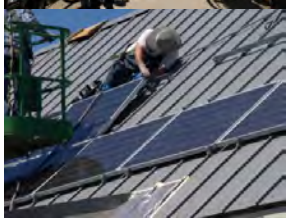
CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Metro



JPACT/MPAC MEETING AGENDA

8 a.m. to noon, Friday, May 30, 2014
World Forestry Center, Cheatham Hall

NOTE: The meeting will follow JPACT and MPAC meeting protocols which means that only JPACT and MPAC members will be seated at the discussion table and allowed to vote. If a member is not present, the alternate will sit in their place. Audience seating will be provided for all other attendees.

Meeting outcomes

- Members consider input received and new information presented on each policy area since April 11
- Members shape and recommend a draft approach to the Metro Council for further testing over the summer
- Members understand next steps to reaching a final preferred approach at the end of 2014 and what implementation actions will follow

7:30 a.m.	**REGISTRATION AND LIGHT BREAKFAST**	
8 a.m.	**WELCOME AND AGENDA REVIEW**	Sam Imperati, Facilitator, ICM, Inc.
8:10 a.m.	**CALL TO ORDER AND INTRODUCTIONS** • *Review meeting outcomes and today's action* • *Review next steps to get to final preferred approach in December 2014*	MPAC Chair, West Linn Council President Jody Carson JPACT Chair, Metro Councilor Craig Dirksen
8:25 a.m.	**SETTING THE STAGE FOR SHAPING A DRAFT APPROACH TO TEST – <u>INFORMATION</u>** • *Overview of straw poll results, local examples, cost information and community input* • *Clarify Council December policy action versus future implementation actions*	John Williams, Metro Deputy Planning Director

Continued on reverse side…

	SHAPING A DRAFT APPROACH TO TEST – <u>DISCUSSION</u>
	(Break will be provided)
	
	For each policy area, members consider input received and new information presented to recommend a level of investment to test:
	• *Transit*
	  ▪ *Capital*
	  ▪ *Operations*
	• *Technology*
	• *Travel information*
	• *Active transportation*
	• *Streets and highways*
	• *Parking*
		Sam Imperati, Facilitator

11 a.m.	**<u>POLL and BREAK</u>** *At the end of the discussion, individual members will be polled on the level of investment for each policy area to test in the draft approach. Results of poll calculated during break.*	
11:20 a.m.	**JOINT RECOMMENDATION TO METRO COUNCIL ON A DRAFT APPROACH TO TEST – <u>ACTION REQUESTED</u>** *Present poll results and facilitate group discussion that leads to a joint recommendation to the Metro Council on a draft approach to test*	Sam Imperati, Facilitator
11:50 a.m.	**GETTING TO A FINAL RECOMMENDATION IN DECEMBER – WHAT'S NEXT?** *Review next steps* • **Summer** Staff evaluates draft approach • **Fall** Receive results and refine draft approach • **December** Final recommendation to Metro Council	MPAC Chair, West Linn Council President Jody Carson JPACT Chair, Metro Councilor Craig Dirksen
Noon	**ADJOURN**	

Logistics and more info

Wi-Fi is available at the World Forestry Center. Select "WFC"; no password is required.

For more information on the Climate Smart Communities Scenarios Project visit, www.oregonmetro.gov/climatescenarios

For more information, call Valerie Cuevas at 503-797-1536.

Getting there

The World Forestry Center is accessible by MAX at the Washington Park stop or TriMet bus #63. A parking pass will be provided for members and alternates who park in the Washington Park lot. Metro staff will meet you at the main parking lot entrance to provide you the pass or you can pick it up at the registration table. For staff or other meeting attendees, parking is available for purchase at the lot.

600 NE Grand Ave.
Portland, OR 97232-2736
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JOINT MPAC/JPACT MEETING
Meeting Minutes
Apr. 11, 2014
World Forestry Center, Cheatham Hall

JPACT MEMBERS PRESENT	AFFILIATION
Jack Burkman	City of Vancouver
Carlotta Collette 3rd Vice Chair	Metro Council
Shirley Craddick 2nd Vice Chair	Metro Council
Craig Dirksen, Chair	Metro Council
Denny Doyle	City of Beaverton, representing Cities of Washington County
Donna Jordan	City of Lake Oswego, representing Cities of Clackamas Co.
Steve Novick	City of Portland
Paul Savas	Clackamas County

JPACT MEMBERS EXCUSED	AFFILIATION
Shane Bemis	City of Gresham, representing Cities of Multnomah Co.
Jack Burkman	City of Vancouver
Nina DeConcini	Oregon Department of Environmental Quality
Neil McFarlane	TriMet
Diane McKeel	Multnomah County
Steve Stuart	Clark County
Jason Tell	Oregon Department of Transportation
Don Wagner	Washington State Department of Transportation
Bill Wyatt	Port of Portland

JPACT ALTERNATES PRESENT	AFFILIATION
David Collier	Oregon DEQ
Jef Dalin	City of Cornelius
Andy Duyck	Washington County
Kathryn Harrington	Metro Council
Tim Knapp	City of Wilsonville
Susie Lahsene	Port of Portland
Alan Lehto	TriMet
Matt Ransom	City of Vancouver
Rian Windsheimer	ODOT

MPAC MEMBERS PRESENT	AFFILIATION

Ruth Adkins	PPS, Governing Body of School Districts
Jody Carson	City of West Linn, Clackamas Co. Other Cities
Sam Chase	Metro Council
Tim Clark	City of Wood Village
Denny Doyle	City of Beaverton, representing Cities of Washington County
Andy Duyck	Washington County
Maxine Fitzpatrick	Multnomah Co. Citizen
Kathryn Harrington	Metro Council
Dick Jones	Oak Lodge Water District
Marilyn McWilliams	Tualatin Valley Water District, Washington Co. Special Districts
Keith Mays	Sherwood Chamber of Commerce
Anne McEnerny-Ogle	City of Vancouver
Doug Neely	City of Oregon City, Clackamas Co. 2nd Largest City
Wilda Parks	Citizen, Clackamas Co. Citizen
Craig Prosser	TriMet
Martha Schrader	Clackamas County
Bob Stacey	Metro Council
Peter Truax	City of Forest Grove, Washington Co. Other Cities
Jerry Willey	City of Hillsboro, Washington Co. Largest City

MPAC MEMBERS EXCUSED	AFFILIATION
Charlie Hales	City of Portland
Jerry Hinton	City of Gresham
Tom Imeson	Port of Portland
Charlynn Newton	City of North Plains
Jim Rue	Oregon Dept. of Land Conservation and Development
Loretta Smith	Multnomah County
Steve Stuart	Clark County
Kent Studebaker	City of Lake Oswego

MPAC ALTERNATES PRESENT	AFFILIATION
Gretchen Buehner	City of Tigard
Lori DeRemer	City of Happy Valley
Lise Glancy	Port of Portland
Edward Gronke	Clackamas Co. Citizen
Jeff Gudman	City of Lake Oswego
Susie Lahsene	Port of Portland

STAFF: John Williams, Troy Rayburn, Jessica Rojas, Jill Schmidt, Andy Cotugno, Kim Ellis, Tom Kloster, Grace Cho, Randy Tucker, Beth Cohen, Ramona Perrault, Nick Christensen, Martha Bennett, Caleb Winter, Dan Kaempff, Valerie Cuevas, Lake McTighe, Peggy Morell, Patty Unfred, C.J. Doxsee, and Chris Myers.

FACILITATOR: Sam Imperati, Oregon Consensus.

The joint policy advisory committee meeting on the Climate Smart Communities Scenarios Project convened at 8:00 a.m.

1. MAKING THE CASE FOR INVESTING IN GREAT COMMUNITIES

MPAC Chair and West Linn Council President Jody Carson welcomed the members and alternates of the Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) as well as staff and interested parties.

Chair Carson gave a brief overview of the joint committee meeting agenda and goals of the meeting:

1. Look at where we've been
2. Understand the choices
3. Take a straw poll to determine initial areas of agreement

Chair Carson reinforced that the joint discussion of the six policy areas would begin and end with adopted local and regional plans. She explained that the three scenarios start with the adopted plans cities, counties and the region have developed, recognizing that a one-size-fits-all solution for the preferred approach won't meet the needs of our communities. Chair Carson stated that the goal of the joint advisory committee meeting was to identify initial areas of consensus among JPACT and MPAC members and alternates on levels of investments reflected in the the three scenarios tested last year. She reminded members to consider the public input received since January as they work toward drafting a joint recommendation to the Metro Council on the preferred approach.

Chair Carson also provided background on the Climate Smart Communities Project. She explained that the 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. She encouraged members to take full advantage of today to learn more from each other and be prepared to take what they learn to the county coordinating committees and others for further input. She explained the policy +committees will be asked to make a recommendation to the Metro Council at the next joint meeting on May 30.

JPACT Chair and Metro Councilor Craig Dirksen acknowledged the presence of Jerry Lidz, a commissioner with the Land Conservation and Development Commission and liaison to the Climate Smart Communities Scenario Project. Councilor Dirksen provided historical context in relation to the work members are engaged in as a part of the 2040 Growth Concept. He directed members and alternates to a green book called, "The Nature of 2040: The region's 50-year plan for managing growth." He noted that the region is continuing the work today that was started with the development of the 2040 Growth Concept. He explained the parallels between the 2040 Growth Concept project and Climate Smart Communities Scenarios Project in terms of the process and challenges facing the region.

Councilor Dirksen commented on how the Portland metropolitan region is growing and changing, and recognized the challenges that the region must address to accommodate a growing population while maintaining and providing a high quality of life for all of the region's residents. He identified one key purpose of the meeting as identifying the level of investment needed to reach the state mandated target by 2035, recognizing that limited funding is available to implement the adopted plans. He explained the preferred approach the committees recommend to the Metro Council will not replace the 2040 Growth Concept nor will it be a stand-alone plan. MPAC and JPACT will be asked to recommend policies and actions for how the region moves forward together to integrate

the reduction of greenhouse gas emissions with the ongoing efforts to create the desired future for the region.

Councilor Dirksen introduced Mr. Sam Imperati of Oregon Consensus, who would facilitate the joint meeting.

2. OVERVIEW OF AGENDA AND PROCESS FOR SHAPING PREFERRED APPROACH

Mr. Sam Imperati, directed committee members to the materials provided in the meeting packet and provided an overview of the process. He reminded participants that there would be no decision made that day and explained the purpose of the meeting is to delve into the six policy areas in small group discussions among members and alternates. Among materials provided were dots that each member would use to indicate their preferences for each of the six policy areas. He noted that members would take a straw poll at the end of the meeting to evaluate the group consensus on the policy areas under consideration. He indicated that the results would be made available next week to share at the coordinating committees and serve as a starting point for their recommendation on May 30..

3. OVERVIEW OF ANALYSIS RESULTS AND POLICY QUESTIONS

Mr. John Williams, Metro Deputy Planning Director, presented an overview of the results of the analysis and key policy questions remaining as presented in the discussion guide included in the meeting packet. Mr. Williams reminded members that the focus was not to recommend any one scenario but to discuss the policy areas tested. He explained the discussions are designed to help inform their recommendation to the Metro Council on what should be included in the region's preferred approach to meeting the state mandate. Mr. Williams referred members to the discussion guide and highlighted the areas in the guide to consider, including:

- Regional context and what we learned so far (pp.7–16)
- Policy questions for 2014 (pp. 18 –19)
- Overview of policy areas (pp. 21– 48)
- Supplemental information (pp. 53 – 60)

4. PRIORITIES MOVING FORWARD – WHAT WE HEARD FROM THE PUBLIC

Mr. Adam Davis of DHM Research shared key takeaways from a recent telephone poll and focus groups.

The phone survey included input from 600 residents throughout the region, including 200 each in Multnomah, Clackamas and Washington. Focus groups included input from 22 residents randomly selected from Clackamas, Multnomah and Washington counties.

Highlights included:

- Over 90% rate the quality of life in the Portland Metropolitan region as very good or good.
- Education quality, jobs/unemployment, funding for education and road maintenance were all named as issues local officials could address to improve the region's quality of life.
- Phone poll results indicated strong public support for reducing greenhouse gas emissions.

- Expanding public transit and making it more frequent, convenient, accessible, and affordable is preferred over widening roads and building new connections.
- Residents are most willing to pay additional taxes or fees to fund road maintenance and expand public transit.

5. PRIORITIES, OPPORTUNITIES AND CHALLENGES MOVING FORWARD – WHAT WE HEARD FROM COMMUNITY LEADERS

Ms. Jeanne Lawson and panel members Ms. Linda Moholt, Mr. Chris Hagerbaumer, Mr. Steve White, and Ms. Roberta Hunte shared key themes from recent interviews and discussion groups held with local elected officials and other community leaders representing public health, equity and environmental justice, environmental protection and businesses. Ms. Lawson then facilitated a group discussion between the panel and committee members.

Topics discussed included the importance of considering the benefits and impacts of to low-income communities, providing a mix of housing options near jobs and transit, and transit and roads to improve regional connectivity and access to family-wage jobs. Other topics discussed were funding, the importance of giving cities the flexibility to choose from a menu of options that fit their unique needs, and attitudes towards government and policies.

6. BREAK

Attendees of the joint MPAC and JPACT meeting recessed for a short break.

7. PREVIEW STRAW POLL EXERCISE AND HOW WE'LL SHARE RESULTS

Mr. Sam Imperati provided instructions on a non-binding straw poll activity where members were asked to analyze each of the six policy areas being considered for inclusion in a draft approach.

8. SHAPING THE PREFERRED APPROACH

John Williams reviewed information in the discussion guide on each of the six policy areas. Members discussed the policy areas and participated in the straw poll activity indicating their preferred levels of investment relative to the expected greenhouse gas reduction benefits and the other desired regional outcomes.

9. DISCUSSION RECAP

Each table nominated a spokesperson to report out to the audience on their small group discussion.

Representatives from each table shared highlights of the discussions and straw poll vote. Member comments included:

- agreement on making transit easier to access and being more frequent
- the importance of maintaining the region's infrastructure
- observations on the diversity of the region characterizd at discussion tables
- the need to invest heavily on technology

- aspects of transit, technology, travel options and active transportation as they relate to public safety

10. WHAT WE LEARNED TODAY

Mr. Sam Imperati summarized observations from the committee discussions and straw poll exercise and reminded members that the ratings would be used for discussion at the May 30 meeting. He summarized comments in relation to transit, technology, active transportation, planned networks and parking management and clarified the differences in the averages and means presented in the straw poll results.

Member comments included:

- observations on the complexities of transit in relation to planning and operations, and input in relation to funding each area and the different results achieved
- reminder from TriMet representatives that the agency is working hard to keep operating costs low
- acknowledgement of the value of talking about evaluating the price of carbon
- request that the upcoming modeling and analysis reflect the diverse needs and priorities of the region
- questions about how would funding allocation to areas would be determined if certain areas were considered financially constrained and if there was a fixed amount of spending
- acknowledgement that there will be different needs and priorities across the region based upon geography as well as different stages of development
- observations on the multiple tools available for every community across the region and the challenges involved with making recommendations for the entire region while providing local control and flexibility in how the recommendations can be implemented locally.

11. WORKING TOGETHER REGIONALLY – WHAT'S NEXT

MPAC Chair, West Linn Council President Jody Carson and JPACT Chair, Metro Councilor Craig Dirksen reviewed next steps for members.

Next steps and timeline included:

- Straw poll results will be provided to members
- **May 1-5** Members report April 11 discussion to county coordinating committees and other officials
- **May** TPAC and MTAC members shape recommendations for MPAC and JPACT consideration on May 30th.
- **May 30** JPACT and MPAC develop recommendation on draft approach
- **June 19** Metro Council considers joint MPAC/JPACT recommendation on the draft approach
- **June to August** Metro staff will work with the technical committees to conduct the analysis and develop implementation recommendations
- **September** Staff will report results of evaluation and implementation recommendations to the regional technical and policy committees
- **September and October** A formal public comment period on the draft approach will be held opportunity for further refinements based on public input
- **December** MPAC and JPACT will be requested to make a final recommendation to Metro Council on the preferred approach

- **December** Metro Council will consider the recommendations and public input and make a final decision on the preferred approach

12. ADJOURN

Chair Dirksen adjourned the meeting at 12:00 p.m.

Respectfully submitted,

Jill Schmidt, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APR. 11, 2014

DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
Handout	N/A	Comment Form	41114-01
Handout	Spring 2014	Climate Smart Communities Scenarios Project; Investing in Great Communities	41114-02
Handout	N/A	Community Climate Choices; Health Impact Assessment-Key Findings	41114-03
Handout	3/2014	Community Climate Choices Health Impact Assessment; Executive Summary	41114-04
Handbook	10/2008	Our Place in the World	41114-05
Presentation	4/11/2014	Climate Smart Communities Scenarios Project; Shaping the preferred approach	41114-06
Presentation	3/2014	General Opinions and Preferences to Reduce Vehicle Emissions	41114-07
Presentation	4/11/2014	Community Choices Feedback – What Community Leaders are Saying	41114-08

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Metro | *Memo*

DATE: May 23, 2014

TO: JPACT and MPAC

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Climate Smart Communities Scenarios Project: Draft Approach To Test

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PURPOSE

The purpose of this memo is to seek a joint recommendation from JPACT and MPAC to the Metro Council on a draft approach to test this summer that accommodates expected growth, meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

The memo summarizes recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) for your consideration on May 30.

JPACT and MPAC are requested to approve these recommendations. Approval of the recommendations is intended to provide project staff with sufficient direction to move forward with testing a draft approach that will be subject to further discussion and potential refinement after analysis. Approval of the recommendations does not serve as an endorsement of the draft approach.

BACKGROUND

The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The goal of the project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that accommodates expected growth, meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

In February 2014, MPAC and JPACT approved moving forward to shape and adopt a preferred approach in 2014**.** As recommended by the policy committees, the preferred approach to be developed will start with the adopted plans of the region's cities and counties – from local zoning, capital improvement, comprehensive and transportation system plans to the 2040 Growth Concept and regional transportation plan – to create great communities and build a vibrant economy.

From January to April 2014, Metro facilitated a Community Choices discussion to explore policy choices and trade-offs. The activities built upon earlier public engagement to solicit feedback from public officials, business and community leaders, interested members of the public and other

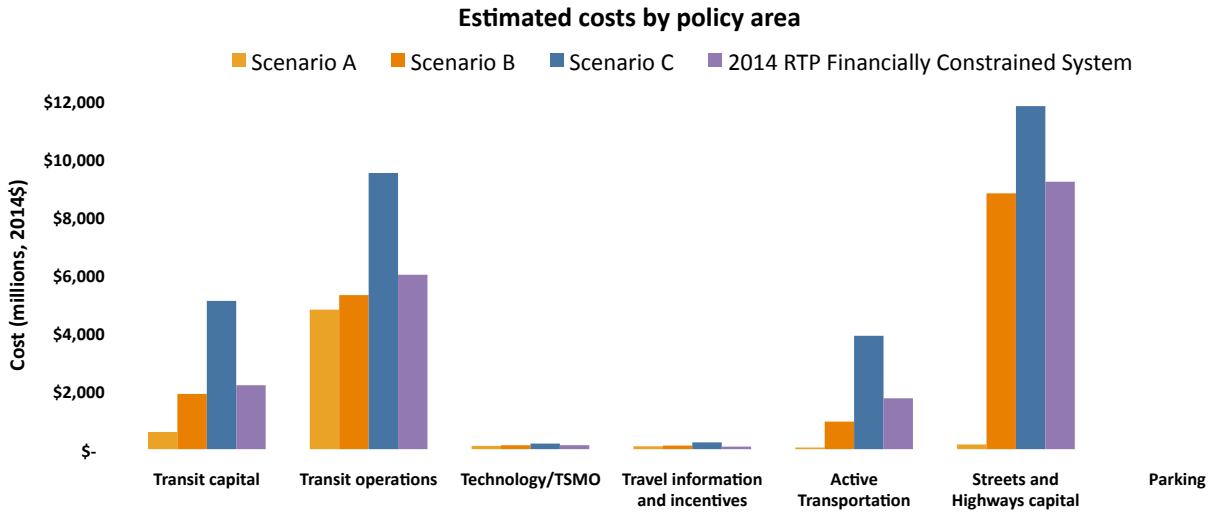
identified audiences. Interviews, discussion groups, and statistically valid public opinion research were used to gather input on:

- perceptions of the region's transportation system, investment priorities and infrastructure finance
- perceptions of access to jobs, housing and transportation options
- perceptions of the feasibility of implementing key strategies under consideration
- general willingness to support or pay more for key strategies under consideration
- general willingness to take personal actions to reduce greenhouse gas emissions.

The results of the engagement activities were presented at a joint meeting of MPAC and JPACT on April 11. In addition, more detailed information about the policy options was provided in a discussion guide, including estimated implementation costs, potential benefits and impacts, and a comparison of the relative climate benefits and cost of six policy areas. [1]

Figure 1 summarizes the estimated cost of each policy area for the scenarios tested in 2013, along with the cost of each policy area as reflected in the draft 2014 Regional Transportation Plan (RTP) Financially Constrained System. [2] No cost estimate is provided for parking reflecting that the policy area is primarily implemented through local development codes.

Figure 1. Estimated Policy Area Cost By Scenario



[1] Shaping the Preferred Approach: A Policymakers Discussion Guide is available to download from the project website at www.oregonmetro.gov/climatescenarios

[2] The 2014 RTP Financially Constrained System refers to the priority investments that can be funded with existing and new revenues that are anticipated based on recent trends, historical data and other information provided by the federal, state and local governments in development of the financial plan. This is the system of investments also serves as the basis for meeting federal planning requirements and demonstrating the region is in compliance with the Clean Air Act.

Figure 2 summarizes the relative climate benefit and cost ratings presented on April 11. The climate benefit rating was developed based on scenarios tested in Phase 1 of the project to understand the potential greenhouse gas emissions reductions from each policy area. [3] The cost rating was developed as a "rule of thumb" based on relative costs to implement the types of investments assumed for each policy area.

Figure 2. Relative climate benefit and cost ratings

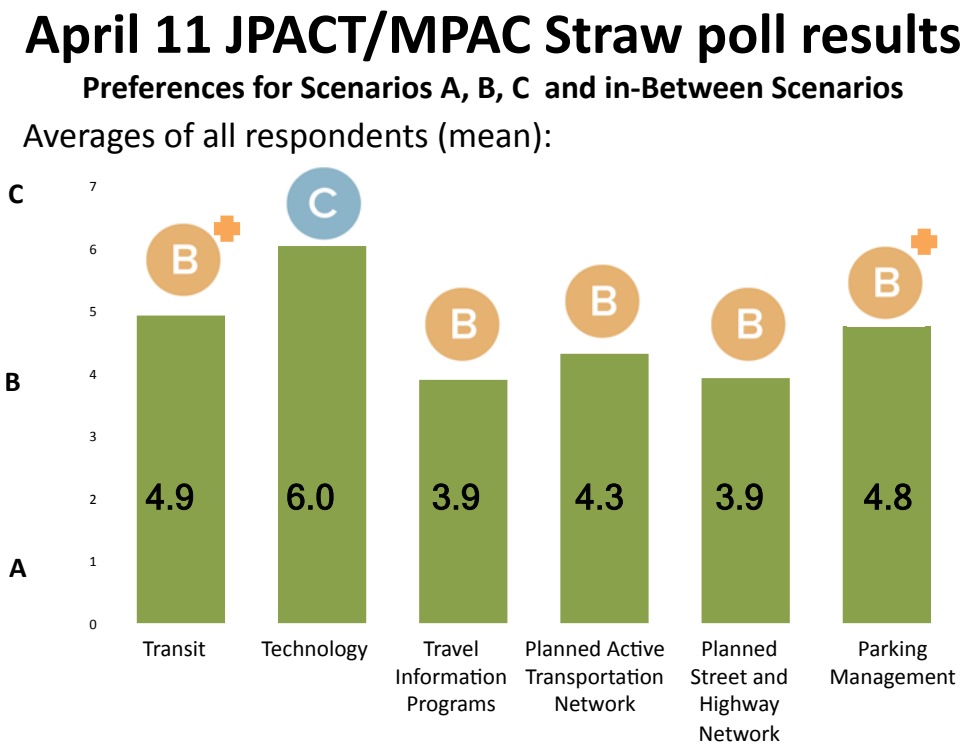
The ratings in Figure 2 were developed to provide a generalized comparison of the policy areas for context, and do not reflect the actual estimated greenhouse gas emissions reductions or actual costs to implement each policy area in the three scenarios evaluated in 2013. This information will be developed during the analysis of the draft approach this summer.

After receiving additional information about the policy options and previous engagement activities, JPACT and MPAC engaged in a discussion of the six policy areas contained within the Scenarios A, B and C. Each scenario was distinguished by an assumption of progressively higher levels of investment. The meeting concluded with a straw poll conducted of members to identify desired levels of investment to assume in the region's draft approach – using a scale of 1 to 7, with 1 representing the level of investment in Scenario A and 7 representing the level of investment in Scenario C.

Figure 3 shows a summary of the results. See **Attachment 1** for more details.

[3] Memo to TPAC and interested parties on Climate Smart Communities: Phase 1 Metropolitan GreenSTEP scenarios sensitivity analysis (June 21, 2012).

Figure 3. April 11 Straw Poll Results



Since April 11, the Metro Council and staff continued briefing local governments on the April 11 straw poll results, primarily through the county-level coordinating committees and regional policy advisory committees.

On May 12, a MTAC/TPAC workshop was held to begin shaping a recommendation to JPACT and MPAC on a draft approach, factoring cost, the region's six desired outcomes, the April 11 straw poll results, and other input from the public and coordinating committees.

MTAC and TPAC further refined their recommendation to JPACT and MPAC on May 21 and May 23, respectively. The refinements included better connecting the draft preferred approach to test to the 2014 RTP that is anticipated to be adopted in July. The 2014 RTP reflects local, regional and state priorities that are updated from what was tested last year in Scenario B and Scenario C.

The next section describes the MTAC and TPAC recommendation on the draft approach to test and will be the focus of discussion at the May 30 JPACT/MPAC meeting.

MTAC and TPAC Recommendation to MPAC and JPACT

The recommendations below (#1-9) are intended to provide project staff with sufficient direction to move forward with testing a draft approach that will be subject to further discussion and potential refinement after analysis. They do not serve as an endorsement of the draft approach. The recommendations also reflect transitioning from Scenarios A, B and C to begin incorporating updated local, regional and state priorities from the 2014 RTP into the region's draft preferred approach.

JPACT and MPAC are requested to discuss and recommend the following on the draft approach to test this summer:

1. Assume implementation of adopted regional and local plans, including the 2040 Growth Concept and local zoning, comprehensive plans and transportation plans, as recommended by JPACT and MPAC in February.

    - Ensure local priorities as defined in adopted local land use and transportation plans and the 2014 Regional Transportation Plan (RTP) are reflected in the analysis.

    - Assume adopted 2035 growth forecast (which reflects locally adopted plans as of 2010) and its estimated 12,000 acres of urban growth boundary expansion for purposes of analysis.

2. Assume state transition to cleaner fuels, more fuel-efficient vehicles and pay-as-you-drive insurance, as put forth by state agencies and recommended by JPACT and MPAC in February.

    - Assume the vehicle technology and fuel assumptions developed by three state agencies (ODOT, ODEQ and ODOE) and 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. More recent information shows Oregon is on track to meet the vehicle technology and fuel economy assumptions; however more progress is needed to remove the 2015 sunset on low carbon fuels standard.

    - Assume the Statewide Transportation Strategy Vision assumptions for pay-by-the-mile vehicle insurance for 2035.

3. Considering public input, cost, climate benefit and the region's six desired outcomes, the following levels of investment are recommended for the draft approach:

    ☐ **MAKE TRANSIT MORE CONVENIENT, FREQUENT, ACCESSIBLE AND AFFORDABLE**

    - Assume the 2014 RTP financially constrained system of transit capital investments, including next priority high capacity transit corridors being planned for in the region, to reflect updated local, regional and state priorities identified during the 2014 RTP update. This level of investment is consistent with the April 11 straw poll results, generally reflecting the Scenario B+ level of investment that emerged from the poll.

- Assume service enhancements and new community transit connections that link to regional transit connections, as identified in TriMet's Service Enhancement Plans (SEPs) and the South Metro Area Rapid Transit District (SMART) Master Plan.

- Improving transit has been identified during JPACT and MPAC discussions as a key strategy for meeting the state-mandated target as well as other community and regional goals. The analysis to date shows this policy provides a relatively high greenhouse gas emissions reduction benefit for a relatively moderate to high cost.

DISCUSSION ITEM

Further JPACT and MPAC direction is requested on the level of service operations expansion to be tested in the draft approach.

Staff was unclear on what type of transit investment JPACT and MPAC members intended from the April 11 straw poll. Staff suggest there was support for implementing more community-based transit service as identified in the TriMet SEPs and SMART Master Plan, which would go beyond the 2014 RTP financially Constrained System service levels.

Options available

1 - 2014 RTP Financially Constrained System service levels *(47% increase in revenue hours over 2010 levels)*

2 - Scenario C service levels to fully implement TriMet Service Enhancement Plans and SMART Master Plan *(129% increase in revenue hours over 2010 levels)*

☐ **USE TECHNOLOGY TO ACTIVELY MANAGE THE TRANSPORTATION SYSTEM**

- Assume the Scenario C level of investment recognizing the effectiveness and relatively low cost of this policy area and its ability to leverage investments and enhance the effectiveness of other policy areas.

- This level of investment is consistent with the April 11 straw poll result, generally reflecting the C- level of investment that emerged from the poll. This level of investment represents $56 million more than the level of investment assumed in 2014 RTP for this policy area.

- Target investments in technology to capital and operational investments in roads, transit, active transportation and parking management. For example, implement transit signal priority on frequent bus routes or use cameras linked to a traffic operations center to deploy incident response patrols to quickly clear breakdowns and crashes on the freeway system.

☐ **PROVIDE INFORMATION AND INCENTIVES TO EXPAND THE USE OF TRAVEL OPTIONS**

- Assume the Scenario C level of investment recognizing the effectiveness and relatively low cost of this policy area and its ability to leverage investments and enhance the effectiveness of other policy areas. Success of this policy area is also contingent on the availability of transit and other travel options in areas targeted with these programs.
- This level of investment is higher than Scenario B level of investment selected in the April 11 straw poll. This level of investment represents $146 million more than the level of investment assumed in 2014 RTP for this policy area.
- Target investments in travel information and incentives to leverage and enhance the effectiveness of capital and operational investments in transit, active transportation and parking management to increase awareness and use of travel options in areas assumed to have new transit service, a new trail connection, or electric vehicle charging stations.
- 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.
- The region has successfully implemented these policies and programs, but could accomplish more with expanded coordination, public-private partnerships and resources directed to local governments, employers, transportation management associations and transit agencies to support their implementation efforts.

