

# Metro | Agenda

Meeting: Metro Technical Advisory Committee  
Date: Wednesday, January 15, 2014  
Time: 10 a.m. to noon  
Place: Council Chamber, Metro Regional Center

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00 a.m.	<b>CALL TO ORDER</b> <ul style="list-style-type: none"> <li>Announcements</li> <li>Comments from the Chair               <ol style="list-style-type: none"> <li>2014 Work Program</li> <li>Update on the Draft Regional Active Transportation Plan</li> </ol> </li> </ul>	Information  Let MTAC members know ATP Workgroup refinements are available for review on-line	John Williams, Chair	On-line
	<b>Citizen Comment to MTAC Agenda Items</b>	Information	All	
10:20 a.m.	<b>Climate Smart Communities Scenarios Project – First Look at Results (Part 3)</b> and discussion of shaping the preferred approach  <i>Objective: Staff presents remaining results from the Phase 2 Analysis and seeks input on the process for developing the preferred approach in 2014</i>	MTAC provides input on the process for developing the preferred approach in 2014	Kim Ellis, Metro	In packet & at meeting
11:20 a.m.	<b>2014 Regional Transportation Plan (RTP) Process Update and Draft Project List</b>  <i>Objective: Inform MTAC of 2014 RTP update status and overview of draft RTP project list</i>	Information	John Mermin, Metro	In packet & at meeting
11:40 a.m.	<b>Powell- Division Transit and Development Project – Project approach and decision making</b>  <i>Objective: Staff presents overview of milestones and decision making for the transit and development project. Staff will discuss the approach to land use and development scenarios for the project</i>	MTAC provides input on land use and development	Brian Monberg, Metro	In packet & at meeting
Noon	<b>ADJOURN</b>			

MTAC meets the 1<sup>st</sup> & 3<sup>rd</sup> Wednesday of the month. The next meeting will be held February 5, 2014. For agenda & schedule information contact [paulette.copperstone@oregonmetro.gov](mailto:paulette.copperstone@oregonmetro.gov) or 503-797-1562  
To check on closures or cancellations during inclement weather, call 503-797-1700. (See next page please.)

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DATE: December 30, 2013

TO: TPAC, MTAC and Interested Parties

FROM: Kim Ellis, Principal Transportation Planner

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

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## PURPOSE

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

## BACKGROUND

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

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

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

## CHANGES SINCE TPAC AND MTAC LAST CONSIDERED THIS ITEM

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

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

- **Staff continued to analyze the three scenarios with a focus on costs and social equity, and began to review the latest results with the regional technical advisory committees.** The latest results will be presented at the January meetings.
- The **Oregon Health Authority continued preparing a health impact assessment** of the three scenarios. This work is undergoing technical review and is expected to be available to report to policymakers in January.
- The **Oregon Department of Transportation released the Statewide Transportation Strategy Short-Term Implementation Plan<sup>1</sup>**. Accepted by the Oregon Transportation Commission in March 2013, the Statewide Transportation Strategy (STS)<sup>2</sup> identifies 18 strategies for Oregon to pursue to reduce greenhouse gas emissions from transportation. The Short-Term Implementation Plan identifies priority actions ODOT will pursue in the next 2 to 5 years to move the STS vision forward. By design, the actions identified represent “low-hanging fruit:” strategies with a relatively high degree of political acceptance, actions that maximize existing work, or actions that can be pursued at a relatively low level of effort with moderate returns.
- **ODOT, TriMet, the South Metro Area Rapid Transit (SMART) district, the Port of Portland and local governments submitted updated investment priorities for inclusion in the 2014 Regional Transportation Plan (RTP).** The investment priorities submitted by project sponsors reflect two levels of funding: a fiscally constrained level of investment and a more aspirational level of investment. RTP project staff will brief TPAC on the updated investment priorities at the January 3 meeting. MTAC will be briefed at the January 15 meeting.

## FOR DISCUSSION

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

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

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<sup>1</sup> [http://www.oregon.gov/ODOT/TD/OSTI/docs/STS%20Short-Term%20Implementation%20Plan\\_12.19.2013.pdf](http://www.oregon.gov/ODOT/TD/OSTI/docs/STS%20Short-Term%20Implementation%20Plan_12.19.2013.pdf)

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

[http://www.oregon.gov/ODOT/TD/OSTI/docs/STS%20Strategy%20Summary%20Sheets\\_12.19.2013.pdf](http://www.oregon.gov/ODOT/TD/OSTI/docs/STS%20Strategy%20Summary%20Sheets_12.19.2013.pdf)

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

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

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

More discussion of each step is provided below.

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

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

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

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

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

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

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

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

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

**Rationale:** These investments and actions are primarily state and federal responsibilities, and significant work is already under way to implement them as outlined in the Governor's 10-year Energy Action Plan<sup>3</sup>, the Oregon Global Warming Commission 2020 Road Map<sup>4</sup>, the Statewide

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<sup>3</sup> [http://www.oregon.gov/energy/pages/ten\\_year/ten\\_year\\_energy\\_plan.aspx](http://www.oregon.gov/energy/pages/ten_year/ten_year_energy_plan.aspx)

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

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

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

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

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

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

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

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<sup>4</sup>[http://www.keeporegoncool.org/sites/default/files/Integrated\\_OGWC\\_Interim\\_Roadmap\\_to\\_2020\\_Oct29\\_1-19Additions.pdf](http://www.keeporegoncool.org/sites/default/files/Integrated_OGWC_Interim_Roadmap_to_2020_Oct29_1-19Additions.pdf)

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

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

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

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

*(January to May 2014)*

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

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

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



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

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

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

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

## **NEXT STEPS**

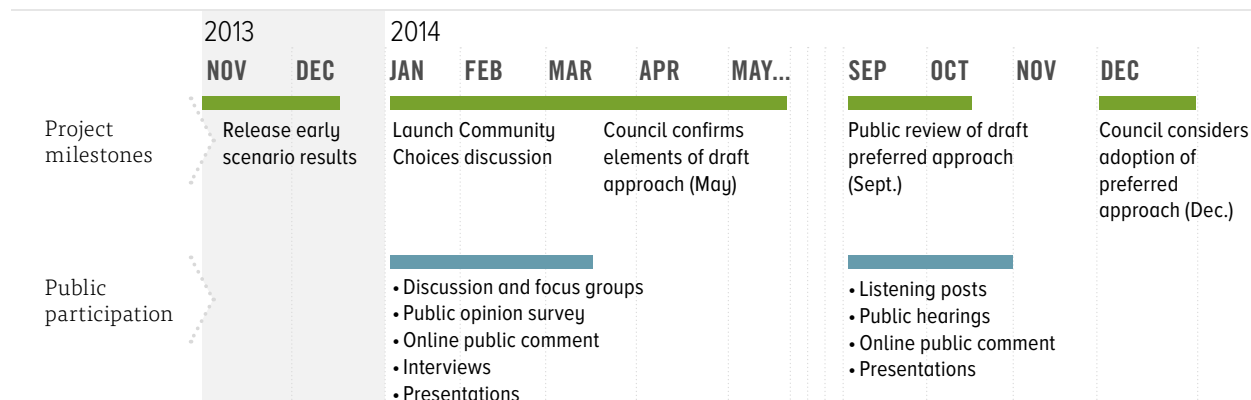
**Figure 1** provides a summary of Phase 3 activities and milestones for reference.

