed amendments to the Oregon Highway Plan (OHP) and the Transportation Planning Rule (TPR). These administrative laws exist to govern the mitigation of impacts from local decisions on state transportation facilities; the Land Conservation and Development Commission (LCDC) expressed interest in amending the TPR document last year to allow increased flexibility for local jurisdictions to achieve their local aspirations (e.g., economic development, improved safety standards, promotion of nonmotorized transportation and transit facilities) at the expense of marginal increases in vehicle/congestion ratio and other standards designed to facilitate automobile throughput. The OHP is currently available for public comment, and while the TPR document is not currently ready for public release, but Mr. Kloster provided a draft version of these proposed amendments. Ms. Smith discussed the revisions to the OHP, noting that “mobility standards” have been renamed “targets,” and that local jurisdictions would be given increased flexibility when creating Transportation System Plans (TSPs).

Questions directed to Mr. Kloster to be addressed at the forthcoming TPAC/Metropolitan Technical Advisory Committee (MTAC) included:

- The relationship between these TPR/OHP amendments and to existing freight plans and statues, as well as the comments received from freight interests regarding these changes.
- The possibility of taking these state-level policies to local level transportation agencies.
- The possibility that higher mobility standards outside of the region will encourage the state to invest resources in surrounding rural areas outside of the region.
- The ability for ODOT to further amend mobility standards in the future, if the agency is able to develop larger amounts of revenue.

The Oregon Transportation Commission (OTC) is holding a hearing on edits to the OHP in Silverton on November 16, and the LCDC hearing on TPR amendments will be on December 8-9 in The Dalles; Ms. Smith encouraged JPACT members and others from the region to come to these meetings and state their support for these revisions. Further discussion on JPACT’s official recommendation of these changes would be discussed at the November JPACT meeting. Ms. Smith asked that further questions and concerns should be directed towards Mr. Kloster, Chair Collette or herself in advance of the next committee meeting. A copy of Mr. Kloster’s presentation is included in the meeting packet.

6.3 ODOT Tolling Policies

Chair Collette introduced Mr. Dave Williams of ODOT to brief the committee on the agency’s development of policies relating to the tolling of its facilities and consideration of congestion pricing. ODOT produced a report in 2007 reviewing existing literature of best practices for tolling and the relevancy to ODOT’s facilities. These policies only apply to facilities owned and operated by the state; local jurisdictions have the right to develop tolling mechanisms on their own facilities. Mr. Williams explained the significance and reasoning behind each of the listed

policies and actions, ranging from the administration of the State Transportation Improvement Program (STIP) to the need for potential tolling facilities to have undergone significant financial planning before implementation. The OTC will likely not review these documents until next summer; Mr. Williams asked JPACT members to direct comments on tolling policies to ODOT staff.

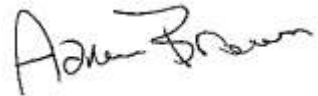
6.4 TriMet Pedestrian Network Analysis

The committee moved Mr. Neil McFarlane’s presentation regarding TriMet’s Pedestrian Network Analysis to the December JPACT meeting.

7. ADJOURN

Chair Collette adjourned the meeting at 9:02 a.m.

Respectfully submitted,



Aaron Brown
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR OCTOBER 13, 2011

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Memo	10/10/11	Re: TIGER III Evaluation	101311j-01
6.1	Chart	10/10/11	TIGER III Grant Application Review	101311j-02
6.1	Letter	10/05/11	Support for TIGER III grant applications	101311j-03
6.2	Powerpoint	10/13/11	Proposed Amendments to the Transportation Planning Rule & Oregon Highway Plan	101311j-04



Date: November 1, 2011

To: Council, JPACT and MPAC Members & Interested Parties

From: Tom Kloster, AICP, Transportation Planning Manager

Subject: Draft comments on proposed amendments to the Transportation Planning Rule (TPR) and Oregon Highway Plan (OHP).

The attached comment letter was drafted based on an October 19 joint TPAC and MTAC workshop and subsequent TPAC discussion on October 28 of the proposed amendments to the Transportation Planning Rule (TPR) and Oregon Highway Plan (OHP). TPAC moved to endorse the draft for Council, JPACT and MPAC consideration. MTAC is scheduled to complete their review of the letter at their November 2 meeting.

The comments cover aspects of the TPR and OHP amendments where broad consensus on support existed for the draft language, or there was a consensus for the need to revise the draft text. Highlights include:

- Strongly endorse exempting local zone changes that are consistent with adopted plans from the 0060 TPR provisions
- Strongly endorse provisions allowing the creation of “multi-modal mixed use areas” or MMAs that exempt such areas from the 0060 TPR provisions
- Support special provisions for coordination with ODOT when interchanges are located inside an MMA, provided the ODOT determination is made locally
- Support OHP concept of alternative mobility policy based on corridors and multi-modal measures of travel
- Support shift from “standards” to “targets” when evaluating mobility as a means for creating more flexibility in heavily congested areas in our region
- Would like to see a commitment for the ODOT work program to carry amended OHP policies into other implementing documents (such as the highway design manual), and reconciling the new MMA designation in the TPR with ODOT’s Special Transportation Area (STA) designation.

If approved and signed by the Metro Council, JPACT and MPAC, these comments will be submitted to the OTC and LCDC. State legislation requires the OTC and LCDC take respective actions on the proposed legislation by January 1, 2012.

November 15, 2011

Land Conservation and Development Commission (LCDC)
635 Capitol Street NE
Salem OR 97301-2532

Oregon Transportation Commission (OTC)
1158 Chemeketa Street NE
Salem, OR 97301

Dear Commission Members:

Thank you for the opportunity to comment on proposed amendments to the Transportation Planning Rule (TPR) and related revisions to the Oregon Highway Plan (OHP). We especially appreciate the opportunity to participate in the early stages of the rulemaking process, including the January panel discussion conducted by the joint OTC/LCDC subcommittee and the subsequent rulemaking advisory committee (RAC) over the past several months.

We have reviewed the draft amendments to the TPR and OHP, and strongly support the new direction proposed for both policy documents. While the TPR amendments represent a fairly targeted set of changes, we believe the impact will be substantial in allowing the Metro region to better advance our Region 2040 growth strategy.

The proposed revisions to the OHP are more sweeping, and we strongly support the new direction of defining "success" more holistically, across travel corridors and including all modes of travel. This approach will greatly enhance our ability to implement the recently adopted 2035 Regional Transportation Plan (RTP) through ongoing corridor planning and through city and county transportation system plans.

We applaud both commissions for meeting the legislated timeline for developing the draft TPR and OHP changes. Though we are providing more detailed comments, below, we are generally very supportive of the proposed changes, and look forward to seeing the TPR and OHP amendments enacted in December.

Transportation Planning Rule Comments

1. We strongly support amendments to the TPR that would exempt zone changes consistent with comprehensive plans from 0060 provisions. We understand that in the RAC discussions there were concerns about plans being too out of date to be relied upon for this provision, but this does not appear to be an issue in the Metro region: cities have followed the state periodic review process to update their comprehensive plans and, since 1995, the urban growth management functional plan triggered updates to all local plans to implement the 2040 Growth concept. Updates to the RTP in 2000, 2004 and 2010 have also triggered a similar series of updates to local transportation plans.

This amendment to the TPR would remove a significant obstacle that several of our cities face in advancing the 2040 plan through staged zone changes, often made when infrastructure improvements are completed. The most prominent example is the Interstate Avenue light rail corridor, where zone changes were timed to follow completion of the MAX yellow line. These changes were nearly stopped by the existing TPR language, but would be allowed outright under the proposed changes.

2. We also support draft provisions allowing for “multi-modal mixed-use areas” (MMAs) to be designated by local jurisdictions and exempted from the 0060 provisions. This new designation goes a long way in helping cities and counties in the Metro region advance local plans for the centers, main streets and mixed-use corridors envisions in the Region 2040 growth strategy.

Because our local jurisdictions have already done most of the planning required to define these “multi-modal mixed-use areas”, defining their boundaries for the purpose of the TPR will be a logical and straightforward step. By definition, most of our 2040 centers are located along major thoroughfares, and often near highway interchanges, so the difficult traffic conditions anticipated by the new TPR language are a common obstacle in implementing these plans.

As currently written, the draft TPR language lists land use types that closely match some of the Region 2040 design types (regional centers and town centers, for example), and would provide a path to safe harbor from the 0060 provisions for local governments based on these designations. Other design types within the 2040 construct also generally reflect the MMA criteria (main streets, station communities and mixed-use corridors), but are not as clearly called out in the draft language.

We support this tiered approach for our region, as the 2040 centers are a basic organizing element of the 2040 growth strategy, and have been the main focus of local planning effort. In contrast, other mixed-use areas have often had less focus in local planning efforts, and should meet the higher bar of satisfying the MMA criteria in the draft TPR amendments.

3. We support the higher standard for establishing MMAs in interchange areas as a way to protect regional and statewide travel interests, but this decision can best be made by local ODOT officials.

In the Metro region, our interchanges are a complex mixture of non-standard designs where it is often difficult to apply conventional design and safety standards. However, the Region 1 manager is well-versed in the issues and constraints presented by our interchanges, and should specifically be identified in the amended TPR as the person who provides written concurrence when included interchanges in an MMA.

Oregon Highway Plan Comments

1. We strongly support the proposed alternative mobility policy contained in the OHP draft that allows for additional flexibility in defining mobility goals, and using multi-modal corridors to plan for and evaluate regional and statewide mobility. This change embraces the corridor-based mobility policy adopted last year in the 2035 RTP, and we look forward to applying the new provisions in the ongoing corridor work we are engaged.

Currently, we are conducting corridor plan efforts in the Southwest Corridor (extending from the Portland Central City to Sherwood) and East Metro Corridor (Extending from I-84 to US 26 in East Multnomah County) where we will have an opportunity to work with ODOT in developing new mobility targets under the proposed OHP changes.

2. We also strongly support the shift from mobility “standards” to “targets”. When the 2035 RTP was adopted last year, the new plan incorporated a series of “desired outcomes” that are very much like the “targets” envisions in the draft OHP in that they are intended to guide incremental decisions over time, with less focus on a finish line.
3. We support the new technical latitude for ODOT in evaluating impacts of plan amendments proportionate to existing conditions. This change is especially appropriate for our region, where traffic volume is very high on major streets and highways, and the impact of a land use change is almost always dwarfed by the background traffic in a given area. The change will allow facility providers the needed flexibility to support land use changes that advance the Region 2040 strategy and reach practical design solutions for meeting system needs.
4. The proposed OHP revisions represent a major shift in state policy, but the new plan will rely on a series of implementing documents to carry this new direction to projects on the ground. Chief among these is the Oregon Highway Design Manual. In order to ensure full implementation of the revised OHP, the OTC should include a work program for ODOT to complete these related updates to the Oregon Highway Design Manual and other implementing documents.

5. The Rules Advisory Committee discussed the possibility of reconciling and consolidating the OHP provisions for reconciling Special Transportation Areas (STAs) with the new “multi-modal mixed use areas” (MMAs) provided in the TPR amendments. This needed work should also be detailed by the OTC as a follow-up work program for ODOT in order to ensure full implementation of the revised OHP.

Again, we thank you for your leadership on these efforts, and look forward to working with you and your staff to begin implementing these important changes to the OHP and TPR in our region.

Sincerely,

signature

Tom Hughes, President
Metro Council

signature

Carlotta Collette, Chair
*Joint Policy Advisory
Committee on Transportation*

signature

Charlotte Lehan, Chair
*Metro Policy Advisory
Committee*



Date: November 3, 2011
To: JPACT and Interested Parties
From: Amy Rose, Ted Leybold, Dylan Rivera
Subject: ODOT and Regional Flexible Fund Public Comment Summaries & TIP Next Steps

Attached are summaries of the public comments received during the public comment periods of the ODOT administered Transportation Improvement Program projects and the Regional Flexible Fund projects. You will be asked to adopt the allocation of regional flexible funds for projects and region-wide programs at your December meeting. At your March 2012 meeting, you will be asked to adopt the complete Metropolitan Transportation Improvement Program (MTIP), to confirm all ODOT administered, transit and regional flexible fund project funding balanced by project phase and year.

ODOT administered project comments are focused on projects related to the Safety, Preservation and Operations programs. Due to budget constraints, ODOT did not propose any Modernization projects (the program that would fund projects that add vehicle lane capacity) in this funding cycle. The ODOT public comment summary is provided as Attachment 1.

A summary of the comments regarding the regional flexible fund allocation is provided in Attachment 2. Comment summaries have been provided to the project applicants. Local agency project applicant staff was requested to respond to issues identified by the public comments or by Metro staff that warranted further clarification (see Attachment 3). Responses from applicant agencies are due to Metro by November 7th. Clarifications will be incorporated into the project description that defines the scope of the project to be delivered. JPACT may consider further conditions of approval to address project scope issues that remain unresolved at your December meeting.

Comments on the options for the electric vehicle allocation have been provided to the electric vehicle work group. The work group will be recommending an implementation strategy to TPAC, JPACT and the Metro Council for consideration at the next meetings.

Per direction at the September 2011 JPACT meeting, no further direction on use of the Metropolitan Mobility allocation will be considered at this time.

Attachment 1

DRAFT 2012-2015 STIP PUBLIC REVIEW PERIOD – COMMENTS RECEIVED

SUMMARIZATION of PUBLIC INPUT on the DRAFT 2012-2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM June 1 through July 31, 2011

For the last several STIP updates, the Oregon Department of Transportation has actively informed transportation stakeholders and the general public about how the STIP is developed, and about the overall process, including the most opportune time to impact the course of transportation in Oregon, the programs funded, the projects selected, and the policies guiding these decisions. The message illustrates that the biggest impact comes through getting involved early in the planning processes, e.g., Transportation System Plan development, Corridor Plan development, and statewide plan development; the STIP is the end result of much planning effort.

The formation of Area Commissions on Transportation (ACTs) across most of the state has further changed the dynamic by which public comments are received, providing on-going opportunities for participation at the local level.

During the public review period for the Draft 2012-2015 STIP, people commented at 22 meetings across the state. Most of the comments centered around support or lack thereof for specific projects included in, or excluded from, the draft STIP; funding issues; and the necessity to look for new ways to fund transportation needs. Region summaries follow.

Attachment 1

DRAFT 2012-2015 STIP PUBLIC REVIEW PERIOD – COMMENTS RECEIVED

Region Summaries

Region 1: Total Public Attendees: 80

Location	People Attending (excluding ACT/ODOT hosts)
Beaverton	25
Portland	13
Sandy.....	42

Three meetings were held for STIP public review in Region 1.

BEAVERTON, June 22, 2011

25 attendees

Local officials attending: 1 Tribal officials attending: 0

Letters Received:

- **Columbia County Traffic Safety Commission:** Strongly supports the Draft 2012-2015 STIP as it concerns Columbia County and also the initial draft of the Safety Plan for Highway 30 and establishment of a Safety Study Group.

E-Mail Comments Received:

- **Peter Arellano:** SW Scholls Ferry Road at Cascade needs to reconfigure the curb alignment at Cascade and Scholls Ferry so that southbound trucks turning right at Cascade can make the turn without rolling over the ped ramp and curb and gutter.

PORTLAND, June 29, 2011

13 attendees

Local officials attending: 1 Tribal officials attending: 0

General Comments:

Roger Averbek: Re: 2012-2015 Draft STIP Project Nos. 16142 and 16143 (OR 99W: I-5 Off-Ramp (Tigard)). Both of these projects are partly within the City of Portland, but are listed under Washington County (*This has now been corrected to reflect Various Counties.*) (1) Who are the stakeholders? Please include SW Neighborhoods, Inc., (2) Are the projects coordinated with PBOT? (3) Both projects are classified Safety. What multi-modal improvements are included? i.e., pedestrian and bicycle improvements at the intersection of

Attachment 1

DRAFT 2012-2015 STIP PUBLIC REVIEW PERIOD – COMMENTS RECEIVED

SW 64th Ave and Barbur Blvd? (16143) What improvements are included at the intersection of SW 60th (#16142)? (4) Will the transit stops near either intersection be impacted, moved or enhanced? (5) Have the signal heads/pedestrian/walk timing been updated to comply with 2009 MUTCD? (6) Will additional signs be added on eastbound 99W (16143) to aid driver to get in the proper lane? (*Responses were developed and sent to Mr. Averbeck on July 8th, 2011.*)

- **Martha Perez:** the following comments/questions are directed toward the 2014-2015 Safety projects proposed with emphasis on: OR99E, US-26, I-84, and US30: (1) What impact on livestock crossing roads? (2) Bike Accessibility – Do bikes benefit from improvements? (3) Pedestrian Safety – problem is on-going. (4) Adverse weather conditions - we have had a lot of rain and flooding. Will this complicate proposed solutions? (5) During holidays, does the Highway Patrol increase vigilance on problem roads with “poor” conditions? (drunk drivers, etc.) (6) Impact of proposed solutions on job creation?
- **Terry Parker:** Equity requires that bicyclists need to directly help pay for bicycle infrastructure improvements – possibly with license and registration fees.
- **Jim Howell:** Revise intersection of MLK/99E and Vancouver Avenue to allow Vancouver Ave northbound to MLK northbound movement.
- **Daniel Erp:** Thank you for the upgraded ADA ramps at 82nd and Sandy, Duke, King.
- **Zachary Marzolt:** Thank you for the upgraded ADA ramps at 82nd and Sandy, Duke, King. Please add more ADA ramps.