☐ **MAKE BIKING AND WALKING MORE SAFE AND CONVENIENT**

- Assume the 2014 RTP financially constrained system of active transportation investments.
- This level of investment is consistent with the April 11 straw poll result, generally reflecting the B+ level of investment that emerged from the poll. This recommendation reflects updated local, regional and state priorities identified during the 2014 RTP update.
- The analysis to date shows this policy area provides a moderate greenhouse gas emissions reduction benefit for a relatively moderate cost, and addresses other important economic, public health, social and environmental goals.

☐ **MAKE STREETS AND HIGHWAYS MORE SAFE, RELIABLE AND CONNECTED**

- Assume the 2014 RTP financially constrained system of street, highway, bridge, and street-related freight investments. It should be noted that investments aimed at improving streets or building new street connections will also include bicycle and pedestrian facilities, further completing the active transportation network.
- This level of investment is consistent with the April 11 straw poll result, generally reflecting the B level of investment that emerged from the poll. This recommendation reflects updated local, regional and state priorities identified during the 2014 RTP

update. The 2014 RTP include updated cost estimates that also contribute to the cost difference between Scenario B and the 2014 RTP Financially Constrained System.

- The analysis to date shows this policy area provides a relatively low greenhouse gas emissions reduction benefit for a relatively high cost, but is important for connecting goods to market, providing access to jobs and supporting walking, biking and travel across the region.

☐ **MANAGE PARKING TO MAKE EFFICIENT USE OF PARKING RESOURCES**

- Assume the parking management approach in Scenario B, which links parking management to the availability of high capacity transit, frequent bus service and active transportation in 2040 centers. This approach is also assumed in the 2014 RTP.
- Conduct a sensitivity test of the draft approach by analyzing a second version that assumes no change to parking management (as tested in Scenario A) and a third version that assumes the parking management approach used in Scenario C. The sensitivity test is intended to help build understanding of the range of parking management approaches available for each community and inform the tradeoffs between level of effort and ability to leverage and enhance the effectiveness of investments in other policy areas. The sensitivity test should be designed to fit within available time and resources.
- While parking management is often recognized as a controversial issue in communities, the analysis to date shows this policy area provides a relatively moderate to high greenhouse gas emissions reduction benefit for a relatively low cost.
- Parking management approaches include completing an assessment of parking usage and supply, building shared public parking in growing areas served by high capacity transit and frequent bus service, reducing/removing minimum parking requirements or setting maximum parking requirements in downtowns and transit-oriented developments, providing bicycle parking and restricting on-street parking time limits or installing parking meters in areas served by high quality transit and active transportation options. [4]

4. Project staff should work with MTAC and TPAC to conduct the evaluation during the summer and develop more detailed and locally-tailored modeling assumptions that reflect the draft approach. The evaluation should estimate greenhouse gas emissions reduction and other outcomes evaluated earlier in the project, such as cost, travel behavior, economic impacts, air quality, social equity and public health.

[4] See *Parking Made Easy*, a handbook developed for local governments, for more information at: http://www.oregon.gov/LCD/TGM/docs/parkingprimerfinal71213.pdf

5. Project staff should report the results in September, including:

   - the estimated greenhouse gas emissions reduction of each policy area to demonstrate the climate return on investment
   - the potential benefits and impacts on household and freight travel costs, jobs, work force access to transit, physical activity, air pollution and other key outcomes reported in Phase 2
   - the cost of implementation and, recognizing financing data limitations, any funding gap between the draft approach, current funding levels and the 2014 RTP financial assumptions. The reporting should identify potential funding mechanisms for investments needed to implement the preferred approach that do not have identified sources of funding.

6. Project staff should work with MTAC and TPAC to identify recommended actions that guide how the region integrates reducing greenhouse gas emissions with ongoing efforts. This will include preparing Regional Framework Plan amendments that refine existing regional policies and/or add new policies needed to implement the preferred approach.

7. Project staff should prepare a near-term implementation plan that describes future actions (post 2014) that are needed to implement the preferred approach. This could include developing a shared agenda seeking transportation funding during the 2015 legislative session and advocating for state actions to achieve fleet and technology advancements. It is important for the preferred approach and implementation recommendations to provide local flexibility and reflect a menu of options across the six policy areas that support the needs and priorities of each community. A draft framework is provided for reference.

8. Project staff should provide opportunities for further refinement of the draft approach during Fall 2014, prior to final action by the Metro Council in December 2014.

9. Project staff should provide opportunities for more discussion of determine what potential funding mechanisms should be considered to help pay for the investments and actions recommended in the preferred approach the Metro Council considers for adoption in December 2014. The discussions could lead to development of recommendations for continuing these finance discussions beyond the Climate Smart Communities Scenarios Project.

DRAFT
Near-Term Implementation Plan Framework – A Starting Point

I. Policy tools
- State policy
- Regional policy
- Local policy
- Regulatory

II. Funding tools
- Federal resources
- State resources
- Regional resources
- Local resources
- Public/private models

III. Programmatic tools
- TriMet Service Enhancement Plans
- SMART Master Plan and travel options programs
- Regional travel options program
- Local programs

IV. Engagement and education tools
- Advocacy for funding
- Advocacy for cleaner, low carbon fuels and technology advancements
- Community engagement

NEXT STEPS

On May 30, JPACT and MPAC will consider the April 11 MPAC/JPACT straw poll results; new information; feedback from community leaders, the public, county-level coordinating committees and other elected officials briefings; and recommendations from MTAC and TPAC as part of making a recommendation to the Metro Council on the draft approach to be tested.

The May 30 meeting will conclude with a joint recommendation from the two committees to the Metro Council on how much of each policy area should be included in the draft approach (answering the policy questions on page 19 of the discussion guide). The recommendation on the draft approach is not a final action, but a policy recommendation on what should be included in the draft approach for analysis purposes. The desired outcome is that Metro staff receive sufficient input and policy direction to work with local staff, ODOT and TriMet to develop more detailed modeling assumptions in June and to evaluate the draft approach over the summer.

In June, the Metro Council will consider the joint JPACT/ MPAC recommendation.

ATTACHMENTS

- Attachment 1. Straw poll results from April 11 joint JPACT/MPAC meeting (4/15/14)
- Attachment 2. Additional background information on costs

www.oregonmetro.gov/climatescenarios

Climate Smart Communities Scenarios Project

Straw poll results from April 11 joint JPACT/MPAC meeting

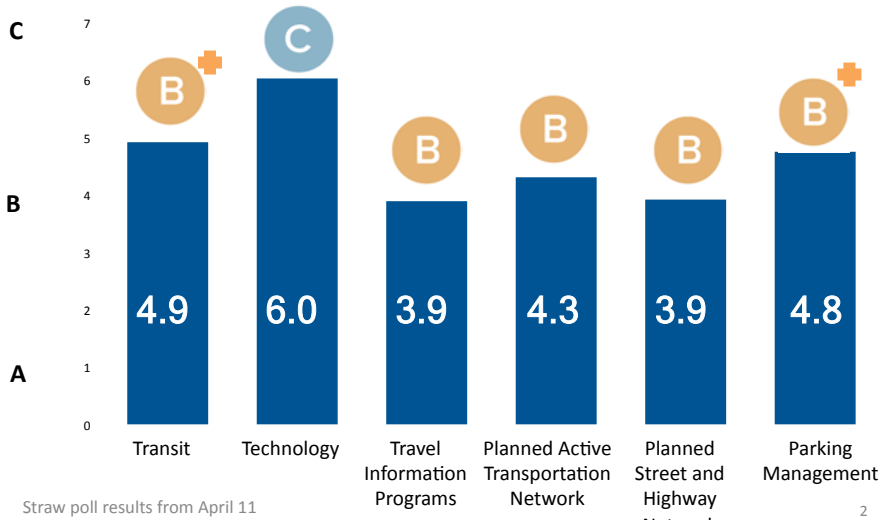
April 15, 2014

Metro | *Making a great place*

1

Preferences for Scenarios A, B, C And In-Between Scenarios

Averages of all respondents (mean):

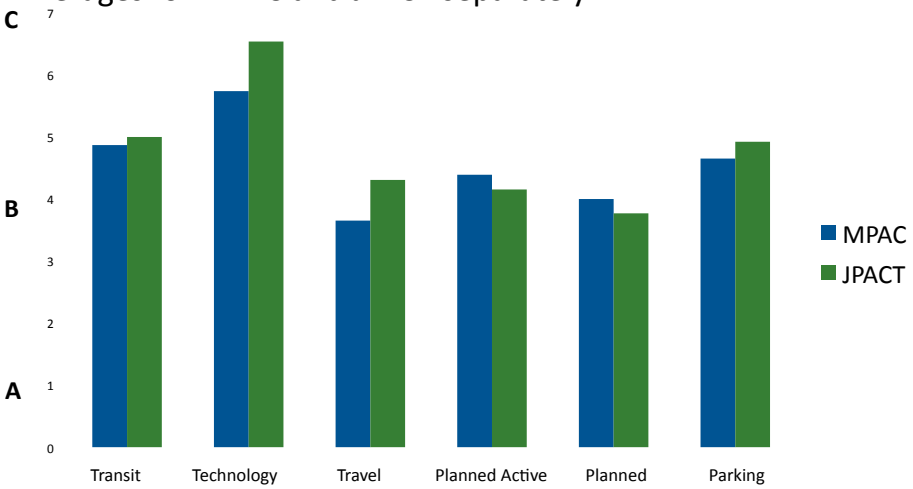


Straw poll results from April 11 joint JPACT/MPAC meeting

2

Preferences for Scenarios A, B, C And In-Between Scenarios

Averages for MPAC and JPACT separately:



Straw poll results from April 11 joint JPACT/MPAC meeting

3

Preferences for Scenarios A, B, C And In-Between Scenarios

Ranges of Responses for Each Component

Number of participants who voted for each scenario:

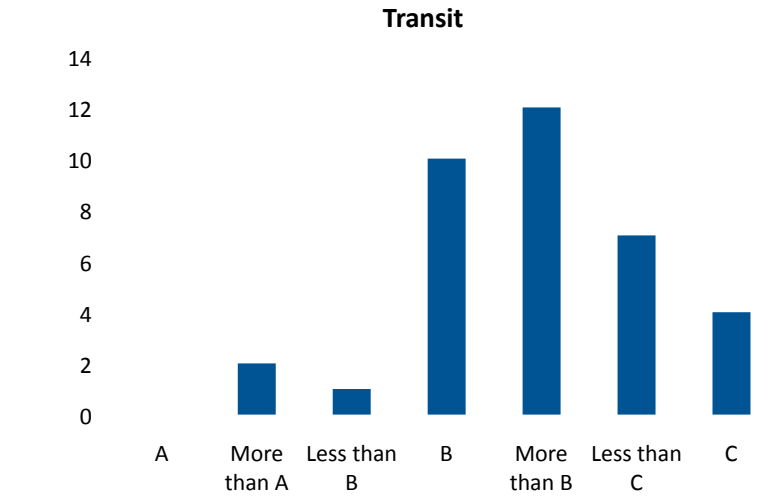
	Transit	Technology	Travel Information Programs	Planned Active Transportation Network	Planned Street and Highway Network	Parking Management
C	4	21	5	2	3	9
Less than C	7	3	2	3	0	4
More than B	12	8	5	10	6	5
B	10	2	9	14	14	12
Less than B	1	1	7	3	9	2
More than A	2	0	3	4	3	1
A	0	1	5	0	1	3
Total Participants	**36**	**36**	**36**	**36**	**36**	**36**

Straw poll results from April 11 joint JPACT/MPAC meeting

4

TRANSIT

Number of participants who voted for each scenario:

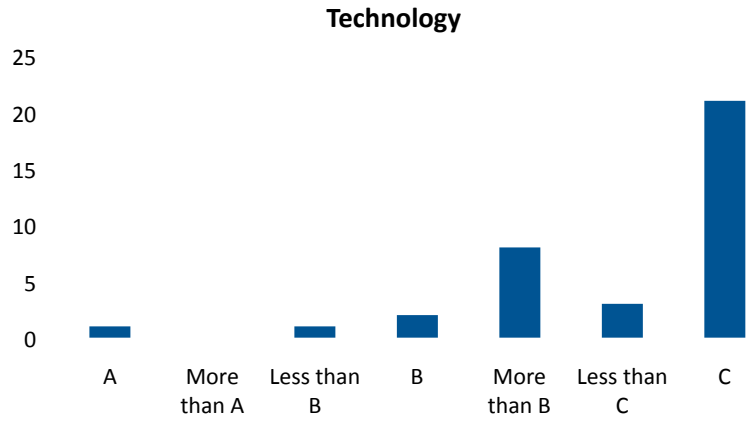


Straw poll results from April 11 joint JPACT/MPAC meeting

5

TECHNOLOGY

Number of participants who voted for each scenario:

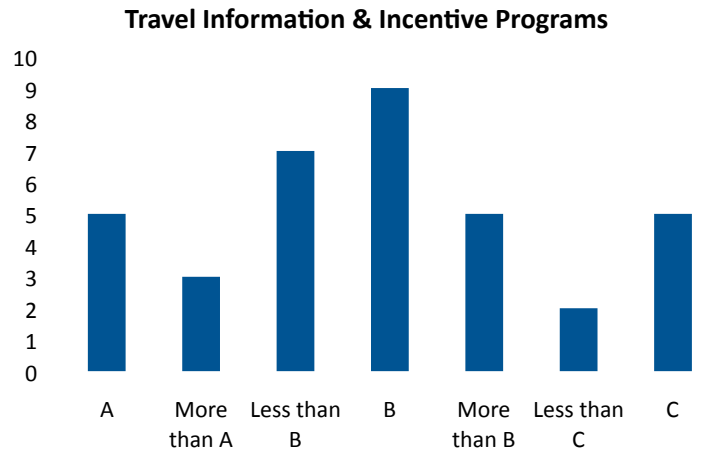


Straw poll results from April 11 joint JPACT/MPAC meeting

6

TRAVEL INFORMATION & INCENTIVE PROGRAMS

Number of participants who voted for each scenario:

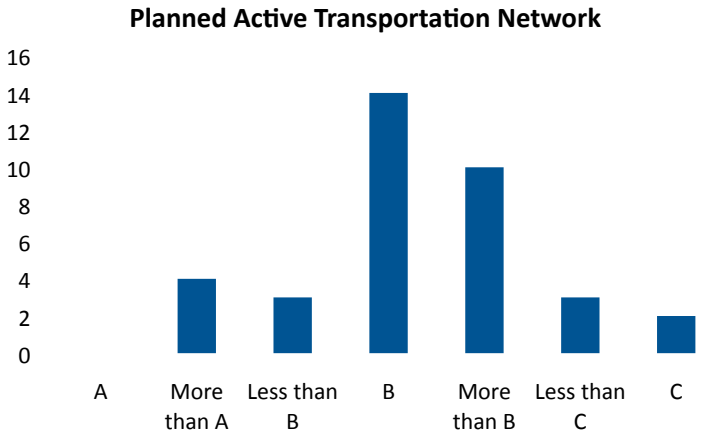


Straw poll results from April 11 joint JPACT/MPAC meeting

7

PLANNED ACTIVE TRANSPORTATION NETWORK

Number of participants who voted for each scenario:

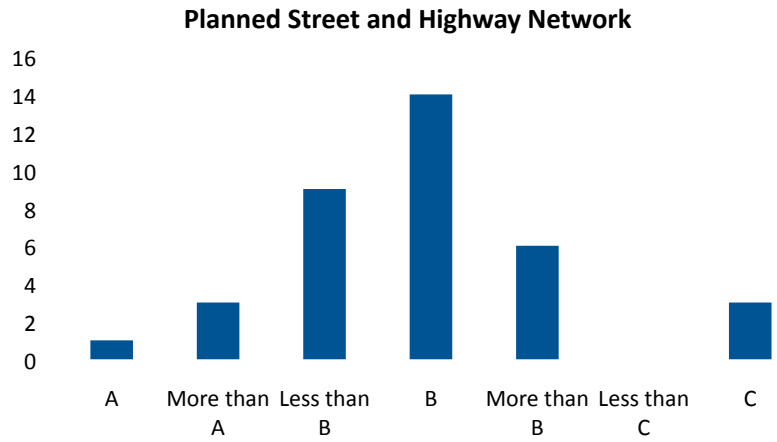


Straw poll results from April 11 joint JPACT/MPAC meeting

8

PLANNED STREET AND HIGHWAY NETWORK

Number of participants who voted for each scenario:

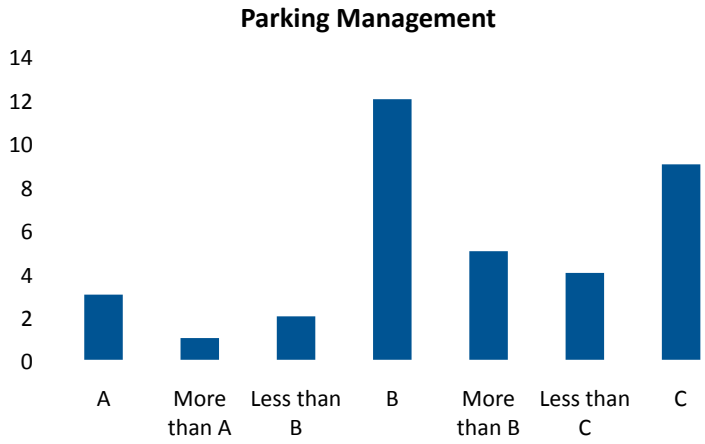


Straw poll results from April 11 joint JPACT/MPAC meeting

9

PARKING MANAGEMENT

Number of participants who voted for each scenario:



Straw poll results from April 11 joint JPACT/MPAC meeting

10

Attachment 2

May 23, 2014

Comparison of costs to provide context for shaping draft approach

Estimated costs

	Scenario A Recent trends	Scenario B Adopted plans	Scenario C New plans & policies	April 11 Straw Poll Approach	Draft 2014 RTP Financially Constrained System	TPAC/MTAC Recommended Draft Approach
Transit capital	$590 million	$1.9 billion	$5.1 billion	$2.9 billion	$2.2 billion	$2.2 billion
Transit service operations	$4.8 billion	$5.3 billion	$9.5 billion	$6.6 billion	$6 billion	$6 - 9.5 billion
Technology	$113 million	$135 million	$193 million	$173 million	$137 million	$193 million
Information	$99 million	$124 million	$234 million	$121 million	$88 million	$234 million
Active Transportation	$57 million	$948 million	$3.9 billion	$1.7 billion	$1.75 billion	$1.75 billion
Streets and highways*	$162 million	$8.8 billion	$11.8 billion	$8.6 billion	$9.2 billion	$9.2 billion
* does not include roadway OMP costs						
Total (2014$)	**$6 billion**	**$17 billion**	**$31 billion**	**$20 billion**	**$19 billion**	**$19-23 billion**
rounded to nearest billion						

Estimated annual cost per capita (2014$) to give sense of scale

	Scenario A	Scenario B	Scenario C	April 11 Straw Poll Approach	Draft 2014 RTP Financially Constrained System	TPAC/MTAC Recommended Draft Approach
Transit capital	$ 16	$ 51	$ 137	$ 79	$ 59	$ 59
Transit service operations	$ 129	$ 143	$ 256	$ 177	$ 161	$161-256
Technology	$ 3	$ 4	$ 5	$ 5	$ 4	$ 5
Information	$ 3	$ 3	$ 6	$ 3	$ 2	$ 6
Active Transportation	$ 2	$ 26	$ 105	$ 45	$ 47	$ 47
Streets and highways	$ 4	$ 237	$ 318	$ 231	$ 248	$ 248
Total	**$ 157**	**$ 464**	**$ 828**	**$ 540**	**$ 522**	**$527-622**

Assumptions:
25 year period (2010-2035)
2010 UGB population (1,484,026)
Numbers are rounded to nearest dollar.

Methodology for calculating estimated cost of April 11 straw poll approach

Transit capital costs

C	C-	B+	B		
$ 5,100,000,000	$ 4,100,000,000	$ 3,000,000,000	$ 1,900,000,000	$ 1,100,000,000	*(Difference between B to C divided by 3 - rounded)*
		$ 2,940,000,000		4.9/5*$3 billion	

Transit service operations costs

C	C-	B+	B		
$ 9,500,000,000	$ 8,100,000,000	$ 6,700,000,000	$ 5,300,000,000	$ 1,400,000,000	*(Difference between B to C divided by 3 - rounded)*
		$ 6,566,000,000		4.9/5*$5.3 billion	

Technology costs

C	C-	B+	B		
$ 193,000,000	$ 173,000,000	$ 154,000,000	$ 135,000,000	$ 19,000,000	*(Difference between B to C divided by 3 - rounded)*
	$ 173,000,000			6/6*$173 million	

Information costs

C	C-	B+	B		
$ 234,000,000	$ 198,000,000	$ 161,000,000	$ 124,000,000	$ 37,000,000	*(Difference between B to C divided by 3 - rounded)*
			$ 120,900,000	3.9/4*$124 million	

Active transportation

C	C-	B+	B		
$ 3,900,000,000	$ 2,916,000,000	$ 1,932,000,000	$ 948,000,000	$ 984,000,000	*(Difference between B to C divided by 3 - rounded)*
		$ 1,661,520,000		4.3/5*$1.9 billion	

Streets and highways

C	C-	B+	B		
$11,800,000,000	$10,800,000,000	$ 9,800,000,000	$ 8,800,000,000	$ 1,000,000,000	*(Difference between B to C divided by 3 - rounded)*
			$ 8,580,000,000	3.9/4*$8.8 billion	

Estimated straw poll results are highlighted in gray.

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Metro

Guide to key takeaways from stakeholder and public input in six policy areas on the impacts to public health, the environment, the economy, and communities of color and low-income residents

From January to May 2014, Metro facilitated a Community Choices discussion period to explore policy choices and trade-offs in shaping an approach to reducing greenhouse gas emissions and supporting community visions for the next 20 years.
During this period, public officials, business and community leaders in public health and environmental justice, and interested members of the public were asked to weigh in on which investments and actions in each of the six policy areas should be included in the region's approach to meet the target set by the Oregon legislature for reducing emissions in the region.

Online comment opportunities, interviews, discussion and focus groups, community events and public opinion research were used to gather input. This guide provides key takeaways from community stakeholder and public input for use in making decisions on levels of investment in the six policy areas being considered for inclusion in the region's preferred approach.

POLICY AREAS

Make transit more convenient, frequent, accessible and affordable

- The cost of transit must be kept affordable and serve low-income communities with an equitable fare structure.
- Priority investments in Bus Rapid Transit can provide great service at a fraction of the cost of light rail.
- Look for models demonstrating how transit investments can promote economic development in communities.
- Develop a greater awareness of transit accessibility and safety for older adults and mobility impaired riders.
- Transit expansion must be a shared investment across the region, not paid for only by those who have no other options to using transit due to income or location.

Use technology to actively manage the transportation system

- Using technology and "smarter" roads to manage traffic flow and boost efficiency was often viewed as a high priority, cost-effective investment.

Provide information and incentives to expand the use of travel options

- Information must be presented with sensitivity to different languages and cultures to be effective in communities of color and low-income residents.
- Greater investment in time and resources by government agencies may be required to present information in the culturally-specific manner that will make it most effective.
- Acknowledgement is needed that for many communities located outside the urban center, driving is often the only transportation option due to distance and poor transit connections.

Make biking and walking more safe and convenient

- Multiple benefits can be achieved such as improved health, better integration with neighbors and community services, and less expense for both government agencies and users.
- Investments in the safety *and perception of safety* of travel options to increase their use were often viewed as a priority over adding more biking and walking lanes.
- Focus needs to be on projects that are convenient and provide safe access to places that reflect community culture and where residents actually want to go – schools, community centers, places of worship – rather than just striping a bike lane on a road.

Make streets and highways more safe, reliable and connected

- Improving connections between streets and highways and maintaining roadways helps reduce congestion and improve health benefits and community livability for residents nearby.
- Community leaders are more likely to support street and highway improvements if there are corresponding investments to integrate them with biking and walking networks, and transit connections to smaller communities located further from the city center.

Manage parking to make efficient use of parking resources

- Community leaders are more likely to support managed and paid parking if there is a corresponding strong investment in transit and active transportation to provide alternatives to driving.
- Parking fees may represent a larger percentage of income for low-income residents and visitors than for those with higher incomes.

Additional considerations

- **Implementation and trade offs** in each of the policy areas will be critical, particularly in communities that lack sidewalks and good transit.
- **Co-benefits of investments and actions** should be the focus, not just climate benefits.
- **Economic impact** of actions and investments on combined transportation/housing cost burden of low-income residents must be understood and mitigated.
- **Consider social cost and benefits** of actions and investments, particularly those that may have a low climate benefit but a high social benefit that promotes community and equity goals.
- **Housing affordability and options** in areas with good access to transit should be addressed.
- **Need to understand and address the potential for displacement** of and other disproportionate impacts to low-income communities when creating denser communities.

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Metro

SHAPING THE PREFERRED APPROACH

A DISCUSSION GUIDE FOR POLICYMAKERS

PORTLAND METROPOLITAN REGION APRIL 2014

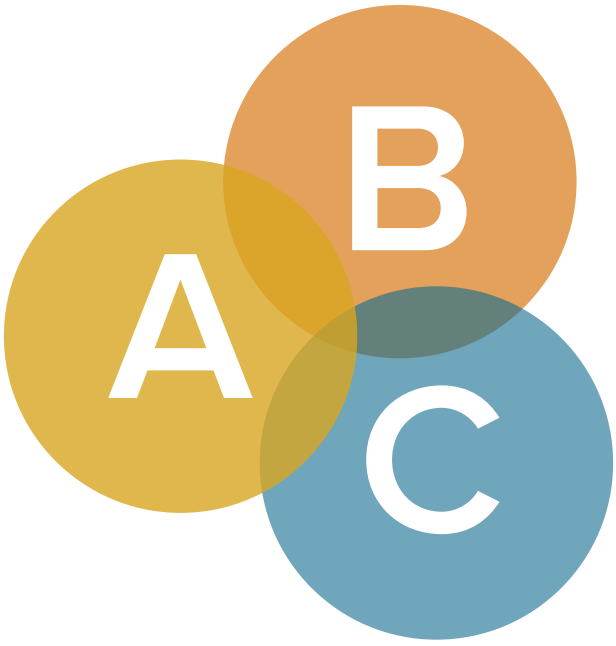


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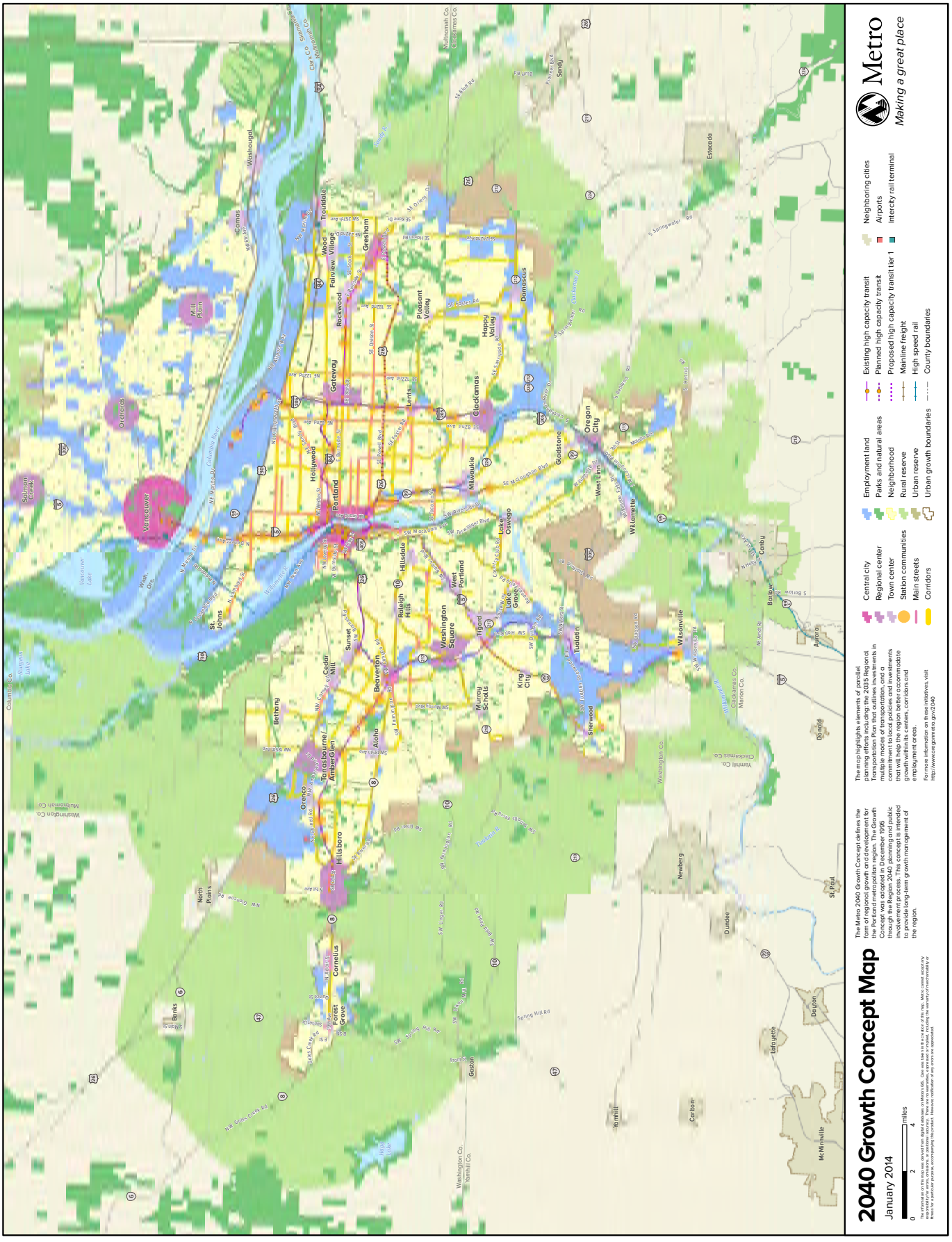
TABLE OF CONTENTS

OUR SHARED VISION: THE 2040 GROWTH CONCEPT

An integrated land use and transportation vision for building healthy, equitable communities and a strong economy while reducing greenhouse gas emissions.