### **FIGURE 1. PHASE 3 PROJECT MILESTONES AND PUBLIC PARTICIPATION OPPORTUNITIES**

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

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



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

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

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

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

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

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

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



## 2014 DECISION MILESTONES

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

## EVENTS AND PRODUCTS TO ACTUALIZE DECISION MILESTONES

### Milestone 1

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

## Milestone 2

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

## Milestone 3

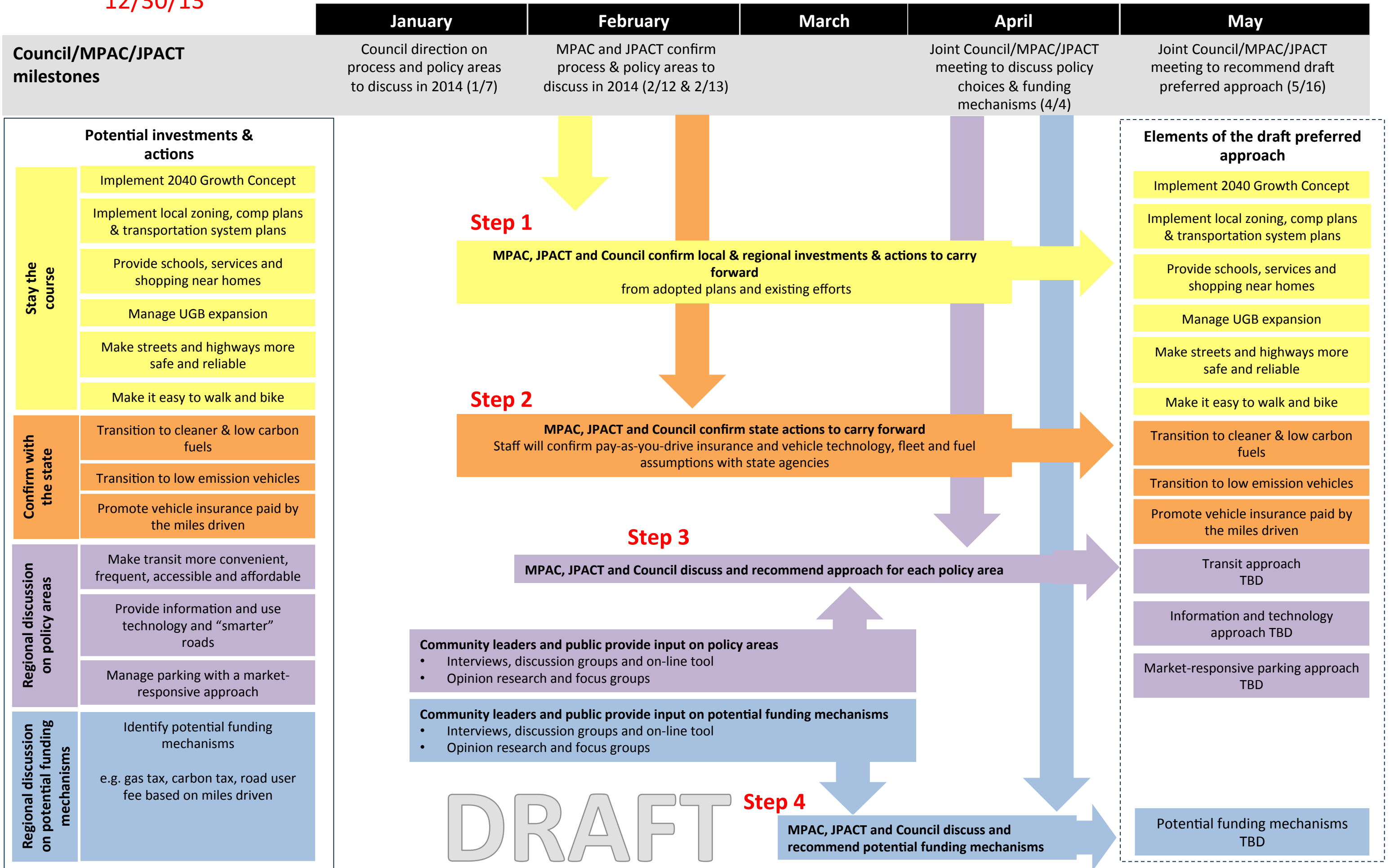
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Sept. 11 or 18, 2014	Metro Council - First reading/hearing
Sept. – Oct., 2014	Additional public hearings/listening posts ( <i>dates TBD</i> )
September 26, 2014	TPAC preview of potential refinements from public comments
October 7, 2014	Metro Council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