SANDY, July 9, 2011

42 attendees

Local officials attending: 1

Tribal officials attending: 0

General Comments:

- **Bill Meyers:** Drivers and pedestrians voice frustrations and concerns about the traffic signals and crosswalks at the light on Hwy 26 between the library and US Bank – Hwy 26/Alt Ave @ Shelby Ave – long waits, no free left turn – unexpected stops for pedestrians as green lights on Hwy 26.
- **Dave Kaechele:** Requests more signs: Slow Traffic-Keep Right. People sit in left lane, won't move right. Head on collisions keep occurring. Should I pay for two signs?
- **Jan Smith:** 212 at 222 is very dangerous when turning left from eastbound or coming out from 222 onto 212 in any direction.
- **Anonymous:** 224/Webster: Signals – no turn signal – safety concern. Schools/trucks - issue (Unified Grocers).
- **Mike Annes:** (1) Hwy 26/Wolf Drive – timing of signal; up Wolf to take left to head west – traffic stacking up; keep changing the timing; (2) Accident waiting to happen – SE Ten Eyck Rd, left turn near 7-11 (dangerous) – churches up road; (3) 211/Debarco – Curbing – needs help; (4) Communication about re-doing intersection; (5) 26 going east – sidewalks along 26

Attachment 1

DRAFT 2012-2015 STIP PUBLIC REVIEW PERIOD – COMMENTS RECEIVED

(near Vista Loop); (6) Ten Eyck intersection – lack of sidewalks to church; (7) State needs to buy right-of-way for bypass around Sandy; (8) Tunnel to beach looks good!; and (9) Bike trails along 26 Sandy to ??/Springwater off shoulder.

Additional Outreach Efforts:

As part of our outreach efforts we discussed the 2012/2015 STIP with the following local stakeholders in addition to our formal outreach meetings. STIP materials were presented at the following:

- Clackamas County Coordinating Committee (CCCC), May;
- Transportation Policy Advisory Committee (TPAC), May 27th;
- City of Molalla, May 31st;
- Portland Freight Committee (PFAC), June 2nd;
- Washington County Coordinating Committee (WCCC), June 6th;
- East Multnomah County Transportation Committee (EMCTC); June 6th;
- Westside Economic Alliance (WEA), June 8th;
- Joint Policy Advisory Committee on Transportation (JPACT), June 9th;
- Portland Business Alliance (PBA), June 14th;
- Transportation Management Advisory Committee (TMAC), June 17th;
- Hamlet of Mulino, June 17th.

Attachment 2

2014-15 RFFA project and program nominations

Local projects	RFF request
Hillsboro Regional Center: Oak and Baseline	\$500,000
West Fork of the Tonquin Trail-Cedar Creek Greenway Trail	\$5,112,000
Hwy 8/Hwy 47 Intersection Improvements	\$1,312,000
East Portland Active Transportation to Transit Project	\$3,373,000
Portland Bike Sharing Project	\$2,000,000
SE Foster Road Safety Enhancement and Streetscape Project (50th-84th)	\$1,250,000
North Burgard-Lombard ("Around the Horn") Project: North Time Oil Road-Burgard	\$2,363,000
Arata Road Improvements	\$1,669,000
Sandy Blvd Improvements: 230th - 238th Dr	\$659,000
17th Avenue Multi-use Trail	\$2,969,000
Clackamas County Regional Freight ITS Project	\$790,000
Region-wide programs	
Transit Oriented Development	\$5,950,000
High Capacity Transit Bond	\$26,000,000
High Capacity Transit Development	\$4,000,000
Transportation System Management & Operations/ITS	\$3,000,000
Regional Travel Options	\$4,539,000
Regional Planning	\$2,244,000
Corridor & Systems Planning	\$1,000,000
Other	
Vehicle electrification	\$500,000
Metropolitan Mobility Funding Preparedness	\$1,000,000
Regional Freight/Passenger Rail Investment Strategy	\$400,000
Regional Over-dimensional Truck Route Plan	\$100,000

Attachment 2

2014-15 RFFA proposed projects – Summary of public comments

Introduction

The following summaries capture the nature of the public comments and letters received during the public comment period held from September 13th through October 13th 2011. The summaries include the projects nominated by local jurisdictions, region-wide programs and other types of projects.

Local projects

Hillsboro Regional Center: Oak and Baseline

Metro received four comments on the Hillsboro proposal – three in favor and one opposed. The comments in favor were from Hillsboro Mayor Jerry Willey, the Willamette Pedestrian Coalition and Allan Rudwick, who lives in Portland but works at Intel. The one opposed was from Jim Ourada with CPO6, from the Reedville/Aloha/Cooper Mountain area.

Mayor Willey said the project area was identified as a priority for investment through the Downtown Framework Plan adopted in 2009. In that process, the public expressed how Oak and Baseline streets function as a barrier because of unsafe pedestrian crossings and the need for beautification. He said the project has the potential to dramatically change the streetscape and the role of these streets in the economic health of the area.

The coalition said the project would improve walking access in the downtown Hillsboro area and specifically said the lane reduction would make more room for active transportation modes and enhance safety and visibility of pedestrians. It also suggested connecting to public transit service to assist low income and minority communities and prioritizing spending so that the most urgent safety and access needs are addressed early in the project.

Rudwick said the project would help pedestrians in the downtown area but should be extended to connect to bike routes that can provide access to neighboring cities.

Ourada said the project should be abandoned in favor of signal timing and other elements that could help motorists from east and west drive cars faster through Hillsboro's downtown.

West Fork of the Tonquin Trail-Cedar Creek Greenway Trail

The comments are generally supportive of the project.

Many commenters said they were concerned about access across Highway 99W. Some said that enhancing access across the highway was the project's main benefit. Others said that providing an overcrossing or under crossing would be the main way they would improve the project.

Many commenters expressed concern about safety on the trail, and suggested lighting and wastebaskets for litter and other enhancements could address that concern. The Willamette Pedestrian Coalition and other commenters said the project should better connect to nearby destinations with on street improvements.

Several commenters said that providing bike/pedestrian access to the National Wildlife Refuge is an important benefit of the project. Others said access to schools are important benefits.

Attachment 2

Several commenters, including the group Raindrops to Refuge, said providing access to nature was an important project benefit. Some also mentioned trail maintenance and educational/interpretive signage about nature would be a good enhancement. Others suggested better connections to the regional trail system.

Hwy 8/Hwy 47 Intersection Improvements

Metro received two comments on the Forest Grove project: one from the Oregon BEST freight advocacy group and one from the Willamette Pedestrian Coalition. Oregon BEST's comments indicated support for the project as a way to speed freight through the region and thereby enhance the economy.

The Willamette Pedestrian Coalition urged pursuit of the identified pedestrian enhancements, specifically mentioning pedestrian countdown signals for long distance crossings, an enhanced pedestrian island for shelter in inclement weather and access to a nearby bus stop. The potential for growth in pedestrian trips because of nearby land uses also was mentioned as a cause for attention to pedestrian safety improvements.

East Portland Active Transportation to Transit Project

The comments received on the East Portland project were near universally supportive of the project. Most said that providing safer routes for pedestrians, bicyclists and public transit users would be greatly appreciated in a part of the city that has poorly connected streets, inadequate sidewalks and poor bicycle infrastructure. Many commenters mentioned the potential to reach destinations such as school, work and retail centers such as the Gateway area. The comment of retiree Linda Robinson was typical: "This project is long overdue! These are projects that citizens in East Portland have spent a lot of time working on. They are high priority projects for those of us who live east of I-205."

To improve the project, many commenters urged a focus on pedestrian connections to key destinations such as public transit centers, schools such as Alice Ott Middle School, parks such as Raymond Park and senior centers among other places. Several commenters mentioned schools specifically and said that children already walk to school in unsafe conditions in the area and safer facilities would encourage more to walk. Commenters who live in the Leander Court apartments, operated by Rose Community Development Corp. urged more sidewalk improvements.

"First of all I walk to school and when I walk I don't feel safe because the car lane is too close to where I walk," said Blanca Guitron, a Leander Court resident. "It will be better that the sidewalks were wider and that they would be completed and that the bike lane would have more room because the bike lane is also really close to the cars."

The Latino Network commented that more research should be done on use of alternative modes of transportation by communities of color and the underserved. Recent research by IRCO suggests that those communities walk more often than bike, and would therefore benefit more from pedestrian enhancements. Mitigation for potential displacement should be considered, the group said.

The Willamette Pedestrian Coalition said it supports the project, but urged more pedestrian crossings of Southeast Division Street and 122nd Avenue at regular intervals, more connections to schools and other destinations and coordination with TriMet in enhancing transit stops.

Attachment 2

Portland Bike Sharing Project

Metro received far more comments on the Portland Bike Share proposal than any other project - more than double any other project. In addition, Metro received one comment by email, from The Community for Equity, a collaboration of at least seven grassroots organizations involved in providing services to low income and ethnic minority communities.

There were a variety of comments in favor of the proposal. Many said it would help extend trips made on public transit into downtown and help with local circulation in the downtown area. Many said it would help Portland compete with other cities for public relations as a bike friendly city. Six commenters said they had firsthand experience using a similar system in Paris and found it served them well as a tourist. Others said they would use it to run errands while downtown and that it could ease a shortage of parking for cars in the area. The Bicycle Transportation Alliance and Upstream Public Health both said it would likely increase mobility downtown. Typical comments include:

“The biggest problem with the MAX is that when you get off the stop you still have half a mile to go. Bike share addresses that problem. The other problem is that if you are on one side of downtown where the Max isn't around and you want to get to the other side right now you have a long walk ahead of you,” Adam Rose said. “With BikeShare you'd have no problem getting there.”

“I used a system similar to this while in Paris. It is really a great concept,” Karin Edwards Wagner said. “It allows for one-way bike commuting so you can walk bus or catch a ride on the other end of your trip so it provides flexibility that private bikes do not offer.”

Commenters opposed the project for a variety of reasons, but most said they felt it was a relatively poor use of public money compared with other priorities. Among those, some favored less investment in bicycle infrastructure in general. Others said that more bicycle investment is needed in neighborhoods such as Southwest Portland and East Portland that lack sidewalks, bike lanes and other safety elements. Still others said that the downtown area is well served by public transit for transportation circulation purposes.

The Latino Network and the Community for Equity both said the proposal has not demonstrated how it might benefit low income and minority communities; questioned whether the program would be accessible to the elderly, youth and people with limited English proficiency.

“I am a bike commuter in Portland and my issue is safety,” Annette Shaff-Palmer said. “We need to make it a lot safer for bicyclists on the road before you start offering people the chance to ‘borrow a bike for a quick trip.’ Do they get helmets? Do they have reflective clothing so cars can see them? Do they understand bike safety - how to make a left hand turn in traffic or are they going to ride on the sidewalk.”

“It will, certainly, also create economic benefits, economic winners and losers, yet its Narrative does not detail how the program will economically benefit underserved communities,” said the Community for Equity comment signed by Alan Hipólito. “This is a striking omission, because the Narrative uses action-oriented language and a high level of detail to describe program usage and supporting data - including data from similar programs elsewhere, but it uses soft/future-looking language and provides little detail for its equity goals - and has limited reference to how similar programs have economically benefitted underserved communities.”

Many commenters offered suggestions for improvements to the proposal. Many urged locating rental stations near MAX and other public transit lines. Many commenters also urged expanding the

Attachment 2

program to residential areas and areas of low income and ethnic minority communities. Ten commenters expressed concern about whether and how people renting bicycles would have access to helmets. Some expressed concern about increased bike traffic volumes on sidewalks and suggested steps to prevent bike riding on sidewalks. Upstream Public Health and Community for Equity said the project should have a workforce development component for the underemployed and build partnerships with social service providers.

SE Foster Road Safety Enhancement and Streetscape Project (50th-84th)

Metro received 10 comments on the Foster Road project, including nine on the agency's web comment form and one letter to the Metro Council from the Foster-Powell Neighborhood Association. The comments are all supportive of the project as a way to enhance safety for bicyclists and pedestrians in a corridor that many described as threatening and discouraging for non-automobile transportation use. The Willamette Pedestrian Coalition and the neighborhood association both gave the project strong endorsements, citing recent pedestrian crashes and fatalities as primary concerns. Many commenters said that aesthetic enhancements could encourage pedestrian activity and help local businesses.

"Improvements both physical and aesthetic to Foster Rd from 52nd up past 100th avenue will go a long ways towards improving non car travel and bring more people to the business district from surrounding areas," said Michael Chapman of the Lents area. "I would be riding my bike to work more regularly if I didn't need to go down the Spring-water out of my way in order to get into inner NE."

Nearly all commenters suggested ways to enhance the project. Several urged enhancement of pedestrian safety at the Holgate-Foster intersection, citing incidents of car-pedestrian conflict and the importance of Holgate as an entrance to the "Heart of Foster" business district. Several commenters said the project should enhance pedestrian and bike safety east of Interstate 205 and coordinate with Max station area enhancements. Others suggested coordination with the 50s bikeway project and the city's streetcar plan.

The Latino network said that communities of color would likely use pedestrian enhancements more than bike improvements. But the organization urged an effort to ensure that communities of color are not displaced by the improvements and potential for gentrification.

North Burgard-Lombard ("Around the Horn") Project: North Time Oil Road-Burgard

Metro received two comments on the Around the Horn proposal, both in favor.

Freight advocacy group Oregon BEST said that investments in freight infrastructure are critical as the region's economy recovers. The group also supported project as a way to reduce truck/bike conflict, which it calls "an important safety issue."

Greg Stiles, of the St Johns area, said the project is needed to improve freight mobility on the designated truck route in the area (North Burgard-Lombard) and thereby reduce freight cut-through traffic in the St. Johns neighborhood (on N St Louis Ave/N Fessenden St.). It would support the St Johns Truck Strategy and build on earlier Metro investments.

Attachment 2

Arata Road Improvements

All of the comments received were strongly supportive of the project and several called for it to be expanded if resources allow. Nearly all described dangerous conditions for pedestrians and bicyclists along Arata Road, saying conditions there hinder access to full service grocery store, schools and churches.

Edna Keller, manager of Wood Village Green Mobile Home Park, said a school bus stops on the park's property because stopping to pick up and drop off children on Arata would be too dangerous. Lacking a safe route, walkers, bicyclists, parents pushing strollers and residents pushing shopping carts travel on the roadway shoulder. "I am also glad to see that the project includes lighting, as safety in the evening is a concern for us as well."

Bill Ehmann, pastor of Wood Village Baptist Church located on Arata Road, expressed similar concerns. Corissa Farrington and Julie Miller, managers with the Fairview Oaks / Woods Apartments, said residents of the affordable housing center depend on walking, biking and bus service to get around. The building managers sent Metro copies of written comments from 12 residents who all said they see an urgent need for safe bicycle and pedestrian improvements. Some of the comments were generated during the project nomination process over the summer. Comments from Fairview Oaks resident Susan Cecil were typical:

"I feel like it's important that we have wider official sidewalks for all people to move safely along Arata Road, including ability for people in wheelchairs to move safely on a paved sidewalk instead of the gravel on the side of the road. When I go to Fred Meyers now, I have to talk the long way on 223rd because I feel unsafe walking in the unlit and unsafe walkway next to the church, and on the gravel road."

A few commenters included suggestions on how to improve the project. One suggested building crosswalks on Halsey Street between 223 and 238th avenues. The Willamette Pedestrian Coalition emphasized safe street crossings at regular intervals, continuous sidewalk connections and vegetative buffers that don't compromise visibility.

Sandy Blvd Improvements: 230th – 238th Dr

Metro received five comments through its online comment form on the Sandy Boulevard project and one letter that was sent to the Joint Policy Advisory Committee on Transportation. All comments were supportive of the project, with various recommendations for improvements. Mike Townsend, president of Townsend Business Park, which is along part of the project route, the Willamette Pedestrian Coalition, the West Columbia Gorge Consortium and the BEST freight advocacy group were among the commenters that supported the project.

Most commenters said the project would make it easier for trucks to travel along the corridor and thus help attract business to industrial sites available for lease and new construction. Many also said that proposed sidewalks and public transit enhancements would provide important safety improvements. Pedestrian and public transit access to the Townsend processing plant, Birtcher buildings, Wal-Mart and a manufactured housing park were cited as important by the West Columbia Gorge Consortium, especially at night and during bad weather.

Mike Townsend, president of Townsend Business Park, said unsafe road conditions on Sandy "are a major deterrent to attracting new businesses to this area." He said the project, which enhances the road leading to his industrial park, would better serve his property and the other urbanized land

Attachment 2

uses in the area. Sandy Boulevard should have sidewalks, a better road surface and improved intersections at industrial site entrances, he said.

Most commenters suggested improvements to the project. Two said it should be expanded to the west to NE 223rd Avenue. David Eatwell, of the West Columbia Gorge Consortium, said this would better prepare the area to handle traffic in 2014 when the USS Ranger, a 1950s era aircraft carrier, is expected to moor at nearby Chinook Landing and attract thousands of tourists.

The pedestrian coalition stressed the need for safe pedestrian connections and crossings as the dimension of the intersections is increased to assist trucks. "Signal phasing needs to provide adequate time for extended crosswalk distances and safe and comfortable refuges may need to be provided. Providing safe direct and even comfortable pedestrian connections could improve the local mode split for lunchtime trips or other activities which could provide further relief to local road congestion," the coalition said.

17th Avenue Multi-use Trail

All of the comments received express support for the project, with most saying it would help residents get where they need to go without a car by enhancing safety for bicyclists and pedestrians on a key route connecting two popular regional trails. Many commenters said they would like to use the Springwater Corridor and Trolley Trail to reach a variety of destinations in neighboring communities, but they avoid the 17th Avenue corridor because of safety concerns. This comment from Matt Menely, of the Milwaukie area, is typical:

"My family (including my wife and 7 year old son) do not ride our bikes on 17th because of the problems listed by Metro and the high rate of speed which autos travel on this street. We live in Milwaukie and frequently ride to the Springwater trail or north to do business (buy groceries/ go to our PO Box/ eat out) in the Sellwood neighborhood."

The Willamette Pedestrian Coalition said that by providing safety improvements and a direct connection between two regional trails, it would prove useful for everyday travel in addition to recreation.

Several comments mention access to the riverfront and downtown Milwaukie and safe crossings of busy roadways as significant benefits the project would bring.