INTRODUCTION

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Metro

The Climate Smart Communities Scenarios Project was initiated in response to a state mandate to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

The goal of the project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that supports local plans for downtowns, main streets and employment areas; protects farms, forestland, and natural areas; creates healthy, livable neighborhoods; increases travel options; and grows the regional economy while reducing greenhouse gas emissions from cars and small trucks.

ABOUT THIS GUIDE

This discussion guide for policymakers is designed to help elected, business, and community leaders and residents better understand the challenges and choices facing the Portland metropolitan region. It will be used by members of the Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) to help shape a preferred approach for the Metro Council to consider for adoption in December 2014.

This guide brings together the results of the analysis completed in late 2013 and background information on the choices facing policymakers as the Climate Smart Communities Scenarios Project moves forward to shape a preferred approach that supports the region's shared values and helps make local and regional plans a reality.

The desired outcome for this discussion guide is that together, cities, counties and regional partners will be prepared to decide which investments and actions from each scenario should be included in the preferred approach.

What the future might look like in 2035

SCENARIO A

Recent Trends

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

SCENARIO B

Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, 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.

The scenarios are tested for research purposes only and do not necessarily reflect current or future policy decisions of the Metro Council, MPAC or JPACT.

DESIRED REGIONAL OUTCOMES

ATTRIBUTES OF GREAT COMMUNITIES

The six desired outcomes for the region endorsed by the Metro Policy Advisory Committee and approved by the Metro Council:

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.

Leadership on climate change

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

Clean air and water

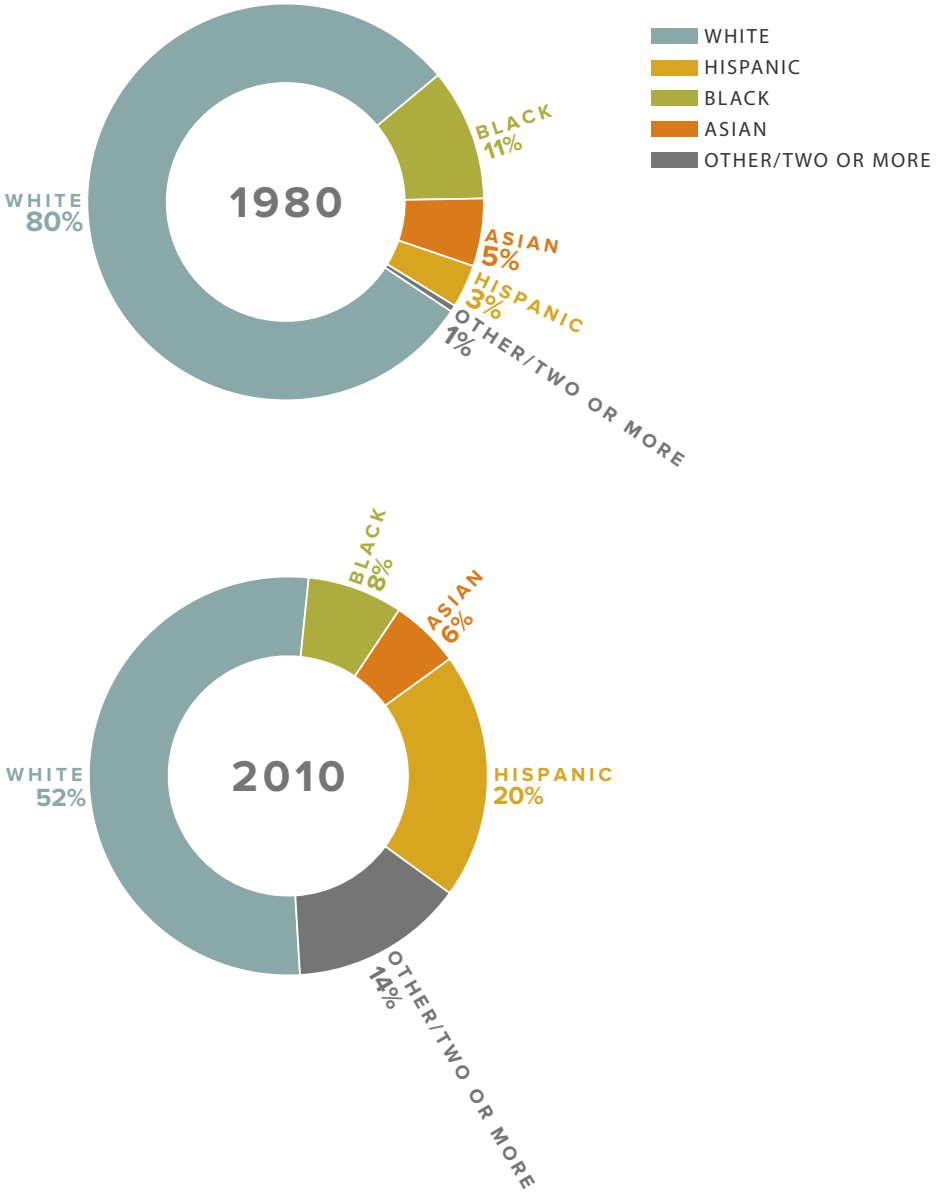
Current and future generations enjoy clean air, clean water, and healthy ecosystems.

Equity

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

People of color are an increasingly significant percentage of the Portland metropolitan region's population. Areas with high poverty rates and people of color are located in all three of the region's counties – often in neighborhoods with limited transit access to family wage jobs and gaps in walking and bicycling networks.

RACE AND ETHNICITY IN THE PORTLAND METROPOLITAN REGION



REGIONAL CONTEXT

OUR REGION IS CHANGING

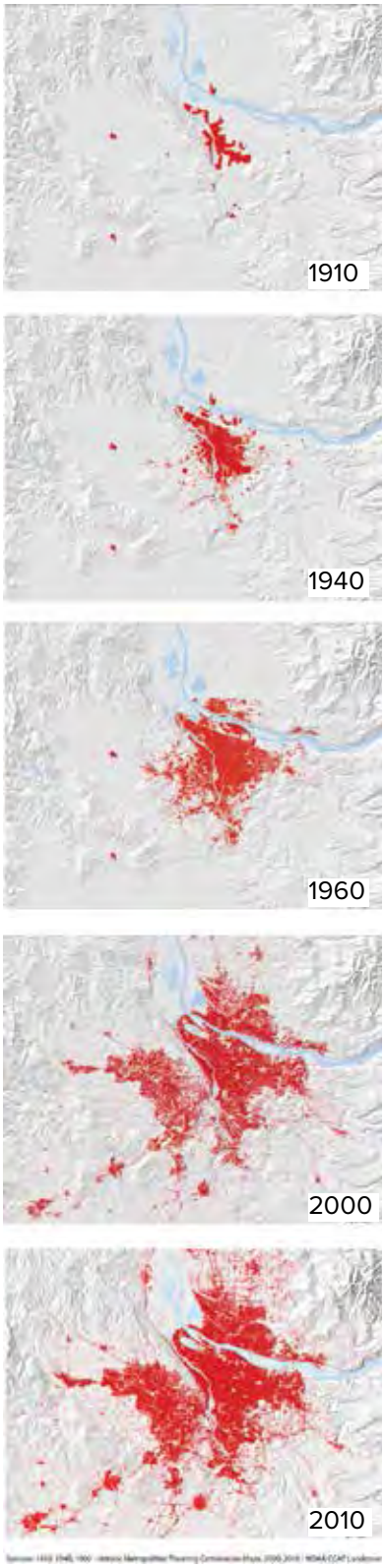
The Portland metropolitan region is an extraordinary place to call home. Our region has unique communities with inviting neighborhoods, a diverse economy and a world-class transit system. The region is surrounded by stunning natural landscapes and criss-crossed with a network of parks, trails and wild places within a walk, bike ride or transit stop from home. Over the years, the communities of the Portland metropolitan region have taken a collaborative approach to planning that has helped make our region one of the most livable in the country.

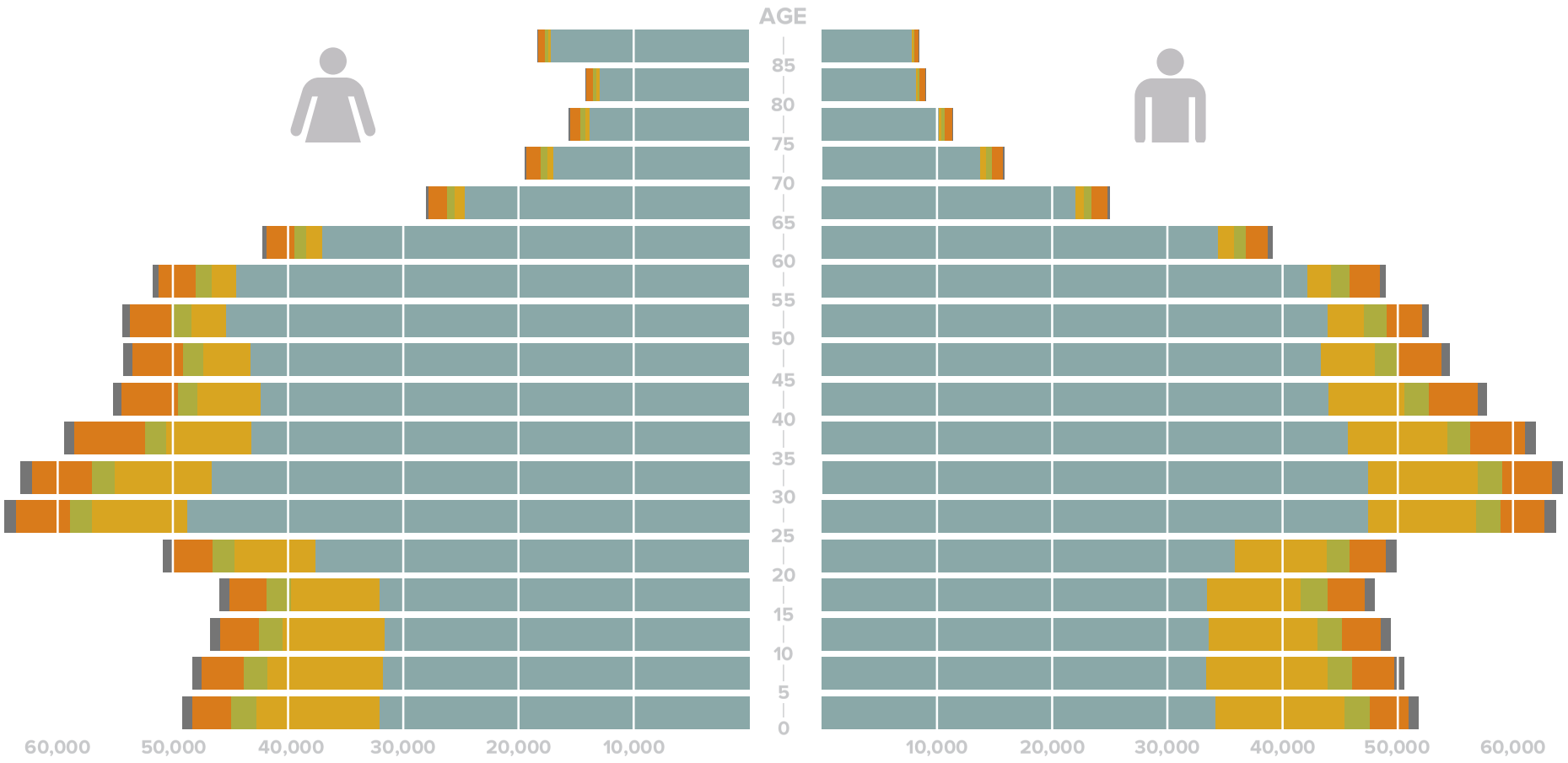
Because of our dedication to planning and working together to make local and regional plans a reality, we have set a wise course for managing growth – but times are challenging. With a growing and increasingly diverse population and an economy that is still in recovery, residents of the region along with the rest of the nation have reset expectations for financial and job security.

Aging infrastructure, rising energy costs, a changing climate, and global economic and political tensions demand new kinds of leadership, innovation and thoughtful deliberation and action to ensure our region remains a great place to live, work and play for everyone.

In collaboration with city, county, state, business and community leaders, Metro has researched how land use and transportation policies and investments can be leveraged to respond to these challenges.

The region expects to welcome nearly 500,000 new residents and more than 365,000 new jobs within the urban growth boundary by 2035.





2010 POPULATION: Age, gender and race/ethnicity
Share of 7-county households

INVESTING IN OUR COMMUNITIES

Oregon has been a leader among a handful of states in addressing climate change, with an ambitious goal to reduce greenhouse gas (GHG) emissions from all sources to 75 percent below 1990 levels by the year 2050. In 2009, the Oregon Legislature required the Portland metropolitan region to develop an approach to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

Because our community visions focus development and investment where it makes sense – in downtowns, main streets and employment areas – and support transportation options for getting to work, school, and destinations across the region, we already drive 20 percent fewer miles every day than residents of other regions of similar size.

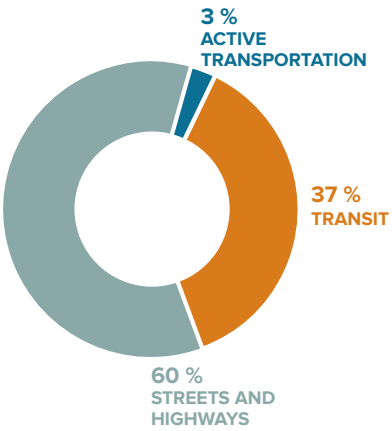
While our existing local and regional plans for growth can get us to the 2035 target, we still have work to do to make those plans a reality.

We know that investing in quality infrastructure is essential to a functioning, vibrant economy and healthy, livable communities. Investment in infrastructure is also needed to reduce greenhouse gas emissions. Past experience and analysis indicate that investments in centers, corridors and employment areas are an effective means of attracting growth to these areas, supporting community visions and values, and reducing greenhouse gas emissions.

Investments can take the form of expanding transit service; building new sidewalks, bikeways or street connections; using technology to actively manage the transportation system; managing parking; providing travel option programs; expanding existing roads; and other tools. Removing barriers to more efficient use of land and existing infrastructure can also help communities achieve their vision for the future while reducing greenhouse gas emissions as called for by the state.

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

SHARE OF FEDERAL AND STATE CAPITAL INVESTMENTS IN THE PORTLAND METROPOLITAN REGION BY MODE (1995 – 2010)



AVERAGE ANNUAL AMOUNT OF STATE AND FEDERAL FUNDING SPENT ON CAPITAL INVESTMENTS IN THE PORTLAND METROPOLITAN REGION (1995 – 2010)

$10 million per year
active transportation

$141 million per year
transit

$225 million per year
streets and highway

Source: Metro 2010

PAYING FOR NEEDED INVESTMENTS

Our nation is investing less in infrastructure today than at any time in our history. The Portland metropolitan region is falling behind on making the investments needed to support our growing population and achieve community visions. Research in 2008 estimated the cost of building needed public and private infrastructure to be $27 to $41 billion by 2035. Traditional funding sources are expected to cover only half that amount.

Funding for transportation investments comes from many sources, including the U.S. Congress, the Federal Highway Administration, the Federal Transit Administration, the Oregon Legislature, ODOT, Metro, cities, counties, TriMet, South Metro Region Rapid Transit (SMART), the Port of Portland and developers.

Transportation funding has long been primarily a state and federal obligation, financed largely through gas taxes and other user fees. The purchasing power of federal and state gas tax revenues is declining as individuals drive less and fuel efficiency increases. The effectiveness of this revenue source is further eroded because the gas tax is not indexed to inflation. These monies are also largely dedicated to streets and highways – primarily maintenance and preservation – and to a limited extent, system expansion.

We also need to complete gaps in our region's transit, walking and biking networks to help expand affordable travel options, yet active transportation currently lacks a dedicated funding source. Expansion and operation of the transit system has relied heavily on payroll taxes for operations and competitive federal funding for high capacity transit. But the region's demand for frequent and reliable transit service exceeds the capacity of the payroll tax to support it.

Until the 2009 passage of the Jobs and Transportation Act (House Bill 2001) raised the state gas tax in 2011 by six cents, this revenue source had not increased since 1993. Similarly, the federal gas tax has not increased since 1993. This failure of fundraising to keep pace with infrastructure needs has been particularly acute in Oregon, as most states have turned to increased sales tax levies to cope with the decrease in purchasing power of federal transportation funding. Lacking a sales tax or other tools, Oregon has focused on bonding strategies based on future revenue at the state level and therefore has not developed a long-term strategy.

As the region's economy and its labor and housing markets continue to recover from the Great Recession, resources remain limited for making the investments needed to support our growing communities. Diminished resources mean reduced ability to maintain, improve and expand existing transportation infrastructure.

As a result, the existing transportation system is incomplete, overburdened and underfunded. Because federal and state funding is not keeping pace with infrastructure operation and maintenance needs, a substantial share of funding for future regional transportation investments has shifted to local revenue sources. Local governments in the Portland metropolitan region (like others in Oregon) have turned to increased tax levies, road maintenance fees, system development charges and traffic impact fees in attempt to keep pace, although some communities have been more successful than others.

The adopted Regional Transportation Plan calls for stabilizing existing transportation revenue sources while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel.

At a time when local, state and federal resources needed to address our aging infrastructure are limited, we have a unique opportunity to find a better way to support our communities, attract new business, and grow the economy.

The Climate Smart Communities Scenarios Project has shown that the same kinds of investments that can help address these infrastructure needs can also help achieve our greenhouse gas emissions reduction goals. These kinds of investments will also help communities grow in ways that will support local economies for decades to come. Working together, we can develop the local, regional, state and federal partnerships needed to invest in our communities and realize our plans.

TODAY'S CHOICES SHAPE THE FUTURE

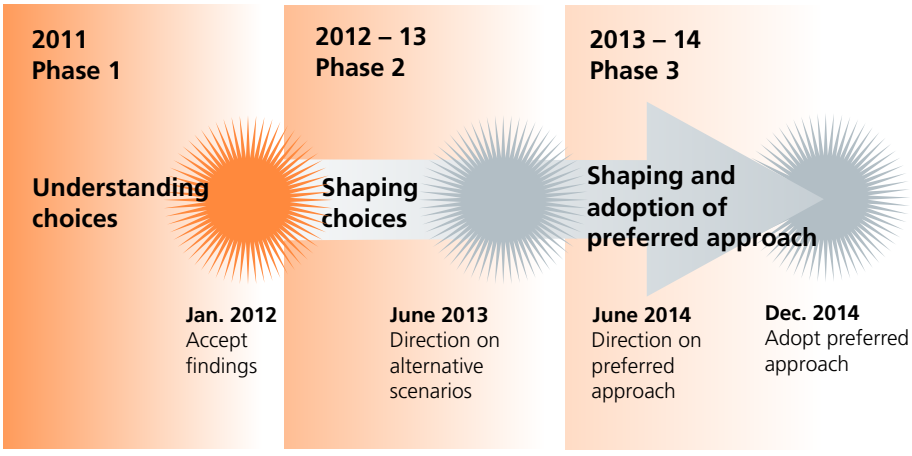
The region's charge from the state is to identify and adopt a preferred approach for meeting the target by December 2014. The choices we make today about how we live, work and get around will shape the future of the region for generations to come. The project is being completed in three phases – and has entered the third and final phase.

The first phase began in 2011 and concluded in early 2012. This phase consisted of testing strategies on a regional level to understand which strategies can most effectively help the region meet the state greenhouse gas emissions reduction mandate.

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.

As part of the first phase, Metro staff researched strategies used to reduce emissions in communities across the region, nation and around the world. This work resulted in a toolbox describing the range of potential strategies, their effectiveness at reducing emissions and other benefits they could bring to the region, if implemented.

Climate Smart Communities Scenarios Project timeline



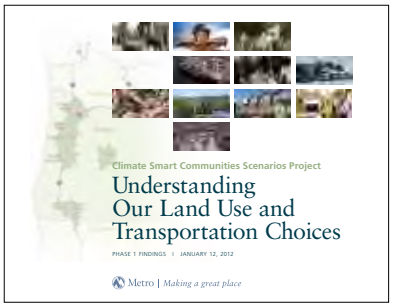
We found there are many ways to reduce emissions while creating healthy, more equitable communities and a vibrant regional economy, but no single solution will enable the region to meet the state's target.

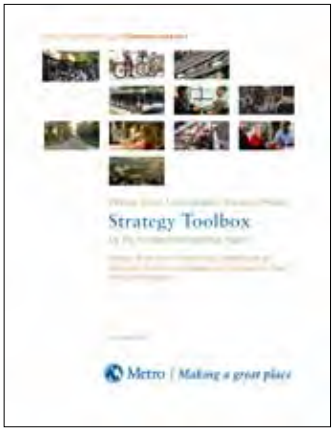
Investing in communities in ways that support local visions for the future will be key to reducing greenhouse gas emissions. Providing schools, services and shopping near where people live, improving bus and rail transit service, building new street connections, using technology to manage traffic flow, encouraging electric cars and providing safer routes for walking and biking all can help.

The second phase began in 2012 and concluded in October 2013. In this phase, Metro worked with community leaders to shape three approaches – or scenarios – and the criteria to be used to evaluate them. In the summer, 2013, Metro analyzed the three approaches to investing in locally adopted land use and transportation plans and policies.

The purpose of the analysis was to better understand the impact of those investments to inform the development of a preferred approach in 2014. Each scenario reflects choices about how and where the region invests to implement locally adopted plans and visions. They illustrate how different levels of leadership and investment could impact how the region grows over the next 25 years and how those investments might affect different aspects of livability for the region.

The results of the analysis were released in fall 2013.





Three approaches that we evaluated in 2013

SCENARIO **A**

Recent Trends

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

SCENARIO **B**

Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan 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.

WHAT WE'VE LEARNED SO FAR

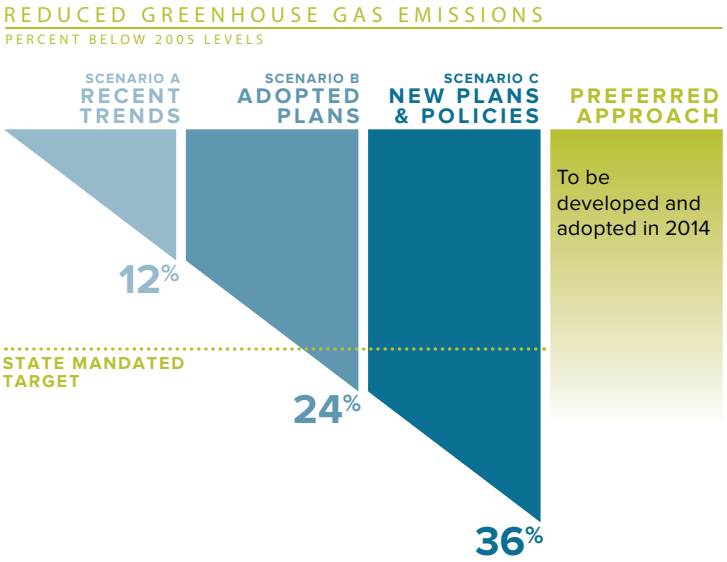
WE FOUND GOOD NEWS

Our Phase 2 analysis indicates that adopted local and regional plans can meet the state target for reducing greenhouse gas emissions – if we make the investments and take the actions needed to implement those plans and make them a reality.

The analysis also identified potentially significant benefits that can be realized by implementing adopted plans (Scenario B) and new policies and plans (Scenario C), including cleaner air, improved public health and safety, reduced congestion and delay, and travel cost savings that come from driving shorter distances and using more fuel efficient vehicles.

The analysis showed that if we continue investing at our current levels (Scenario A) we will fall short of what has been asked of our region, as well as other outcomes we are working to achieve – healthy communities, clean air and water, reliable travel options, and a strong regional economy.

More results are provided in the "Supplemental Materials" section of this guide.



The reduction target is from 2005 emissions levels after reductions expected from cleaner fuels and more fuel-efficient vehicles.

BUT THERE IS MORE WORK TO BE DONE

We're all in this together Local, regional, state and federal partnerships are needed to make the investments and take the actions needed to implement adopted local and regional plans and meet the state target. Our findings can help the region make the case for the increased investment and new partnerships that will be needed to implement the preferred approach the Metro Council considers for adoption in December 2014.

Implementation goes hand in hand with community engagement and participation We must continue working with community leaders to build capacity of organizations and their members to participate in ongoing local and regional planning and implementation efforts. This will help ensure meaningful opportunities for participation of public health, social equity and environmental justice leaders and the communities they represent as we move forward to eliminate disparities.

A transition to cleaner fuels and more fuel-efficient vehicles is essential Oregon cannot achieve its greenhouse gas emissions reduction goals without the significant advancements in fleet and technology committed to by the state. It is critical for the Oregon Legislature and state commissions to prioritize investments and actions that will catalyze this transition to ensure assumptions used to set our region's emissions reduction target are realized.

Prioritizing investments that achieve multiple goals in combination with more funding will help us get there The greatest barrier to implementation is the lack of sufficient funding to make the investments needed for our local and regional plans to become a reality. More state funding is needed to leverage local and regional funding and assist future planning and implementation. With limited funding, it is even more important to prioritize investments that support healthy, equitable communities and a strong economy, while reducing greenhouse gas emissions to create the future we want for the region.

But first, the Metro Council is asking cities, counties, regional partners and the public to weigh in on which investments and actions from each of the three scenarios should go forward into a preferred approach and how we should pay for the needed investments.

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

The Portland metropolitan region pioneered approaches to land use and transportation planning that make it uniquely positioned to address the state climate goals, due to the solid, well-integrated transportation and land-use systems in place and a history of working together to address complex challenges at a regional scale.

MOVING FORWARD

In the 1990s, regional policy discussions centered on how and where the region should grow to protect the things that make this region a great place to live, work and play. Those discussions led to the adoption of the region's long-range strategy, the 2040 Growth Concept. This strategy reflects shared community values and desired outcomes that continue to resonate today.

The preferred approach will not replace the 2040 Growth Concept nor be a stand-alone plan. Instead, it will be a set of recommended policies and actions for how the region moves forward to integrate reducing greenhouse gas emissions with ongoing efforts to create the future we want for our region.

THROUGH MAY 2014
Policymakers weigh in on which investments and actions should be included in the region's preferred approach

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

SUMMER 2014
Evaluation of the preferred approach and development of a near-term implementation plan

SEPTEMBER 2014
Final public review of the preferred approach

DECEMBER 2014
Metro Council considers adoption of the preferred approach

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

WHAT IS THE PREFERRED APPROACH?

The preferred approach will be a set of recommended policies and actions for how the region moves forward to integrate reducing greenhouse gas emissions with ongoing efforts to create the future we want for our region.

LEGISLATION The Metro Council will consider adoption of legislation signaling the region's commitment to the preferred approach through the ongoing implementation of the 2040 Growth Concept. The legislation will include:

POLICIES Regional Framework Plan (RFP) amendments

- Changes to refine existing RFP policies and/or add new policies to achieve the preferred approach.

ACTIONS Recommended actions

- Menu of investments and other tools needed to achieve the preferred approach that can be tailored by each community to implement local visions.
- Near-term actions needed to implement and achieve the preferred approach. This could include:
  - state and federal legislative agendas that request funding, policy changes or other tools needed to achieve preferred approach
  - identification of potential/likely funding mechanisms for key actions
  - direction to the 2018 Regional Transportation Plan update
  - direction to future growth management decisions
  - direction for functional plan amendments that guide local implementation, if needed.
- Monitoring and reporting system that builds on existing performance monitoring requirements per ORS 197.301 and updates to the Regional Transportation Plan.

Through this collaborative effort, we can identify how the region should work together to develop new kinds of leadership and the local, regional, state and federal partnerships needed to invest in communities to make local and regional plans a reality.

POLICY QUESTIONS FOR 2014

WHAT CHOICES HAVE BEEN MADE?

In February, the Metro Policy Advisory Committee and Joint Policy Advisory Committee on Transportation approved a path for moving forward with an eight-step process to shape and adopt a preferred approach in 2014. As recommended by MPAC and JPACT, the preferred approach will start with the plans cities, counties and the region have already adopted – from local zoning, capital improvement, comprehensive, and transportation system plans to the 2040 Growth Concept and regional transportation plan – to create great communities and build a vibrant economy.

This includes managing the urban growth boundary through regular growth management cycles (currently every six years). In addition, MPAC and JPACT agreed to include assumptions for cleaner fuels and more fuel-efficient vehicles as defined by state agencies during the 2011 target-setting process. A third component they recommended be included in the preferred approach is the Statewide Transportation Strategy assumption for vehicle insurance paid by the miles driven.

WHAT CHOICES HAVE BEEN MADE?