12/30/13

## Shaping the Preferred Approach in 2014

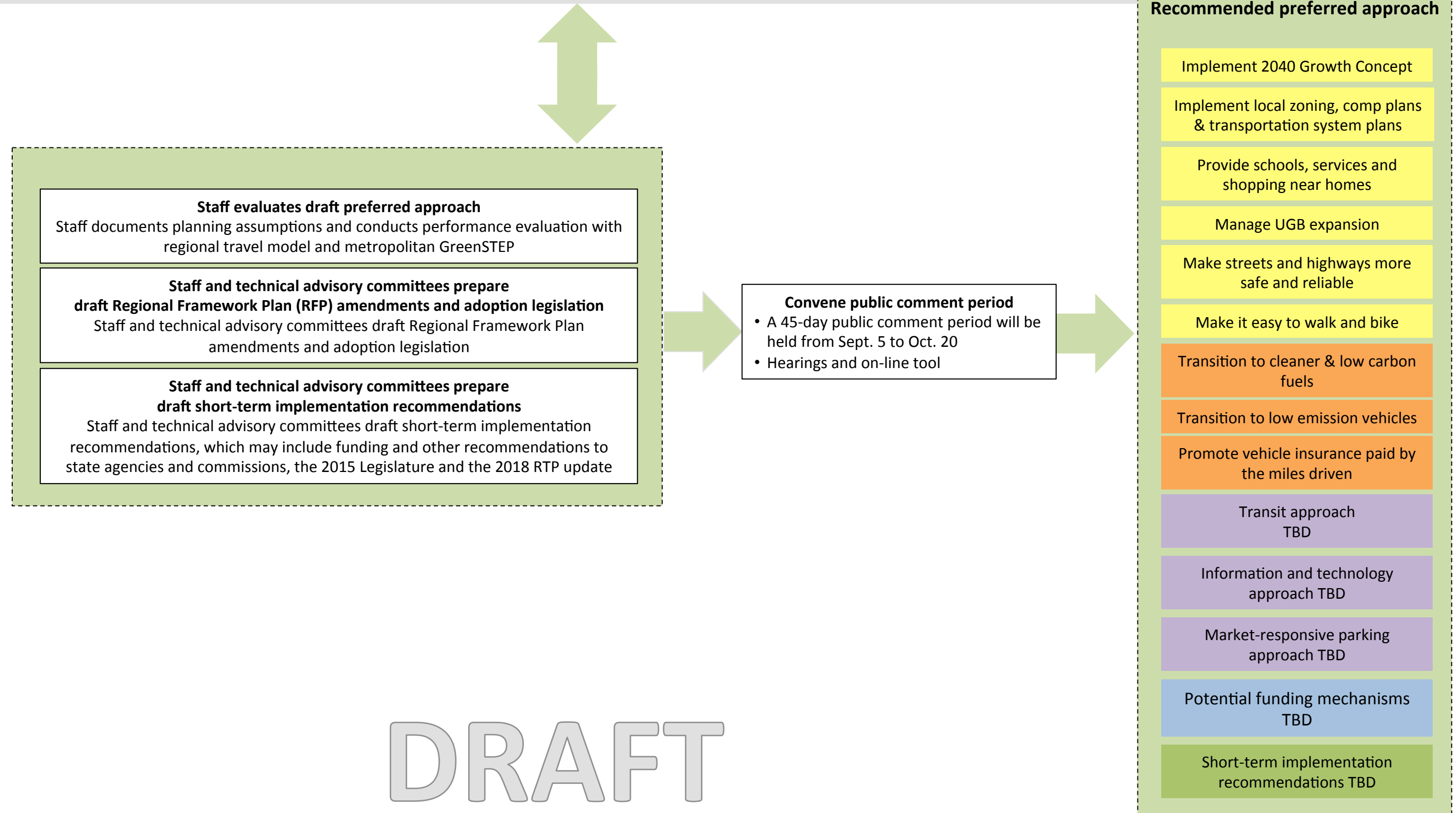
## Attachment 2



# Adopting the Preferred Approach in 2014

12/30/13

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







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**Climate Smart Communities Scenarios Project**

# **First Look at Results – Part 3**

**Metro Technical Advisory Committee**

**Kim Ellis, project manager**

**January 15, 2014**



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# First Look at Results

## **NOVEMBER – PART 1**

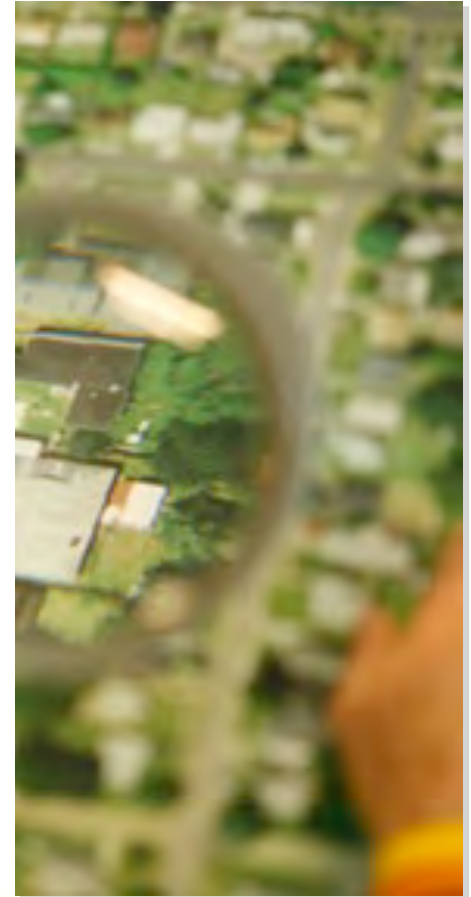
- ☑ Report emissions, travel, air quality, housing and job outcomes

## **DECEMBER – PART 2**

- ☑ Report costs relative to economic and social equity outcomes

## **JANUARY – PART 3**

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



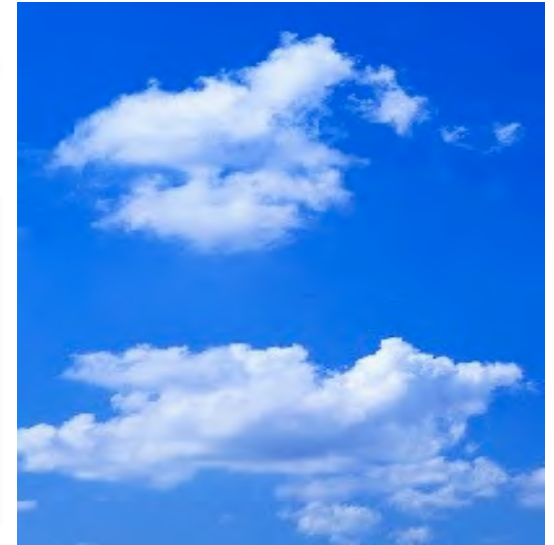
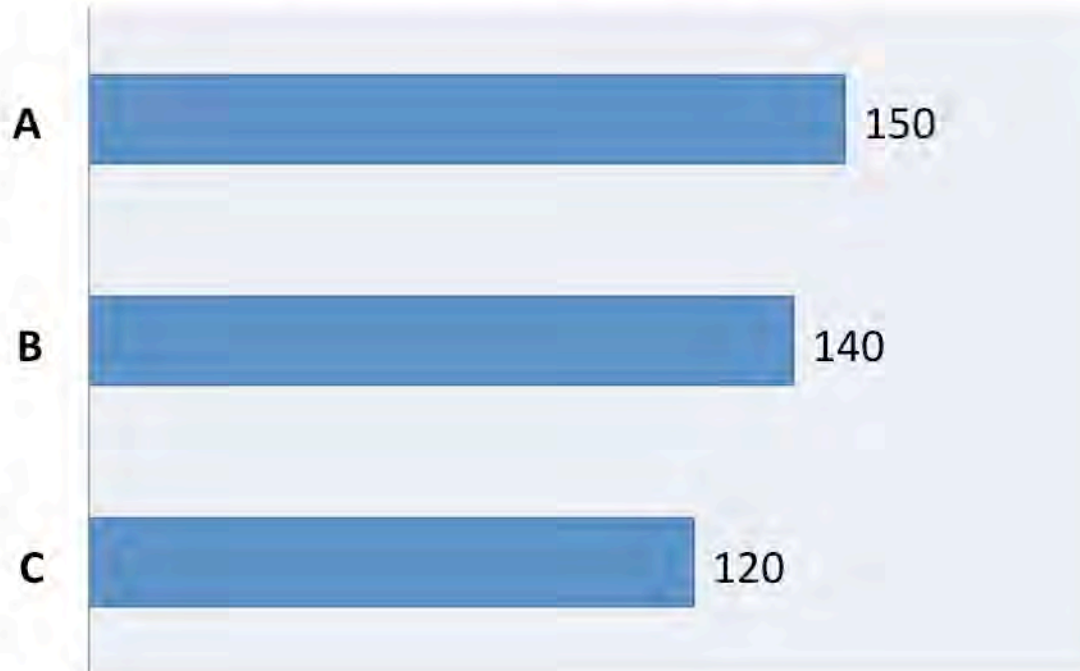
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# **WHAT WE LEARNED**