About a dozen supported the project as described in the materials provided. Many offered ideas for improvements, including: ensure useful wayfinding signage, provide safe crossings of Highway 224 and other major thoroughfares, connect the project to the new Milwaukie MAX line, consider a route along scenic Johnson Creek and build it as soon as possible. A few commenters urged attention to the different needs of bicyclists who travel great distances at high speeds versus pedestrians who tend to travel shorter distances and benefit from sidewalk connections to nearby city streets.

Clackamas County Regional Freight ITS Project

Metro received one comment on the Clackamas County Regional Freight ITS project. It was from the BEST freight advocacy group. The organization said it supports the project and it said that generally freight infrastructure investment is needed to help move goods to markets and make the most of the economic recovery.

Attachment 2

Region-wide programs

Transit Oriented Development

Metro received 15 comments on the TOD program through its online comment form and two comments that were mailed. Nearly all the comments were supportive of the program specifically, and transit oriented development generally. Four comments asked for refinements to the program. Several of these commenters, including Latino Network and AARP, mentioned transportation options for low income residents and prevention of displacement as concerns the program should address. The one comment against the program urged more support of economic development and less on public transit.

About two-thirds of the comments in favor were from developers or public agencies that have been directly involved in projects funded by the program. Most said it fills in a gap in financing that the private sector cannot address. "Financing is a challenge for these transit oriented infill projects," said Phil Morford of Civitas Inc. "Lenders are very cautious and not fully comfortable with our very low parking ratios."

High Capacity Transit Bond

This program received two comments, one in support and one against. The comment in favor of the program stated that even higher priority should be given to expanding the light rail system in the region. The comment against stated that no additional funds should be spent on this system without voter approval.

High Capacity Transit Development

No comments received.

Transportation System Management & Operations/ITS

No comments received.

Regional Travel Options

Four comments were received regarding the RTO program. Three were in support of continued funding of the program. These comments focused on the benefits the program provides in reducing vehicle miles traveled in a cost effective manner and subsequent benefits to freight and other road users and to the region's air quality.

One comment received said the program was oriented to trails development, which he stated was not an effective use of public monies.

Regional Planning

This program received two comments. The comments provided views about what the priorities should be for regional planning, specifically that more emphasis is placed on transit service and access and the other comment indicated that more bicycle/pedestrian pathways be prioritized.

Corridor & Systems Planning

No comments received.

Attachment 2

Other

Vehicle Electrification

Four options of transportation electrification: Public education, Last-mile electric shuttle, Level III fast charging stations, and Level II charging stations in employment and multi-family residential areas were presented for public comment. Metro received 24 comments on the during the public comment period.

The vast majority of comments favored investing in charging infrastructure. Most of these respondents preferred some combination of DC fast-chargers and Level II charging support for workplace and multi-family locations. Several comments supported the last mile shuttle concept, either vehicle or bicycle, citing the need for improved access to employment sites from transit centers, particularly for low income travelers. Two respondents suggested that the funding be used for purchasing local jurisdiction fleet vehicles to “have clean air and reduce greenhouse gas emissions.” While a few respondents supported using funding for public education, several voiced opposition to funding this activity saying “I think that market research and public education and demonstration site are not needed when the public is already on board.”

Concerns about equity were also raised – how this funding can be used to benefit disadvantaged communities. Also raised was the issue of using this funding to promote vehicle travel, albeit cleaner travel, which “does nothing to address congestion or infrastructure impacts.”

Metropolitan Mobility Preparedness

No comments received.

Regional Freight/Passenger Rail Investment Strategy

No comments received.

Regional Over-dimensional Truck Route Plan

This study received one comment from the BEST group in support of funding.

Attachment 3

2014-15 RFFA proposed projects - Issues for further Clarification

Introduction

As the decision date approaches for the 2014-15 RFFA, Metro staff is working to ensure that the proposed projects meet the criteria developed by the RFF Task Force and meet community needs to the greatest degree possible. To achieve this, Metro staff has identified issues for further clarification about the proposed projects and has asked for a written explanation of how project applicants plan to respond. These issues have been identified from the public comments or in response to ensuring timely delivery of projects consistent with the program prioritization criteria. TPAC may recommend additional conditions of project approval to address issues that remain unresolved. Each project is listed below with the issues requiring further clarification or consideration.

Issues for further clarification

Hillsboro Regional Center: Oak and Baseline

1. Provide a draft budget itemizing and describing the major tasks of the project with estimated costs and duration.
2. Clarify whether implementation of an ODOT Special Transportation Area (STA) is a task associated with this work and included in the project budget. If not, explain how the STA designation will be sought.

West Fork of the Tonquin Trail-Cedar Creek Greenway Trail

1. Metro staff is concerned about available funding being adequate to complete the project as proposed and the effect segmentation may have on the safety of users crossing Highway 99-W. Please respond to the following prioritization proposal should funding be determined insufficient to build the entire project.
 - a. Unless a direct crossing of 99-W is included, for safety reasons, trail segments shall be prioritized in the following three tiers, with latter tiers only permitted if prior tiers are included: 1) the two trail segments between 99-W/Old Town and Old Town/T-S Road; 2) the connection to Meinecke Parkway (or a more direct route) including the reopening of the east crosswalk of 99-W; 3) segments north of 99-W. Tier 3 (segments north of 99-W) shall not proceed without completion of tiers 1 and 2 due to the potential safety risk of users crossing 99-W without a crosswalk.

Hwy 8/Hwy 47 Intersection Improvements

No issues for clarification

Attachment 3

East Portland Active Transportation to Transit Project

1. Describe how measurement of post-construction effectiveness will be conducted. Options include before/after user counts, transit stop on/off counts, safety data, bike locker usage, etc.

Portland Bike Sharing Project

1. Serving traditionally underserved populations and providing access to essential services to those populations are key prioritization criteria for these funds and was the subject of several comments on this project. Please further describe how the project will be developed to address benefits and accessibility barriers to underserved populations through such elements as:
 - a. Partnering with social service agencies for locating bicycles at residential and service locations with concentrations of underserved populations or clients.
 - b. Partnering with service agencies to facilitate access to bikes at free/reduced rates.
 - c. Alternatives to full-cost memberships.
 - d. Apprenticeship or work force development program.

SE Foster Road Safety Enhancement and Streetscape Project (50th-84th)

1. Clarify whether new crossing treatments of Foster at Holgate are a potential option for “Heart of Foster” segment of project.
2. Describe any communication with ODOT staff regarding project elements described at intersection of Foster and 82nd Avenue.

North Burgard-Lombard (“Around the Horn”) Project: North Time Oil Road-Burgard

No issues for clarification.

Arata Road Improvements

1. Clarify intention to conduct bike and pedestrian safety education campaign in association with opening of project.
2. Clarify intention to measure project effectiveness by conducting before and after pedestrian and bicycle counts, safety analysis and/or user experience survey.

Sandy Blvd Improvements: 230th – 238th Dr

No issues for clarification.

17th Avenue Multi-use Trail

1. Budget for wayfinding signage to Trolley Trail, Springwater Trail and Tacoma LRT station, Waterfront Park, Milwaukie Business District, Milwaukie transit center, Lake Road LRT station, most relevant bike route east to Clackamas, etc. consistent with The Intertwine wayfinding guidelines.

Attachment 3

2. Inclusion of gateway style signage identifying project partners. May be combined with wayfinding elements.

Clackamas County Regional Freight ITS Project

No issues for clarification.

Next Steps

Written responses to the above issues are due to Metro on November 7th, at which time Metro staff will review the responses and may propose potential conditions of approval for TPAC consideration. TPAC's recommendation will be brought to JPACT for consideration and refinement in December.



Date: November 2, 2011
To: MPAC and JPACT and interested parties
From: Kim Ellis, Principal Transportation Planner
Re: Climate Smart Communities Scenarios – Report on Preliminary Findings and Next Steps

PURPOSE

Staff will present an update of the Climate Smart Communities Scenarios Project and share the preliminary results of the research and analysis conducted since June.

BACKGROUND

Since 2006, Oregon has initiated a number of actions to respond to mounting scientific evidence that shows the earth's climate is changing. As one of five states participating in the Western Climate Initiative, Oregon has signaled a long-term commitment to significantly reduce greenhouse gas (GHG) emissions.

In 2007 the Oregon Legislature established statewide GHG emissions reduction goals. The goals apply to all emission sectors - energy production, buildings, solid waste and transportation - and direct Oregon to:

- Stop increases in GHG emissions by 2010
- Reduce GHG emissions to 10 percent below 1990 levels by 2020
- Reduce GHG emissions to at least 75 percent below 1990 levels by 2050

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 GHG emissions from light-duty vehicles. The legislation also mandates (1) adoption of a preferred scenario after public review and consultation with local government; and (2) 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 emissions reduction strategy, set metropolitan-level GHG emissions reduction targets for cars and light trucks, prepare guidelines for scenario planning, and develop a toolkit of actions to reduce GHG emissions. While State agencies are looking at the entire transportation sector, Metro—and the other MPOs identified in House Bill 2001 and Senate Bill 1059—are only required to address roadway GHG emissions from light-duty vehicles.

In 2010, the *Making the Greatest Place* initiative resulted in Metro Council adoption of:

- the six desired outcomes shown in **Figure 1**
- a Community Investment Strategy
- urban and rural reserves, and
- an updated Regional Transportation Plan.



Figure 1. The region’s six desired outcomes – endorsed by city and county elected officials and approved by the Metro Council in Dec. 2010.

The Council 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.

STATE RESPONSE – OREGON SUSTAINABLE TRANSPORTATION INITIATIVE¹

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). As part of this effort, the Land Conservation and Development Commission (LCDC) adopted per capita roadway GHG emissions reduction targets for light-duty vehicles for all six metropolitan areas within Oregon on May 19, 2011.

Shown in **Table 1**, the target for the Portland region calls for a 20 percent GHG emissions reduction below 2005 levels by 2035, in addition to the reductions anticipated from technology and fleet improvements. The LCDC target-setting process assumed fleet and technology would reduce 2005 emissions levels from 4.05 MT CO₂e² per capita to 1.51 per capita by 2035. To meet the target the region must reduce roadway emissions another 20 percent to 1.2 MT CO₂e per capita, as shown in **Figure 2**. While the regional target is based on 2005 emissions values, it has been calibrated to 1990 emissions levels and, if achieved, ensures the region is on track to meet the overall state 2050 GHG reduction goal.

Table 1. 2035 Roadway GHG emissions reduction target for Oregon metropolitan areas (per capita reduction below 2005 levels)

Metropolitan Area	Adopted Target
Portland Metro**	20%
Eugene-Springfield*	20%
Salem-Keizer	17%
Rogue Valley	19%
Bend	18%
Corvallis	21%

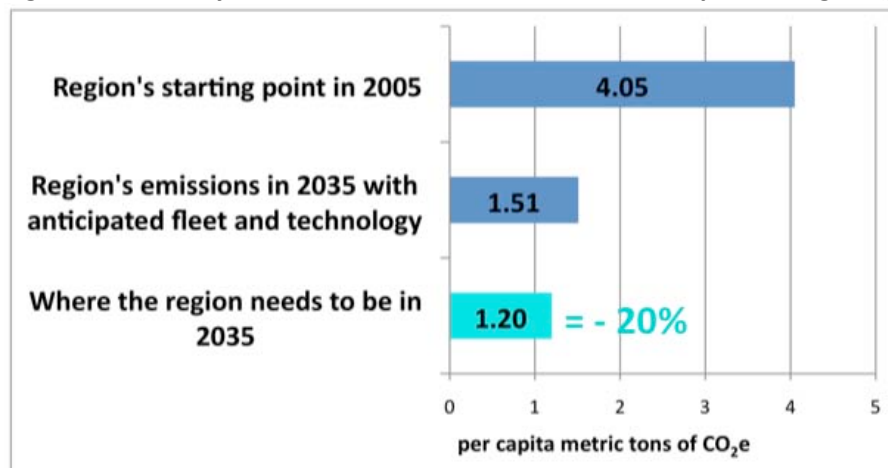
* Scenario planning required.

** Scenario planning and selection of preferred scenario required.

¹ For more information, go to <http://www.oregon.gov/ODOT/TD/OSTI/>

² MT CO₂e or Metric Tonne (ton) Carbon Dioxide Equivalent is the standard measurement of greenhouse gas emissions, which include carbon dioxide, methane and nitrous oxide.

Figure 2. Roadway GHG emissions for the Portland metropolitan region (per capita)



REGIONAL RESPONSE – CLIMATE SMART COMMUNITIES SCENARIOS

Regional and local leaders agree that Oregon and the Portland region must provide leadership in addressing climate change. The Climate Smart Communities Scenarios project (Scenarios Project) supports this goal by supplementing the Oregon State Transportation Initiative and other state actions with a collaborative regional effort that will advance local aspirations and implementation of the region's 2040 Growth Concept.

Project timeline

There are three phases to the Scenarios Project as shown in **Figure 3**.

Phase 1, *Understanding Choices* (2011) consists of testing GHG emission reduction strategies to learn the GHG emissions reduction potential of current plans and policies and what combinations of land use and transportation strategies are needed to meet the state GHG targets. The research and findings from this work will inform subsequent project phases. Community outreach engages policymakers, local government staff and targeted stakeholders, seeking guidance on the tradeoffs and issues that should be addressed in Phase 2.

Phase 2, *Shaping the Direction* (2012) includes developing and evaluating a small number of more tailored theme-based policy approaches that achieve the state GHG emission reduction target. The scenarios will be informed by the findings from Phase 1 and build on community aspirations, the 2040 Growth Concept and the draft Statewide Transportation Strategy that is anticipated by March 2012. The analysis and subsequent stakeholder review will result in a recommended draft "preferred" scenario that will be subject to further analysis and public review in Phase 3. Community outreach is anticipated to engage a broader set of policymakers, local government staff and other stakeholders, seeking input on the integration of land use and transportation strategies at the regional and local levels.

Phase 3, *Building the Strategy* (2013-14) includes adopting a preferred scenario after public review and consultation with local governments. This phase will define the policies, investments and actions needed to achieve the preferred scenario and result in an updated Regional Transportation Plan and amendments to other regional plans as needed. House Bill 2001 requires local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario. Community outreach will engage the public more broadly as part of the final public review and adoption process.

Figure 3. Climate Smart Communities Scenarios Project Timeline



Project evaluation approach

Last June, the region discussed and agreed to six guiding principles to undertake this effort:

- **Focus on outcomes and co-benefits:** The strategies that are needed to reduce GHG emissions can help save money for individuals, local governments and the private sector, grow local businesses, create jobs and build healthy, livable communities. The multiple benefits should be central to the evaluation and communication of the results.
- **Build on existing efforts and aspirations:** Start with local plans and 2010 regional actions that include strategies to realize the region's six desired outcomes.
- **Show cause and effect:** Provide sufficient clarity to discern cause and effect relationships between strategies tested and realization of regional outcomes.
- **Be bold, yet plausible and well-grounded:** Explore a range of futures that may be difficult to achieve but are possible in terms of market feasibility, public acceptance and local aspirations.
- **Be fact-based and make information relevant, understandable and tangible:** Develop and organize information so decision-makers and stakeholders can understand the choices, consequences (intended and unintended) and tradeoffs. Use case studies, visualization and illustration tools to communicate results and make the choices real.
- **Meet state climate goals:** Demonstrate what is required to meet state the GHG emission reduction target for cars, small trucks and SUVs, recognizing reductions from other emissions sources must also be addressed in a comprehensive manner.

Overview of Phase 1 Research and Analysis – Understanding Choices

Phase 1 of the Climate Smart Communities Scenarios project is focused on understanding the region's choices by testing broad-level, regional scenarios to learn the GHG emissions reduction potential of current plans and policies and what combinations of land use and transportation strategies (grouped in six policy levers) are needed to meet the state GHG targets. While some strategies are new to the

region, many of the strategies tested are already being implemented to realize the 2040 Growth Concept and the aspirations of communities across the region.

In summer 2011, a work group of members from the Transportation Policy Advisory Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) was charged with helping Metro staff develop the Phase 1 scenarios assumptions, consistent with the guiding principles and evaluation framework endorsed by the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) in June.

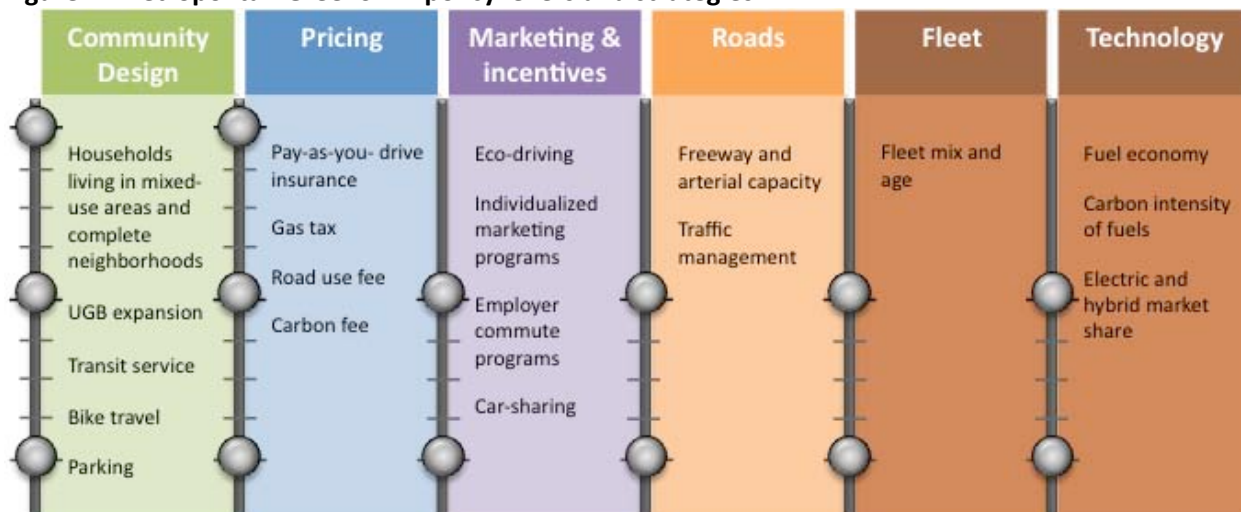
The technical work group met six times to define the scenarios to be tested while Metro and ODOT staff continued to develop tools to support the analysis. **Attachment 1** summarizes the input assumptions used in the Phase 1 scenarios analysis. The model development work concluded in early September, and the initial metropolitan Greenhouse Gas State Transportation Emissions Planning (GreenSTEP) model runs were completed in October.