In January and February of 2014, MPAC, JPACT and the Metro Council agreed these elements should be included in the draft preferred approach as a starting point:

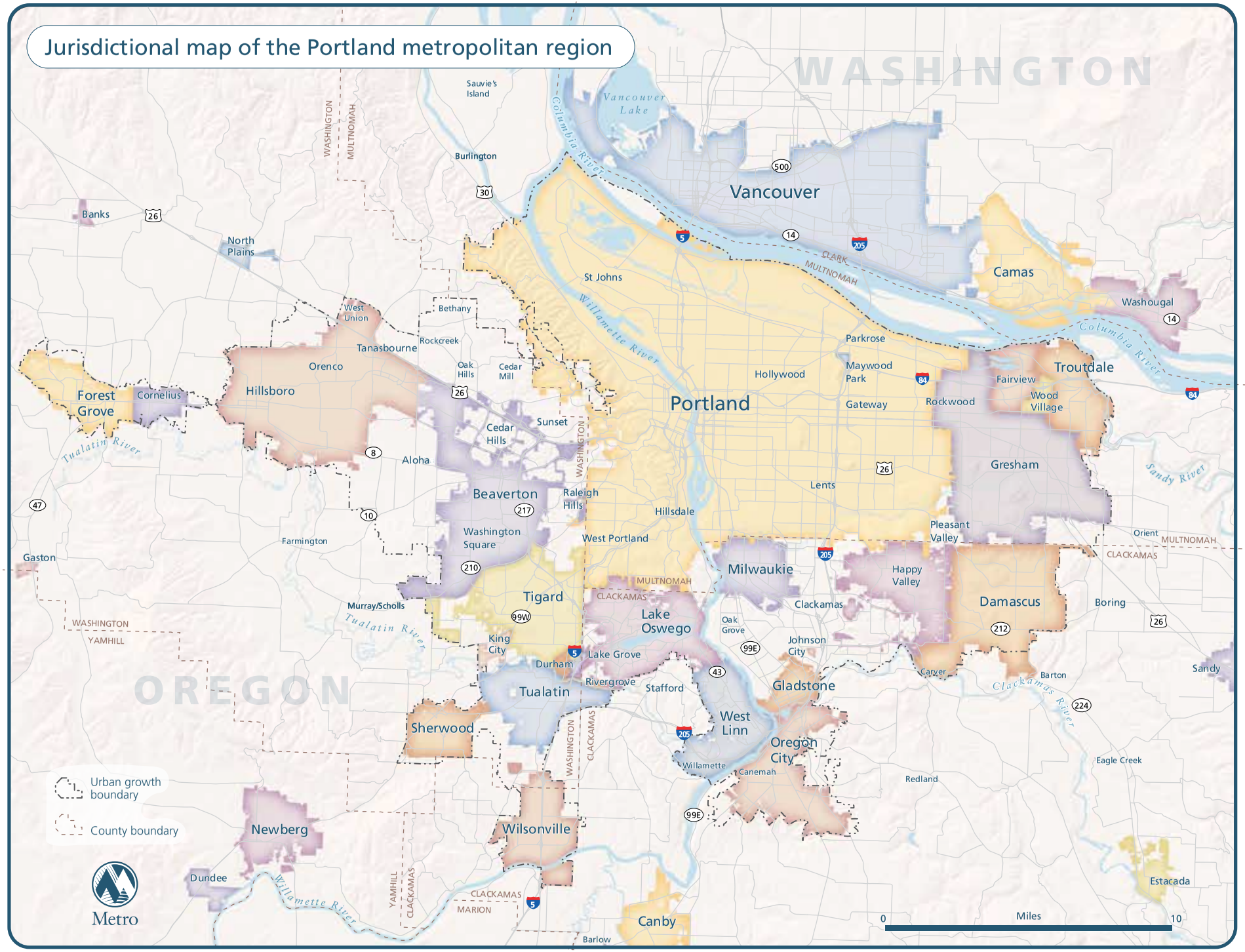
- ☑ **Implement adopted regional and local plans**
  Implement the 2040 Growth Concept and local zoning, comprehensive and transportation plans and manage the urban growth boundary through regular growth management cycles.
- ☑ **Transition to cleaner fuels and fuel-efficient vehicles**
  Rely on state fleet and technology assumptions used when setting our region's target.
- ☑ **Support vehicle insurance paid by the miles driven**
  Use state assumptions for pay-as-you-drive insurance.

WHAT CHOICES DO WE STILL NEED TO MAKE?

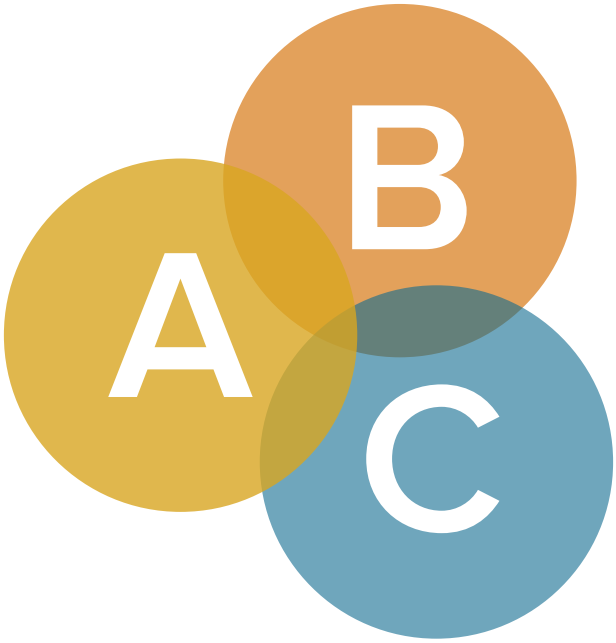
Since January 2014, the Metro Council has engaged community and business leaders, local governments and the public on what mix of investments and actions best support their community's vision for healthy and equitable communities and a strong economy while reducing greenhouse gas emissions.

Through May 2014, policymakers will consider the results of the engagement activities and scenarios evaluation as they weigh in on these policy questions:

- ☐ **How much transit should we provide by 2035?**
- ☐ **How much should we use technology to actively manage the transportation system by 2035?**
- ☐ **How much should we expand the reach of travel information programs by 2035?**
- ☐ **How much of the planned active transportation network should we complete by 2035?**
- ☐ **How much of the planned street and highway network should we complete by 2035?**
- ☐ **How should local communities manage parking by 2035?**
- ☐ **How should we pay for our investment choices by 2035?**


Jurisdictional map of the Portland metropolitan region
WASHINGTON
OREGON
Vancouver
Portland
Camas
Washougal
Troutdale
Gresham
Fairview
Wood Village
Parkrose
Maywood Park
Hollywood
Rockwood
Gateway
Lents
Hillsdale
Pleasant Valley
Happy Valley
Damascus
Boring
Milwaukie
Clackamas
Oak Grove
Johnson City
Gladstone
Carver
Barton
Sandy
Lake Oswego
Tigard
Tualatin
Sherwood
West Linn
Oregon City
Willamette
Canemah
Redland
Eagle Creek
Estacada
Beaverton
Raleigh Hills
Washington Square
West Portland
Aloha
Cedar Hills
Sunset
Bethany
West Union
Rockcreek
Tanasbourne
Orenco
Hillsboro
Cornelius
Forest Grove
Banks
North Plains
Sauvie's Island
Burlington
St Johns
Vancouver Lake
Columbia River
Willamette River
Tualatin River
Sandy River
Clackamas River
Lake Grove
Durham
King City
Rivergrove
Stafford
Murray/Scholls
Farmington
Gaston
Orient
Newberg
Dundee
Wilsonville
Canby
Barlow
Urban growth boundary
County boundary
Metro
0
10
Miles

POLICY AREAS



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OVERVIEW OF POLICY AREAS

This section provides background information on the seven policy areas being considered by the region's policymakers:

- Make transit more convenient, frequent, accessible and affordable
- Use technology to actively manage the transportation system
- Provide information and incentives to expand the use of travel options
- Make biking and walking more safe and convenient
- Make streets and highways more safe, reliable and connected
- Manage parking to make efficient use of parking resources
- Identify potential ways to pay for our investment choices

The first three pages include a description of the policy, its potential climate benefit, cost, implementation benefits and challenges, and a summary of the how the policy is implemented for each scenario. The last page of each description summarizes emerging themes and specific comments provided during project public engagement activities.

EXPLANATION OF THE CLIMATE BENEFIT RATINGS

In Phase 1 of the project, staff conducted a sensitivity analysis to better understand the greenhouse gas emissions reduction potential of individual policies. The information derived from the sensitivity analysis was used to develop a five-star rating system for communicating the relative climate benefits of different policies. The ratings represent the potential effects of individual policy areas in isolation and do not capture variations that may occur from synergies between multiple policies.

Estimated reductions assumed in climate benefits ratings	
less than 1%	★
1 – 2%	★★
3 – 6%	★★★
7 – 15%	★★★★
16 – 20%	★★★★★

Source Memo to TPAC and interested parties on Climate Smart Communities: Phase 1 Metropolitan GreenSTEP scenarios sensitivity analysis (June 21, 2012)

EXPLANATION OF THE RELATIVE COST RATINGS

Like the relative climate benefit ratings, the cost ratings provide a quick reference for comparing the relative cost of investments between policy areas. The estimated cost of each policy area for each scenarios is provided below.

The relative climate benefit and cost ratings are provided to simplify information presented for purposes of discussion.

ESTIMATED COSTS FOR EACH SCENARIO BY POLICY AREA (2014$)

	SCENARIO A	SCENARIO B	SCENARIO C
Transit capital	$590 million	$1.9 billion	$5.1 billion
Transit operations	$4.8 billion	$5.3 billion	$9.5 billion
Technology	$113 million	$135 million	$193 million
Information	$99 million	$124 million	$234 million
Active transportation	$57 million	$948 million	$3.9 billion
Streets and highways capital[1]	$162 million	$8.8 billion	$11.8 billion
Parking	n/a	n/a	n/a
Total costs[1]	**$6 billion**	**$17 billion**	**$31 billion**

[1]Table note does not include road-related operations, maintenance and preservation costs.


RELATIVE CLIMATE BENEFIT

★★★★★

RELATIVE COST

$ $ $

Make transit more convenient, frequent, accessible and affordable

There are four key ways to make transit service more convenient, frequent, accessible and affordable. The effectiveness of each will vary depending on the mix of nearby land uses, the number of people living and working in the area, and the extent to which travel information, marketing and technology are used.

Frequency Increasing the frequency of transit service in combination with transit signal priority and bus lanes makes transit faster and more convenient.

System expansion Providing new community and regional transit connections improves access to jobs and community services and makes it easier to complete some trips without multiple transfers.

Transit access Building safe and direct walking and biking routes and crossings that connect to stops makes transit more accessible and convenient.

Fares Providing reduced fares makes transit more affordable; effectiveness depends on the design of the fare system and the cost.

Transit is provided in the region by TriMet and South Metro Area Rapid Transit (SMART) in partnership with Metro, cities, counties, employers, business associations and non-profit organizations.

BENEFITS

- improves access to jobs, the workforce, and goods and services, boosting business revenues
- creates jobs and saves consumers and employers money
- stimulates development, generating local and state revenue
- provides drivers an alternative to congested roadways and supports freight movements by taking cars off the road
- increases physical activity
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

CHALLENGES

- transit demand outpacing funding
- enhancing existing service while expanding coverage and frequency to growing areas
- reduced revenue and federal funding, leading to increased fares and service cuts
- preserving affordable housing options near transit
- ensuring safe and comfortable access to transit for pedestrians, cyclists and drivers
- transit-dependent populations locating in parts of the region that are harder to serve with transit

How much transit should we provide by 2035?

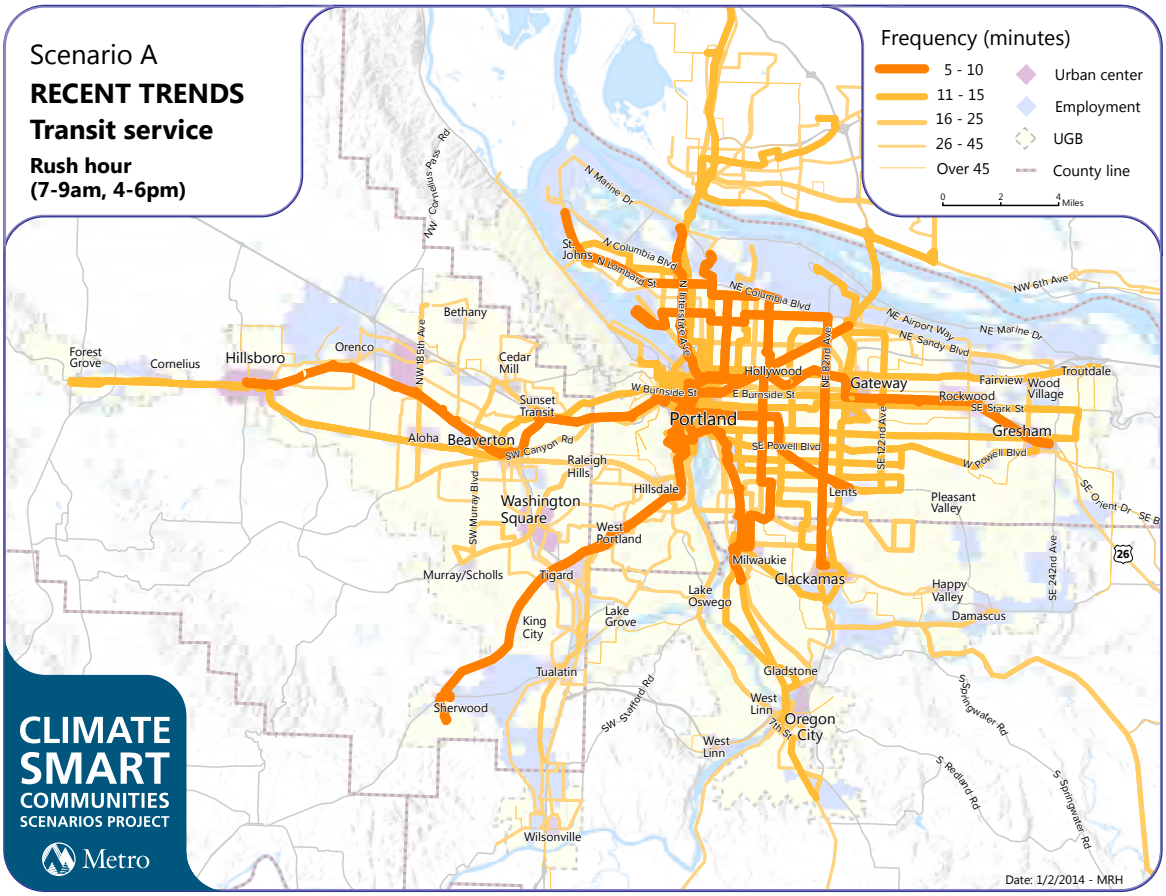
TRANSIT AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Daily revenue hours	5,600	6,200	11,200
Service expansion *(increase from 2010 level)*	14% increase	27% increase	129% increase
Rush hour frequency	10-minute service on 10 routes	10-minute service on 13 routes	10-minute service on 37 routes
Off-peak frequency	30-minute service on most routes	20-minute service on most routes	15 or 20-minute service on most routes
New high capacity transit connections	None	Planned connections completed, such as the extension to Vancouver, WA	All regional centers and more town centers served Priority high capacity transit system plan and Southwest Corridor completed
Other service enhancements	Westside Express Service (WES) and Portland streetcar operate at 2010 frequencies	Same as Scenario A, plus more planned Portland streetcar connections completed	WES operates all day with 15-minute service Locally-developed Service Enhancement Plans (SEPs) and the planned Portland Streetcar System Plan mostly completed
Public and private shuttles	Existing private shuttles continue to operate between large work sites and major transit stops	Additional major employers and some community-based organizations work with TriMet to operate shuttles	More major employers and some community-based organizations work with TriMet to operate shuttles
Fares	Reduced fares provided to youth, older adults and disabled persons	Same as Scenario A	Same as Scenario A, plus reduced fares provided to low-income families
Estimated capital cost* (2014$)	**$590 million**	**$1.9 billion**	**$5.1 billion**
Estimated service operating costs (2014$)**	**$4.8 billion ($187 million per year)**	**$5.3 billion ($207 million per year)**	**$9.5 billion ($374 million per year)**

* Capital costs reflect HCT capital costs plus fleet replacement and expansion costs.

** Operating costs for TriMet service were calculated by annualizing the daily revenue hours proposed for each scenario and applying TriMet's average operating cost per revenue hour, with cost by mode weighted by the proportion of service provided on each mode. SMART operating costs were calculated by assuming SMART's FY 11-12 annual operating costs are maintained through 2035.

(See Supplemental materials section, Phase 2: Transit Access at a Glance.)



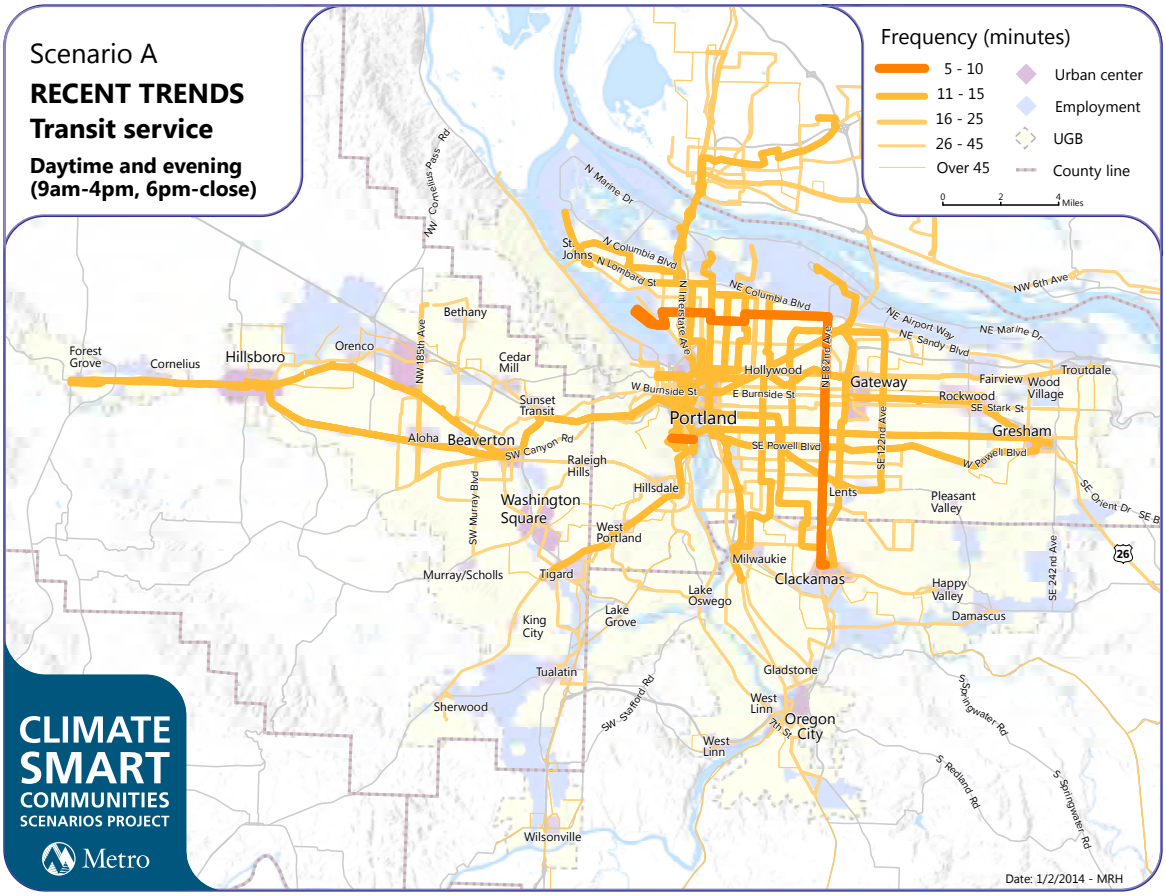
SCENARIO A

Recent Trends

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

31% jobs
24% households
31% low-income households

Estimated jobs and households within ¼-mile of 10-minute or better service by 2035



6% jobs
4% households
5% low-income households

Estimated jobs and households within ¼-mile of 10-minute or better service by 2035

Note These maps are for research purposes only and do not reflect current or future policy decisions of the Metro Council, MPAC or JPACT.

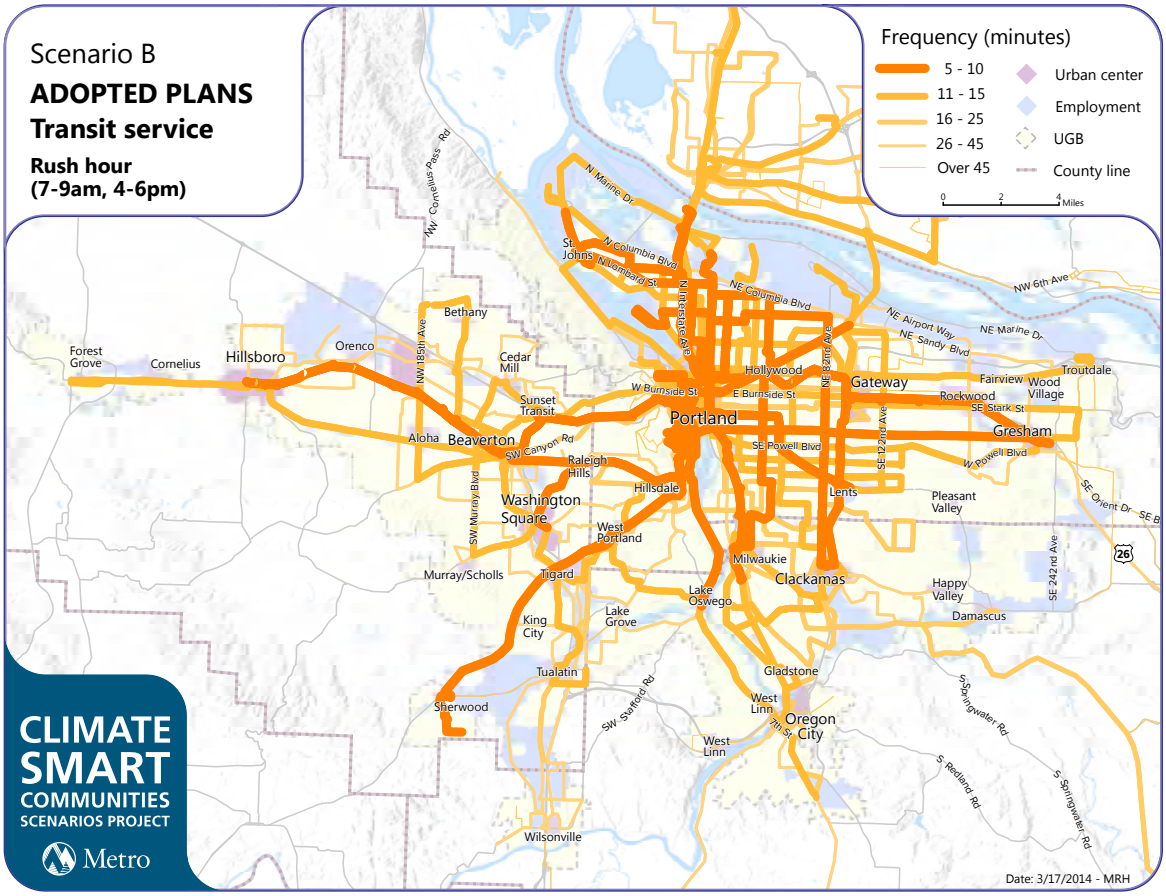
SCENARIO B

Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

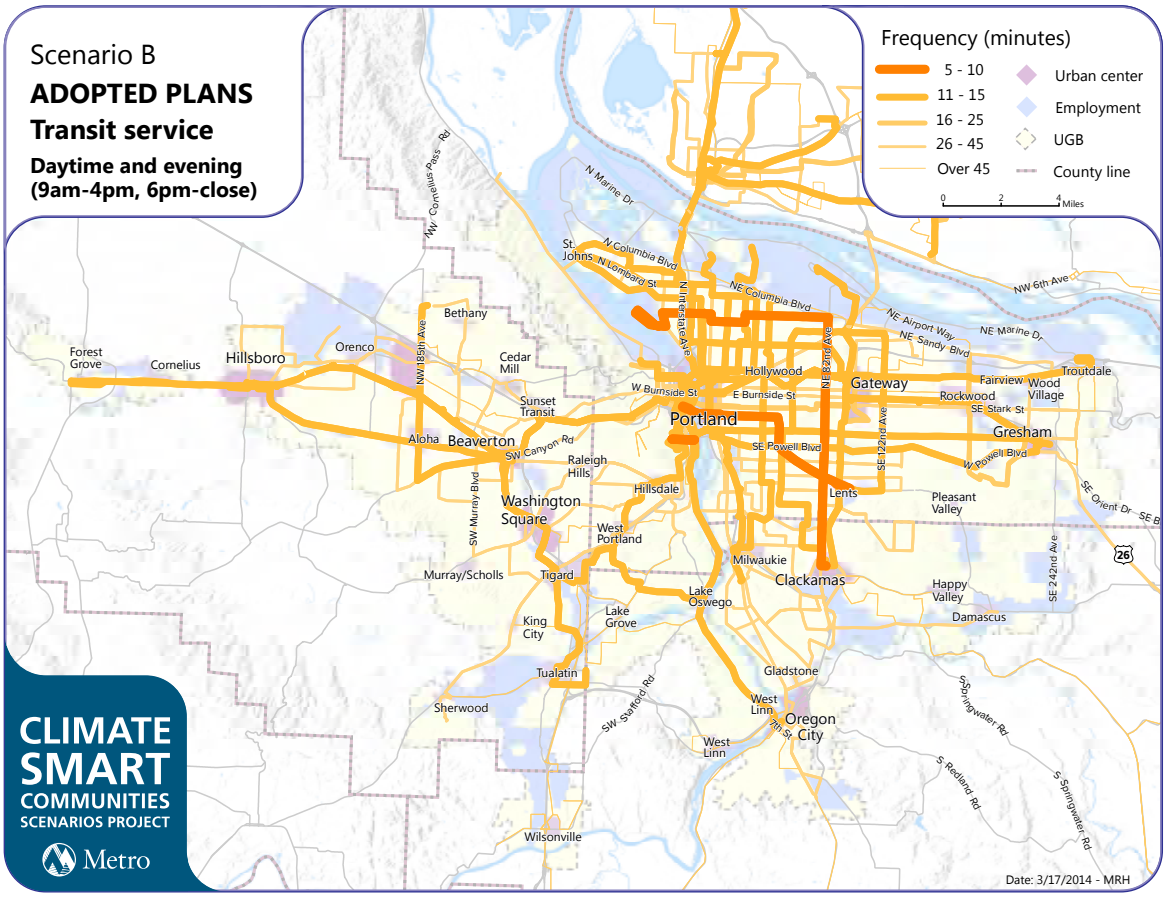
33% jobs
27% households
34% low-income households

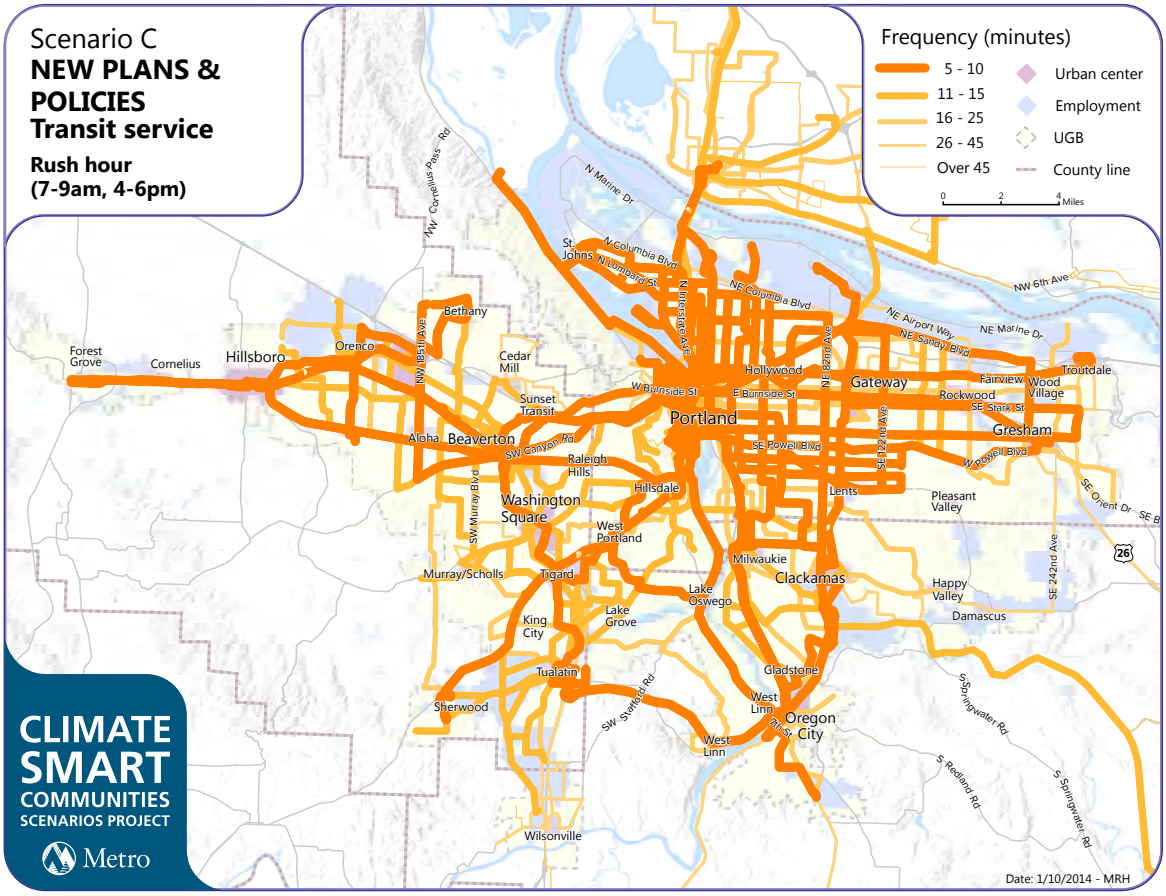
Estimated jobs and households within ¼-mile of 10-minute or better service by



6% jobs
4% households
6% low-income households

Estimated jobs and households within ¼-mile of 10-minute or better service by 2035





SCENARIO C

New Plans and Policies

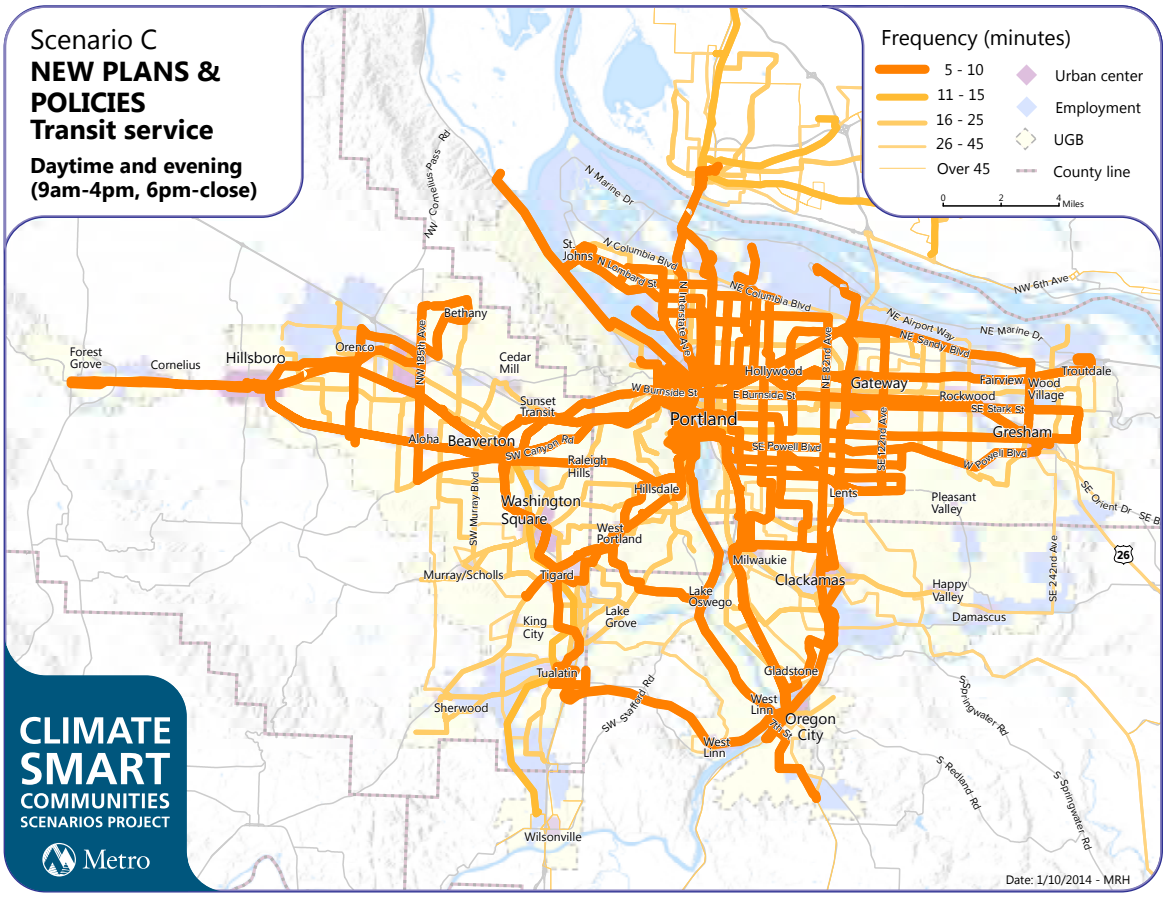
This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

42% jobs

32% households

40% low-income households

Estimated jobs and households within ¼-mile of 10-minute or better service by 2035



23% jobs

20% households

26% low-income households

Estimated jobs and households within ¼-mile of 10-minute or better service by 2035

What people are saying

Transit needs to be more frequent, affordable and connected to more places people want to go.