## **PART 3**

# Investment helps reduce air pollution

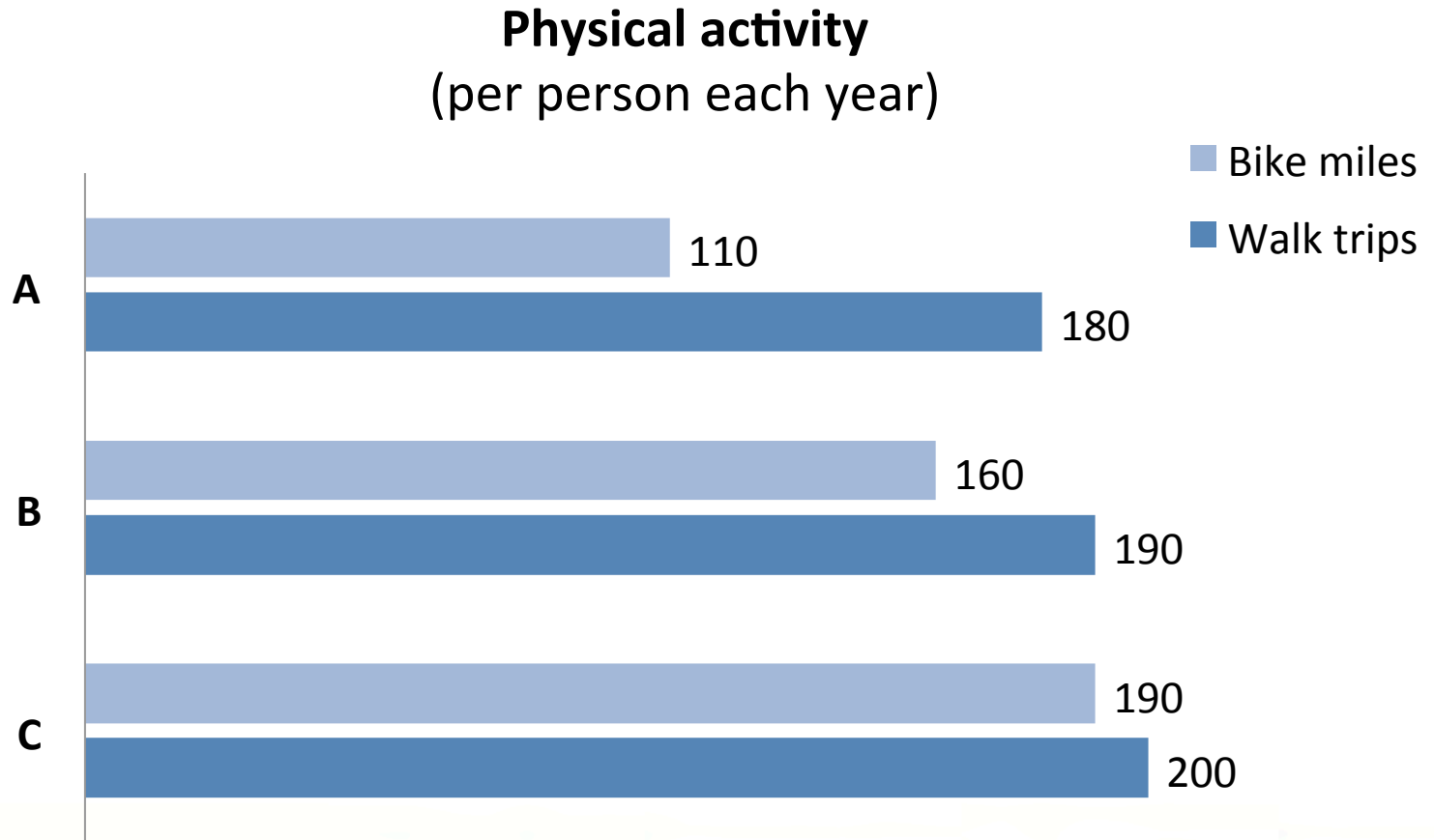
**Air pollutants**  
*(metric tons per day)*



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

*Source: GreenSTEP*

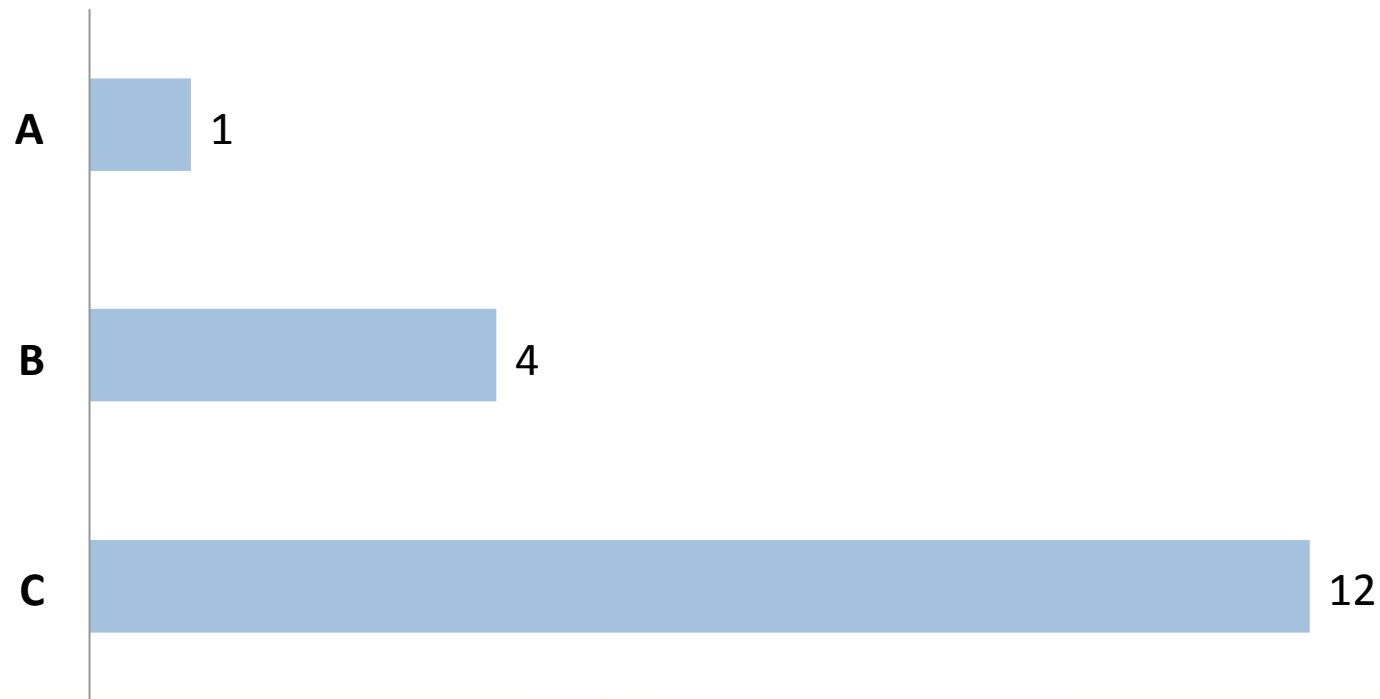
# Investment helps increase physical activity