Staff used a regionally tailored version of ODOT’s GreenSTEP model to conduct the analysis. Using GreenSTEP—the same model used to set the region’s GHG emissions reduction target—ensures compatibility with Oregon’s Statewide Transportation Strategy and provides a common GHG emissions reporting tool across the State.

To date, 146 scenarios have been analyzed at a preliminary level. The foundation of this work is the development of a Base Case – the existing conditions for 2010 – and a Reference Case – a forecast of how the region will perform in 2035 based on projected population and demographic trends. The Reference Case assumes the realization of existing plans and policies. The remaining 144 scenarios test combinations of six policy levers that include land use and transportation strategies. Staff will continue to work with the work group, TPAC and MTAC to summarize the results and identify the combinations of policies that meet the region’s GHG emissions reduction target.

Figure 4 summarizes the policy levers, the strategies tested within each policy lever and the number of policy lever levels analyzed in Phase 1.

Figure 4. Metropolitan GreenSTEP policy levers and strategies



In addition to the above analysis, staff recently completed the Strategy Toolbox report, which summarizes local, national and international research related to land use and transportation strategies that can help reduce transportation-related GHG emissions and meet other policy objectives. It provides useful information for discussing the trade-offs and choices presented by the most effective GHG reduction strategies, including their co-benefits, synergy with each other and implementation considerations. **Attachment 2** includes a series of factsheets staff prepared to summarize the Strategy Toolbox findings.

NEXT STEPS

Staff will brief Metro's technical advisory committees in October and November on the Strategy Toolbox and preliminary findings from Phase 1. The discussions will inform preparation of a "Briefing Book" that presents the project's purpose, evaluation approach, research findings and next steps for discussion by the Metro Council and Metro's policy advisory committees – JPACT and MPAC – in December.

On December 2, the Metro Council, JPACT and MPAC will discuss the trade-offs and choices presented by the most effective GHG reduction strategies and the potential challenges and opportunities that come with different approaches to meeting the state climate goals.

In January, staff will request Metro Council, JPACT and MPAC acceptance of the Phase 1 findings as expressed in the final "Briefing Book." This action will mark the end of Phase 1 and begin the transition to Phase 2. The findings will then be submitted to the Oregon Department of Transportation and the Department of Land Conservation and Development in January for inclusion in their joint progress report to the 2012 Legislature.

From January to March 2012, staff will work with Metro's advisory committees to finalize the Phase 2 work plan, building on the Toolbox and the Phase 1 findings and addressing the input provided throughout the fall of 2011.

/attachments

- **Attachment 1:** Metropolitan GreenSTEP Model 2010 Base Year and Alternative Scenario Inputs (October 24, 2011)
- **Attachment 2:** Strategy Toolbox Factsheets (October 2011)
- **Attachment 3:** TPAC/MTAC Climate Smart Communities Scenarios Work Group Members (October 24, 2011)

Metropolitan GreenSTEP Model 2010 Base Year and Alternative Scenarios Inputs

This table summarizes the inputs for the 2010 Base Year and 144 alternative scenarios that reflect different levels of implementation for each category of policies. The inputs were developed by Metro staff in consultation with a technical work group of MTAC and TPAC members. Documentation of the inputs and rationale behind each input can be found in the *Phase 1 Metropolitan GreenSTEP Scenarios Technical Assumptions* report (draft September 2011). *This information is for research purposes only and does not necessarily reflect current or future policy decisions of the Metro Council, MPAC or JPACT.*

Policy		Inputs			
		2010 Base Year <i>Reflects existing conditions</i>	2035 Level 1 Reference Case <i>Reflects current plans and policies</i>	2035 Level 2 <i>Reflects more ambitious policy changes</i>	2035 Level 3 <i>Reflects even more ambitious policy changes</i>
Community Design	Households living in mixed-use areas and complete neighborhoods ¹ (percent)	GreenSTEP calculates			
	Urban growth boundary expansion (acres)	2010 UGB	7,680 acres	7,680 acres	No expansion
	Bicycle mode share (percent)	2%	2%	12.5%	30%
	Transit service level	2010 service level	2035 RTP Financially Constrained service level	2.5 times RTP service level	4 times RTP service level
	Workers / non-work trips paying for parking (percent)	13% / 8%	13% / 8%	30% / 30%	30% / 30%
	Average daily parking fee (\$2005)	\$5.00	\$5.00	\$5.00	\$7.25
Pricing	Pay-as-you-drive insurance (percent of households participating and cost)	0%	0%	100% at \$0.06/mile	No change from L2
	Gas tax (cost per gallon \$2005)	\$0.42	\$0.48	\$0.18	
	Road use fee (cost per mile \$2005)	\$0	\$0	\$0.03	
	Carbon emissions fee (cost per ton)	\$0	\$0	\$0	\$50

¹ This input was calculated internally by the GreenSTEP model.

Policy		Input			
		2010 Base Year <i>Reflects existing conditions</i>	2035 Level 1 Reference Case <i>Reflects current plans and policies</i>	2035 Level 2 <i>Reflects more ambitious policy changes</i>	2035 Level 3 <i>Reflects even more ambitious policy changes</i>
Marketing & Incentives	Households participating in ecodriving	0%	0%	40%	No change from L2
	Households participating in individualized marketing programs (percent)	9%	9%	65%	
	Workers participating in employer-based commuter programs (percent)	20%	20%	40%	
	Car-sharing in high density areas (target participation rate)	Participation rate of 1 member/100 people	Participation rate of 1 member/100 people	Double participation to 2 members/100 people	
	Car-sharing in medium density areas (target participation rate)	Participation rate of 1 member/200 people	Participation rate of 1 member/200 people	Double participation to 2 members/200 people	
Roads	Freeway and arterial expansion	2010 system	2035 RTP Financially Constrained System	No expansion	No change from L2
	Delay reduced by traffic management strategies (percent)	10%	10%	35%	
Fleet	Fleet mix (proportion of autos to light trucks and SUVs)	auto: 57% light truck/SUV: 43%	auto: 56% light truck/SUV: 44%	auto: 71% light truck/SUV: 29%	
	Fleet turnover rate (age)	10 years	10 years	8 years	
Technology	Fuel economy (miles per gallon)	25 mpg	50 mpg	58 mpg	
	Carbon intensity of fuels	90 g CO ₂ e/ megajoule	81 g CO ₂ e/ megajoule	72 g CO ₂ e/ megajoule	
	Light-duty vehicles that are plug-in hybrids or electric vehicles (percent)	auto: 0% light truck/SUV: 0%	auto: 4% light truck/SUV: 1%	auto: 8% light truck/SUV: 2%	



Mixed-use development in centers and corridors

Mixed-use development refers to a collection of complementary strategies including a varied commercial district, diverse land uses, a mix of housing choices to accommodate a range of income levels and generations, regional growth management (e.g. urban growth boundary), pedestrian- and bicycle-friendly design, connectivity and reliable and frequent transit service.

Although implementation of the 2040 Growth Concept has resulted in significant changes to local planning and development practices in support of mixed-use development, the upfront cost and complexity of this style of development presents challenges. With growing consumer demand for walkable communities close to transit, services, shopping and other activities, financial success depends on being able to maximize and mix the uses in a way that responds to market conditions, opportunities and economics, provides affordable housing options and is compatible with neighbors and the overall community. The potential reductions highlighted below are not additive and vary depending on the combination of strategies implemented.

PEOPLE, PLACES AND PHYSICAL FORM

People The number of people or the development intensity of a given area is often used as a proxy for compact urban form, which directly affects increases in transit ridership.

Places By providing retail goods and services plus employment opportunities in proximity, a diverse environment enhances the viability of alternative transportation.

Physical form The urban form and character of a community such as street grids, connecting sidewalks and bike lanes, and the use of lighting and trees.

5 to 25 percent

Reduction in vehicle miles traveled when doubling the amount of housing in a given area, with highest reductions achieved when accompanied by mixed uses, biking and walking connections and transit service

1 to 6 percent

Reduction in VMT for every mile closer to a transit station a person lives, an effect likely to occur within 2 miles of a rail station and three-quarters of a mile of a bus stop, depending on transit frequency

COMBINED IMPACT

People, places and physical form are highly correlated attributes of a community. Therefore, doubling the density within an area, combined with policies that affect land use diversity, neighborhood design and access to transit can have significant impacts on travel behavior.

Up to 25 percent

Reduction in VMT and CO₂ emissions by combining land use and transportation strategies, depending on the combination of strategies implemented

About Climate Smart Communities Scenarios

The Portland metropolitan area has made great strides in creating vibrant neighborhoods, providing transportation options and protecting farmland. Many of these policies have saved residents money on gasoline and preserved clean air and water.

Building on these efforts, Metro and the State of Oregon have launched a multiyear project to learn what it will take to reduce emissions from cars, small trucks and SUVs as the region enhances its economy and creates more vibrant neighborhoods. The intent is to see how addressing climate change can help create more of the communities residents have enjoyed for years, while meeting state GHG reduction targets.

The Climate Smart Communities Scenarios Project takes a collaborative approach to building livable, prosperous, equitable and climate smart communities.

Information for these fact sheets was derived from the Scenarios Project *Strategy Toolbox*, a review of the latest research on greenhouse gas emissions reduction strategies and the benefits they bring to the region.

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This factsheet is one of seven in a series:

Mixed-use development in centers and corridors

Active transportation and complete streets

Public transit service

Parking pricing, tolls, fees and insurance
Education, marketing and commuter programs

Traffic and incident management

Fleet mix, turnover, technology and fuels

CO-BENEFITS

Public health and safety benefits

- increased physical activity from walking and biking, leading to reduced risk of obesity, diabetes, heart disease and premature death
- enhanced public safety; reduced risk of traffic injuries and fatalities
- improved air quality and fewer air toxics emissions, leading to reduced risk of asthma, lung disease and premature death

Environmental benefits

- lower levels of pollution
- less energy use
- natural areas, farm and forest protection

Economic benefits

- job opportunities
- improved access to jobs, goods and services
- consumer savings in home energy and transportation
- municipal savings
- leverage private investment, increased local tax revenues
- increased property values
- reduced fuel consumption, leading to less dependence on foreign oil
- improved energy security

SYNERGY WITH OTHER STRATEGIES

- active transportation and complete streets
- public transit service
- parking pricing
- tolls, fees, and insurance
- public education and marketing
- individualized marketing
- employer-based commuter programs
- traffic management
- fleet mix and turnover

IMPLEMENTATION

While mixed-use development can reduce public costs and increase access to social, economic and employment opportunities, it can be more complicated and have significantly higher upfront costs than traditional single-use development. However, given its cost effectiveness in the long term when compared to alternatives, it is integral to use incentives to reduce upfront costs and simplify the process. The resulting increase in economic activity in these areas is good for the local economy and can be reinvested in on-site amenities and expanding transportation choices.



Active transportation and complete streets

Active transportation means bicycling, walking and access to transit. ‘Complete streets’ are streets designed and operated with all users in mind, including people driving cars, riding bikes, using a mobility device, walking or riding transit. For years the Portland metropolitan area has employed this strategy as a key component to reduce the need to drive, to expand travel choices and to help support the region’s 2040 Growth Concept vision for compact mixed-use development in centers and corridors. While the region is recognized as a national leader in active transportation, the region’s investment in bicycling and walking facilities has been piecemeal and opportunistic due to a lack of funding and a regionally agreed upon implementation strategy. This has resulted in a less-than-seamless network that limits opportunities to safely walk or bike in many areas of the region. The potential reductions highlighted below are not additive and vary depending on the combination of strategies implemented.

GHG REDUCTION

Research has found significant greenhouse gas reduction potential with implementation of pedestrian and bicycle infrastructure when combined with land use and transit strategies.

9 to 15 percent
Reduction in GHG emissions when linking pedestrian and bicycle infrastructure with land use and transit strategies

VMT REDUCTION

Half of all personal vehicle trips in the U.S. are less than three miles in length – a distance well-suited for biking. Travel by bike is a realistic option, especially for shorter distances. Expanding bike networks to provide safe, convenient and connected routes is directly linked to an increased number of bike trips and can help reduce vehicle miles traveled in the region.

26 percent
Reduction in VMT per day in areas with interconnected paths, compared to the most sprawling areas in King County, Wash.

ECONOMIC BENEFITS

Research has shown there are economic benefits of expanding pedestrian and bicycle infrastructure including: lower cost of implementation, creation of more jobs compared to other capital projects, an increase in retail and tourism activity, and averted healthcare costs.

9 to 12
Jobs created per \$1 million of pedestrian and bicycle infrastructure spending in U.S.

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Building on these efforts, Metro and the State of Oregon have launched a multiyear project to learn what it will take to reduce emissions from cars, small trucks and SUVs as the region enhances its economy and creates more vibrant neighborhoods. The intent is to see how addressing climate change can help create more of the communities residents have enjoyed for years, while meeting state GHG reduction targets.

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Traffic and Incident Management
Fleet Mix, Turnover, Technology, and Fuels

CO-BENEFITS

Public health and safety benefits

- increased physical activity from walking and biking, leading to reduced risk of obesity, diabetes, heart disease and premature death
- enhanced public safety; reduced risk of traffic injuries and fatalities
- improved air quality and fewer air toxics emissions, leading to reduced risk of asthma, lung disease and premature death

Environmental benefits

- lower levels of pollution
- less energy use

Economic benefits

- job opportunities
- improved access to jobs, goods and services
- consumer savings in home energy and transportation
- municipal savings
- leverage private investment, increased local tax revenues
- increased property values
- reduced fuel consumption, leading to less dependence on foreign oil
- improved energy security

SYNERGY WITH OTHER STRATEGIES

- mixed-use development in centers and corridors
- public transit service
- parking pricing
- public education and marketing
- individualized marketing
- employer-based commuter programs

IMPLEMENTATION

Completion of a well-connected and seamless active transportation network is the key to its success, particularly when combined with land use, public transit and public education strategies. Developers and local and state governments typically construct bicycle and walking facilities. Constructing pedestrian and bicycle infrastructure has a relatively low cost of implementation, but can require prioritization for completion. As communities become more diverse, there is a need to ensure that these investments are relevant to multiple demographics.



Public transit

Transit effectively links riders not only to their destinations, but also to other travel options like routes for bicycling and walking. Park-and-ride lots offer drivers a transit connection and an alternative to driving alone to work or other destinations.

Research on transit tends to focus more on increases in ridership (both total and per capita) rather than vehicle miles traveled and greenhouse gas emissions. However, inferences about reductions in VMT and related emissions can be made based on ridership increases. Four transit strategies offer opportunities to reduce GHG emissions by increasing public transit ridership. The potential reductions highlighted below are not additive and vary depending on the combination of strategies implemented.

FREQUENCY

High quality, frequent transit service is one of the most effective strategies to increase ridership and is especially important for attracting riders who take short, local trips.

Up to 2.5 percent

Reduction in GHG emissions when service frequency is increased

SYSTEM EXPANSION

This strategy can help a region concentrate development and growth in centers and corridors. Extending the system both through high capacity transit and bus service can increase transit ridership, potentially shifting more riders from cars.

1 to 8 percent

Reduction in GHG emissions when the transit network is expanded

FARES

Modifying fares will increase transit ridership and potentially reduce VMT, but effectiveness depends on the design of the fare system and the cost.

1,500 metric tons

Reduction in CO₂ when Bay Area Rapid Transit (BART) allowed children to ride free with a paying adult on weekends

TRANSIT ACCESS

All transit riders are pedestrians; living in close proximity to transit and building safer, more appealing pedestrian environments that provide access to transit help increase ridership.

1 to 6 percent

Reduction in VMT for every mile closer to a transit station a person lives, an effect likely to occur within two miles of a rail station and three-quarters of a mile of a bus stop, depending on transit frequency

About Climate Smart Communities Scenarios

The Portland metropolitan area has made great strides in creating vibrant neighborhoods, providing transportation options, and protecting farmland. Many of these policies have saved residents money on gasoline and preserved clean air and water.

Building on these efforts, Metro and the State of Oregon have launched a multiyear project to learn what it will take to reduce emissions from cars, small trucks and SUVs as the region builds its economy and creates more vibrant neighborhoods. The intent is to see how addressing climate change can help create more of the communities residents have enjoyed for years, while meeting state GHG reduction targets.

The Climate Smart Communities Scenarios Project takes a collaborative approach to building livable, prosperous, equitable and climate smart communities.

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CO-BENEFITS

Public health and safety benefits

- increased physical activity from walking and biking, leading to reduced risk of obesity, diabetes, heart disease and premature death
- enhanced public safety; reduced risk of traffic injuries and fatalities
- improved air quality and fewer air toxics emissions, leading to reduced risk of asthma, lung disease and premature death

Environmental benefits

- lower levels of pollution
- less energy use

Economic benefits

- job opportunities
- improved access to jobs, goods and services
- consumer savings in home energy and transportation
- municipal savings
- leverage private investment, increased local tax revenues
- increased property values
- reduced fuel consumption, leading to less dependence on foreign oil
- improved energy security

SYNERGY WITH OTHER STRATEGIES

- mixed-use development in centers and corridors
- active transportation and complete streets
- parking pricing
- tolls, fees and insurance
- employer-based commuter programs
- traffic management
- fleet mix and turnover

IMPLEMENTATION

Public transit strategies have been shown to have a multiplier effect when combined with other strategies, and should be considered in conjunction with other strategies. Increases ridership will vary widely depending on the type of improvements, the location and the number of people living and working in the area. Implementation of this strategy must also incorporate transit equity and environmental justice considerations.