To increase the accessibility and affordability of public transit is paramount.

I think we would have great results if we added more to the bus system…because the bus system is very efficient.

Emerging themes

- Transit was universally seen as the highest priority investment area because of its high potential to reduce emissions while improving access to jobs and services and supporting other community goals.
- The cost of transit must be kept affordable, particularly for people with disabilities, youth, older adults and those with limited incomes.
- Integration with land use, active transportation, information, technology and a well-connected street system will help transit be more convenient and accessible for more people.
- Important to seek creative local transit service options and partnerships that fit the needs of smaller communities, including shuttles to support crucial last-mile connections.
- Prioritize low-income communities for bus service improvements and ensure that affordable housing and transportation options remain after major transit investments are made in a community.
- More funding for transit is needed.

Key takeaways to share with others

RELATIVE CLIMATE BENEFIT

★★☆☆☆

RELATIVE COST

$$$

Use technology to actively manage the transportation system

Using technology to actively manage the Portland metropolitan region's transportation system means using intelligent transportation systems (ITS) and services to reduce vehicle idling associated with delay, making walking and biking more safe and convenient, and helping improve the speed and reliability of transit. Nearly half of all congestion is caused by incidents and other factors that can be addressed using these strategies.

Local, regional and state agencies work together to implement transportation system technologies. Agreements between agencies guide sharing of data and technology, operating procedures for managing traffic, and the ongoing maintenance and enhancement of technology, data collection and monitoring systems.

Arterial corridor management includes advanced technology at each intersection to actively manage traffic flow. This may include coordinated or adaptive signal timing; advanced signal operations such as cameras, flashing yellow arrows, bike signals and pedestrian count down signs; and communication to a local traffic operations center and the centralized traffic signal system.

Freeway corridor management includes advanced technology to manage access to the freeways, detect traffic levels and weather conditions, provide information with variable message signs and variable speed limit signs, and deploying incident response patrols that quickly clear breakdowns, crashes and debris. These tools connect to a regional traffic operations center.

Traveler information includes using variable message and speed signs and 511 internet and phone services to provide travelers with up-to-date information regarding traffic and weather conditions, incidents, travel times, alternate routes, construction, or special events.

BENEFITS

- provides near-term benefits
- reduces congestion and delay
- makes traveler experience more reliable
- saves public agencies, consumers and businesses time and money
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

CHALLENGES

- requires ongoing funding to maintain operations and monitoring systems
- requires significant cross-jurisdictional coordination
- workforce training gaps

How much should we use technology to actively manage the transportation system by 2035?

TECHNOLOGY AT A GLANCE

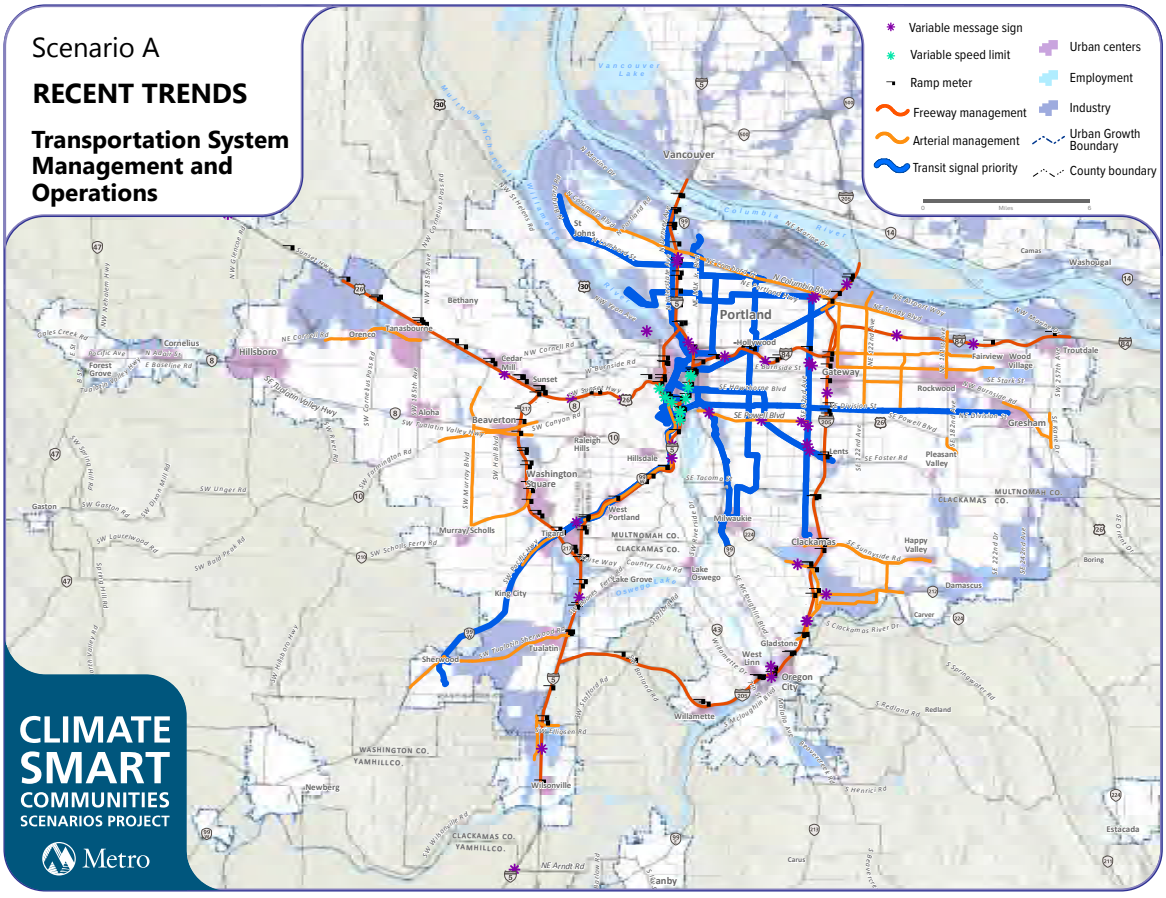
	SCENARIO A	SCENARIO B	SCENARIO C
Advanced traffic signal operations	Traffic signals on some major arterials	Traffic signals on many major arterials	All traffic signals are connected to a centralized system
Transit signal priority	Some bus routes with 10-minute service	All bus routes with 10-minute service	All bus routes with 10-minute service
Freeway ramp meters	Most urban interchanges	Same as Scenario A	All urban interchanges
Freeway variable speed signs	None	Deployed in most high incident locations	Deployed in all high incident locations
Incident response patrols	Some incident response patrols are deployed on area freeways	More incident response patrols are deployed on area freeways	Incident response patrols are deployed on area freeways and major arterials adjacent to freeways
Estimated cost (2014$)	**$113 million**	**$135 million**	**$193 million**

SCENARIO A

Recent Trends

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

10% on arterials and freeways
Estimated delay reduction by 2035



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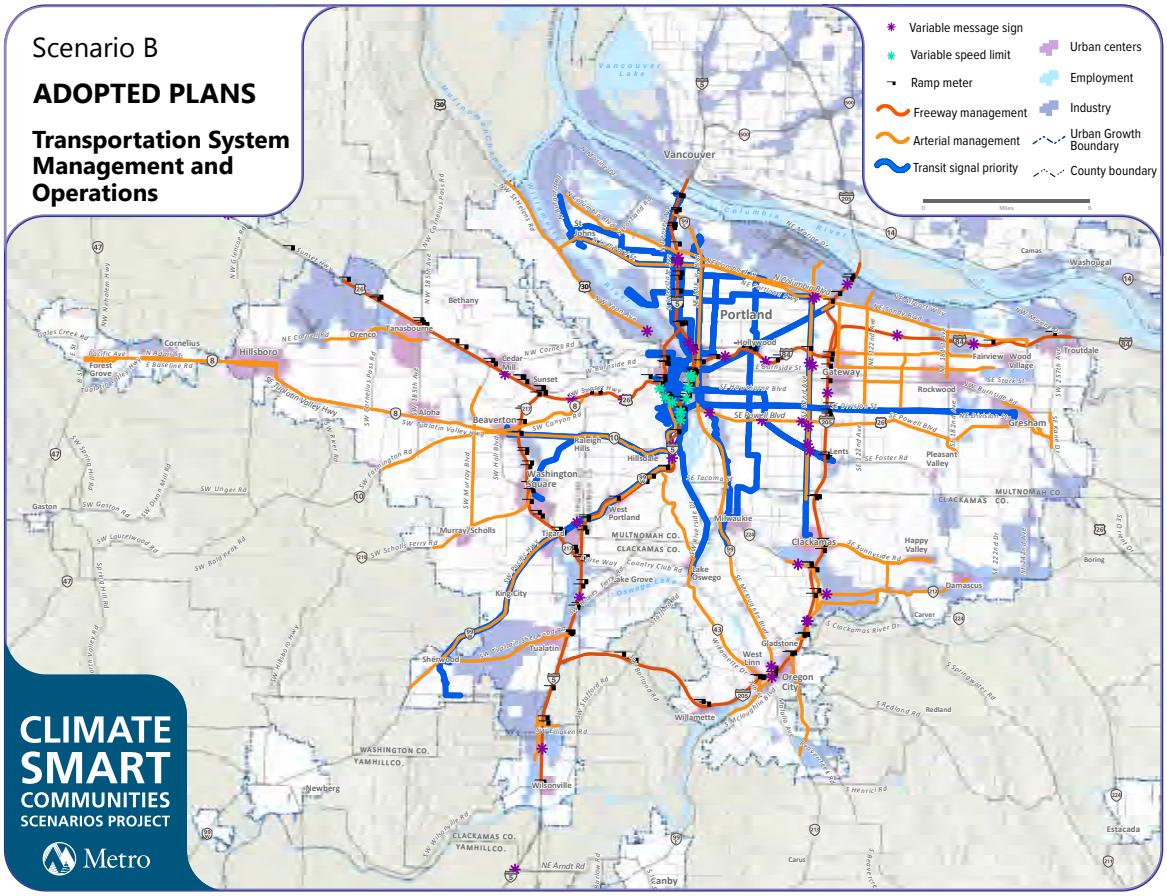
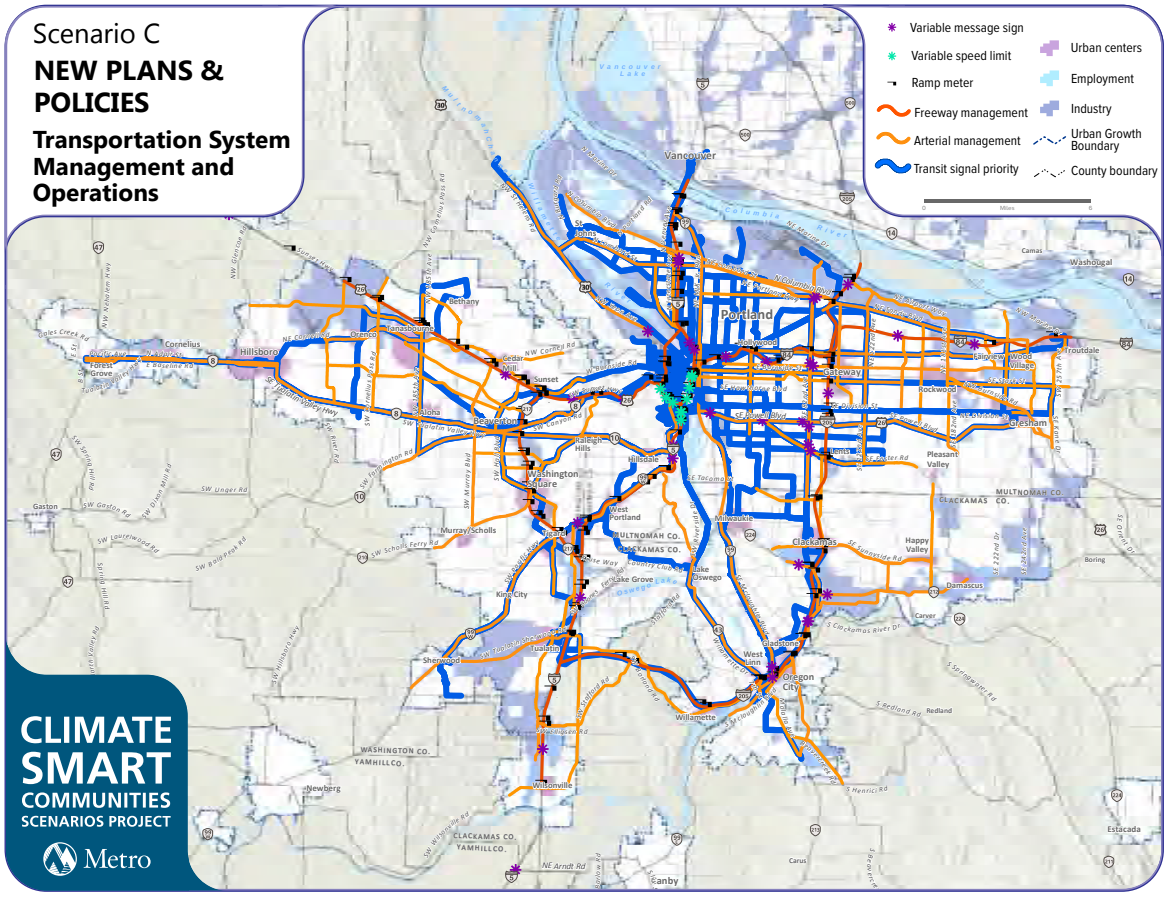


SCENARIO B

Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

20% on arterials and freeways
Estimated delay reduction by 2035



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.

35% on arterials and freeways
Estimated delay reduction by 2035

What people are saying

Do as much as you can with technology before widening or building new roads to help save money.

Intelligent transportation systems help freight move more efficiently and reliably.

Drivers need to get the info about delays before they begin their trip.

Emerging themes

- This is a low-cost strategy with immediate benefits that support other capital investments and should be moved forward.
- When compared to traditional capital investments, such as new transit service, roads or additional lanes, these kinds of solutions offer high returns for a comparatively low cost, and can delay or remove the need for additional capital-intensive infrastructure.
- Reducing delay and increasing reliability of the freight network is critical for the health our regional economy.
- Provide comprehensive real-time traveler information to people and businesses before they begin their trip.

Key takeaways to share with others

RELATIVE CLIMATE BENEFIT

★★★☆☆

RELATIVE COST

$ $ $

Provide information and incentives to expand the use of travel options

Public awareness, education and travel options support tools are cost-effective ways to improve the efficiency of the existing transportation system through increased use of travel options such as walking, biking, carsharing, carpooling and taking transit. Local, regional and state agencies work together with businesses and non-profit organizations to implement programs in coordination with other capital investments. Metro coordinates partners' efforts, sets strategic direction, evaluates outcomes, and manages grant funding.

Public awareness strategies include promoting information about travel choices and teaching the public about eco-driving: maintaining vehicles to operate more efficiently and practicing driving habits that can help save time and money while reducing greenhouse emissions.

Commuter programs are employer-based outreach efforts that include (1) financial incentives, such as transit pass programs and offering cash instead of parking subsidies; (2) facilities and services, such as carpooling programs, bicycle parking, emergency rides home, and work-place competitions; and (3) flexible scheduling such as working from home or compressed work weeks.

Individualized Marketing (IM) is an outreach method that encourages individuals, families or employees interested in making changes in their travel choices to participate in a program. A combination of information and incentives is tailored to each person's or family's specific travel needs. IM can be part of a comprehensive commuter program.

Travel options support tools reduce barriers to travel options and support continued use with tools such as the ***Drive Less. Connect.*** online carpool matching; trip planning tools; wayfinding signage; bike racks; and carsharing.

BENEFITS

- increases cost-effectiveness of capital investments in transportation
- saves public agencies, consumers and businesses time and money
- preserves road capacity
- reduces congestion and delay
- increases physical activity and reduces health care costs
- reduces air pollution and air toxics

CHALLENGES

- program partners need ongoing tools and resources to increase outcomes
- factors such as families with children, long transit times, night and weekend work shifts not served by transit
- major gaps exist in walking and biking routes across the region
- consistent data collection to support performance measurement

How much should we expand the reach of travel information programs by 2035?

TRAVEL INFORMATION PROGRAMS AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Individualized marketing participation	30% of households	Same as Scenario A	60% of households participate Same as Scenario B, plus the addition of Safe Routes to school and equity-based campaigns
Commuter program participation	20% of employees reached (same as 2010) Oregon Employee Commute Options (ECO) rules require work sites with more than 100 employees to have work-place programs	Same as Scenario A	40% of employees reached ECO rules now include work sites with more than 50 employees
Public awareness marketing campaign	50% of public reached Existing ongoing and short-term campaigns lead to more awareness of *DriveLess. Connect.*	Same as Scenario A, plus added resources promote new travel tools, regional efforts and safety education	60% of public reached Scenario B, plus regionally specific campaigns dedicated to safety and underserved communities
Eco-driving participation	0% of households reached (same as 2010) Statewide program is newly launched	30% of households reached	60% of households reached
Provisions of travel options support tools	2010 program funding levels allow for completion of several new wayfinding signage and bike rack projects	Same as Scenario A, plus public-private partnerships to create new online, print and on-street travel tools	Same as Scenario B, plus better public-private data integration and more resources for more support tools
Estimated cost (2014$)	**$99 million**	**$124 million**	**$234 million**

SCENARIO A

Recent Trends

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

SCENARIO B

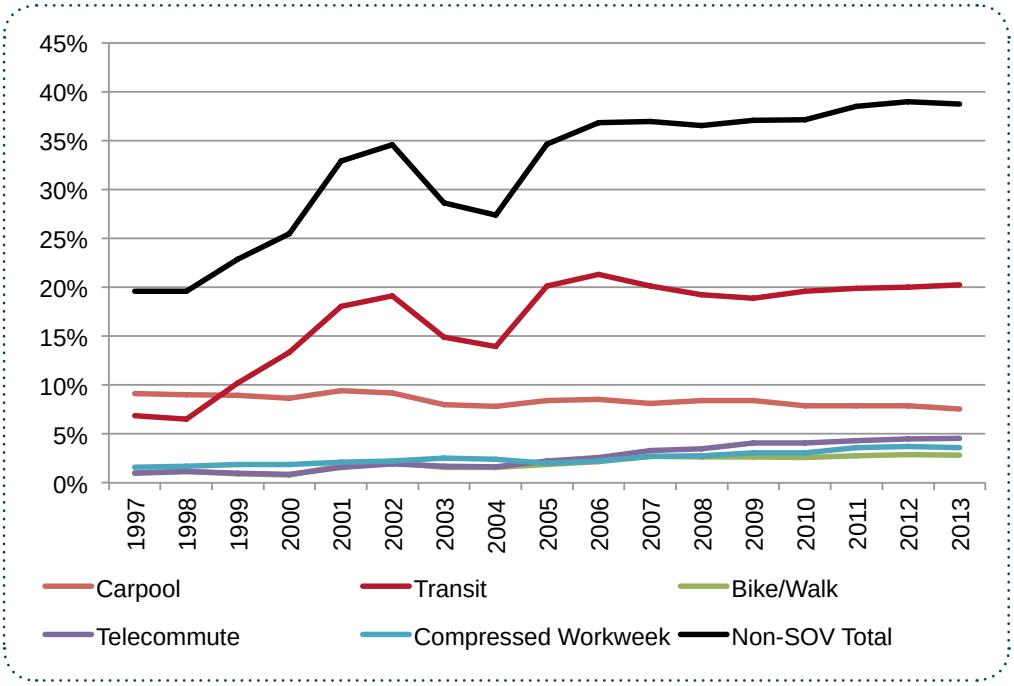
Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, 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.



EFFECTIVENESS OF EMPLOYER COMMUTER PROGRAMS (1997 – 2013)

The TriMet, Wilsonville SMART and TMA employer outreach programs have made significant progress with reducing drive-alone trips. Since 1996, employee commute trips that used non-drive-alone modes (transit, bicycling, walking, carpooling/vanpooling and telecommuting) rose from 20% to over 39% among participating employers.

EFFECTIVENESS OF COMMUNITY AND NEIGHBORHOOD PROGRAMS

Community outreach programs such as Portland Sunday Parkways and Wilsonville Sunday Streets encourage residents to use travel options by exploring their neighborhoods on foot and bike without motorized traffic. Sunday Parkways events have attracted 400,000 attendees since 2008 and the Wilsonville Sunday Streets event attracted more than 5,000 participants in 2012.

Other examples of valuable community outreach and educational programs include the Community Cycling Center's program to reduce barriers to biking and Metro's Vámonos program, both of which provide communities across the region with the skills and resources to become more active by walking, biking, and using transit for their transportation needs.

In 2004, the City of Portland launched the Interstate TravelSmart individualized marketing project in conjunction with the opening of the MAX Yellow Line. Households that received individualized marketing made nearly twice as many transit trips compared to a similar group of households that did not participate in the marketing campaign. In addition, transit use increased nearly 15 percent during the SmartTrips project along the MAX Green Line in 2010. Follow-up surveys show that household travel behavior is sustained for at least two years after a project has been completed.



What people are saying

Tailored and personalized marketing campaigns can be more individualized – making them more effective.

Success depends on the availability of transit and other options.

Work trips are only 30% of all trips – so we need to focus beyond work place campaigns.

Emerging themes

- Incentives need to be marketed through employers.
- Travel information needs to be leveraged electronically to take advantage of how many people prefer to access and receive information, such as smart phone apps, the internet and social media.
- Information and marketing campaigns should be culturally relevant, sensitive to different languages and cultures and respond to changing demographics in the region.
- Incentives and investment in end-of-trip facilities are important to encourage greater use of commute options among employees, such as secure bike parking, showers and changing rooms for employees.

Key takeaways to share with others

RELATIVE CLIMATE BENEFIT

★★★☆☆

RELATIVE COST

$$$

Make biking and walking more safe and convenient

Active transportation is human-powered travel that engages people in healthy physical activity while they go from place to place. Examples include walking, biking, pushing strollers, using wheelchairs or other mobility devices, skateboarding, and rollerblading. Active transportation is an essential component of public transportation because most of these trips begin and end with walking or biking.

Today, about 50 percent of the regional active transportation network is complete. Nearly 18 percent of all trips in the region are made by walking and biking, a higher share than many other places. Approximately 45 percent of all trips made by car in the region are less than three miles and 15 percent are less than one mile. With a complete active transportation network supported by education and incentives, many of the short trips made by car could be replaced by walking and biking. (See separate summary on providing information and incentives to expand use of travel options.)

For active travel, transitioning between modes is easy when sidewalks and bicycle routes are connected and complete, wayfinding is coordinated, and transit stops are connected by sidewalks and have shelters and places to sit. Biking to work and other places is supported when bicycles are accommodated on transit vehicles, safe and secure bicycle parking is available at transit shelters and community destinations, and adequate room is provided for walkers and bicyclists on shared pathways. Regional trails and transit function better when they are integrated with on-street walking and biking routes.

BENEFITS

- increases access to jobs and services
- provides low-cost travel options
- supports economic development, local businesses and tourism
- increases physical activity and reduces health care costs
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

CHALLENGES

- major gaps exist in walking and biking routes across the region
- gaps in the active transportation network affect safety, convenience and access to transit
- many would like to walk or bike but feel unsafe
- many lack access to walking and biking routes
- limited dedicated funding is declining

How much of the planned active transportation network should we complete by 2035?

ACTIVE TRANSPORTATION AT A GLANCE

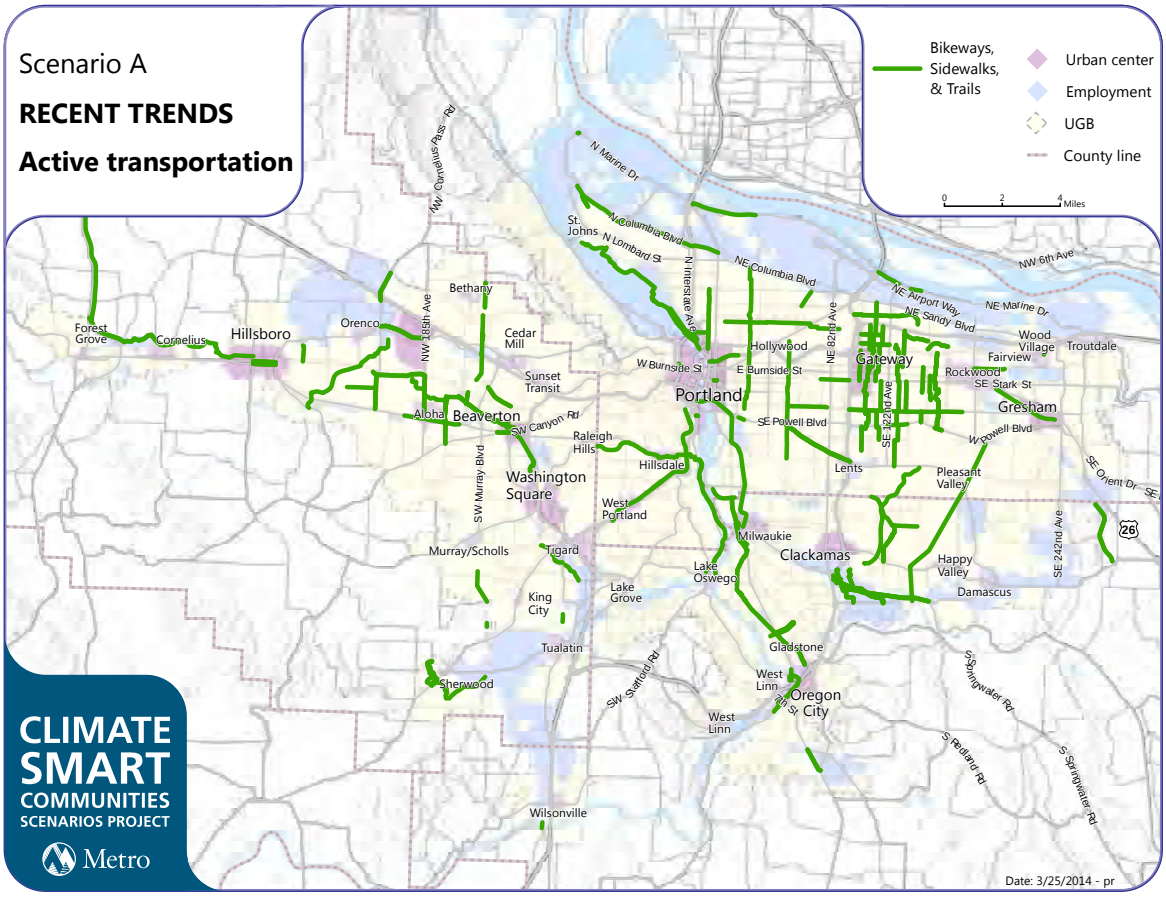
	SCENARIO A	SCENARIO B	SCENARIO C
Completion of regional active transportation network	Federally funded planning and capital projects reflecting existing funding are largely dedicated to transit and road investments	Same as Scenario A, plus planned off-street trails and on-street sidewalk and bikeway projects, such as bicycle lanes, cycle tracks, bicycle boulevards, sidewalks and crossing improvements included in financially constrained RTP	Same as Scenario B, plus full build-out of planned off-street trails, on-street sidewalk and bikeway projects, and improvements to existing facilities
Trails	38% completed	79% completed	100% completed
Bikeways	63% completed	84% completed	100% completed
Sidewalks	54% completed	62% completed	100% completed
Estimated cost (2014$)	**$57 million**	**$948 million**	**$3.9 billion**