Source: GreenSTEP

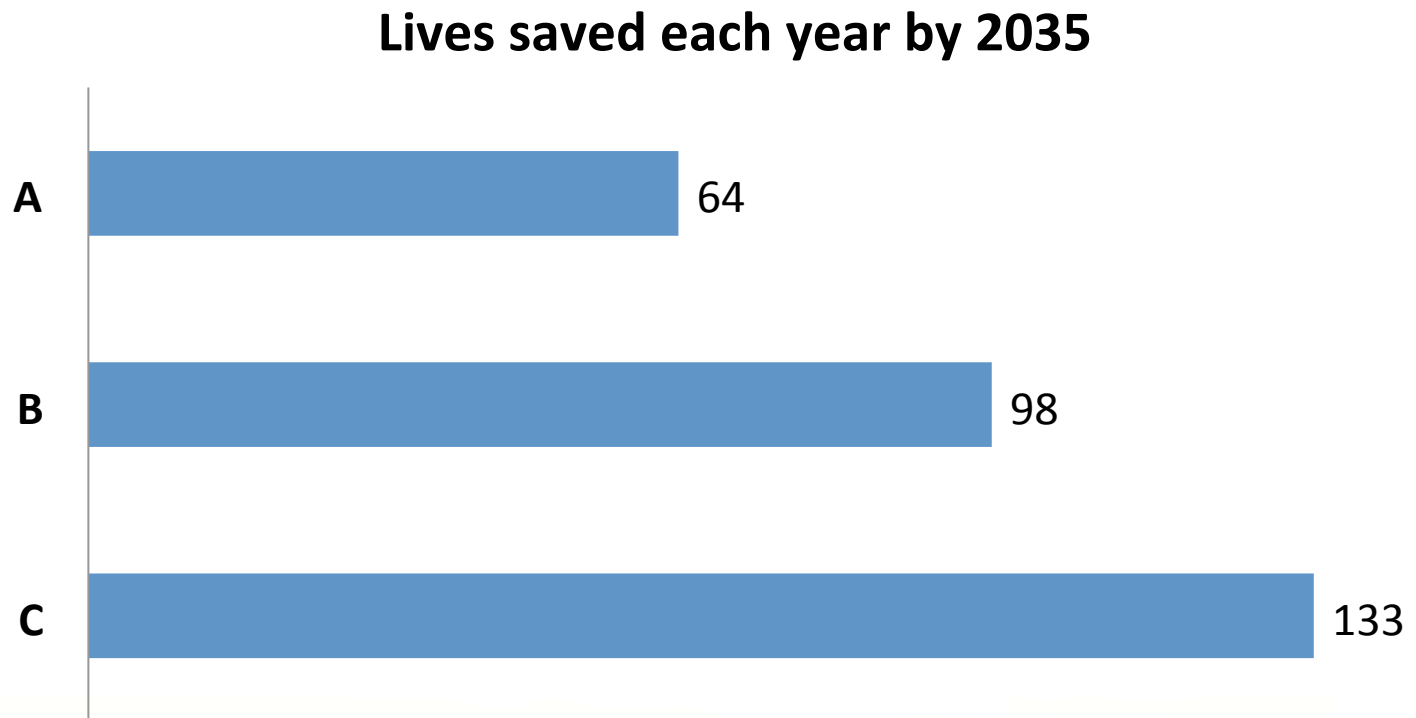
# Investment helps improve traffic safety

Traffic fatalities avoided per year by 2035



Source: ITHIM

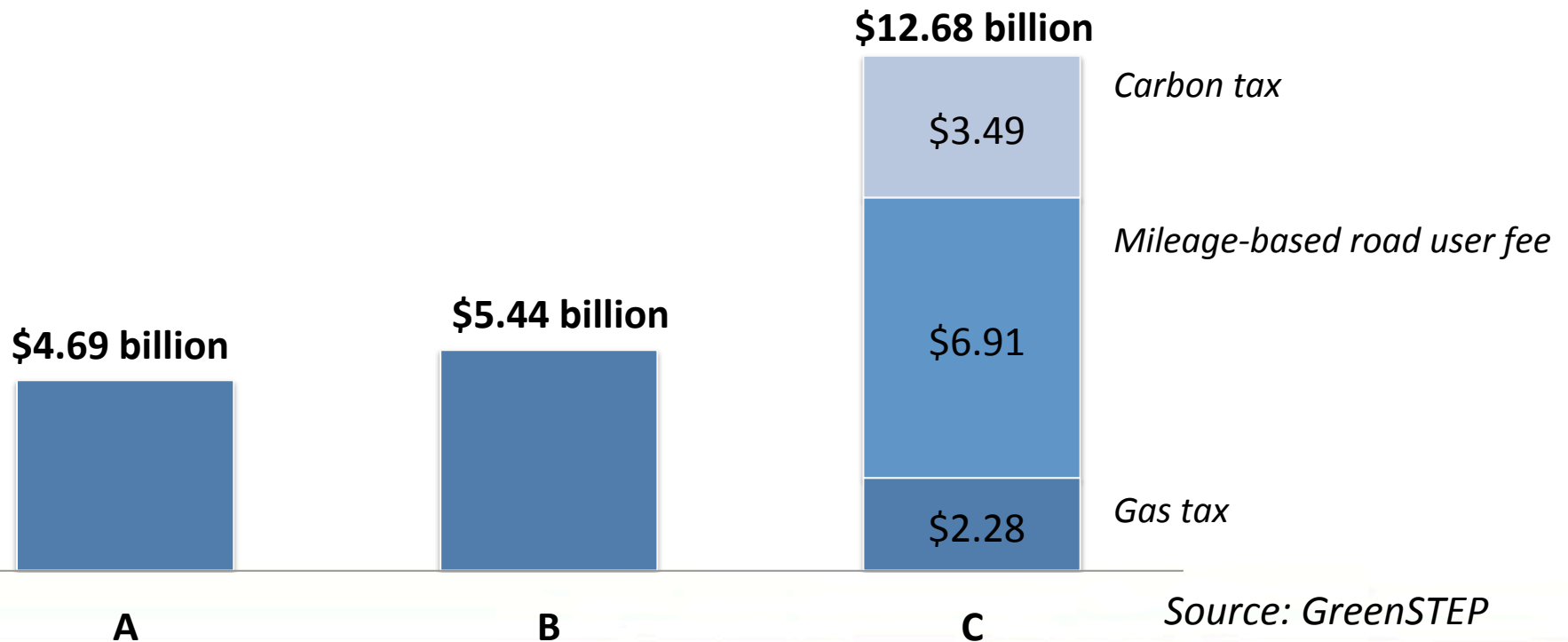
# Less air pollution, more physical activity & improved safety help save lives