Parking pricing, tolls, fees and insurance

Pricing strategies charge users directly for using transportation facilities. Research shows parking pricing, congestion pricing, cordon pricing, mileage-based fees, and pay-as-you-drive insurance can be used to reduce GHG emissions. The research also suggests that these strategies are more successful when implemented in combination with community design and other management strategies. The potential reductions highlighted below are not additive and vary depending on the combination of strategies implemented.

PARKING PRICING

Parking fees Long- or short-term fees in mixed-use areas and residential parking permits

1 to 2 percent

Reduction in GHG emissions when parking strategies are implemented

Limiting parking supply to meet demand

Establishing maximum parking requirements or creating a shared parking provision

5 to 12 percent

Potential reduction in vehicle miles traveled when limiting parking

TOLLS AND FEES

Cordon pricing A vehicle is charged a toll when passing through a cordon around a congested area, such as a central city

20 percent

Reduction in CO₂ since cordon pricing was implemented in London

Congestion pricing Charging tolls that vary depending on roadway congestion to help manage traffic flow

20 percent

Reduction in GHG emissions by 2050 if congestion pricing alone was implemented

Mileage-based fee A fee is collected according to the number of miles that a vehicle is driven

1 to 5 percent

Reduction in GHG emissions by 2050 if a mileage fee alone was implemented

INSURANCE

Pay-as-you-drive insurance A PAYD insurance premium is based on annual miles driven per vehicle; the crash risk increases the more the vehicle is driven.

1 to 3 percent

Reduction in GHG emissions by 2050 if pay-as-you-drive insurance alone was implemented

About Climate Smart Communities Scenarios

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Building on these efforts, Metro and the State of Oregon have launched a multiyear project to learn what it will take to reduce emissions from cars, small trucks and SUVs as the region enhances its economy and creates more vibrant neighborhoods. The intent is to see how addressing climate change can help create more of the communities residents have enjoyed for years, while meeting state GHG reduction targets.

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Traffic and Incident Management

Fleet Mix, Turnover, Technology, and Fuels

CO-BENEFITS

Public health and safety benefits

- reduced number of uninsured motorists
- improved air quality and fewer air toxics emissions, leading to reduced risk of asthma, lung disease and premature death

Environmental benefits

- lower levels of pollution

Economic benefits

- more available land for development or preservation
- new revenues
- reduced fuel consumption; reduced reliance on foreign oil
- consumer savings in transportation

SYNERGY WITH OTHER STRATEGIES

- mixed-use development in centers and corridors
- active transportation and complete streets
- public transit service
- public education and marketing
- employer-based commuter programs
- traffic management

IMPLEMENTATION

Pricing strategies have been shown to achieve substantial reductions in GHG emissions because they prompt reductions in travel and spur improvements in fuel economy. Research shows the greatest potential for reducing GHG emissions exists in PAYD insurance, mileage fees and parking pricing. PAYD insurance and a mileage fee could be implemented by the state. Parking management and pricing strategies are traditionally implemented at the community level in commercial districts, downtowns, and main streets. Potential strategies for implementation at the regional level are cordon pricing and a system of variable congestion pricing on freeways and major arterial roads. Public acceptance, communications, evaluation of benefits and costs (including equity and fairness) and use of revenues generated pose specific issues and challenges to be addressed.



Education, marketing and commuter programs

Education and marketing programs are an effective component to reducing greenhouse gas emissions. They are less costly to implement than building new infrastructure and are widely supported by the public. These strategies are complementary to many other strategies because of the ability to educate the public with a diverse range of perspectives in mind. The potential reductions highlighted below are not additive and vary depending on the combination of strategies implemented.

PUBLIC EDUCATION

Eco-driving A combination of driving behaviors and techniques that results in more efficient vehicle operation, reduced fuel consumption and reduced emissions

5 to 33 percent

Improvement in fuel economy when using gentle acceleration and braking while driving

Travel options education Public programs that raise awareness of smart trip choices including carpooling, vanpooling, ridesharing, telecommuting, biking, walking and riding transit

7 to 23 percent

Improvement in fuel economy when observing speed limit and not exceeding 60 mph (where legally allowed)

INDIVIDUALIZED MARKETING

Individualized marketing An outreach method where individuals interested in making changes to their travel behavior participate in a program that is tailored to their specific needs

4 to 19 percent

Reduction in GHG emissions from trip-related emissions in a range of individualized marketing programs

EMPLOYER-BASED COMMUTER PROGRAMS

Financial incentives Transit pass programs, offering cash instead of parking (parking cash-outs), parking pricing and tax incentives (both business and individual)

Up to 20 percent

Reduction in commute trips, depending on the daily rate charged for workplace parking

Facilities and services Include ride-matching and carpooling programs, end-of-trip facilities (i.e. showers, bike parking), guaranteed ride home and events and competitions

Up to 13 percent

Reduction in commute trips when employers provide vanpools or shuttles to transit stations or commercial centers

Flexible scheduling Telecommuting and compressed or flexible workweeks

Up to 6 percent

Reduction in commute trips when flexible scheduling is encouraged

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CO-BENEFITS

Public health and safety benefits

- increased physical activity from walking and biking, leading to reduced risk of obesity, diabetes, heart disease and premature death
- enhanced public safety; reduced risk of traffic injuries and fatalities
- improved air quality and fewer air toxics emissions, leading to reduced risk of asthma, lung disease and premature death

Environmental benefits

- lower levels of pollution
- less energy use

Economic benefits

- job opportunities
- increased access to jobs, goods and services
- consumer savings
- reduced fuel consumption; reduced reliance on foreign oil
- increased cost effectiveness of transit investments through improved ridership

SYNERGY WITH OTHER STRATEGIES

- mixed-use development in centers and corridors
- active transportation and complete streets
- public transit service
- tolls, fees and insurance
- traffic management
- vehicle technology and fuels

IMPLEMENTATION

Education and marketing programs are effectively implemented at local, regional and state levels by a variety of public, private and nonprofit partners. Employer-based commuter programs like Oregon's Employee Commute Options Program or the *Drive Less Save More* campaign managed and coordinated by state, regional and local governments, while businesses are responsible for implementation. Education and marketing programs are often successful when targeting neighborhoods with existing access to transportation options or planned transportation improvements.

Traffic and incident management



Management strategies use intelligent transportation systems (ITS) to help traffic move more efficiently and smoothly. These tools increase vehicle flow, reducing the rapid acceleration, deceleration and idling associated with congestion. They also reduce vehicle emissions, improve safety and restore traffic patterns to an efficient state. The individual management strategies (ramp metering, active traffic management, traffic signal coordination and traveler information) complement each other because the information available to drivers influences route choice and the timing of trips. When implemented in combination, they have a greater potential for reducing greenhouse gas emissions. The potential reductions highlighted below are not additive and vary depending on the combination of strategies implemented.

TRAFFIC MANAGEMENT

Ramp metering Use traffic signals at freeway on-ramps to regulate the rate of vehicles entering the freeway

Active traffic management Use signs to share variable speed limits and real-time traffic information to maximize the efficiency of a specific roadway

Traffic signal coordination Time traffic signals to improve vehicle speeds and flow to reduce delay at intersections

Traveler information Use signs, the Internet or phone services to update drivers with real-time traffic information

1 to 2 percent
 Reduction in GHG emissions if national speed limits were reduced to 55 miles per hour

75,000 gallons
 Annual fuel savings estimated from implementation of an adaptive signal system in the city of Gresham, Oregon

169,000 tons
 Annual reduction in CO₂ after Portland, Ore. retimed 150 signalized intersections; equal to taking 30,000 cars off the road

TRAFFIC INCIDENT MANAGEMENT

A coordinated process to detect, respond to and remove traffic incidents from the roadway as safely and quickly as possible, reducing non-recurring roadway congestion

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CO-BENEFITS

Public health and safety benefits

- enhanced public safety; reduced risk of traffic injuries and fatalities
- improved air quality and fewer air toxics emissions, leading to reduced risk of asthma, lung disease and premature death

Environmental benefits

- lower levels of pollution
- less energy use

Economic benefits

- consumer savings
- reduced fuel consumption; reduced reliance on foreign oil
- increased access to jobs, goods and services
- business savings

SYNERGY WITH OTHER STRATEGIES

- mixed-use development in centers and corridors
- public transit service
- parking pricing
- tolls, fees and insurance
- public education and marketing

IMPLEMENTATION

This suite of management strategies can be implemented by local, regional or state agencies. In addition, in order for these strategies to have the desired effects of improving traffic flow, reducing emissions and improving safety, it is important for investments and systems to be coordinated throughout the region. The Portland region has had an incident management program in place since 1997 that has continued to improve incident detection, response time, and clearance time through added staff and vehicles, ITS equipment coverage, and Transportation Management Operations Center upgrades. Since 2005, Metro has actively managed regional coordination and integration of these strategies through TransPORT, a regional committee led by Metro in partnership with staff from cities, counties, TriMet, the Oregon Department of Transportation and other transportation system providers.



Fleet mix, turnover, technology and fuels

There are a variety of strategies, vehicle technologies and fuels available to reduce GHG emissions including development of higher fuel economy standards, lowering the carbon content of fuels and deployment of electric vehicles and plug-in hybrids. The GHG emissions reduction potential of these strategies is directly related to the combination and pace at which these strategies are implemented over time, and the types, convenience and affordability of vehicle technologies and supporting infrastructure made available to businesses and consumers. The potential reductions highlighted below are not additive and vary depending on the combination of strategies implemented.

FLEET MIX AND TURNOVER

Fleet mix The percentage of vehicles classified as automobiles compared to the percentage classified as light trucks (weighing less than 10,000 pounds); light trucks make up 43% of the light-duty fleet today.

Fleet turnover The rate of vehicle replacement or the turnover of older vehicles to newer vehicles; the current turnover rate in Oregon is 10 years.

58 percent

Improvement in average fuel economy of vehicles sold under the C.A.R.S. rebate program

0.6 to 1.4 million tons

CO₂ reduction projected annually if 60,000 light trucks were replaced with hybrid trucks; equal to taking 249,000 cars off the road nationally

VEHICLE TECHNOLOGY AND FUELS

Fuel economy Fuel economy standards are expected to strengthen in the future. The federal standards culminate in a fleet-wide average of 35.5 miles per gallon by 2016, with a proposed standard of 54.5 mpg by 2025.

Carbon intensity of fuels This strategy is usually regulated through low carbon fuel standards, which encourage higher adoption rates of alternative fuel vehicles and more production of lower carbon fuels.

Electric vehicles and plug-in hybrids Electric vehicles are battery powered only, while plug-in hybrids are conventional hybrids with batteries that can be charged at an electrical outlet.

19 percent

Reduction in GHG emissions from light-duty vehicles by 2030 if a 35.5 miles per gallon fleet-wide average is achieved by 2016

25 percent

Reduction in CO₂ per mile from a plug-in hybrid powered by an old coal plant versus a conventional gasoline vehicle

.4 to 20 percent

Reduction in GHG emissions from deployment of electric or hybrid vehicles

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CO-BENEFITS

Public health and safety benefits

- improved air quality and fewer air toxics emissions, leading to reduced risk of asthma, lung disease and premature death

Environmental benefits

- lower levels of pollution
- less energy use

Economic benefits

- job opportunities
- leverage private investments
- reduced fuel consumption; reduced reliance on foreign oil
- consumer savings
- increased energy security

SYNERGY WITH OTHER STRATEGIES

- mixed-use development in centers and corridors
- public transit service
- public education and marketing
- individualized marketing

IMPLEMENTATION

Much work is being done at state and federal levels to expand the number of vehicles available with higher fuel efficiency and lower emissions, and to reduce the carbon content of fuels.

Pilot projects and other policies can be implemented at the local and regional levels to support these efforts.

Policies include developing a reliable network of public and private electric vehicle charging stations and supportive infrastructure, providing consumer and businesses incentives to make the higher initial purchasing costs of hybrid and electric vehicles more affordable, government and corporate purchases to increase visibility, supportive permitting and codes for vehicle charging stations and public education. Anxiety related to distances between charging stations are among the issues that need to be addressed.



Climate Smart Communities Scenarios TPAC/MTAC Work Group Members

	Name	Affiliation	Membership
1.	Tom Armstrong	City of Portland	MTAC alternate
2.	Andy Back	Washington County	TPAC alternate & MTAC alternate
3.	Chuck Beasley	Multnomah County	MTAC
4.	Lynda David	Regional Transportation Council	TPAC
5.	Jennifer Donnelly	DLCD	MTAC
6.	Denny Egner	City of Lake Oswego	MTAC member
7.	Karen Buehrig	Clackamas County	TPAC
8.	Mara Gross/Chris Beane	TPAC citizen members	TPAC members
9.	Jon Holan	City of Forest Grove	MTAC alternate
10.	Katherine Kelly/Jonathan Harker	City of Gresham	TPAC member/MTAC member
11.	Nancy Kraushaar/Kenny Asher	City of Oregon City/City of Milwaukie	TPAC member/TPAC alternate
12.	Alan Lehto/Jessica Tump	TriMet	TPAC/MTAC
13.	Mary Kyle McCurdy	MTAC citizen/community group	MTAC member
14.	Margaret Middleton	City of Beaverton	TPAC member
15.	Tyler Ryerson	City of Beaverton	MTAC alternate
16.	Lainie Smith	ODOT	TPAC alternate and MTAC

For more information or to be added to the work group interested parties list, contact Kim Ellis at kim.ellis@oregonmetro.gov.



The region's six desired outcomes

Climate Smart Communities Scenarios

Background

In 2007, the Oregon Legislature established statewide goals to reduce carbon emissions – 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 goals apply to all sectors, including energy production, buildings, solid waste and transportation.

In 2009, the Oregon Legislature passed House Bill 2001, directing the region to “develop two or more alternative land use and transportation scenarios” by January 2012 that are designed to reduce carbon emissions from cars, small trucks and SUVs. 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 and Senate Bill 1059, which provided further direction to scenario planning in the Portland metropolitan area and the other five metropolitan areas in Oregon.

Metro’s Making the Greatest Place initiative resulted in a set of policies and investment decisions adopted in the fall of 2009 and throughout 2010. These policies and investments focused on six desired outcomes for a successful region, endorsed by the Metro Council and Metro Policy Advisory Committee in 2008: vibrant communities, economic prosperity, safe and reliable transportation, environmental leadership, clean air and water, and equity. Making the Greatest Place included the adoption of the 2035 Regional Transportation Plan and the designation of urban and rural reserves. Together these policies and actions provide the foundation for better integrating land use decisions with transportation investments to create prosperous and sustainable communities and to meet state climate goals.



The 2040 Growth Concept - the region's adopted growth management strategy

State response Oregon Sustainable Transportation Initiative

The Oregon Department of Transportation and the Department of Land Conservation and Development are leading the state response through the Oregon Sustainable Transportation Initiative. An integrated effort to reduce carbon emissions from transportation, the initiative will result in a statewide transportation strategy, toolkits and specific performance targets for the region to achieve.

Regional response Climate Smart Communities Scenarios

The Climate Smart Communities Scenarios effort will build on the state-level work and existing plans and efforts underway in the Portland metropolitan area. The project presents an opportunity to learn what will be required to meet the state carbon goals and how well the strategies support the region’s desired outcomes.

A goal of this effort is to further advance implementation of the 2040 Growth Concept, local plans and the public and private investments needed to create jobs, build great communities and meet state climate goals. Addressing the climate change challenge will take collaboration, partnerships and focused policy and investment discussions and decisions by elected leaders, stakeholders and the public to identify equitable and effective solutions through strategies that create livable, prosperous and healthy communities.

Metro’s policy and technical advisory committees will guide the project, leading to Metro Council adoption of a “preferred” land use and transportation strategy in 2014.

About Metro

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

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

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

www.oregonmetro.gov/connect

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District 1

Carlotta Collette,
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Carl Hosticka,
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Kathryn Harrington,
District 4

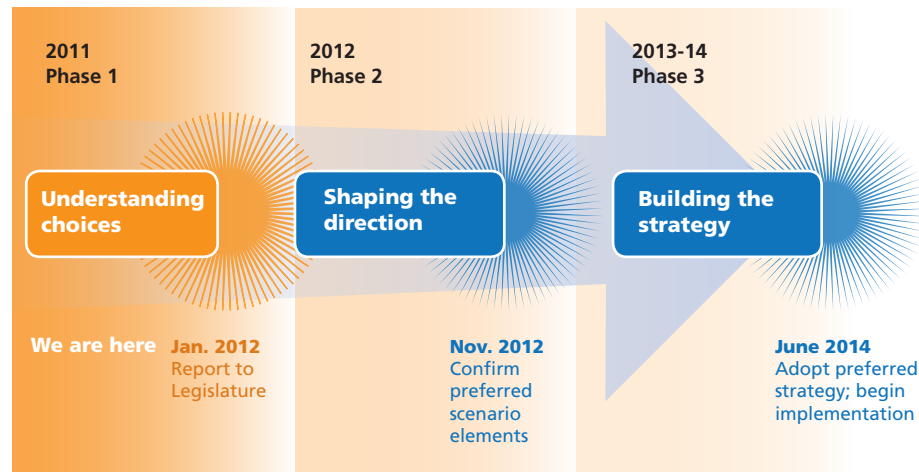
Rex Burkholder,
District 5

Barbara Roberts,
District 6

Auditor

Suzanne Flynn

Climate Smart Communities Scenarios planning process



Phase 1

Understanding the choices (We are here)

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 greenhouse gas emissions targets. Strategies will include transportation operational efficiencies that can ensure faster, more dependable business deliveries; more sidewalks and bicycle facilities; more mixed use and public transit-supportive development in centers and transit corridors; more public transit service; incentives to walk, bike and use public transit; and user-based fees.