SCENARIO A

Recent Trends

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

58
Estimated lives saved annually from increased physical activity by 2035



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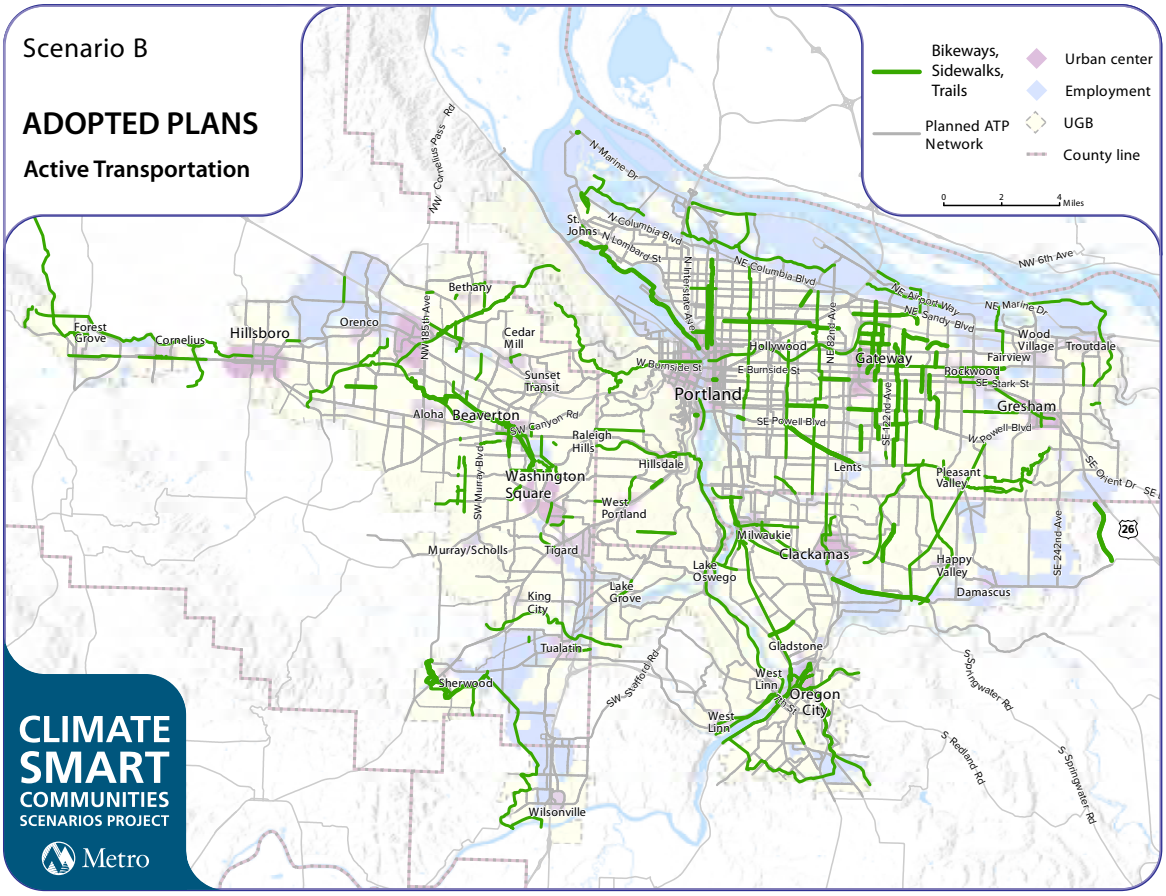


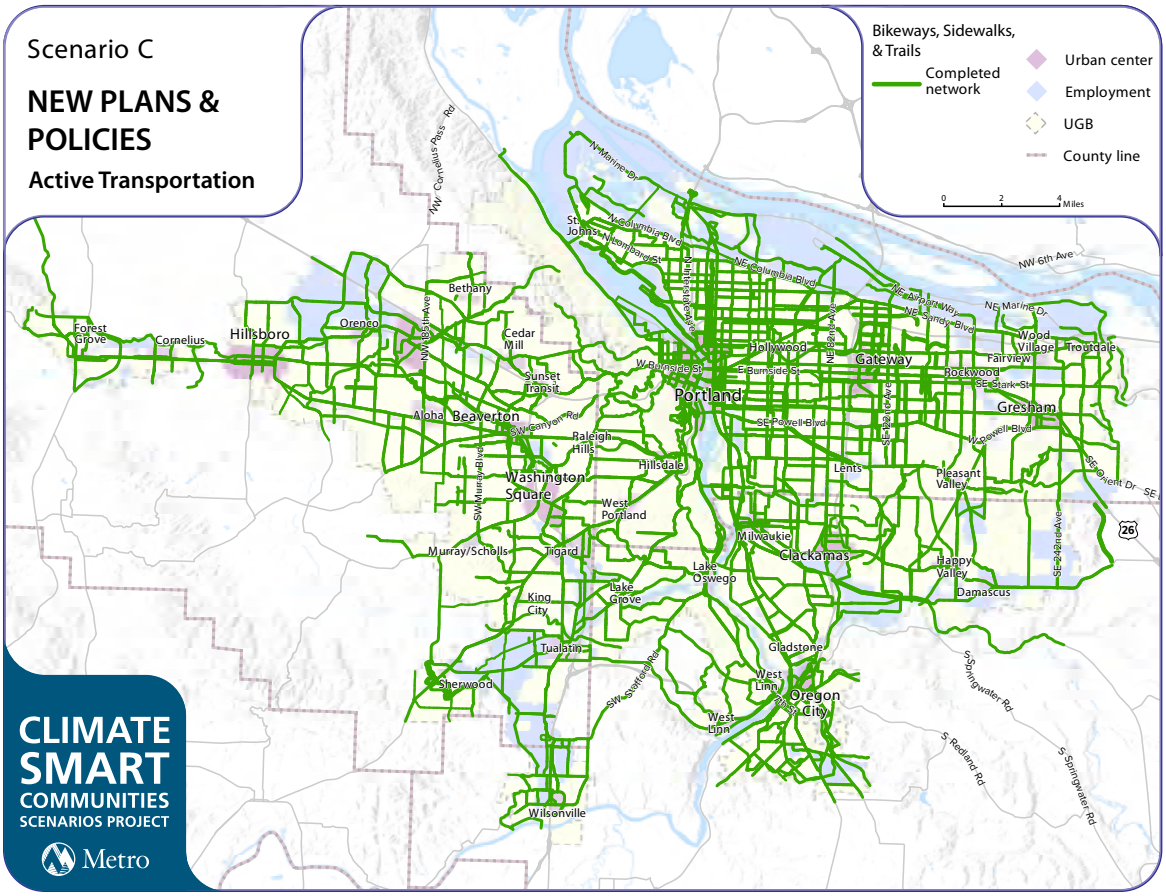
SCENARIO B

Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

89

Estimated lives saved annually from increased physical activity by 2035



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.

116

Estimated lives saved annually from increased physical activity by 2035

What people are saying

Bike improvements should be strategic and provide convenient, efficient access to places people want to go.

Make the healthy choice, the easy choice.

Create integrated networks and complete streets to leverage existing funding.

Emerging themes

- A high priority for nearly all communities and interest groups because it provides many benefits, particularly improved public health and access.
- Investments should focus on completing gaps and making street crossings more safe.
- More dedicated, separate paths for biking are needed because some people will never feel safe biking in vehicle traffic.
- "Complete streets" should include green designs, such as bioswales and street trees, as part of street design and a broader climate adaptation strategy.
- Demographics are changing – as youth and older adults choose to drive less, it is important to invest more in active transportation options that connect to transit and link neighborhoods to services.
- A dedicated, stable funding source is needed.

Key takeaways to share with others

RELATIVE CLIMATE BENEFIT

★ ★ ★ ★ ★

RELATIVE COST

$ $ $

Make streets and highways more safe, reliable and connected

Today, nearly 45 percent of all trips in the region made by car are less than three miles, and 15 percent are less than one mile. When road networks lack multiple routes serving the same destinations, short trips must use major travel corridors designed for freight and regional traffic, adding to congestion.

There are three key ways to make streets and highways more safe, reliable and connected to serve longer trips across the region on highways, shorter trips on arterial streets, and the shortest trips on local streets.

Maintenance and efficient operation of the existing road system Keeping the road system in good repair and using information and technology to manage travel demand and traffic flow help improve safety, and boost efficiency of the existing system. With limited funding, more effort is being made to maximize system operations prior to building new capacity in the region. (See separate summaries describing the use of technology and information.)

Street connectivity Building a well-connected network of complete streets including new local and major street connections shortens trips, improves access to community and regional destinations, and helps preserve the capacity and function of highways in the region for freight and longer trips. These connections include designs that support walking and biking, and, in some areas, provide critical freight access between industrial areas, intermodal facilities and the interstate highway system.

Network expansion Adding lane miles to relieve congestion is an expensive approach, and will not solve congestion on its own. Targeted widening of streets and highways along with other strategies helps connect goods to market and support travel across the region.

BENEFITS

- improves access to jobs, goods and services, boosting business revenue
- creates jobs and stimulates development, boosting the economy
- reduces delay, saving businesses time and money
- reduces risk of traffic fatalities and injuries
- reduces emergency response time

CHALLENGES

- declining purchasing power of existing funding sources, growing maintenance backlog, and rising construction costs
- may induce more traffic
- potential community impacts, such as displacement and noise
- concentration of air pollutants and air toxics in major travel corridors

How much of the planned street and highway network should we complete by 2035?

STREET AND HIGHWAYS AT A GLANCE

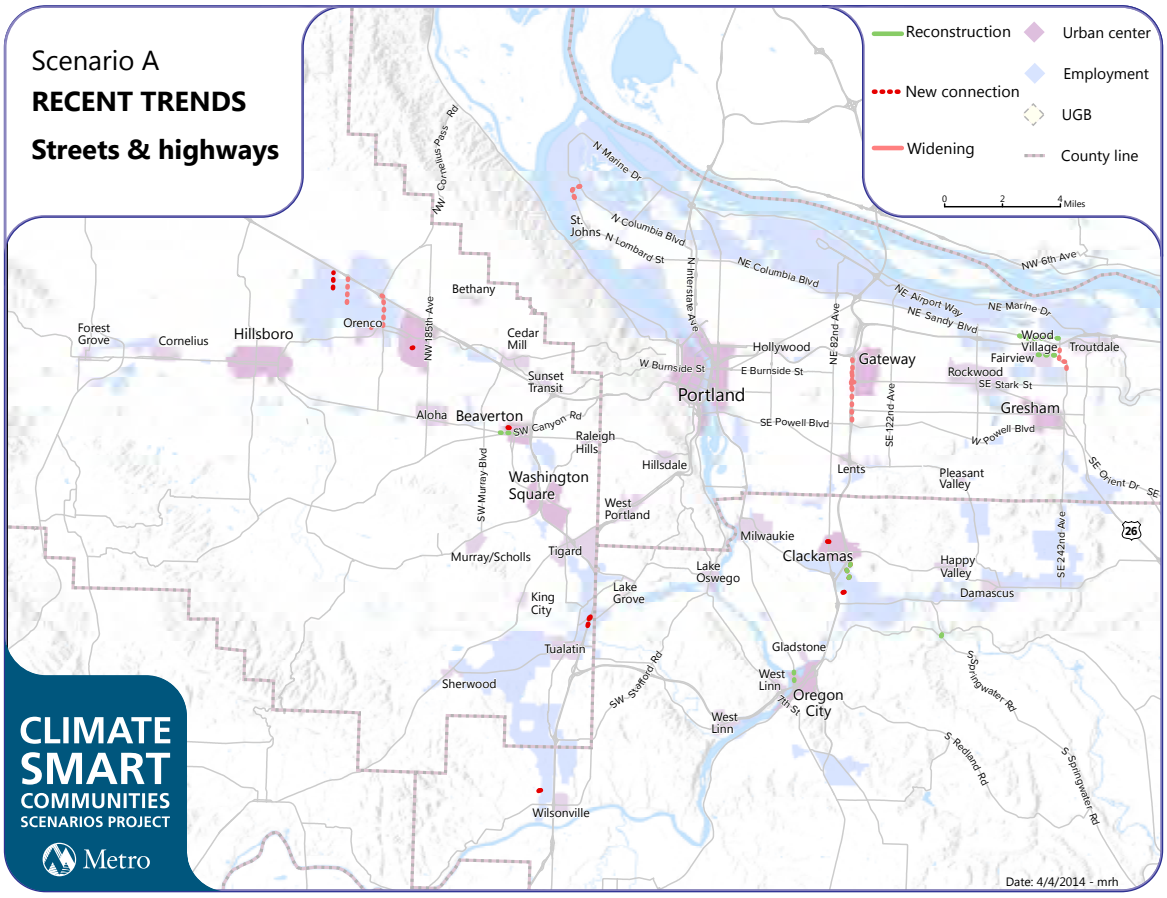
	SCENARIO A	SCENARIO B	SCENARIO C
Arterials and freeways	Maintain the existing system and complete committed projects	Same as Scenario A, plus complete financially constrained RTP projects such as • planned connections to further build out the regional street grid and improve access to industrial areas and freight facilities • widening some major streets and freeways to address bottlenecks	Same as Scenario B, plus additional projects in the RTP On-going regional traffic operations center monitoring and incident response patrols are deployed on area freeways and major arterials adjacent to freeways
Maintenance	Some maintenance backlogs grow	Fully meet maintenance and preservation needs	Same as Scenario B
Estimated capital cost (2014$)	**$162 million**	**$8.8 billion**	**$11.8 billion**

SCENARIO A

Recent Trends

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

9
Lane miles added by 2035



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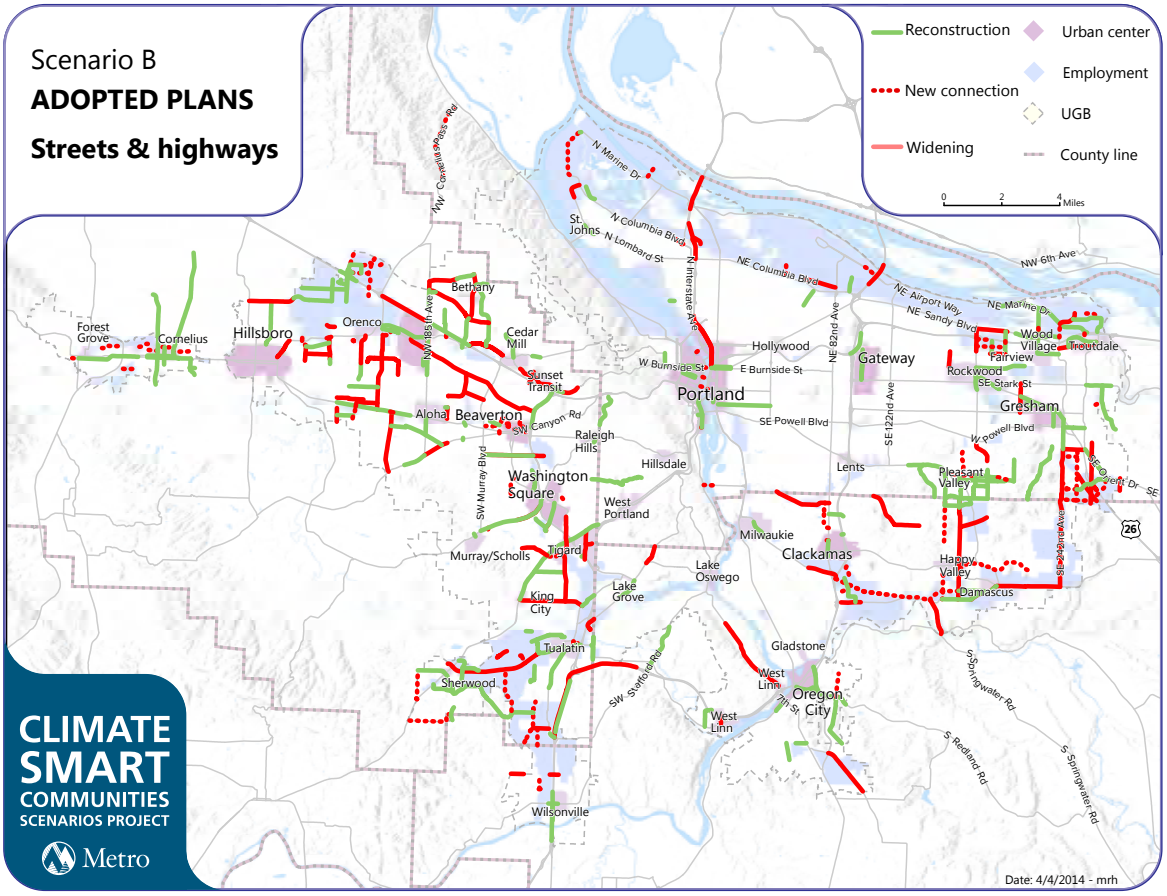
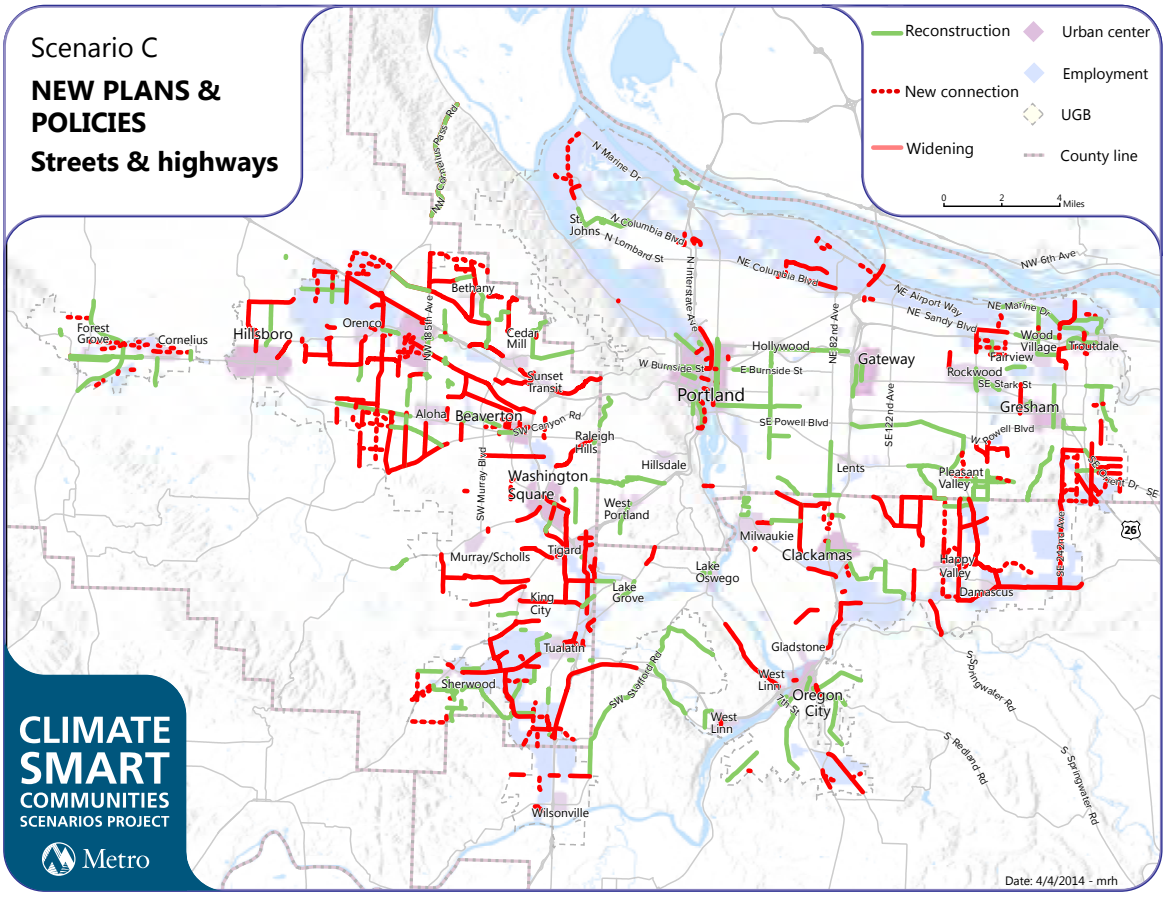


SCENARIO B

Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

81
Lane miles added by 2035



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.

105
Lane miles added by 2035

What people are saying

Street and highway improvements are needed to help move freight more efficiently to make the region more economically competitive.

Make road investments that improve access and efficiency for all users – bike, pedestrian, auto, transit and freight.

Investments in transit, walking and biking can help freight move more efficiently because they help reduce the need to drive for some trips.

Emerging themes

- Keeping existing roads and highways in good condition is a higher priority than adding capacity or building new roads.
- Improved connectivity is a priority for suburban communities.
- Build a well-connected network of complete streets that prioritize safe and convenient pedestrian and bicycle access; respecting existing communities and the natural environment.
- Maximize system operations by implementing management strategies prior to building new motor vehicle capacity, where appropriate.

Key takeaways to share with others

RELATIVE CLIMATE BENEFIT

★★★★★

RELATIVE COST

$ $ $

Manage parking to make efficient use of parking resources

Parking management refers to various policies and programs that result in more efficient use of parking resources. Parking management is implemented through city and county development codes. Managing parking works best when used in a complementary fashion with other strategies; it is less effective in areas where transit or bicycle and pedestrian infrastructure is lacking.

Planning approaches include conducting assessments of the parking supply to better understand needs. A typical urban parking space has an annualized cost of $600 to $1,200 to maintain, while structured parking construction costs averages $15,000 per space.

On-street parking approaches include spaces that are timed, metered, designated for certain uses or have no restriction. Examples of these different approaches include charging long-term or short-term fees, limiting the length of time a vehicle can park, and designating on-street spaces for preferential parking for electric vehicles, carshare vehicles, carpools, vanpools, bikes, public use (events or café "Street Seats") and freight truck loading/unloading areas.

Off-street parking approaches include providing spaces in designated areas, unbundling parking, preferential parking (for vehicles listed above), shared parking between land uses (for example, movie theater and business center), park-and-ride lots for transit and carpools/vanpools, and parking garages in downtowns and other mixed-use areas that allow surface lots to be developed for other uses.

BENEFITS

- allows more land to be available for development, generating local and state revenue
- reduces costs to governments, businesses, developers and consumers
- fosters public-private partnerships that can result in improved streetscape for retail and visitors
- generates revenues where parking is priced
- reduces air pollution and air toxics

CHALLENGES

- inadequate information for motorists on parking and availability
- inefficient use of existing parking resources
- parking spaces that are inconvenient to nearby residents and businesses
- scarce freight loading and unloading areas
- low parking turnover rate
- lack of sufficient parking
- parking oversupply, ongoing costs and the need to free up parking for customers

How should local communities manage parking by 2035?

PARKING MANAGEMENT AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Parking management	Existing locally-adopted development codes remain the same as 2010 Large employers offer preferential parking Free parking is available in most areas	Same as Scenario A, plus communities expand the flexibility of development codes and develop parking plans for all downtown and centers served by high capacity transit as assumed in adopted RTP Parking facilities are sized and managed so spaces are frequently occupied, travelers have information on parking and travel options, and some businesses share parking Free and timed parking is available in many areas	Same as Scenario B, plus communities expand the flexibility of development codes to support public-private partnerships in areas served by 10-minute transit service Medium-size employers offer preferential parking Local codes allow for unbundled parking Free and timed parking is available in some areas

SCENARIO A

Recent Trends

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

13% work trips
8% other trips
Estimated share of trips to areas with actively managed parking

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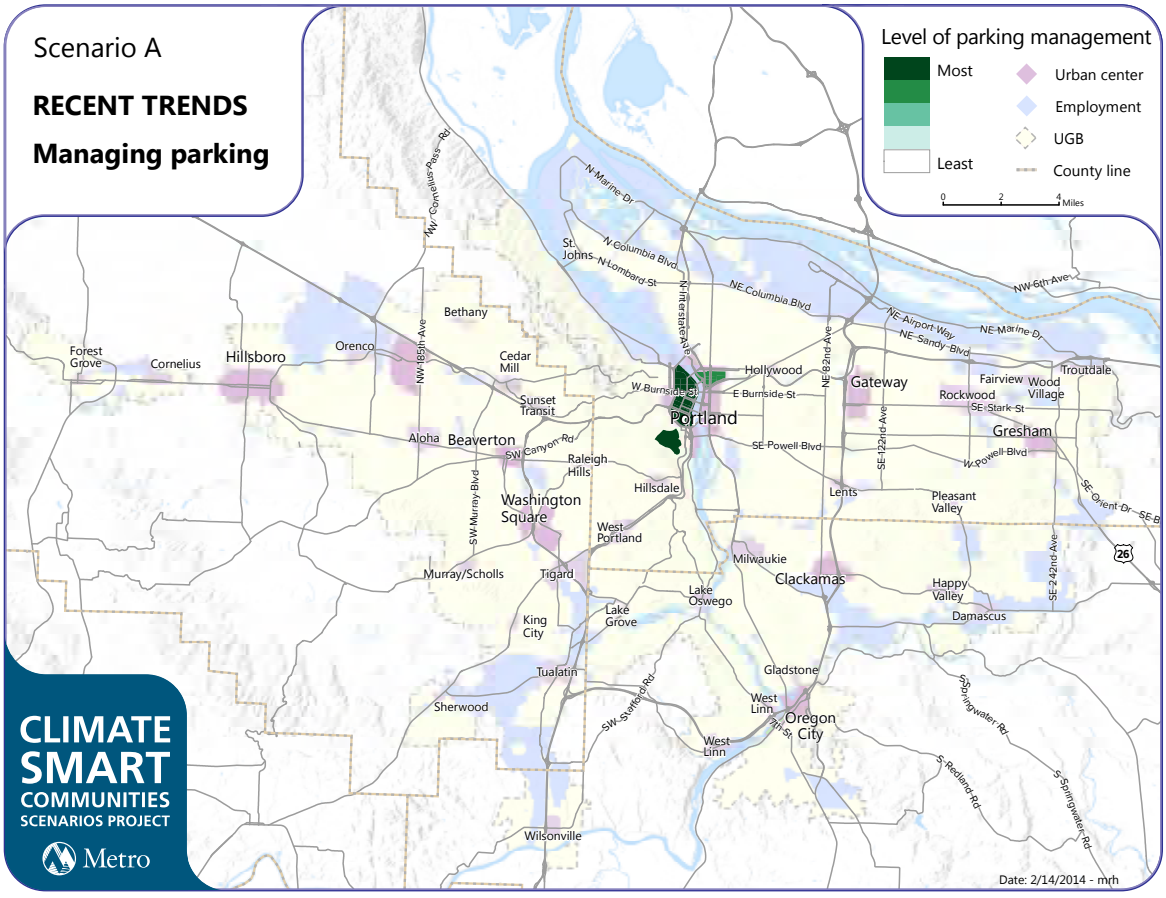
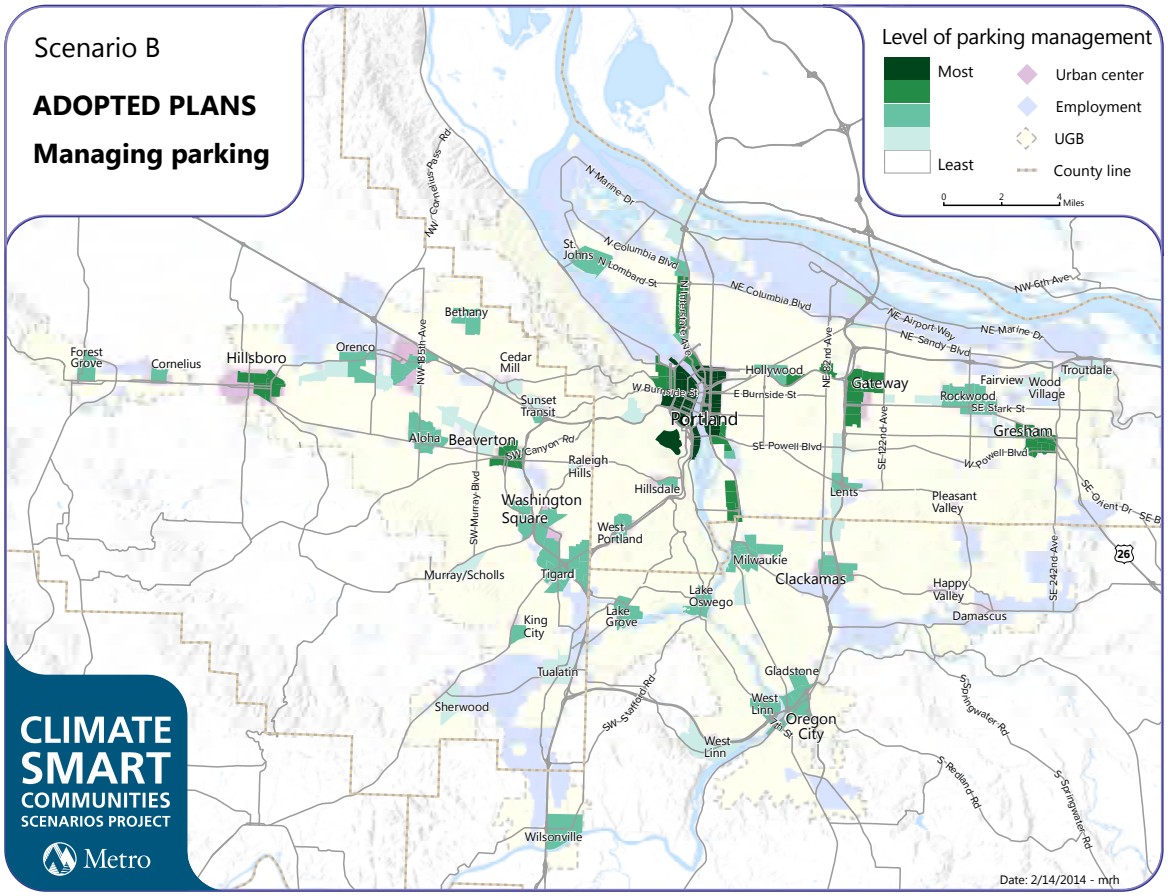


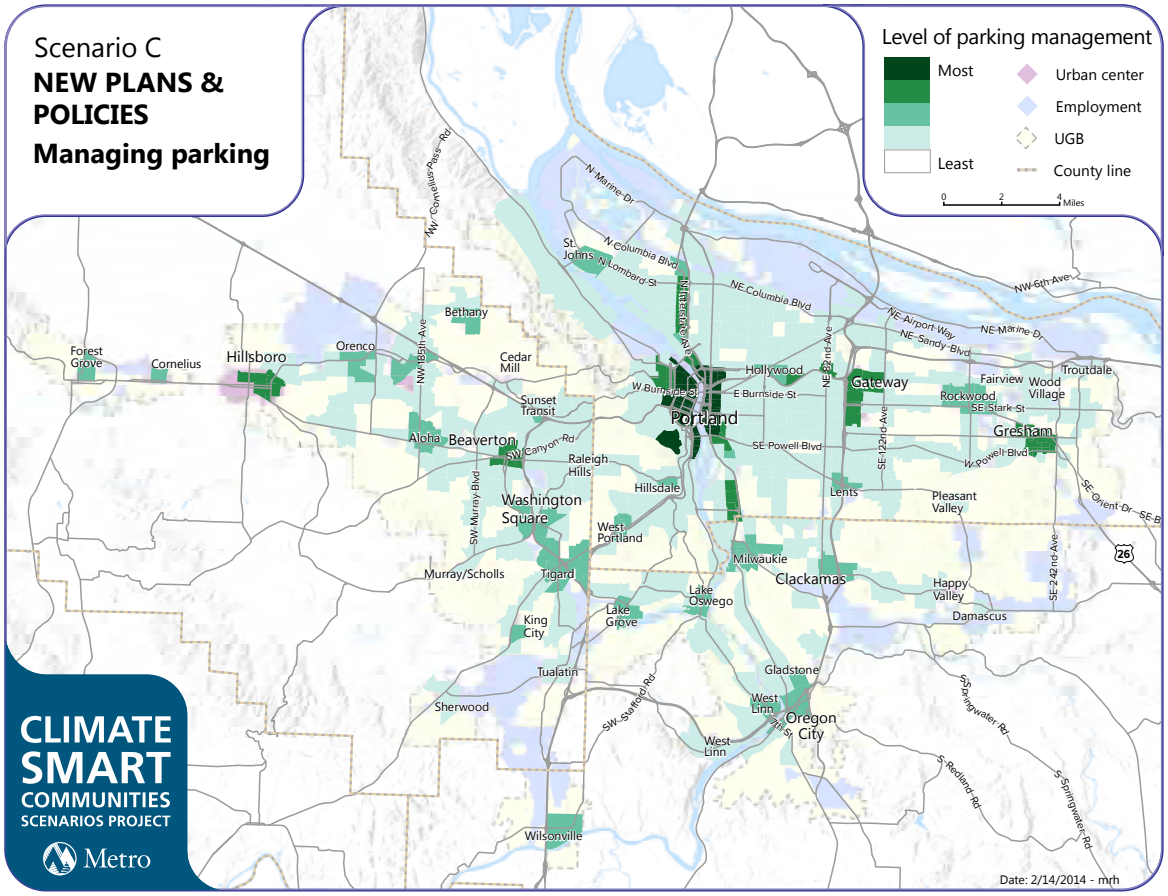


SCENARIO B

Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

30% work trips
30% other trips
Estimated share of trips to areas with actively managed parking



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.