Source: ITHIM

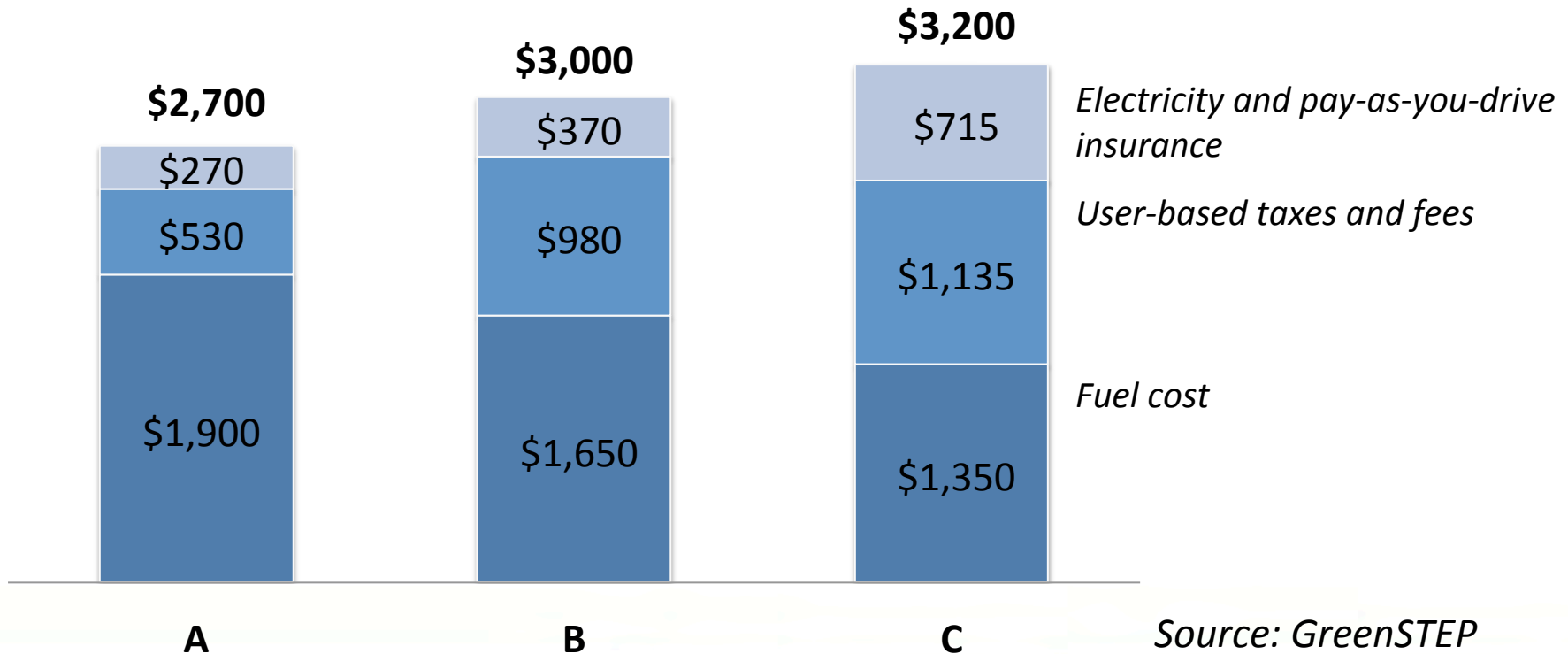
# New fees and taxes provide potential revenue to pay for needed investments

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



# Vehicle operating costs increase due to new fees and taxes

Annual household vehicle operating costs  
(2005\$)





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

Average annual household vehicle ownership costs

(2005\$)

\$5,500

\$5,100

\$4,200

A

B

C

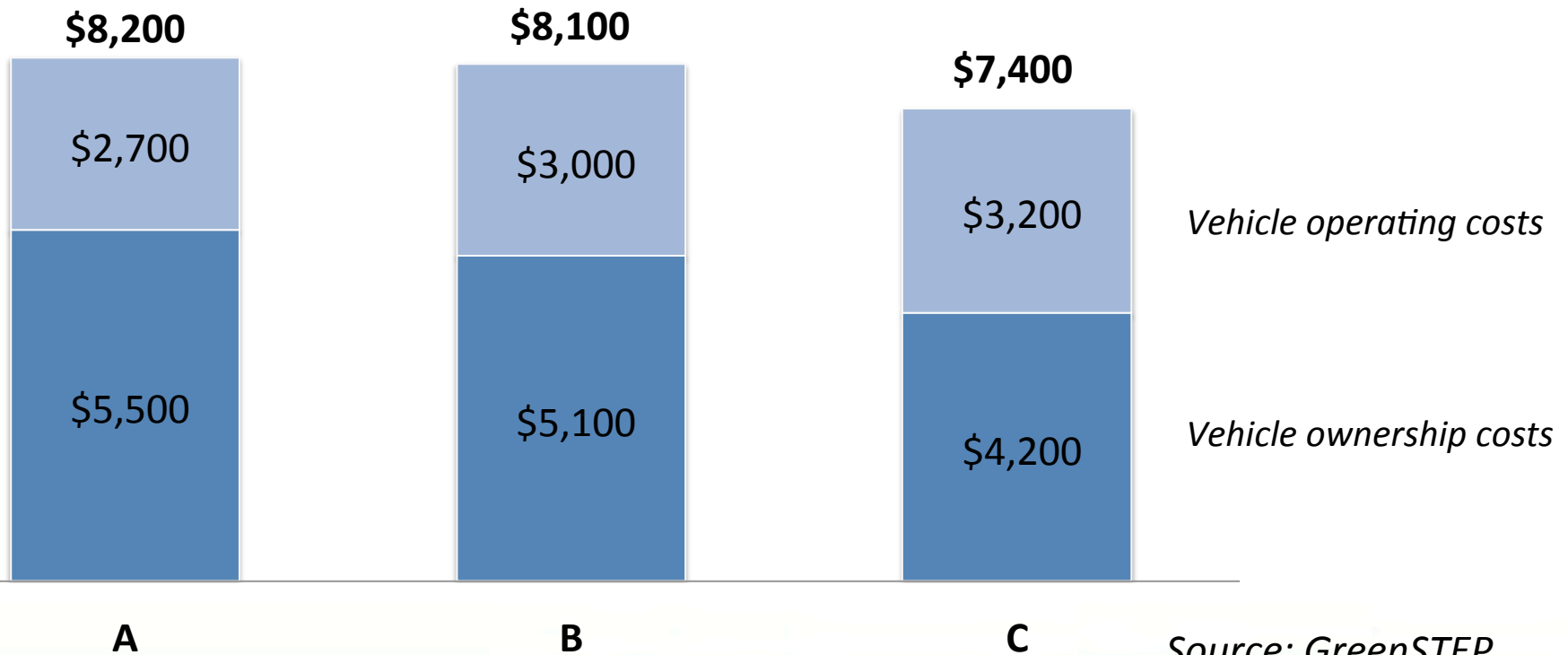
*Ownership costs include:*

- *registration*
- *maintenance*
- *tires*
- *depreciation*
- *insurance (not including pay-as-you-drive insurance)*