Potential impacts and benefits will be weighed against the region's six desired outcomes. Findings and recommendations from the analysis will be reported to Metro's policy committees in fall 2011 before being finalized for submittal to the Legislature in January 2012.

Phase 2

Shaping the direction

In 2012, the region will analyze more refined alternative regional-level scenarios that apply the lessons learned from phase 1 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 efforts

that are underway in the region (e.g., SW Corridor Plan, East Metro Connections Plan, Portland Plan, and other local land use and transportation plan updates).

By the end of 2012, Metro's policy committees 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

The final project phase during 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 include 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.



Date: October 18, 2011
To: JPACT Members, Alternates and Interested Parties
From: Kelsey Newell
Re: 2012 JPACT meeting schedule

Please mark your calendars with the following 2012 JPACT meeting dates. JPACT meetings will be held from 7:30 to 9 a.m. in the Metro Council Chamber:

Thursday, Jan. 12, 2012	Regular JPACT meeting
Thursday, Feb. 9, 2012	Regular JPACT meeting
Thursday, March 1, 2012	Regular JPACT meeting
Thursday, April 12, 2012	Regular JPACT meeting
Thursday, May 10, 2012	Regular JPACT meeting
Thursday, June 14, 2012	Regular JPACT meeting
Thursday, July 12, 2012	Regular JPACT meeting
Thursday, Aug. 9, 2012	Regular JPACT meeting
Thursday, Sept. 13, 2012	Regular JPACT meeting
Thursday, Oct. 11, 2012	Regular JPACT meeting
Thursday, Nov. 8, 2012	Regular JPACT meeting
Thursday, Dec. 13, 2012	Regular JPACT meeting

Materials following this page were distributed at the meeting.

Summary of MAP-21

MAP-21 consolidates numerous FHWA programs into five core programs. The new program structure is as follows. The accompanying graphic illustrates which SAFETEA-LU formula programs were consolidated into these new core programs.

National Highway Performance Program (NHPP): ~\$20.6 billion

This program focuses on repairing and improving an expanded National Highway System (NHS). The NHS is expanded from ~160,000 miles to ~220,000 miles. States are required to develop asset management plans and as a part of these plans establish performance targets for the condition of roads and bridges and the performance of the system. In addition, the program includes provisions to hold states accountable for the repair of Interstate pavement and NHS bridges by requiring that they spend a certain amount of funding on the repair of those facilities if they fall below minimum standards established by USDOT.

Transportation Mobility Program (TMP): ~\$10.4 billion

This program replaces the existing Surface Transportation Program (STP) and allows states and regions to invest flexible dollars in a broad set of highways, transit projects, freight rail projects, and bicycle and pedestrian projects, as well as other activities like travel demand management. Fifty percent of these funds are suballocated to areas in the state based on their population. While this percentage is lower than the current 62.5 percent, the absolute amount of funding to be suballocated will remain the same due to an increase in program size.

Highway Safety Improvement Program (HSIP): - \$2.5 billion

This program provides funding to states to improve safety for all road users on all public roads. A road user is defined as both motorists and non-motorized users. States are required to collect extensive data on crashes and create a database containing information on safety issues for all public roads including identification of hazard locations. (8% of all funds in this program are set-aside for data collection.) States must also develop a strategic highway safety plan using the data collected. If states do not develop a strategic highway safety plan within a year using a process approved by USDOT, they are required to spend additional funding on safety projects. States are also required to develop performance targets on fatalities and serious injuries.

Congestion Mitigation Air Quality Program (CMAQ): ~\$3.3 billion

In the CMAQ program there are two pots of funding – one that funds typical CMAQ projects and another “reserved” fund.

CMAQ pot. Funds are provided to states and tier I Metropolitan Planning Organizations (MPOs) to address the impacts of the transportation system on national ambient air quality standards. In states with non-attainment or maintenance areas, 50 percent of the funds are suballocated to tier I MPOs based on the area's status with national ambient air quality standards. Funds cannot be used to construct new travel lanes except for HOV or HOT lanes. USDOT is required to develop performance measures for air quality and congestion reduction. Tier I MPOs that receive funds under this program are required to develop a performance plan that outlines baseline conditions, targets for each of the performance measures developed by USDOT, and a description of projects to be funded, including how those projects will help meet the targets.

“Reserved” pot. This pot of funding is equal to the amount of funds provided for the Transportation Enhancements set-aside in FY09. Eligible activities under this pot include the following: transportation enhancements, safe routes to school, recreational trails, environmental mitigation, and certain types of road projects (including street redesigns and HOV lanes). States are allowed to use these funds for CMAQ projects (the first pot) if they build up an unspent balance of a year and a half worth of funds.

National Freight Program: ~\$2 billion

USDOT is directed to establish a primary freight network consisting of 27,000 miles of key freight corridors. States can use funds for highway projects that improve freight movement with a focus on the primary freight network and key rural freight corridors. A state may use up to 5 percent of funds for rail or maritime projects subject to certain conditions. USDOT must also develop a National Freight Strategic Plan, which will analyze performance and conditions on the primary freight network, identify bottlenecks, estimate future freight volumes and identify best practices for mitigating impacts of freight movement on communities. USDOT shall publish a Freight Condition and Performance Report on a biennial basis. States must establish performance targets and report on progress every two years.

Other key components

TIFIA program - \$1 billion. MAP-21 expands the TIFIA program from \$122 million to \$1 billion and modifies the program from a competitive application process to a rolling application process. Provisions have been added that allow for applicants to enter into master credit agreements to provide funding for a suite of projects at once. In addition, there are modifications that make it easier for public transportation agencies with dedicated revenue sources to apply for TIFIA loans.

Planning and Performance. MAP-21 creates performance measures for conditions on the National Highway System (NHS), NHS performance, safety, freight, congestion mitigation and air quality. As part of the development of the plan, states and large MPOs shall analyze the baseline

conditions for the performance measures and establish performance targets for each performance measure. The plan must include the future performance of their transportation system with regards to these performance measures including whether or not they will achieve their performance targets. Large MPOs may undertake scenario planning as a part of the development of their long-range plans. Smaller MPOs are required to develop long-range plans and USDOT will establish rules that provide for the standards they must meet regarding the performance measures required for the larger MPOs.

Statewide transportation improvement programs (STIPs) and metropolitan transportation improvement programs (TIPs) must include performance measures and targets used in assessing the existing and future performance of the transportation system. A system performance report must include progress toward achieving state performance targets.

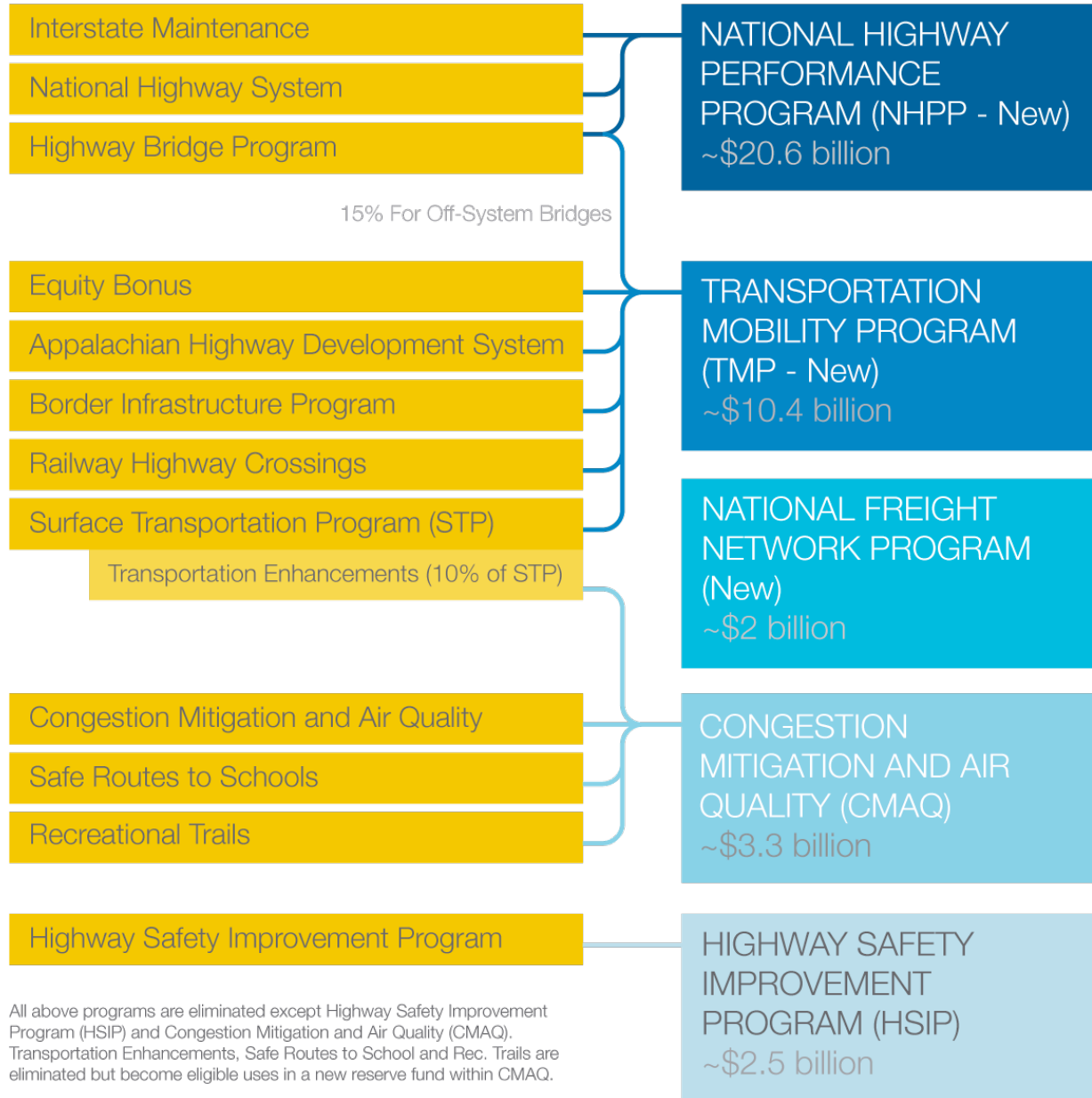
Project Delivery. MAP-21 includes numerous provisions intended to accelerate project delivery. Most of these provisions relate to administrative actions to be taken by USDOT. There are also provisions that relate to expanding the types of projects that can be undertaken through a categorical exclusion (a more limited environmental review). In addition, it allows for the earlier acquisition of right-of-way.

Restructuring of Core Highway Programs Under the Senate's MAP-21 Transportation Reauthorization Proposal



Current Formula Programs

MAP-21 Core Program Structure



INTRODUCTION: THE FLEXIBLE FUNDS PROGRAM FOR 2014-15 AND PUBLIC INVOLVEMENT APPROACH

Background

Every two years, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council decide how best to spend money from two federal funds: Congestion Mitigation Air Quality and Surface Transportation Program. In summer 2010, JPACT and the Council approved a new process for allocating funds for the 2014-15 cycle. This created a more intentional program than in past years, directing:

- nomination of region-wide programs (TOD, RTO, TSMO/ITS, MPO & Corridor Planning, HCT Development, and a new Regional Mobility Strategy Planning) at current capacities,
- funding to two new transportation categories that serve the region's goals: Active Transportation & Complete Streets and Green Economy & Freight,
- a one-time allocation of \$500,000 to support development of electric vehicles.

This new process also involved the public early in the development of policy guidance. Specifically, a Task Force comprised of residents from across the region developed policies and criteria for selecting projects with the two new project categories. Also, a working group made up of service providers and community advocates advised on how to address the needs of environmental justice and underserved communities. The new process also called for collaboration among Metro and local agencies by having county coordinating committees and the Portland City Council nominate projects to Metro for consideration. The nominations were received by Metro in August, and JPACT on Sept. 8 approved a list of 11 projects and the 6 region-wide programs to be publicized for a 30-day public comment period, Sept. 13-Oct. 13.

Outreach approach

This new policy development process called for a new public engagement process. This comment period was different from past two-year cycles. In the past, JPACT approved a roughly "150 percent" project list and distributed it for public comment. This created intense community and stakeholder interest, as people felt the need to attend to public involvement events and make comments on a web-based comment form to advocate for their favorite projects. Not showing up to defend a project meant that another project might be funded in its place. In 2008, Metro received 801 comments, including 574 from the web-based form.

This time, the three county coordinating committees and the City of Portland conducted their own public involvement process and prioritized among competing projects to nominate a "100 percent" list of projects prior to Metro's regional public comment period. So this fall, Metro asked the public to provide refinements – "how can we improve upon the project proposal to address program criteria and meet your needs?" – rather than weighing one project against another. Members of the public sometimes still wanted to make the case for projects that were rejected at the local level over the summer. But the main ask for the fall comment period focused on refining the proposed projects that made it through local agencies over the summer.

With only 17 projects and programs and a 100 percent list, staff could focus outreach efforts on the communities that would be most impacted by the proposed projects. This meant directing

resources to reaching local community organizations, agencies and community media, rather than entire cities or the region as a whole.

Staff focused on gathering comments with the web comment form. Given the hundreds of comments received in the last cycle, the public clearly finds it accessible. The Communications Department's Community Engagement Best Practices guide indicates that web based comment tools are primarily designed for gathering ideas from the public. They can also help reach Environmental Justice and underserved populations.

Metro's effort to help publicize the comment period and the comment form included:

- E-mail notices to TPAC members and interested parties and to the task force and working group members who were involved in advising on the program last year. Several organizations on those lists, including Latino Network, Verde and Willamette Pedestrian Coalition submitted comments.
- E-mail notices were also sent to contacts interested in trails and freight issues.
- A post on the Metro News web site, the agency's main news blog, which reaches hundreds of news media and community members each day. The exact number of recipients varies depending on their own subscription settings.
- A large image advertising the comment period was posted in a slide show that was the dominant image on oregonmetro.gov, the main page for public readers of the agency's web site, from Sept. 21 to Oct. 13. A post was also published on the agency's "get involved!" web site, the main page for public involvement opportunities.
- A flurry of twitter posts were published from Metro's account in advance of the Sept. 13 start of the comment period and in the first few days. These were redistributed by several major local transportation bloggers and other interested parties.
- In-person interviews with three teenage Latina residents of Leander Court, an affordable housing complex in East Portland within the vicinity of the East Portland Active Transportation to Transit project. The residents were visiting Metro to publicize their own photography exhibit that illustrated community needs regarding active transportation infrastructure.
- Outreach to community news media and local agencies in areas where comments were slow to come in. After the first three weeks of the comment period, no comments were received on the Sherwood project. After outreach to the area news media and lead agency, 47 comments were received through the online comment form and five were submitted by other means.

The web comment form logged 297 comments, including some errata comments that are not included in this report. In addition, about 25 comments were received through the mail, email and other means.

Most of the comments were supportive of the projects, with some commenters offering refinements. A minority of commenters opposed projects for a variety of reasons, including some who were opposed to the active transportation focus of the program and others who had concerns about specific project elements.

A summary of the public comments received was provided to the project applicants. The project applicants were requested to respond directly to questions or comments that were not addressed in their original application submittal and provide any other explanations to comments. The responses received from the applicants will supplement their original application materials that

define the project intent and scope for inclusion in the Metropolitan Transportation Improvement Program (MTIP).

Next Steps

The Transportation Policy Alternatives Committee (TPAC) will receive this public comment report and reactions of local agencies Nov. 18. The panel will also received comments from Metro staff on the projects and programs in response to the comment report. At that meeting, the committee is expected to recommend a list of projects and programs, along with conditions of approval for each. JPACT will receive that recommendation on Dec. 8 and consider approval, pending an air-quality conformity analysis. The Metro Council will consider the recommendation Dec. 15, also pending the further analysis. This marks the last substantive decision on the projects and programs. Final approval, after the air quality study, is expected in spring 2012.

CHAPTER 1: SUMMARY OF COMMENTS RECEIVED

17th Avenue Multi-use Trail, Milwaukie

All of the comments received express support for the project, with most saying it would help residents get where they need to go without a car by enhancing safety for bicyclists and pedestrians on a key route connecting two popular regional trails. Many commenters said they would like to use the Springwater Corridor and Trolley Trail to reach a variety of destinations in neighboring communities, but they avoid the 17th Avenue corridor because of safety concerns. This comment from Matt Menely, of the Milwaukie area, is typical:

“My family (including my wife and 7 year old son) do not ride our bikes on 17th because of the problems listed by Metro and the high rate of speed which autos travel on this street. We live in Milwaukie and frequently ride to the Springwater trail or north to do business (buy groceries/ go to our PO Box/ eat out) in the Sellwood neighborhood.”

The Willamette Pedestrian Coalition said that by providing safety improvements and a direct connection between two regional trails, it would prove useful for everyday travel in addition to recreation.

Several comments mention access to the riverfront and downtown Milwaukie and safe crossings of busy roadways as significant benefits the project would bring.

About a dozen supported the project as described in the materials provided. Many offered ideas for improvements, including: ensure useful wayfinding signage, provide safe crossings of Highway 224 and other major thoroughfares, connect the project to the new Milwaukie MAX line, consider a route along scenic Johnson Creek and build it as soon as possible. A few commenters urged attention to the different needs of bicyclists who travel great distances at high speeds versus pedestrians who tend to travel shorter distances and benefit from sidewalk connections to nearby city streets.

Arata Road Improvements, Multnomah County

All of the comments received were strongly supportive of the project and several called for it to be expanded if resources allow. Nearly all described dangerous conditions for pedestrians and bicyclists along Arata Road, saying conditions there hinder access to full service grocery store, schools and churches.