50% work trips
50% other trips
Estimated share of trips to areas with actively managed parking

What people are saying

"Free parking" is never free – it's just a question of how it is being subsidized and by whom.

Parking fees can have a disproportionate impact on drivers with limited incomes.

Businesses need to be part of the parking conversation.

Emerging themes

- Parking management is the most controversial and lowest priority for most interest groups and residents.
- Many people agree that parking management solutions should be flexible and tailored by each community to fit local needs.
- Parking management needs to begin with data about what the needs are, what might work, and available travel options in the area.
- Implementation of parking management may require broadening how parking problems and solutions are addressed and activities to improve enforcement and addressing potential spillover impacts.
- If paid parking is implemented, there needs to be a corresponding investment in transit and other travel options so that people have choices.

Key takeaways to share with others

RELATIVE CLIMATE BENEFIT

N/A

RELATIVE COST

N/A

Identify potential ways to pay for our investment choices

Transportation funding has long been primarily a federal and state responsibility, financed largely through gas taxes and other user fees. However, the purchasing power of federal and state gas tax revenues is declining as individuals drive less and fuel efficiency increases. The effectiveness of this revenue source is further eroded as the gas tax is not indexed to inflation.

Diminished resources mean reduced ability to expand, improve and maintain existing transportation infrastructure. Federal and state funding is not keeping pace with infrastructure operation and maintenance needs, so a substantial share of funding for future RTP investments has shifted to local revenue sources.

Local governments in Oregon have increasingly turned to tax levies, road maintenance fees, system development charges and traffic impact fees in attempt to keep pace, although some communities have been more successful than others. Expansion and operation of the transit system has relied heavily on payroll taxes and competitive federal funding for high capacity transit capital projects. But the region's demand for frequent and reliable transit service exceeds the capacity of the payroll tax to support it.

The adopted Regional Transportation Plan calls for stabilizing existing transportation revenue sources while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel.

BENEFITS

- transforms community visions into reality
- improves access to jobs, goods and services, boosting business revenues
- creates jobs and stimulates development, boosting the regional economy
- reduces delay, saving businesses time and money
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

CHALLENGES

- declining purchasing power of existing funding sources due to inflation and improvement in fuel efficiency
- potential disproportionate impact of higher taxes and fees on drivers with limited travel options
- limited public support for higher fees and taxes
- patchwork of funding sources
- statutory or constitutional limitations on how different funding sources can be raised or used

How should we pay for our investment choices by 2035?

FUNDING MECHANISMS AT A GLANCE

	SCENARIO A Recent Trends	SCENARIO B Adopted Plans	SCENARIO C New Plans and Policies
Overview of revenue sources	Revenues from existing sources at 2012 levels	Same as Scenario A, plus additional federal, state and local revenues as assumed in the financially constrained RTP	Same as Scenario B, plus additional federal, state and local revenues assumed in the full RTP, plus new user-based fees
Gas tax	Federal and state gas taxes are 18 cents and 30 cents per gallon, respectively Multnomah and Washington counties levy a per gallon gas tax and share revenue with the cities within their boundaries[1] Four cities – Tigard, Milwaukie, Happy Valley and Cornelius – implement a gas tax that is predominately used for maintenance[1]	Same as Scenario A, plus the state gas tax increases by $0.01 per year to cover growing operations, maintenance and preservation (OMP) costs at the state, regional and local level	Same as Scenario A, but state gas tax is replaced by a fee based on miles driven
Mileage-based road use fee	None	None	$0.03 per mile (the equivalent of the Scenario B state gas tax assumption)
Carbon fee	None	None	$50 per ton
Potential revenues generated (2014$) from gas tax, road use fee and carbon fee	$5.6 billion	$6.5 billion	$15.2 billion
Other potential revenues from RTP sources (capital only)	Existing federal, state and local revenues at 2012 levels	$15 billion Scenario A, plus additional federal, state and local revenues at financially constrained RTP levels	$22 billion Scenario B, plus additional federal, state and local revenues at full RTP levels

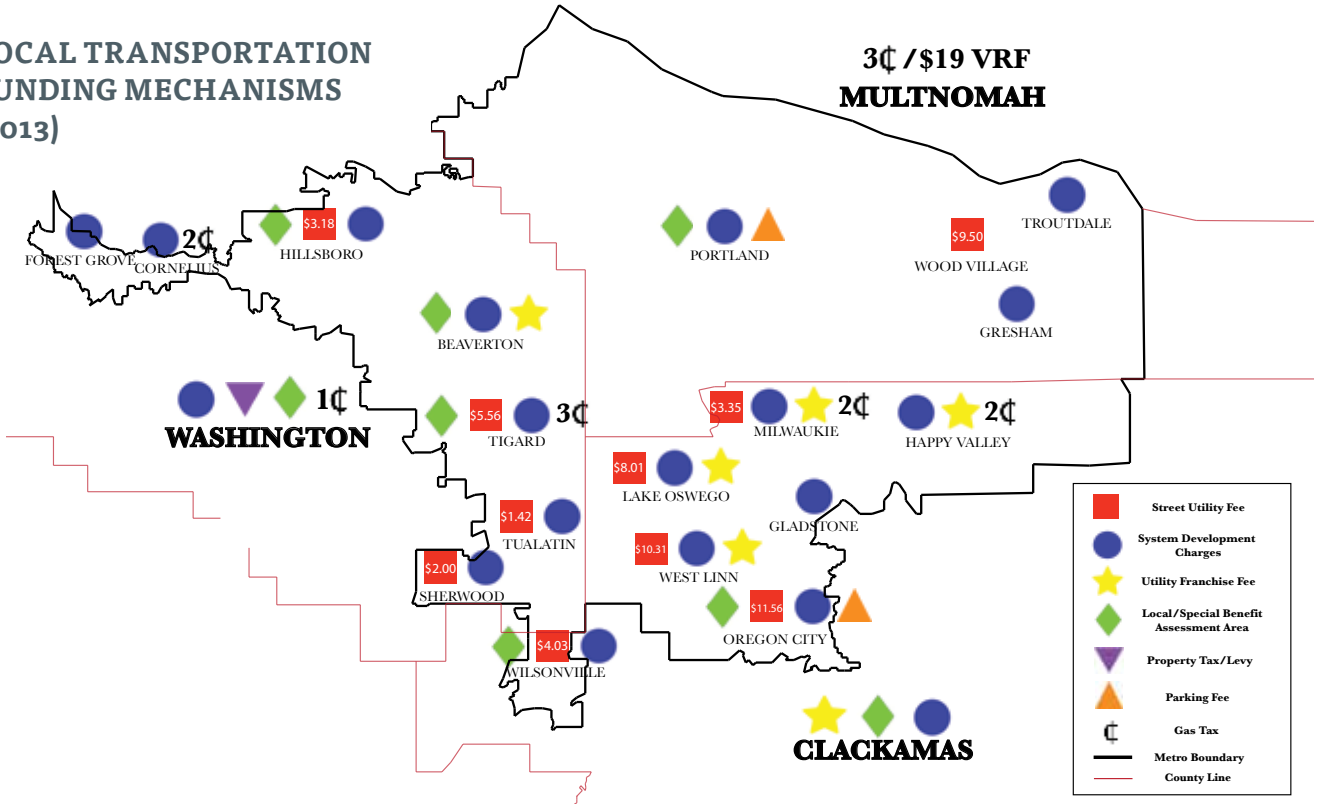
[1]Not accounted for in potential revenues generated, but included in the Regional Transportation Plan financial assumptions for local road-related operations, maintenance and preservation.

FUNDING MECHANISMS ASSUMED IN 2014 REGIONAL TRANSPORTATION PLAN AND POTENTIAL NEW FUNDING MECHANISMS FOR CONSIDERATION

EXISTING FUNDING MECHANISM	SOURCE		
	Federal	State	Local
Federal Highway Trust Fund[1]	●		
Federal Transit Fund	●		
Gas tax	●	●	●
Vehicle fees (e.g. registration, licensing fees)		●	●
Heavy truck weight-mile fee		●	
Local portion of State Highway Trust Fund[2]			●
Development-based fees[3]			●
Payroll tax			●
Transit passenger fares			●
Special funds and levies[4]			●
Tolls (I-5 Columbia River Crossing)		●	
POTENTIAL NEW FUNDING MECHANISM			
Carbon fee	●	●	
Mileage-based road user fee	●	●	

[1]The Federal Highway Trust Fund includes federal gas tax receipts and other revenue.
[2]The State Highway Trust Fund includes state gas tax receipts, vehicle fees and heavy truck weight-mile fees.
[3]Development-based fees include system development charges, traffic impact fees, urban renewal districts and developer contributions.
[4]Special funds and levies include tax levies (e.g. Washington County MSTIP), local improvement districts, vehicle parking fees, transportation utility fees and maintenance districts (e.g. Washington County Urban Road Maintenance District).

LOCAL TRANSPORTATION FUNDING MECHANISMS (2013)



What people are saying

The gas tax is not a sustainable funding mechanism – alternatives are needed.

The greatest barrier to implementation is the lack of sufficient funding.

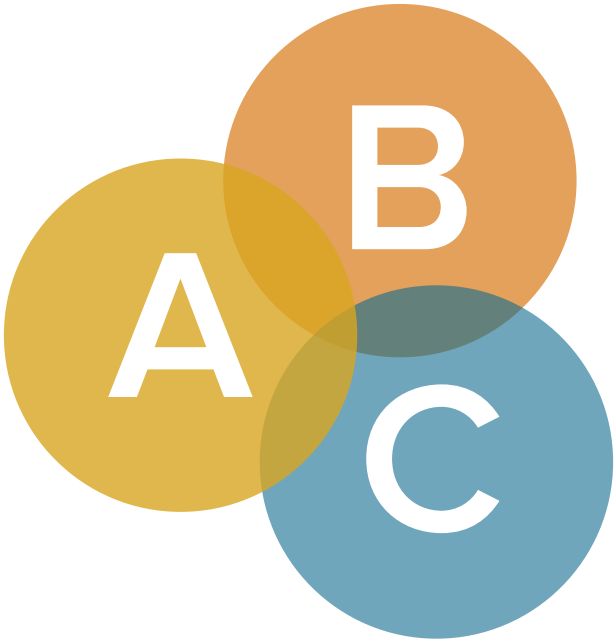
We should focus investments on how we want people to travel in 50 years.

Emerging themes

- User-based funding mechanisms had more support so the fees are directly connected to the service received.
- Prioritize limited funding on investments that achieve multiple goals.
- More state funding is needed to leverage local and regional funding.
- Implementation of fees should take into account the ability of people with limited incomes to pay and the other options available.
- More funding should be dedicated to low carbon travel options; current statutes limit how some funding sources can be used.

Key takeaways to share with others

SUPPLEMENTAL INFORMATION



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PHASE 2: SELECTED RESULTS AT A GLANCE

The scenarios tested are for research purposes only and do not necessarily reflect current or future policy decisions of the Metro Council, MPAC or JPACT.

WHAT WE LEARNED ABOUT TRAVEL AND MOBILITY

DAILY VEHICLE MILES TRAVELED

PER PERSON

TIME SPENT IN TRAFFIC

% OF LIGHT VEHICLE TRAVEL TIME SPENT IN TRAFFIC

Discussion points:

- Adopted plans help reduce how far people drive and time spent in traffic.
- Adopted plans provide opportunities for more people living and working in centers and corridors; a more connected road system; using technology such as traffic signal timing; clearing incidents more quickly; more transit and walking and biking all help the transportations system operate more efficiently which in turn helps save time spent in traffic.
- Adopted plans reduce the amount of time spent in traffic by 20 percent over recent trends.
- Reduced delay is expected to support goods movement, job creation and the region's economy.

Discussion points:

- All scenarios improve health outcomes by improving air quality and increasing physical activity.
- Improving air quality and increasing the number of people who regularly exercise by choosing to bike and walk to community destinations can reduce chronic diseases and premature deaths, and lower health care costs.
- Adopted plans increase the level of physical activity over recent trends, saving nearly 90 lives annually by 2035.
- Adopted plans reduce air pollutants by at least 10 metric tons per day over recent trends; an important health benefit of greenhouse gas reduction.
- Reductions in per capita vehicle miles traveled improve traffic safety in all scenarios.
- Further investment can significantly improve these outcomes.

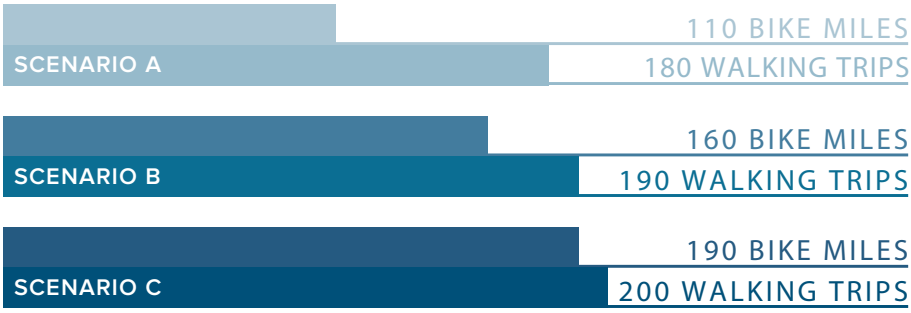
WHAT WE LEARNED ABOUT PUBLIC HEALTH AND SAFETY

AIR POLLUTANTS

METRIC TONS PER DAY

PHYSICAL ACTIVITY IMPROVES HEALTH

PER PERSON PER YEAR



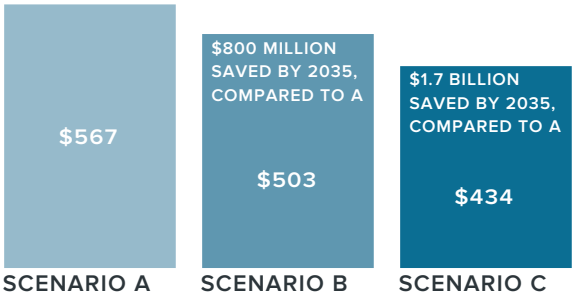
LESS AIR POLLUTION, MORE PHYSICAL ACTIVITY & IMPROVED SAFETY HELP SAVE LIVES

LIVES SAVED EACH YEAR BY 2035

WHAT WE LEARNED ABOUT THE ECONOMY

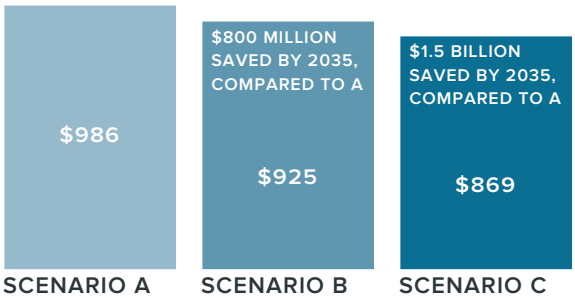
$ OUR ECONOMY BENEFITS FROM REDUCED EMISSIONS

ANNUAL ENVIRONMENTAL COSTS IN 2035 (MILLIONS, 2005$)



$ BUSINESSES AND OUR ECONOMY BENEFIT FROM REDUCED DELAY

ANNUAL FREIGHT TRUCK COSTS DUE TO DELAY IN 2035 (MILLIONS, 2005$)



Discussion points:

- Adopted plans reduce the environmental costs associated with air pollution, vehicle fluids and severe storms, and flooding and drought expected from climate change.
- Adopted plans reduce the amount of time freight trucks spend in traffic over recent trends.
- Freight truck travel cost savings can be passed on to businesses and consumers.
- Further investment can increase these savings from reduced emissions and delay.

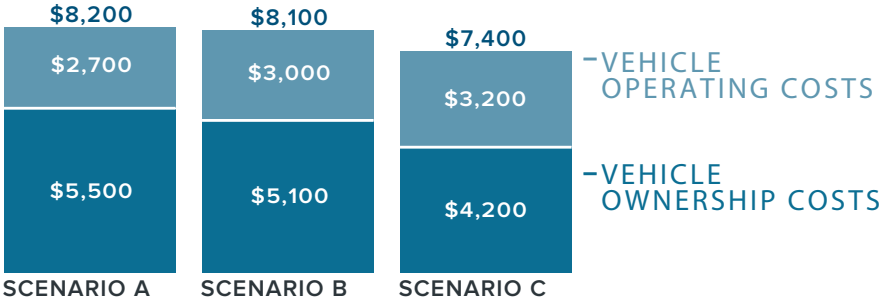
Discussion points:

- Adopted plans can reduce the average annual vehicle ownership and operating costs over recent trends.
- Vehicle ownership costs decrease as households drive less and own fewer vehicles.
- Scenario C results in the lowest vehicle costs, which helps reduce the share of household income spent on vehicle travel for all households, including households with limited incomes.

WHAT WE LEARNED ABOUT HOUSEHOLD COSTS

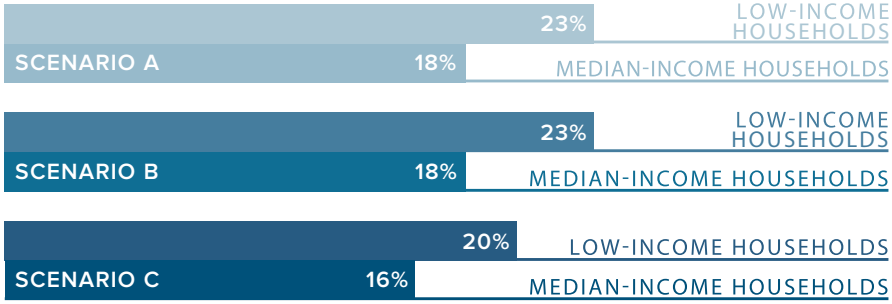
OVERALL VEHICLE-RELATED TRAVEL COSTS DECREASE DUE TO LOWER OWNERSHIP COSTS

AVERAGE ANNUAL HOUSEHOLD VEHICLE OWNERSHIP & OPERATING COSTS



LOWER VEHICLE COSTS HELP HOUSEHOLD BUDGETS

SHARE OF ANNUAL HOUSEHOLD INCOME SPENT ON VEHICLE TRAVEL



PHASE 2:
TRANSIT ACCESS AT A GLANCE

HOUSEHOLD ACCESS TO TRANSIT AT A GLANCE

Share of total households within ¼-mile of transit

SERVICE FREQUENCY	SCENARIO A		SCENARIO B		SCENARIO C	
	Rush hour	Daytime & evening	Rush hour	Daytime & evening	Rush hour	Daytime & evening
Every 10 minutes	24%	4%	27%	4%	32%	20%
11 – 15 minute service	20%	29%	21%	32%	17%	18%
16 – 25 minute service	9%	5%	8%	4%	9%	7%
More than 26 minute service	18%	28%	17%	28%	16%	26%
No fixed-route service	29%	34%	27%	32%	26%	29%

LOW-INCOME HOUSEHOLD ACCESS TO TRANSIT AT A GLANCE

Share of low-income households* within ¼-mile of transit

SERVICE FREQUENCY	SCENARIO A		SCENARIO B		SCENARIO C	
	Rush hour	Daytime & evening	Rush hour	Daytime & evening	Rush hour	Daytime & evening
Every 10 minutes	31%	5%	34%	5%	40%	26%
11 – 15 minute service	26%	39%	26%	42%	22%	23%
16 – 25 minute service	8%	6%	7%	5%	7%	7%
More than 26 minute service	16%	28%	15%	27%	14%	24%
No fixed-route service	19%	22%	18%	21%	17%	20%

* $24,999 per year or less

JOB ACCESS TO TRANSIT AT A GLANCE

Share of jobs within ¼-mile of transit

SERVICE FREQUENCY	SCENARIO A		SCENARIO B		SCENARIO C	
	Rush hour	Daytime & evening	Rush hour	Daytime & evening	Rush hour	Daytime & evening
Every 10 minutes	31%	6%	33%	6%	42%	23%
11 – 15 minute service	19%	35%	22%	38%	17%	25%
16 – 25 minute service	12%	4%	9%	3%	9%	7%
More than 26 minute service	22%	33%	20%	32%	17%	26%
No fixed-route service	16%	22%	16%	21%	15%	19%

PHASE 2: ASSUMPTIONS AT A GLANCE

March 30, 2014

Phase 2: 2010 base year and alternative scenario inputs

The inputs are for research purposes only and do not represent current or future policy decisions of the Metro Council.

Strategy		2010	2035		
		Base Year Reflects existing conditions	**Scenario A** Recent trends	**Scenario B** Adopted plans	**Scenario C** New plans and policies
Community design	Households in mixed use areas (percent)	26%	36%	37%	37%
	Urban growth boundary expansion (acres)	2010 UGB	28,000 acres	12,000 acres	12,000 acres
	Drive alone trips under 10 miles that shift to bike (percent)	9%	10%	15%	20%
	Transit service (daily revenue hours)	4,900	5,600	6,200 (RTP Financially Constrained)	11,200 (RTP State + more transit)
	Work/non-work trips in areas with parking management (percent)	13% / 8%	13% / 8%	30% / 30%	50% / 50%
Pricing	Pay-as-you-drive insurance (percent of households participating)	0%	20%	40%	100%
	Gas tax (cost per gallon 2005$)	$0.42	$0.48	$0.73	$0.18
	Road user fee (cost per mile)	$0	$0	$0	$0.03
	Carbon emissions fee (cost per ton)	$0	$0	$0	$50

March 30, 2014

The inputs are for research purposes only and do not represent current or future policy decisions of the Metro Council.

Strategy		2010	2035		
		Base Year Reflects existing conditions	**Scenario A** Recent trends	**Scenario B** Adopted plans	**Scenario C** New plans and policies
Marketing and incentives	Households participating in eco-driving (percent)	0%	0%	30%	60%
	Households participating in individualized marketing programs (percent)	9%	30%	30%	60%
	Workers participating in employer-based commuter programs (percent)	20%	20%	20%	40%
	Carsharing in high density areas (participation rate)	One carshare per 5000 vehicles	Twice the number of carshare vehicles available	Same as Scenario A	Four times the number of carshare vehicles available
	Carsharing in medium density areas (participation rate)	One carshare per 5000 vehicles	Same as today	Twice the number of carshare vehicles	Same as Scenario B
Roads	Freeway and arterial expansion (lane miles added)	N/A	9 miles	81 miles (RTP Financially Constrained)	105 miles (RTP State)
	Delay reduced by traffic management strategies (percent)	10%	10%	20%	35%
Fleet	Fleet mix (percent)	auto: 57% light truck: 43%	auto: 71% light truck: 29%		
	Fleet turnover rate	10 years	8 years		
Technology	Fuel economy (miles per gallon)	auto: 29.2 mpg light truck: 20.9 mpg	auto: 68.5 mpg light truck: 47.7 mpg		
	Carbon intensity of fuels	90 g CO_2e/megajoule	72 g CO_2e/megajoule		
	Plug-in hybrid electric/all electric vehicles (percent)	auto: 0% / 1% light truck: 0% / 1%	auto: 8% / 26% light truck: 2% / 26%		

GLOSSARY

Carsharing A model similar to a car rental where a member user rents cars for short periods of time, often by the hour. Such programs are attractive to customers who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day. The organization renting the cars may be a commercial business or the users may be organized as a company, public agency, cooperative, or peer-to-peer. Zipcar and car2go are local examples.

Eco-driving A combination of public education, in-vehicle technology and driving practices that result in more efficient vehicle operation and reduced fuel consumption and emissions. Examples of eco-driving practices include avoiding rapid starts and stops, matching driving speeds to synchronized traffic signals, and avoiding idling. Program are targeted to those without travel options and traveling longer distances.

Employer-based commute programs Work-based travel demand management programs that can include transportation coordinators, employer-subsidized transit pass programs, ride-matching, carpool and vanpool programs, telecommuting, compressed or flexible work weeks and bicycle parking and showers for bicycle commuters.

Fleet mix The percentage of vehicles classified as automobiles compared to the percentage classified as light trucks (weighing less than 10,000 lbs.); light trucks make up 43 percent 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.

Greenhouse gas emissions According to the Environmental Protection Agency, gases that trap heat in the atmosphere are called greenhouse gases emissions. Greenhouse gases that are created and emitted through human activities include carbon dioxide (emitted through the burning of fossil fuels), methane, nitrous oxide and fluorinated gases. For more information see ***www.epa.gov/climatechange.***

GreenSTEP GreenSTEP is a new model developed to estimate GHG emissions at the individual household level. It estimates greenhouse gas emissions associated with vehicle ownership, vehicle travel, and fuel consumption, and is designed to operate in a way that allows it to show the potential effects of different policies and other factors on vehicle travel and emissions. Metropolitan GreenSTEP travel behavior estimates are made irrespective of housing choice or supply; the model only considers the demand forecast components – household size, income and age – and the policy areas considered in this analysis.

House Bill 2001 (Oregon Jobs and Transportation Act) Passed by the Legislature in 2009, this legislation provided specific directions to the Portland metropolitan area to undertake scenario planning and develop two or more land use and transportation scenarios by 2012 that accommodate planned population and employment growth while achieving the GHG emissions reduction targets approved by LCDC in May 2011. Metro, after public review and consultation with local governments, is to adopt a preferred scenario. Following adoption of a preferred scenario, the local governments within the Metro jurisdiction are to amend their comprehensive plans and land use regulations as necessary to be consistent with the preferred scenario. For more information go to: *http://www.oregonlegislature.gov/bills_laws/lawsstatutes/2009orLaw0865.html*

Individualized marketing Travel demand management programs focused on individual households. IM programs involve individualized outreach to households that identify household travel needs and ways to meet those needs with less vehicle travel.

Light vehicles Vehicles weighing 10,000 pounds or less, and include cars, light trucks, sport utility vehicles, motorcycles and small delivery trucks.

Low Carbon Fuel Standard In 2009, the Oregon legislature authorized the Environmental Quality Commission to develop low carbon fuel standards (LCFS) for Oregon. Each type of transportation fuel (gasoline, diesel, natural gas, etc.) contains carbon in various amounts. When the fuel is burned, that carbon turns into carbon dioxide (CO_2), which is a greenhouse gas. The goal is to reduce the average carbon intensity of Oregon's transportation fuels by 10 percent below 2010 levels by 2022 and applies to the entire mix of fuel available in Oregon. Carbon intensity refers to the emissions per unit of fuel; it is not a cap on total emissions or a limit on the amount of fuel that can be burned. The lower the carbon content of a fuel, the fewer greenhouse gas emissions it produces.

Pay-as-you-drive insurance (PAYD) This pricing strategy converts a portion of liability and collision insurance from dollars-per-year to cents-per-mile to charge insurance premiums based on the total amount of miles driven per vehicle on an annual basis and other important rating factors, such as the driver's safety record. If a vehicle is driven more, the crash risk consequently increases. PAYD insurance charges policyholders according to their crash risk.

Oregon Sustainable Transportation Initiative (OSTI) An integrated statewide effort to reduce GHG emissions from the transportation sector by integrating land use and transportation. Guided by stakeholder input, the initiative has built collaborative partnerships among local governments and the state's six Metropolitan Planning Organizations to help meet Oregon's goals to reduce GHG emissions. The effort includes five main areas: Statewide Transportation Strategy development, GHG emission reduction targets for metropolitan areas, land use and transportation scenario planning guidelines, tools that support MPOs and local governments and public outreach. For more information, go to *www.oregon.gov/odot/td/osti*

Scenario A term used to describe a possible future, representing a hypothetical set of strategies or sequence of events.

Scenario planning A process that tests different actions and policies to see their affect on GHG emissions reduction and other quality of life indicators.

Statewide Transportation Strategy The strategy, as part of OSTI, will define a vision for Oregon to reduce its GHG emissions from transportation systems, vehicle and fuel technologies and urban form by 2050. Upon completion, the strategy will be adopted by the Oregon Transportation Commission. For more information go to: *http://www.oregon.gov/ODOT/TD/OSTI/STS.shtml.*

System efficiency Strategies that optimize the use of the existing transportation system, including traffic management, employer-based commute programs, individualized marketing and carsharing.

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.

Traffic management Strategies that improve transportation system operations and efficiency, including ramp metering, active traffic management, traffic signal coordination and real-time traveler information regarding traffic conditions, incidents, delays, travel times, alternate routes, weather conditions, construction, or special events.