*Source: GreenSTEP*

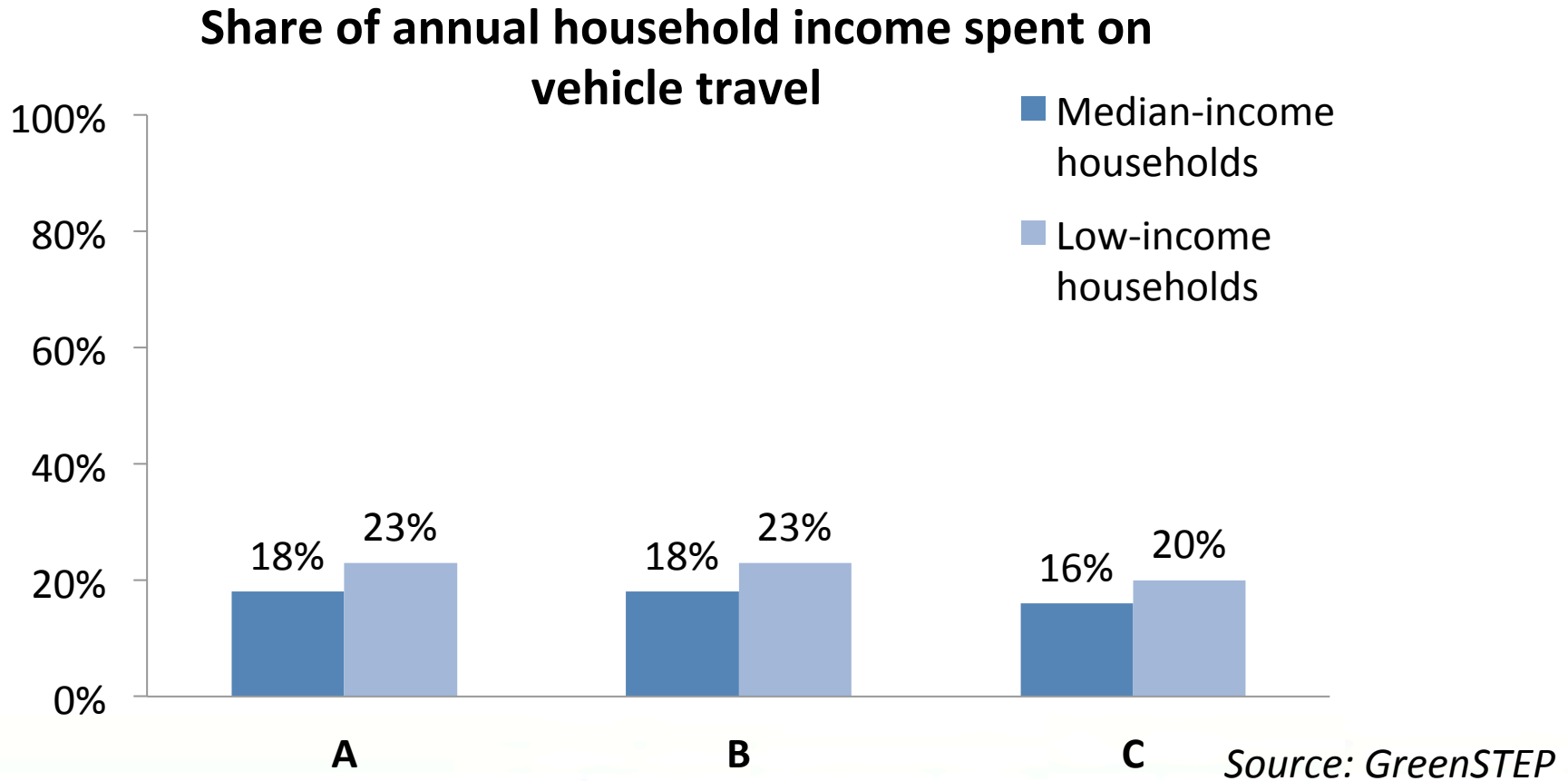
# Overall vehicle-related travel costs decrease due to lower ownership costs

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



Source: GreenSTEP

# Lower vehicle travel costs help household budgets



# 2014: Shaping a preferred approach

## **JAN. TO MAY 2014**

Discuss choices and tradeoffs to shape a draft preferred approach

## **MAY 2014**

Council direction to staff on the draft preferred approach

## **JUNE TO AUGUST 2014**

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

## **SEPT. TO DEC. 2014**

Public comment period and Council considers final adoption of preferred approach

# Policy areas recommended to carry forward to draft preferred approach

## Step 1

### Stay the course

Implement the 2040 Growth Concept

Implement local zoning, comp plans & transportation system plans

Provide schools, services and shopping near homes

Manage UGB expansion

Make streets and highways more safe and reliable

Make it easy to walk and bike



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

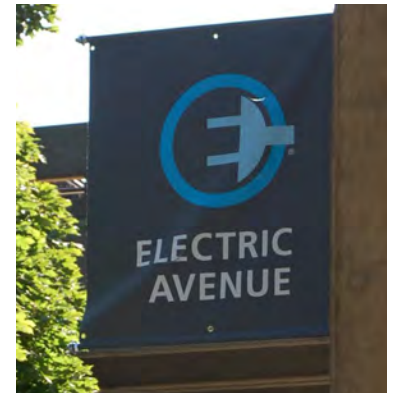
## Step 2

Confirm  
with the  
state

Transition to cleaner & low carbon fuels

Transition to low emission vehicles

Promote vehicle insurance paid by the  
miles driven



# Policy areas recommended to be the focus of further discussion

## Steps 3 and 4

### Regional discussion

Make transit more convenient, frequent, accessible and affordable

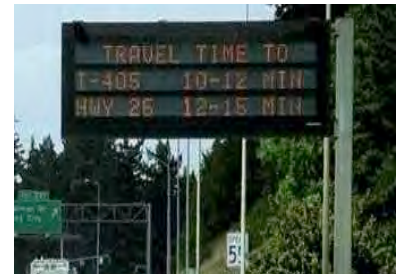
Provide information and use technology and “smarter” roads

Manage parking with a market-responsive approach

### Regional discussion

Identify potential funding mechanisms

e.g. gas tax, carbon tax, road user fee based on miles driven







# DISCUSSION





# CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



Metro



## What the future might look like in 2035

### Scenario

# A

#### Recent Trends

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

### Scenario

# B

#### Adopted Plans

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

### Scenario

# C

#### New Plans and Policies

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

# INVESTING IN GREAT COMMUNITIES

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

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

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

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

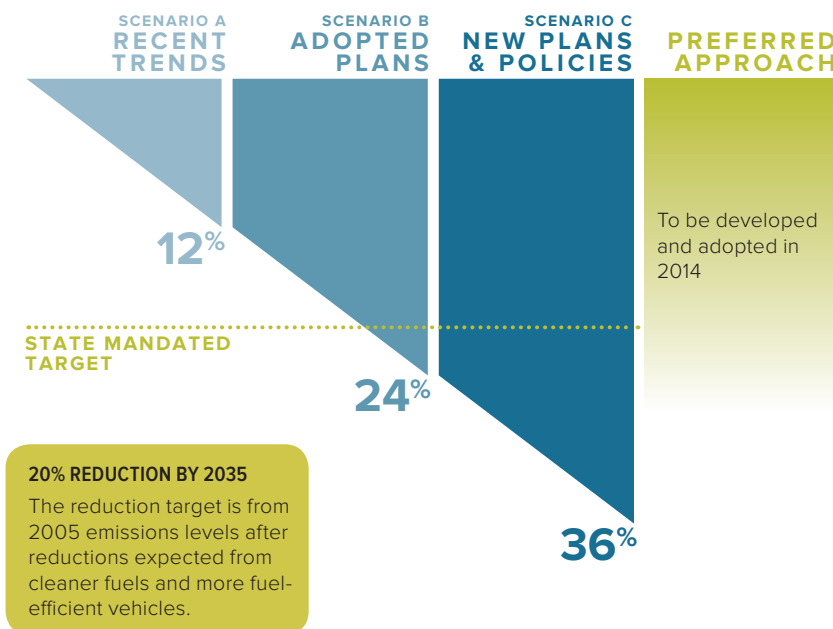
## WHAT HAVE WE LEARNED SO FAR?