Edna Keller, manager of Wood Village Green Mobile Home Park, said a school bus stops on the park's property because stopping to pick up and drop off children on Arata would be too dangerous. Lacking a safe route, walkers, bicyclists, parents pushing strollers and residents pushing shopping carts travel on the roadway shoulder. “I am also glad to see that the project includes lighting, as safety in the evening is a concern for us as well.”

Bill Ehmann, pastor of Wood Village Baptist Church located on Arata Road, expressed similar concerns. Corissa Farrington and Julie Miller, managers with the Fairview Oaks / Woods

Apartments, said residents of the affordable housing center depend on walking, biking and bus service to get around. The building managers sent Metro copies of written comments from 12 residents who all said they see an urgent need for safe bicycle and pedestrian improvements. Some of the comments were generated during the project nomination process over the summer. Comments from Fairview Oaks resident Susan Cecil were typical:

“I feel like it’s important that we have wider official sidewalks for all people to move safely along Arata Road, including ability for people in wheelchairs to move safely on a paved sidewalk instead of the gravel on the side of the road. When I go to Fred Meyers now, I have to talk the long way on 223rd because I feel unsafe walking in the unlit and unsafe walkway next to the church, and on the gravel road.”

A few commenters included suggestions on how to improve the project. One suggested building crosswalks on Halsey Street between 223 and 238th avenues. The Willamette Pedestrian Coalition emphasized safe street crossings at regular intervals, continuous sidewalk connections and vegetative buffers that don’t compromise visibility.

Clackamas County Regional Freight ITS, Clackamas County

Metro received one comment on the Clackamas County Regional Freight ITS project. It was from the BEST freight advocacy group. The organization said it supports the project and it said that generally freight infrastructure investment is needed to help move goods to markets and make the most of the economic recovery.

Corridor & Systems Planning, Metro

No comments received.

East Portland Active Transportation to Transit, Portland

The comments received on the East Portland project were near universally supportive of the project. Most said that providing safer routes for pedestrians, bicyclists and public transit users would be greatly appreciated in a part of the city that has poorly connected streets, inadequate sidewalks and poor bicycle infrastructure. Many commenters mentioned the potential to reach destinations such as school, work and retail centers such as the Gateway area. The comment of retiree Linda Robinson was typical: “This project is long overdue! These are projects that citizens in East Portland have spent a lot of time working on. They are high priority projects for those of us who live east of I-205.”

To improve the project, many commenters urged a focus on pedestrian connections to key destinations such as public transit centers, schools such as Alice Ott Middle School, parks such as Raymond Park and senior centers among other places. Several commenters mentioned schools specifically and said that children already walk to school in unsafe conditions in the area and safer facilities would encourage more to walk. Commenters who live in the Leander Court apartments, operated by Rose Community Development Corp. urged more sidewalk improvements.

“First of all I walk to school and when I walk I don't feel safe because the car lane is too close to where I walk, “ said Blanca Guitron, a Leander Court resident. “It will be better that the sidewalks were wider and that they would be completed and that the bike lane would have more room because the bike lane is also really close to the cars.”

The Latino Network commented that more research should be done on use of alternative modes of transportation by communities of color and the underserved. Recent research by IRCO suggests that those communities walk more often than bike, and would therefore benefit more from pedestrian enhancements. Mitigation for potential displacement should be considered, the group said.

The Willamette Pedestrian Coalition said it supports the project, but urged more pedestrian crossings of Southeast Division Street and 122nd Avenue at regular intervals, more connections to schools and other destinations and coordination with TriMet in enhancing transit stops.

High Capacity Transit Bond, Metro

This program received two comments, one in support and one against. The comment in favor of the program stated that even higher priority should be given to expanding the light rail system in the region. The comment against stated that no additional funds should be spent on this system without voter approval.

High Capacity Transit Development, Metro

No comments received.

Hillsboro Regional Center: Oak and Baseline, Multnomah County

Metro received four comments on the Hillsboro proposal – three in favor and one opposed. The comments in favor were from Hillsboro Mayor Jerry Willey, the Willamette Pedestrian Coalition and Allan Rudwick, who lives in Portland but works at Intel. The one opposed was from Jim Ourada with CPO6, from the Reedville/Aloha/Cooper Mountain area.

Mayor Willey said the project area was identified as a priority for investment through the Downtown Framework Plan adopted in 2009. In that process, the public expressed how Oak and Baseline streets function as a barrier because of unsafe pedestrian crossings and the need for beautification. He said the project has the potential to dramatically change the streetscape and the role of these streets in the economic health of the area.

The coalition said the project would improve walking access in the downtown Hillsboro area and specifically said the lane reduction would make more room for active transportation modes and enhance safety and visibility of pedestrians. It also suggested connecting to public transit service to assist low income and minority communities and prioritizing spending so that the most urgent safety and access needs are addressed early in the project.

Rudwick said the project would help pedestrians in the downtown area but should be extended to connect to bike routes that can provide access to neighboring cities.

Ourada said the project should be abandoned in favor of signal timing and other elements that could help motorists from east and west drive cars faster through Hillsboro’s downtown.

Hwy 8/Hwy 47 Intersection, Forest Grove

Metro received two comments on the Forest Grove project: one from the Oregon BEST freight advocacy group and one from the Willamette Pedestrian Coalition. Oregon BEST’s comments indicated support for the project as a way to speed freight through the region and thereby enhance the economy.

The Willamette Pedestrian Coalition urged pursuit of the identified pedestrian enhancements, specifically mentioning pedestrian countdown signals for long distance crossings, an enhanced pedestrian island for shelter in inclement weather and access to a nearby bus stop. The potential for growth in pedestrian trips because of nearby land uses also was mentioned as a cause for attention to pedestrian safety improvements.

Metropolitan Mobility Preparedness, Metro

No comments received.

Multiple Projects

Metro received a letter from Fairview Mayor Mike Weatherby addressed to Gresham Mayor Shane Bemis regarding the East Multnomah County Transportation Committee’s selection of projects to nominate to Metro. Weatherby said that the Sandy Boulevard project east of 230th and the Arata Road project rated highly on objective criteria.

North Burgard-Lombard (“Around the Horn”) Project: North Time Oil Road-Burgard), Portland

Metro received two comments on the Around the Horn proposal, both in favor.

Freight advocacy group Oregon BEST said that investments in freight infrastructure are critical as the region’s economy recovers. The group also supported project as a way to reduce truck/bike conflict, which it calls “an important safety issue.”

Greg Stiles, of the St Johns area, said the project is needed to improve freight mobility on the designated truck route in the area (North Burgard-Lombard) and thereby reduce freight cut-through traffic in the St. Johns neighborhood (on N St Louis Ave/N Fessenden St.). It would support the St Johns Truck Strategy and build on earlier Metro investments.

Portland Bike Share, Portland

Metro received far more comments on the Portland Bike Share proposal than any other project - more than double any other project. In addition, Metro received one comment by email, from The Community for Equity, a collaboration of at least seven grassroots organizations involved in providing services to low income and ethnic minority communities.

There were a variety of comments in favor of the proposal. Many said it would help extend trips made on public transit into downtown and help with local circulation in the downtown area. Many said it would help Portland compete with other cities for public relations as a bike friendly city. Six commenters said they had firsthand experience using a similar system in Paris and found it served them well as a tourist. Others said they would use it to run errands while downtown and that it could ease a shortage of parking for cars in the area. The Bicycle Transportation Alliance and Upstream Public Health both said it would likely increase mobility downtown. Typical comments include:

“The biggest problem with the MAX is that when you get off the stop you still have half a mile to go. Bike share addresses that problem. The other problem is that if you are on one side of downtown where the Max isn't around and you want to get to the other side right now you have a long walk ahead of you,” Adam Rose said. “With BikeShare you'd have no problem getting there.”

“I used a system similar to this while in Paris. It is really a great concept,” Karin Edwards Wagner said. “It allows for one-way bike commuting so you can walk bus or catch a ride on the other end of your trip so it provides flexibility that private bikes do not offer.”

Commenters opposed the project for a variety of reasons, but most said they felt it was a relatively poor use of public money compared with other priorities. Among those, some favored less investment in bicycle infrastructure in general. Others said that more bicycle investment is needed in neighborhoods such as Southwest Portland and East Portland that lack sidewalks, bike lanes and other safety elements. Still others said that the downtown area is well served by public transit for transportation circulation purposes.

The Latino Network and the Community for Equity both said the proposal has not demonstrated how it might benefit low income and minority communities; questioned whether the program would be accessible to the elderly, youth and people with limited English proficiency.

“I am a bike commuter in Portland and my issue is safety,” Annette Shaff-Palmer said. “We need to make it a lot safer for bicyclists on the road before you start offering people the chance to ‘borrow a bike for a quick trip.’ Do they get helmets? Do they have reflective clothing so cars can see them? Do they understand bike safety - how to make a left hand turn in traffic or are they going to ride on the sidewalk.”

“It will, certainly, also create economic benefits, economic winners and losers, yet its Narrative does not detail how the program will economically benefit underserved communities,” said the Community for Equity comment signed by Alan Hipólito. “This is a striking omission, because the Narrative uses action-oriented language and a high level of detail to describe program usage and supporting data - including data from similar programs elsewhere, but it uses soft/future-looking language and provides little detail for its equity goals - and has limited reference to how similar programs have economically benefitted underserved communities.”

Many commenters offered suggestions for improvements to the proposal. Many urged locating rental stations near MAX and other public transit lines. Many commenters also urged expanding the program to residential areas and areas of low income and ethnic minority communities. Ten

commenters expressed concern about whether and how people renting bicycles would have access to helmets. Some expressed concern about increased bike traffic volumes on sidewalks and suggested steps to prevent bike riding on sidewalks. Upstream Public Health and Community for Equity said the project should have a workforce development component for the underemployed and build partnerships with social service providers.

Regional Freight/Passenger Rail Investment Strategy, Metro

No comments received.

Regional Over-dimensional Truck Route Plan, Metro/Portland

This study received one comment from the BEST group in support of funding.

Regional Planning, Metro

This program received two comments. The comments provided views about what the priorities should be for regional planning, specifically that more emphasis is placed on transit service and access and the other comment indicated that more bicycle/pedestrian pathways be prioritized.

Regional Travel Options, Metro

Four comments were received regarding the RTO program. Three were in support of continued funding of the program. These comments focused on the benefits the program provides in reducing vehicle miles traveled in a cost effective manner and subsequent benefits to freight and other road users and to the region's air quality.

One comment received said the program was oriented to trails development, which he stated was not an effective use of public monies.

Sandy Blvd Improvements: 230th - 238th Drive, Multnomah County

Metro received five comments through its online comment form on the Sandy Boulevard project and one letter that was sent to the Joint Policy Advisory Committee on Transportation. All comments were supportive of the project, with various recommendations for improvements. Mike Townsend, president of Townsend Business Park, which is along part of the project route, the Willamette Pedestrian Coalition, the West Columbia Gorge Consortium and the BEST freight advocacy group were among the commenters that supported the project.

Most commenters said the project would make it easier for trucks to travel along the corridor and thus help attract business to industrial sites available for lease and new construction. Many also said that proposed sidewalks and public transit enhancements would provide important safety improvements. Pedestrian and public transit access to the Townsend processing plant, Birtcher buildings, Wal-Mart and a manufactured housing park were cited as important by the West Columbia Gorge Consortium, especially at night and during bad weather.

Mike Townsend, president of Townsend Business Park, said unsafe road conditions on Sandy “are a major deterrent to attracting new businesses to this area.” He said the project, which enhances the road leading to his industrial park, would better serve his property and the other urbanized land uses in the area. Sandy Boulevard should have sidewalks, a better road surface and improved intersections at industrial site entrances, he said.

Most commenters suggested improvements to the project. Two said it should be expanded to the west to NE 223rd Avenue. David Eatwell, of the West Columbia Gorge Consortium, said this would better prepare the area to handle traffic in 2014 when the USS Ranger, a 1950s era aircraft carrier, is expected to moor at nearby Chinook Landing and attract thousands of tourists.

The pedestrian coalition stressed the need for safe pedestrian connections and crossings as the dimension of the intersections is increased to assist trucks. “Signal phasing needs to provide adequate time for extended crosswalk distances and safe and comfortable refuges may need to be provided. Providing safe direct and even comfortable pedestrian connections could improve the local mode split for lunchtime trips or other activities which could provide further relief to local road congestion,” the coalition said.

SE Foster Road Safety Enhancement and Streetscape Project (50th-84th),

Portland

Metro received 10 comments on the Foster Road project, including nine on the agency’s web comment form and one letter to the Metro Council from the Foster-Powell Neighborhood Association. The comments are all supportive of the project as a way to enhance safety for bicyclists and pedestrians in a corridor that many described as threatening and discouraging for non-automobile transportation use. The Willamette Pedestrian Coalition and the neighborhood association both gave the project strong endorsements, citing recent pedestrian crashes and fatalities as primary concerns. Many commenters said that aesthetic enhancements could encourage pedestrian activity and help local businesses.

“Improvements both physical and aesthetic to Foster Rd from 52nd up past 100th avenue will go a long ways towards improving non car travel and bring more people to the business district from surrounding areas,” said Michael Chapman of the Lents area. “I would be riding my bike to work more regularly if I didn’t need to go down the Spring-water out of my way in order to get into inner NE.”

Nearly all commenters suggested ways to enhance the project. Several urged enhancement of pedestrian safety at the Holgate-Foster intersection, citing incidents of car-pedestrian conflict and the importance of Holgate as an entrance to the “Heart of Foster” business district. Several commenters said the project should enhance pedestrian and bike safety east of Interstate 205 and coordinate with Max station area enhancements. Others suggested coordination with the 50s bikeway project and the city’s streetcar plan.

The Latino network said that communities of color would likely use pedestrian enhancements more than bike improvements. But the organization urged an effort to ensure that communities of color are not displaced by the improvements and potential for gentrification.

Transit Oriented Development, Metro

Metro received 15 comments on the TOD program through its online comment form and two comments that were mailed. Nearly all the comments were supportive of the program specifically, and transit oriented development generally. Four comments asked for refinements to the program. Several of these commenters, including Latino Network and AARP, mentioned transportation options for low income residents and prevention of displacement as concerns the program should address. The one comment against the program urged more support of economic development and less on public transit.

About two-thirds of the comments in favor were from developers or public agencies that have been directly involved in projects funded by the program. Most said it fills in a gap in financing that the private sector cannot address. “Financing is a challenge for these transit oriented infill projects,” said Phil Morford of Civitas Inc. “Lenders are very cautious and not fully comfortable with our very low parking ratios.”

Transportation System Management & Operations/ITS, Metro

No comments received.

Vehicle Electrification, Metro

Four options of transportation electrification: Public education, Last-mile electric shuttle, Level III fast charging stations, and Level II charging stations in employment and multi-family residential areas were presented for public comment. Metro received 24 comments on the during the public comment period.

The vast majority of comments favored investing in charging infrastructure. Most of these respondents preferred some combination of DC fast-chargers and Level II charging support for workplace and multi-family locations. Several comments supported the last mile shuttle concept, either vehicle or bicycle, citing the need for improved access to employment sites from transit centers, particularly for low income travelers. Two respondents suggested that the funding be used for purchasing local jurisdiction fleet vehicles to “have clean air and reduce greenhouse gas emissions.” While a few respondents supported using funding for public education, several voiced opposition to funding this activity saying “I think that market research and public education and demonstration site are not needed when the public is already on board.”

Concerns about equity were also raised – how this funding can be used to benefit disadvantaged communities. Also raised was the issue of using this funding to promote vehicle travel, albeit cleaner travel, which “does nothing to address congestion or infrastructure impacts.”

West Fork of the Tonquin Trail-Cedar Creek Greenway Trail, Sherwood

The comments are generally supportive of the project.

Many commenters said they were concerned about access across Highway 99W. Some said that enhancing access across the highway was the project's main benefit. Others said that providing an overcrossing or under crossing would be the main way they would improve the project.

Many commenters expressed concern about safety on the trail, and suggested lighting and wastebaskets for litter and other enhancements could address that concern. The Willamette Pedestrian Coalition and other commenters said the project should better connect to nearby destinations with on street improvements.

Several commenters said that providing bike/pedestrian access to the National Wildlife Refuge is an important benefit of the project. Others said access to schools are important benefits.

Several commenters, including the group Raindrops to Refuge, said providing access to nature was an important project benefit. Some also mentioned trail maintenance and educational/interpretive signage about nature would be a good enhancement. Others suggested better connections to the regional trail system.