### Adopted plans can meet the target

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

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

## REDUCED GREENHOUSE GAS EMISSIONS PERCENT BELOW 2005 LEVELS



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

# WHAT INVESTMENTS AND ACTIONS BEST SUPPORT YOUR COMMUNITY VISION?

## Each community is unique

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

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



# WHAT DOES THIS MEAN FOR YOUR COMMUNITY?

## We’re all in this together

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

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



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

## About Metro

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

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

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

[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)

### Metro Council President

Tom Hughes

### Metro Council

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

### Auditor

Suzanne Flynn

## WHAT'S NEXT?

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

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

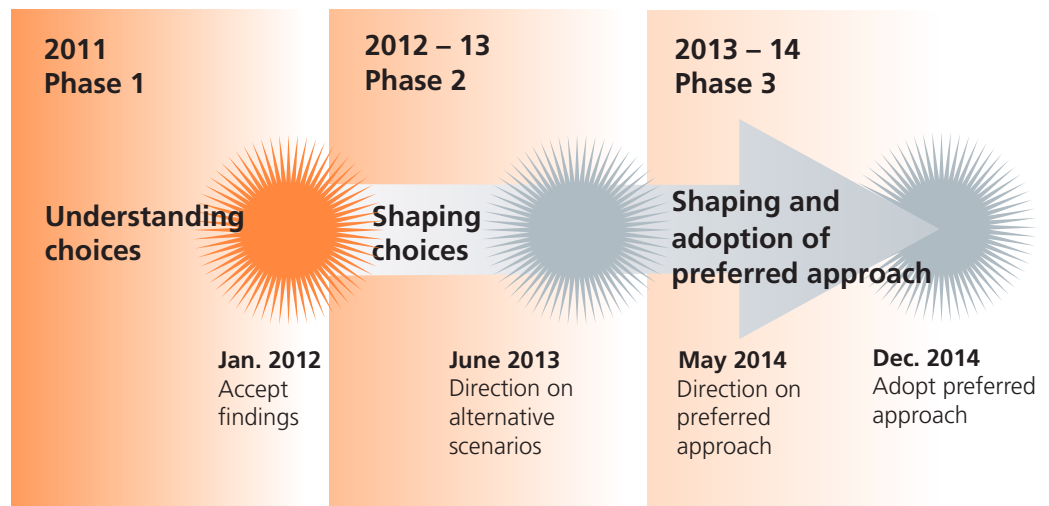
**Summer 2014** Evaluation of preferred approach

**September 2014** Final public review of preferred approach

**December 2014** Metro Council considers adoption of preferred approach

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

## Climate Smart Communities Scenarios Project timeline



## WHERE CAN I FIND MORE INFORMATION?

[www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios)

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

For email updates, send a message to [climatescenarios@oregonmetro.gov](mailto:climatescenarios@oregonmetro.gov)

# MAKING A GREAT PLACE



JAN. 2, 2014





**The region's six desired outcomes** – endorsed by city and county elected officials and adopted by the Metro Council in December 2010

## 2014 Regional Transportation Plan update

The Regional Transportation Plan assesses long-term transportation needs and acts as a blueprint to guide transportation investments in the Portland metropolitan region over the next 20 years. The plan is updated every four years, allowing the region to have both the certainty of long-term goals and the flexibility to respond to new conditions or as information comes to light.

### Stay the course

Rather than starting from scratch, the 2014 update will continue most of the policies, goals and objectives from the 2035 Regional Transportation Plan. Adopted in 2010, the 2035 Regional Transportation Plan calls for transportation investments that support the region's economy, foster vibrant communities and expand safe, affordable transportation options for families and businesses. Some updates in procedural requirements will be made in this update to meet new federal and state requirements.

### Update to projects list

The 2014 update will focus primarily on updating projects that will be eligible for federal funding.

Since the 2035 Regional Transportation Plan, some priority projects have been completed, others are moving forward, and still others have become less of a priority to local communities due to other changes on the ground. The 2014 update gives the local, county, state and

### Timeline for the 2014 update

#### July through September 2013

- financial assumptions development
- policy updates preparation
- existing conditions "snapshot"

#### October through December 2013

- cities, counties, regional and state project submission
- collaboration with Metro equity initiative to assess potential impacts
- updated policies finalization

#### January through March 2014

- system performance modeling
- draft plan finalization

#### late March to early May 2014

- public comment on draft plan

#### May through June 2014

- assessment of public comments and edits to plan
- preliminary approval of plan
- air quality analysis and comment period

#### July 2014

- adoption
- submission to U.S. Department of Transportation and Oregon Department of Land Conservation and Development

regional governments the opportunity to choose investments that make the most of available transportation dollars and potential funding strategies.

Policies and investments in the plan will continue to make the most of investments already made, enhance mobility and increase access to jobs, services, schools and recreational opportunities for everyone.

### Find out more

about the Regional Transportation Plan:  
[www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

about the project solicitation process:  
[www.oregonmetro.gov/2014solicitation](http://www.oregonmetro.gov/2014solicitation)

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### **For email updates,**

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[trans@oregonmetro.gov](mailto:trans@oregonmetro.gov).

## Why are there two project lists?

During any Regional Transportation Plan update, confusion arises over how priority projects are separated into two lists: the federal – or financially constrained – project list and the state project list.

### **The federal (financially constrained) list**

Federal regulations require that the Regional Transportation Plan projects costs be constrained to the existing revenues and new revenues that may be reasonably expected to be available over the life of the plan. The total cost of the projects on this list is limited to the projected federal, state and local funding levels. The projects on this list become eligible for federal transportation funds.

### **The state list**

State, regional and local governments may identify additional transportation priorities above and beyond what can be afforded under existing and expected revenues. These priorities are identified on the state list. This is a more aspirational list intended to meet state requirements to adequately serve the region's land use vision, the 2040 Growth Concept.

## Looking toward 2018

The next update to the Regional Transportation Plan will be adopted in 2018. It is envisioned as a more comprehensive look at the policies, goals and objectives of the plan, taking into consideration new requirements and information that will come between now and that time, including:

### **Federal**

- new requirements from the next federal reauthorization legislation

### **State**

- Climate Smart Communities policy and requirements
- Oregon Highway Plan mobility policy update

### **Regional**

- Urban Growth Report
- Metro Equity Strategy
- Regional Transportation Functional Plan update

### **Local**

- City and county Transportation System Plan updates