Proposed Amendments to the Transportation Planning Rule & Oregon Highway Plan



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Timeline

- ❖ Sept 2010 - LCDC hears TPR concerns
- ❖ Jan 2011 - OTC and LCDC appoint joint committee
- ❖ April 2011 - Joint subcommittee issues recommendations
- ❖ June 2011 - SB 795 requires TPR & OHP changes by Jan 1
- ❖ Summer 2011 - TPR Rules Advisory Committee and OHP Technical Advisory draft revisions for public review
- ❖ Fall 2011 – Parallel OTC and LCDC review



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Concerns

- ❖ **Barrier to Economic Development**
- ❖ **Obstacle to mixed-use, compact development in urban areas**
- ❖ **Does not address non-auto modes**



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Proposed TPR Amendments

<i>Existing Provision</i>	<i>Proposed Change</i>
Zone changes triggering the Section 0060 concurrency provisions	Zone changes consistent with adopted plans exempted from 0060
Full mitigation could be required for compliance with Section 0060	Partial-mitigation allowed when adding industrial or non-retail jobs
Up-zoning in 2040 centers severely limited by existing congestion	Process set forth for exempting centers from Section 0060 trigger

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Oregon Highway Plan Revisions

<i>Existing Provisions</i>	<i>Proposed Change</i>
Mobility policy set forth as standards	Mobility policy set forth as “ targets ”
Single level-of-service congestion policy based on traditional volume-to-capacity ratio	New provisions allow alternative performance measures and corridor-based performance
Small increases in projected traffic triggers conflict with highway plan	Much more latitude for ODOT to evaluate impacts in proportion to existing conditions, defining “no further degradation”



Consensus Comments (so far)

<i>Planning Rule (TPR)</i>	<i>Highway Plan (OHP)</i>
Strongly support exempting zone changes consistent with comprehensive plans from 0060	Strongly support alternative mobility policy flexibility
Support allowing for “ multi-modal mixed-use areas ” (MMAs)	Strongly support the shift from mobility “ standards ” to “ targets ”.
Support higher standard for establishing MMAs in interchange areas	Support more latitude for ODOT in evaluating impacts
	Ensure OHP changes are reflected in implementing documents
	Reconcile Special Transportation Areas (STAs) with MMAs



Next Steps

Oregon Transportation Commission

Hearing on OHP Amendments

November 16 (Silverton)

Land Conservation & Development Commission

Hearing on TPR Amendments & Adoption

December 8-9 (The Dalles)

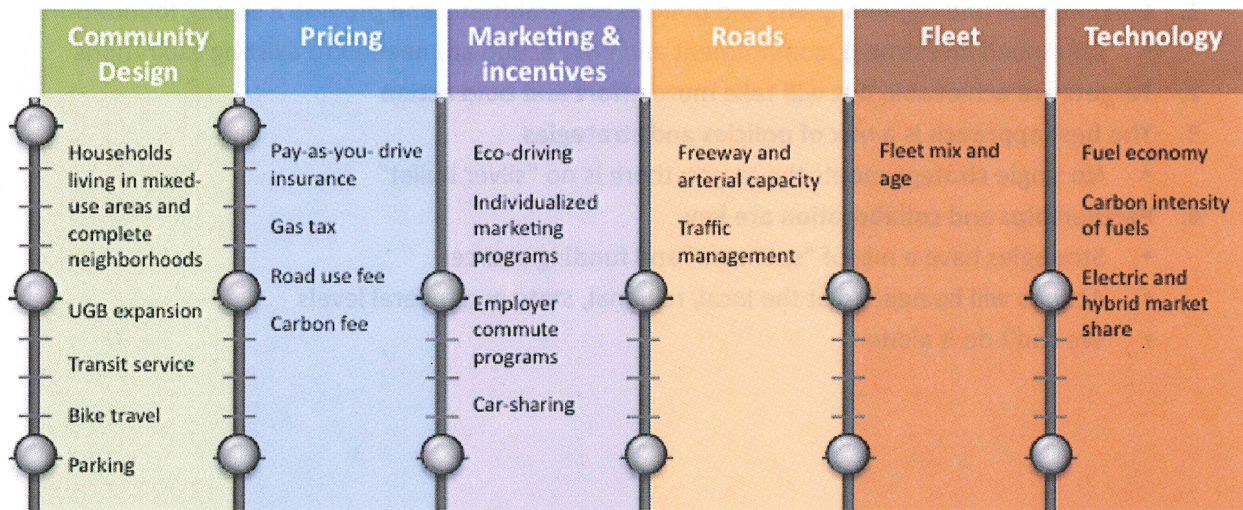


Climate Smart Communities Scenarios Project—High Level Inputs

Metropolitan GreenSTEP Modeling: Six policy levers, three levels tested

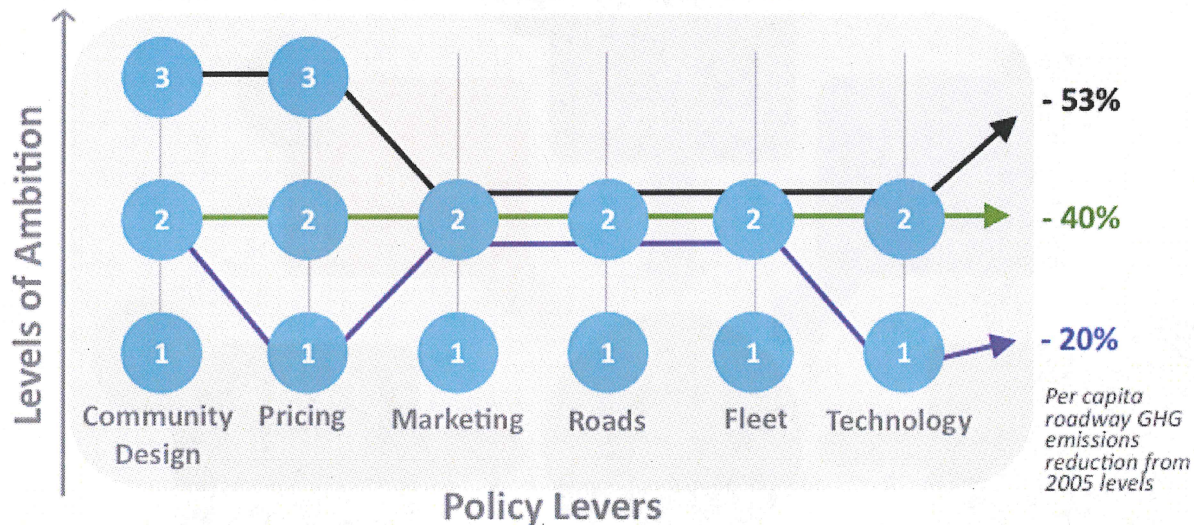


Metropolitan GreenSTEP Modeling: Six policy levers and the strategies within each



Climate Smart Communities Scenarios Project High Level Results

Phase 1 Preliminary results—93 scenarios meet or exceed target
Range of potential scenario options that meet or exceed 20% GHG reduction target



Key findings to date

1. **Current local and regional plans and policies are ambitious and provide a strong foundation**
 - Continued investment, commitment and bold action are needed to existing aspirations
2. **Targets are achievable but will take more effort and bold action**
3. **The best approach is a mix of policies and strategies**
 - No single strategy meets the target; there is no “silver bullet”
4. **Partnerships and collaboration are key**
 - Strategies have a mix of “sponsors” and funding sources
 - Actions will be needed at the local, regional, state and federal levels
 - We can’t do it alone

www.oregonmetro.gov/climatescenarios



Climate Smart Communities Scenarios Project

Joint Policy Advisory Committee on Transportation Briefing
November 10, 2011

Kim Ellis, Project Manager

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1

Oregon Greenhouse Gas Goals

- Stop emissions growth by 2010
- Reduce emissions by 10% by 2020
- Reduce emissions by 75% by 2050



Adopted by the 2007 Legislature, the goals are for reductions below 1990 levels for all GHG emissions.

 Metro

2



2035 GHG Targets for Oregon MPOs

per capita light vehicle GHG emissions reduction below 2005 levels

Metropolitan Area	Adopted Target
Portland Metro**	20%
Eugene-Springfield*	20%
Salem-Keizer	17%
Rogue Valley	19%
Bend	18%
Corvallis	21%

*Required Scenario Planning
** Required Scenario Planning & Adoption

4

Phase 1 purpose

- How far do current plans and policies get us?
- What is the relative GHG emissions reduction potential of different policies?
- What are our choices?

Not to choose a preferred alternative



5

2040: Six desired outcomes



**Vibrant
communities**



Equity



**Economic
prosperity**



**Transportation
choices**



Climate leadership



Clean air & water



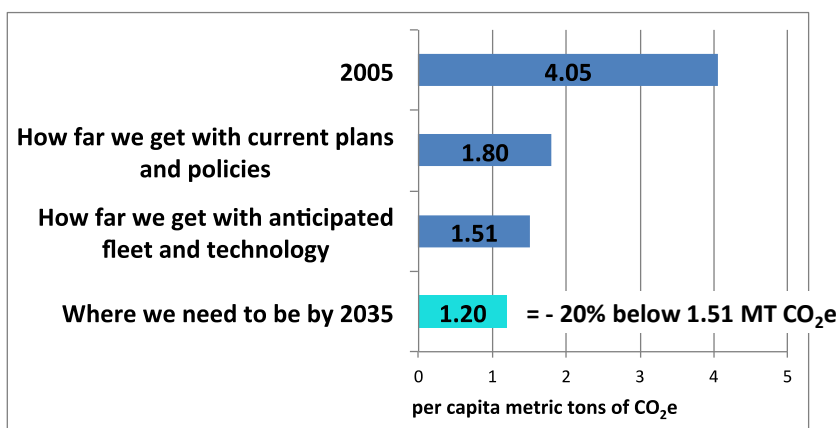
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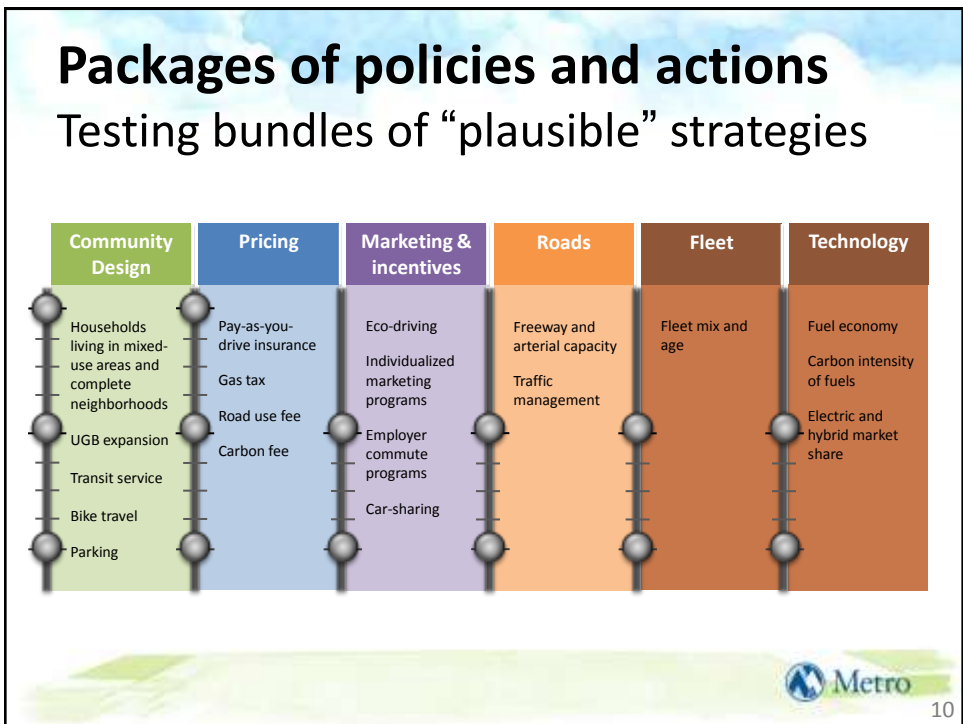
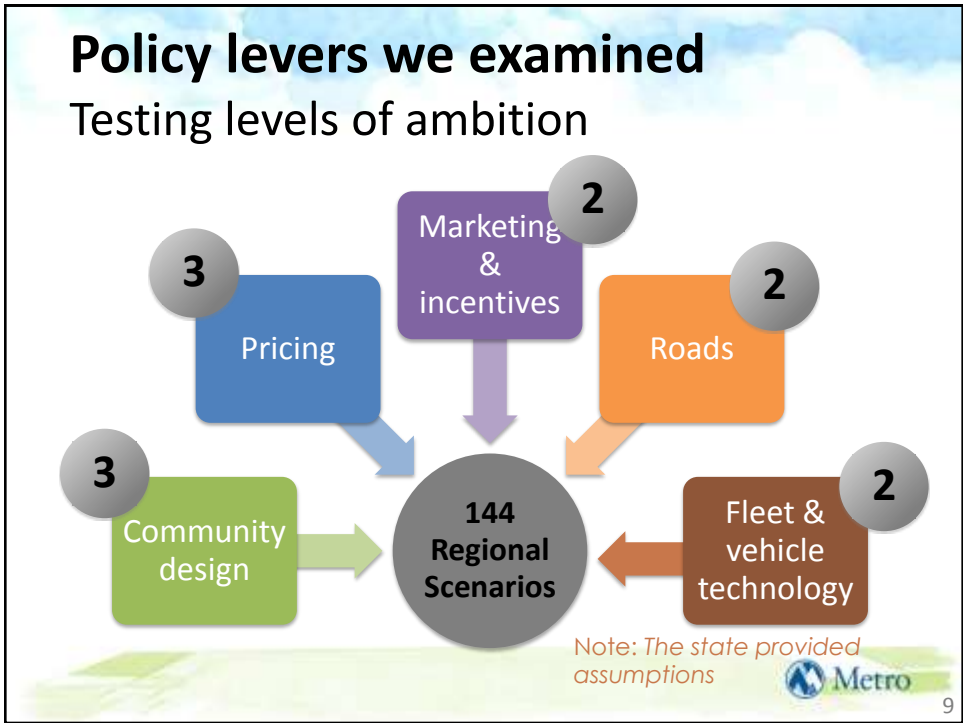
Study approach

- Staff advised by a 16-member work group
- Literature review led to Strategy Toolbox
- Scenarios developed to quantify effects



Region's GHG emissions reduction target in per capita terms





Level 1 assumptions = current plans and policies...

- Adopted 2035 Regional Transportation Plan
 - Transit service level
 - Freeway widening and management
 - Arterial connectivity and widening
 - 2% regional bike mode share
- Locally adopted land use plans
- Urban reserves anticipated to be developed by 2035

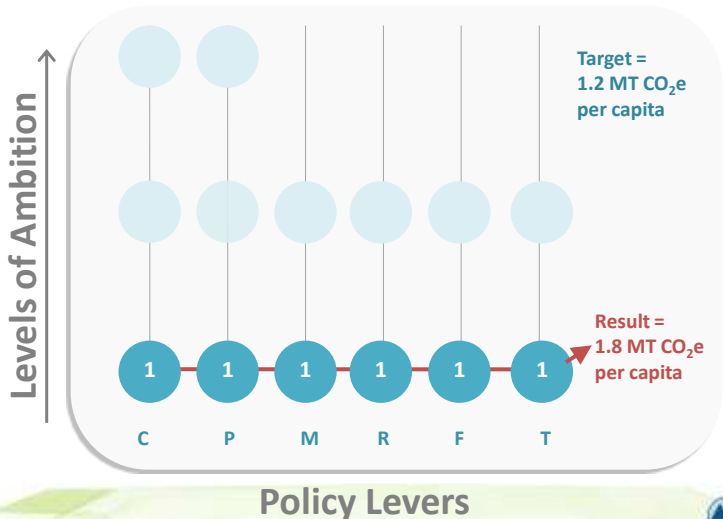


...Level 1 assumptions = current plans and policies

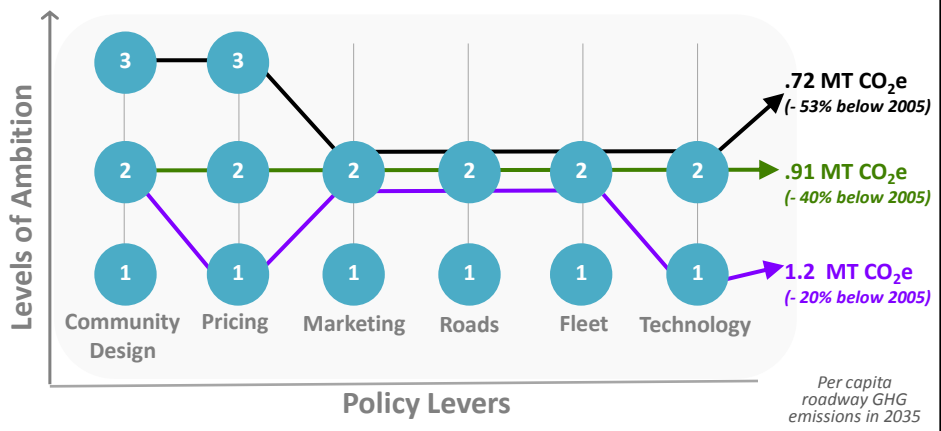


- Gas tax and parking fees at current levels
- 9% of households participate in individualized marketing
- 20% of workforce participates in employer-based commute programs
- Fleet mix same as today
- Achieve federal CAFÉ standard of 50 MPG
- Electric vehicle share grows to 4%

Current plans and policies on the right track, but don't meet target



Significant reductions possible from many combinations



Per capita roadway GHG emissions in 2035

Preliminary findings....



1. Current local and regional plans and policies are aspirational and provide a strong foundation
 - Continued investment, commitment and bold action are needed to achieve existing aspirations
2. Targets are achievable but will take more effort and action



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...Preliminary findings



3. The best approach is a mix of policies and strategies
 - No single strategy meets the target; there is no “silver bullet”
4. Partnerships and collaboration are key
 - Strategies have a mix of “sponsors” and funding sources
 - Action is needed at the local, regional, state and federal levels



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Outcomes to be reported in Phase 1



- Greenhouse gas emissions
- Travel behavior
- Households in mixed-use areas and complete neighborhoods
- Urban growth boundary expansion



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Additional outcomes for Phase 2



Equity

- Access to affordable housing and travel options
- Access to opportunity
- Public health

Economy

- Access to industry and jobs
- Freight travel time costs
- Economic development opportunities

Environment

- Air quality
- Access to parks and natural areas

Costs and savings

- Implementation
- Household and business



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Moving Forward to Phase 2

- Apply Phase 1 findings to identify combinations to study further
- Expand evaluation framework
- Build on local aspirations and planning efforts
- Bring in statewide transportation strategy



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Next steps

Oct. – Nov.	Work Group, TPAC & MTAC review findings and frame choices
Nov. – Dec.	Report back to JPACT and MPAC
Jan. 2012	Request Council, JPACT and MPAC acceptance of findings ODOT and DLCD submit progress report to Legislature
Early 2012	Share findings with stakeholders Request Council, JPACT and MPAC direction on Phase 2 work plan

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Questions and Discussion



What additional information do you need to prepare for the December 15 and January 12 JPACT discussions?