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Pete Truax, City of Forest Grove, First Vice-Chair
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Jerry Hinton, City of Gresham
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Martha Shrader, Clackamas County
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Dick Jones, Oak Lodge Water District
Jerry Willey, City of Hillsboro
Andy Duyck, Washington County
Marilyn McWilliams, Tualatin Valley Water District
Craig Prosser, TriMet Board of Directors
Keith Mays, Washington Co. citizen
Wilda Parks, Clackamas Co. citizen
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Tom Imeson, Port of Portland
Charlynn Newton, City of North Plains

In Memoriam, William Wild, Oak Lodge Water District

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This report contains information that is intended for research purposes only and does not necessarily reflect current or future policy decisions of the Metro Council, MPAC or JPACT.

The preparation of this report was financed in part by the Oregon Department of Transportation, U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the Oregon Department of Transportation, U.S. Department of Transportation, Federal Highway Administration or Federal Transit Administration.

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

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro

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Portland, OR 97232-2736
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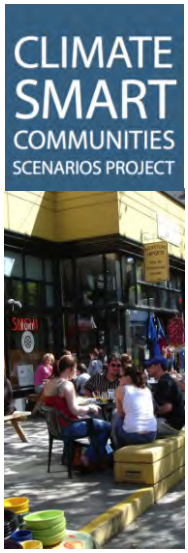
503-797-1795 fax

For more information, visit
www.oregonmetro.gov/climatescenarios

14069 Printed on recycled-content paper April 16, 2014

Materials following this page were distributed at the meeting.



www.oregonmetro.gov/climatescenarios

Climate Smart Communities Scenarios Project

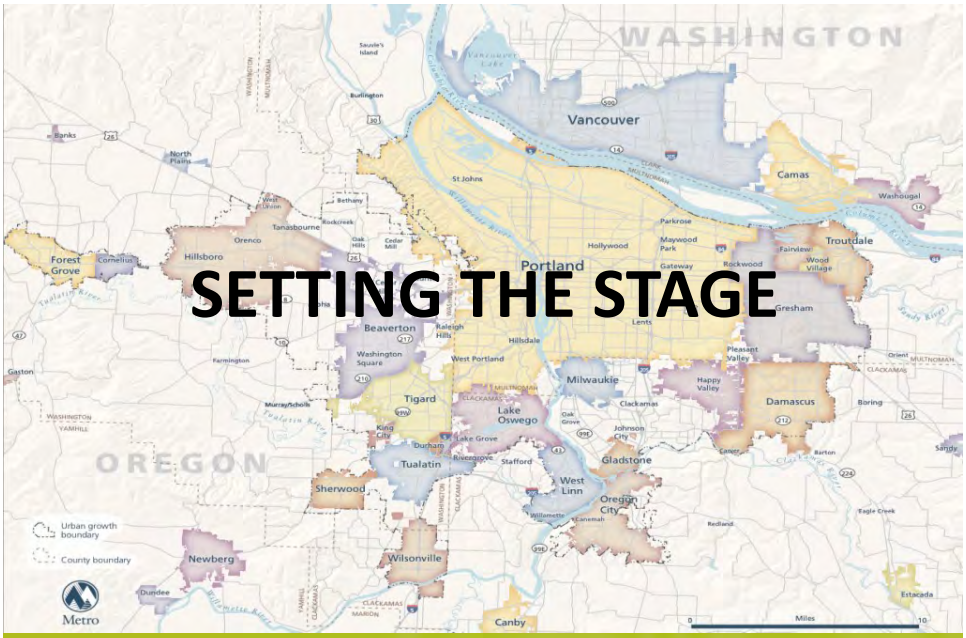
Shaping the draft approach for testing

John Williams, Deputy Planning Director
JPACT and MPAC Joint Meeting

May 30, 2014

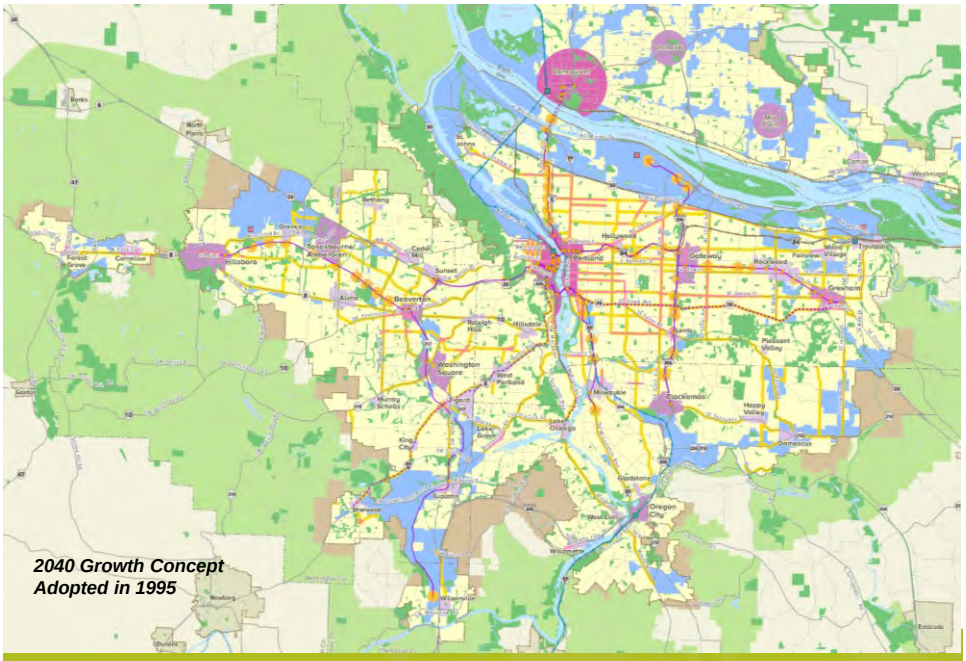
Metro | *Making a great place*

1



SETTING THE STAGE

2



2040 Growth Concept
Adopted in 1995

3

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Where we've been & where we are headed

PHASES 1 & 2		PHASE 3	
Understand Choices 2011-2012	**Shape Choices** Jan.-Oct. 2013	**Shape Preferred** Nov. 2013-June 2014	**Adopt Preferred** Sept.-Dec. 2014

WE ARE HERE

4

What the future might look like in 2035

A

RECENT TRENDS
This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

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.

C

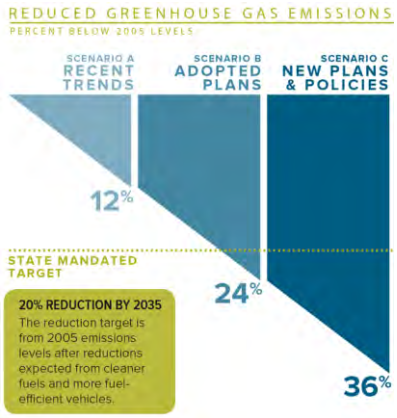
NEW PLANS & POLICIES
This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

Scenarios approved for testing by Metro advisory committees and the Metro Council in May and June 2013

5

We found good news

- Adopted plans meet the target - *if we can make the investments needed*
- Significant community, economic and environmental benefits can be realized
- We will fall short if we continue investing at current levels



See pages 53-57 of the discussion guide

6

Benefits grow with more investment

- Investment helps address congestion
- Less air pollution, more physical activity and improved safety save lives
- Reduced emissions benefit the environment
- Businesses and our economy benefit from reduced delay
- Lower vehicle travel costs help household budgets

See pages 53-57 of the discussion guide

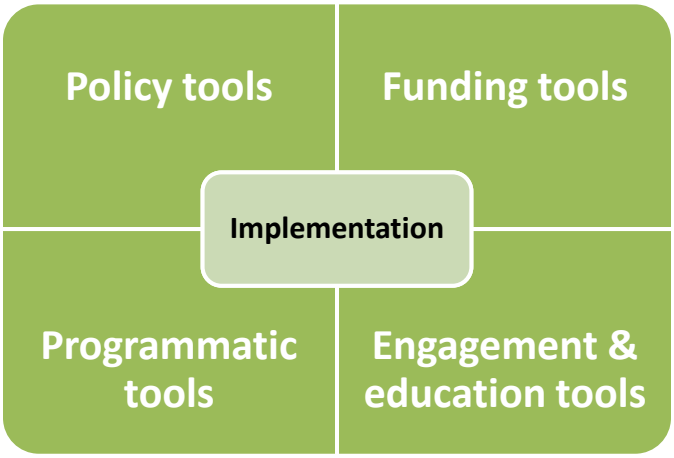
7

What this means for communities

- **We can meet the target by building local plans and visions**
  Regional agreement to carry forward and implement adopted regional and local plans
- **Local control and flexibility will be provided**
  Opportunity to advocate for local needs and priorities across the six policy areas
- **We're stronger together**
  Local, regional, state and federal partnerships are needed to invest in communities and realize our adopted plans

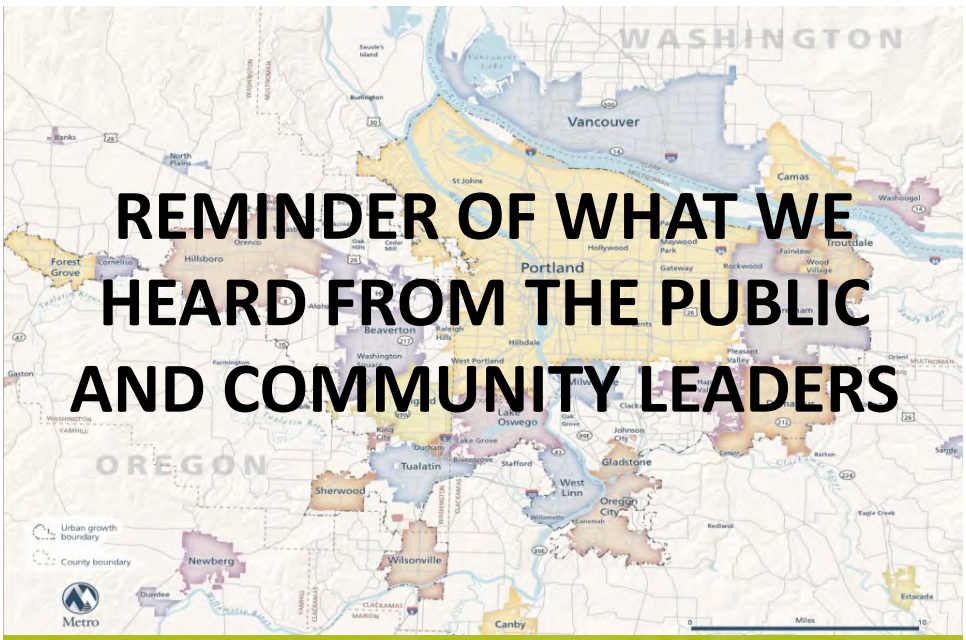
8

Implementation framework



See page 9 of the memo

9



10

Ensure flexibility and local control

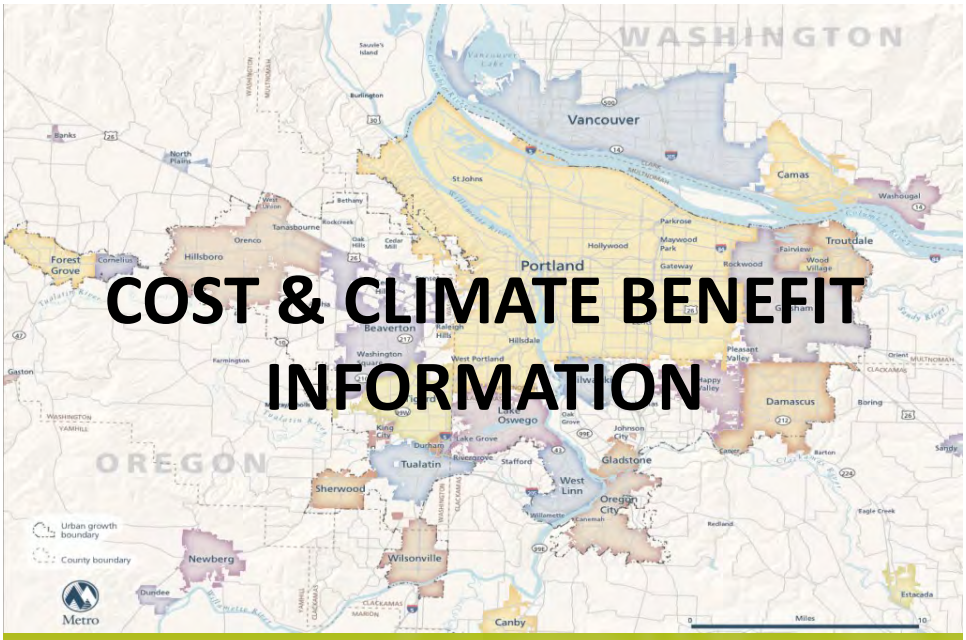
"The investments should not be 'one size fits all.' Give cities the flexibility to choose from a menu of options that fit their unique needs."

11

Consider community voices

- Co-benefits of investments and actions should be the focus, not just climate benefits or costs
- Economic impact on households and and businesses must be better understood and mitigated
- Social cost and benefits of investments should be a factor
- Ensure housing affordability and options remain in areas with good transit

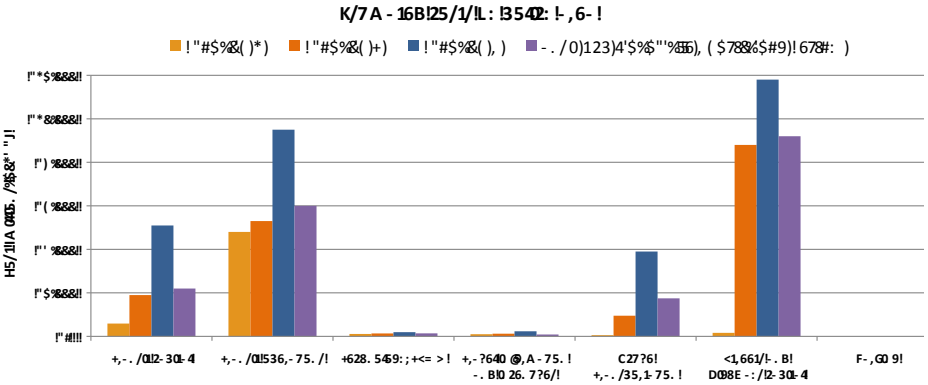
12



COST & CLIMATE BENEFIT INFORMATION

13

Estimated total cost by policy area (2010 to 2035)



Note: Road-related operations and maintenance costs not available. No parking cost is shown as that policy area is primarily implemented through locally-adopted development codes.

See page 2 and Attachment 2 of the memo

14

Estimated annual cost per capita by policy area (2014$) to provide sense of scale

Policy area	April 11 Straw Poll	MTAC/TPAC Recommendation
Transit capital	$79	$59
Transit service	$177	$161-256
Technology	$5	$5
Travel info	$3	$6
Active transportation	$45	$47
Streets & highways	$231	$248
Total	$540	$527-622

Assumptions:
- 25 year period (2010-2035)
- 2010 UGB population (1,484,026)

See Attachment 2 of the memo

15

Effectiveness in reducing greenhouse gas emissions

RELATIVE CLIMATE BENEFITS	POLICY AREA	RELATIVE COST
★★★★★	Transit	Up to $$$
★★★★☆	Parking	$
★★★☆☆	Active transportation	$$
★★★☆☆	Information and incentives	$
★★☆☆☆	Technology/TSMO	$
★☆☆☆☆	Streets and highways	Up to $$$

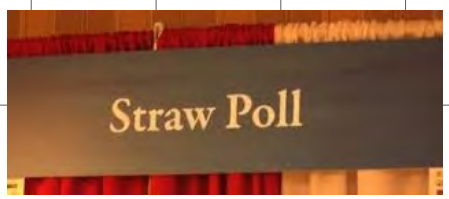
See page 3 of the memo

16

APRIL 11 STRAW POLL PURPOSE AND RESULTS

Weighing in on the policy areas

	A	More than A	Less than B	B	More than B	Less than C	C



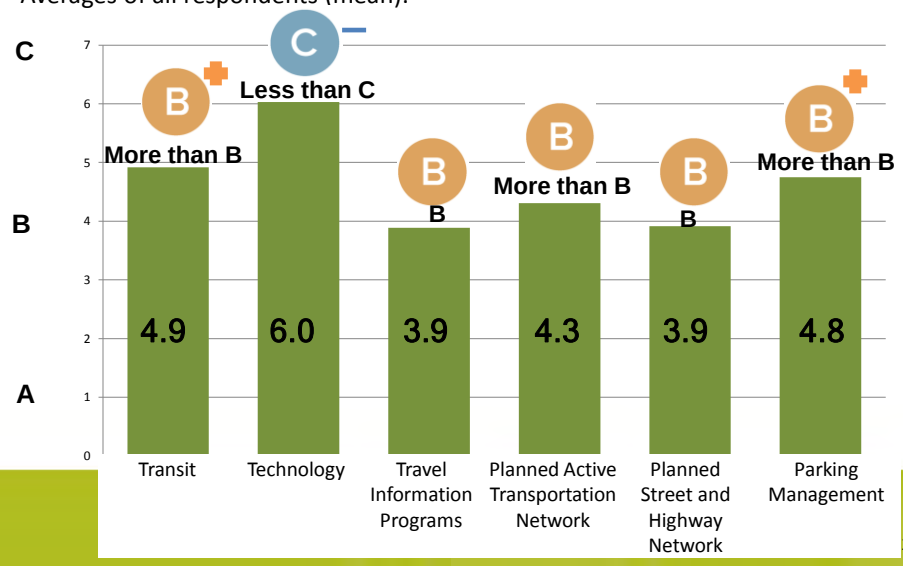
APRIL 11 STRAW POLL PURPOSE

1. **Gave a sense of where you were April 11 – <u>non-binding, but important</u>**
2. **Provided something for you share with regional coordinating committees and others**
3. **TPAC & MTAC used to shape recommendation for your consideration on May 30**

April 11 JPACT/MPAC Straw poll results

Preferences for Scenarios A, B, C and in-Between Scenarios (1 – 7)

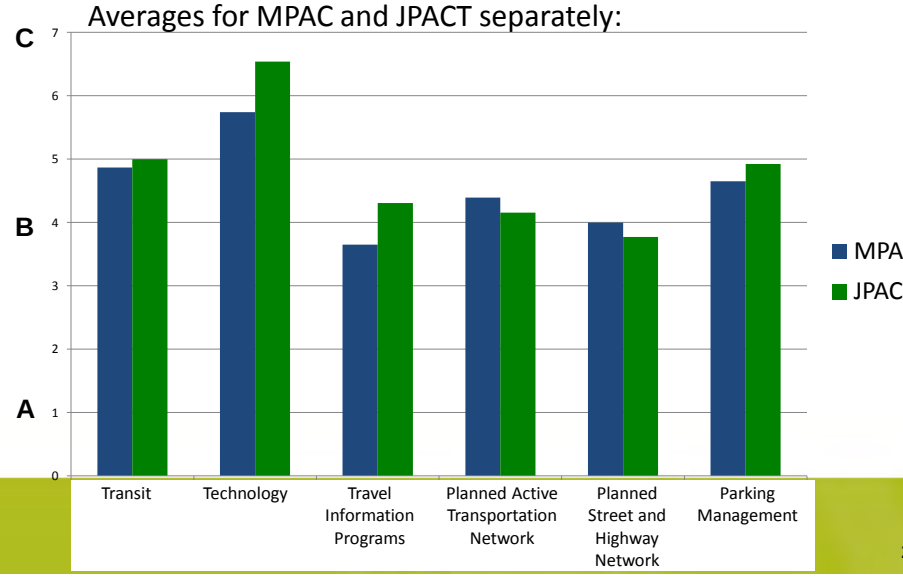
Averages of all respondents (mean):



19

Preferences for Scenarios A, B, C And In-Between Scenarios

Averages for MPAC and JPACT separately:



20

MTAC AND TPAC RECOMMENDATION
SHAPING A DRAFT APPROACH TO TEST

21

MTAC & TPAC Recommendation #1
Reaffirm your February direction

☑ **LAND USE** - Carry forward and implement adopted regional and local plans

Transit Master Plan
Beaverton Civic Plan growing together
SW Corridor
THE PORTLAND PLAN
Westside Service Enhancement Plan
SPRINGWATER COMMUNITY
AmberGlen Community Plan
Complete Communities FOR CLACKAMAS COUNTY
IMAGINE WEST LINN
DOWNTOWN TIGARD

Plus new MTAC/TPAC rec:

❑ **2014 RTP** - Ensure 2014 RTP investment priorities are reflected

See page 5 of memo

22

MTAC & TPAC Recommendation #2

Reaffirm your February direction

- ☑ **FLEET AND VEHICLE TECHNOLOGY** - Use state assumptions for transition to cleaner fuels and fuel-efficient vehicles and insurance paid by the miles driven

See page 5 of memo

23

MTAC & TPAC Recommendations #4-7

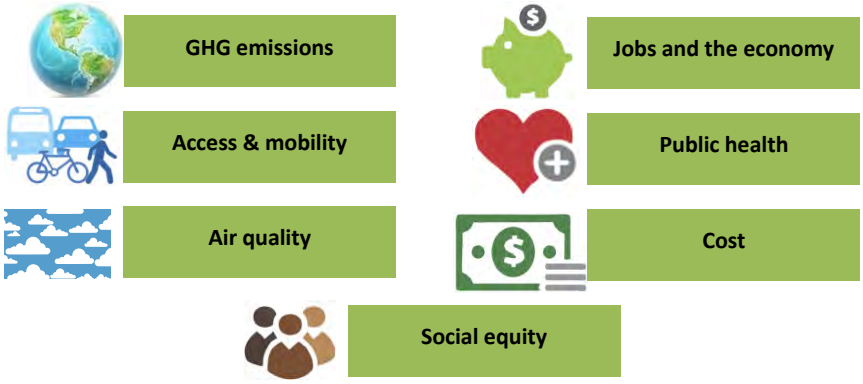
Direct staff to work with MTAC & TPAC

- ❑ **FINALIZE ASSUMPTIONS**
- ❑ **REPORT BACK IN SEPTEMBER**
  - Relative climate benefit
  - Other key outcomes reported in Phase 2
  - Estimated cost, any funding gap & potential mechanisms
- ❑ **IDENTIFY DRAFT ACTIONS TO GUIDE IMPLEMENTATION**

See #4 - #7 on pages 8 and 9 of the memo

24

Outcomes to be reported in the fall



Evaluation criteria approved by Metro advisory committees and the Metro Council in May and June 2013

25

MTAC & TPAC Recommendation #8

Provide opportunities for further review and refinement in the fall

Sept.	Report back to committees in Sept.
Sept. 18	Comment periods begins
Oct. – Dec.	Consider results and public input to finalize recommendation to Metro Council

See #8 on page 9 of the memo

26

MTAC & TPAC Recommendation #9

Further discussion on funding in the fall:

- Is there a gap between draft approach, current funding levels and 2014 RTP financial assumptions?
- What funding mechanisms or tools should be considered moving forward?
- Recommendations for continuing finance discussions beyond Climate Smart Communities Scenarios Project?

See #9 on page 9 of the memo

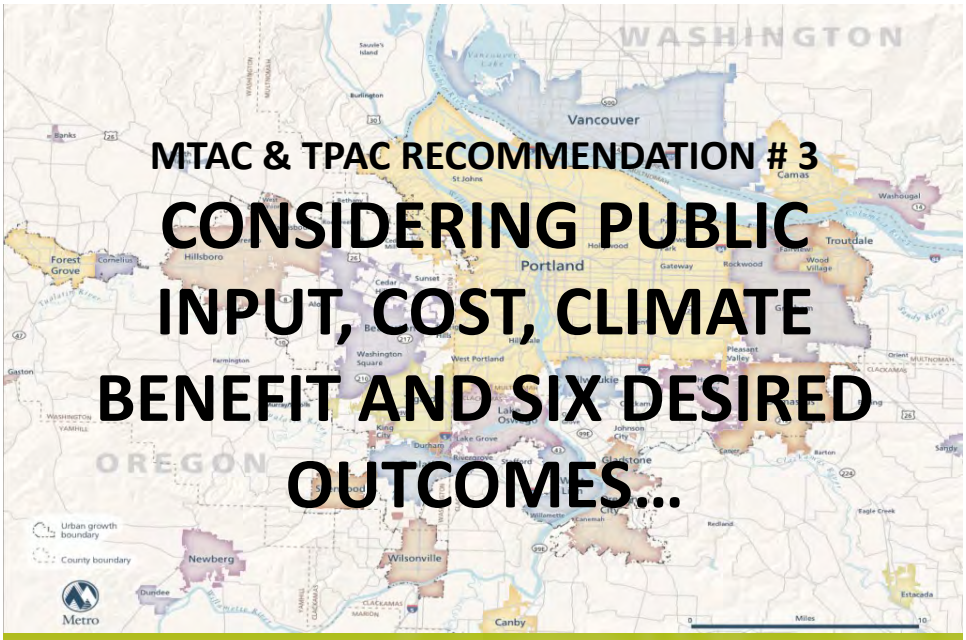
27

Poll Question #1

Acknowledging that MTAC, TPAC and Metro staff will perform the noted actions in slides 24—27, do you recommend those staff actions and reaffirm the two assumptions below:

- Implementation of adopted regional, and local plans (slide 22)
- State transition to cleaner fuels, more fuel-efficient vehicles and pay-as-you-drive insurance (slide 23)

28



MTAC & TPAC RECOMMENDATION # 3

CONSIDERING PUBLIC INPUT, COST, CLIMATE BENEFIT AND SIX DESIRED OUTCOMES…

See page 5 of the memo

29

1. HOW MUCH TRANSIT SHOULD WE PROVIDE?

a) Transit capital

b) Transit operations

See pages 5-6 of the memo

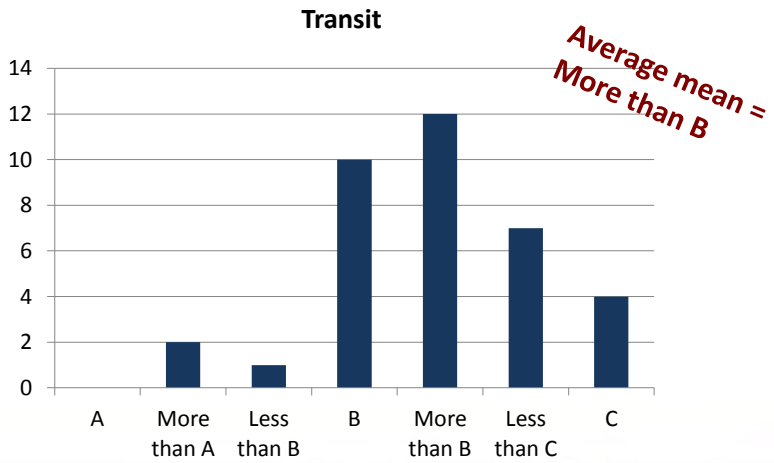
30

Make transit more convenient, frequent, accessible and affordable

31

What you said about transit

Number of participants who voted for each scenario:



Straw poll results from April 11 joint JPACT/MPAC meeting

32

MTAC & TPAC recommendation on transit capital

More than B = 2014 RTP Constrained System

- Columbia River Crossing LRT extension
- Fleet replacement/expansion and maintenance & operations facilities expansion
- Transit centers, bus stop and ROW improvements
- Planning and project development for next priority corridors (e.g., Division/Powell and SW Corridor), AmberGlen and Forest Grove

See page 5 of the memo

33

Do you support MTAC and TPAC's recommendation for transit capital?

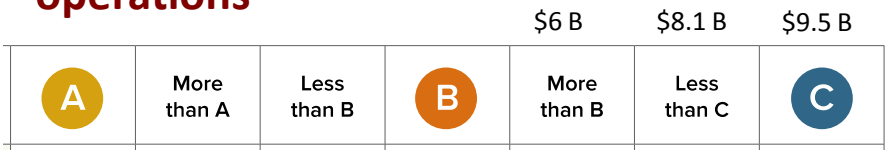
I'm good to go

I can support it but have some concerns

I recommend a different investment level

34

MTAC & TPAC recommendation on transit operations



1. **More than B** level of transit operations = 2014 RTP Financially Constrained System
   7,200 revenue hours (47% increase in revenue hours from 2010 levels)
2. **Less than C** level of transit operations to partially implement TriMet Service Enhancement Plans (SEPs) and SMART Transit Master plan
   9,200 revenue hours (64% increase in revenue hours from 2010 levels)
3. **C** level of transit operations to more fully implement TriMet SEPs and SMART Transit Master plan
   11,200 revenue hours (129% increase in revenue hours from 2010 levels)

See page 6 of the memo and Attachment 2

35

What is your recommendation for transit operations?

More than B | **Less than C** | **C**

36

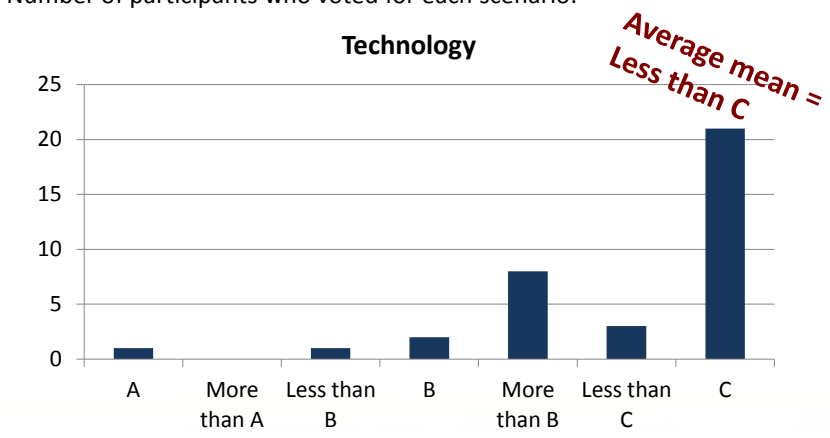
HOW MUCH SHOULD WE USE TECHNOLOGY TO MANAGE THE SYSTEM?

See page 6 of the memo

Use technology to actively manage the transportation system

What you said about technology

Number of participants who voted for each scenario:



Straw poll results from April 11 joint JPACT/MPAC meeting

39

MTAC & TPAC recommendation on using technology to manage the system

			$135 M	$154 M	$173 M	**$193 M**
A	More than A	Less than B	B	More than B	Less than C	C

C = more than 2014 RTP Financially Constrained System

- **Interconnect and coordinate timing of all traffic signals in the region**
- **Transit signal priority on bus routes with 10-min. service**
- **Deploy incident response patrols on all area freeways and major streets adjacent to freeways**
- **35% delay reduction anticipated on freeways and arterials**

See page 6 of the memo

40

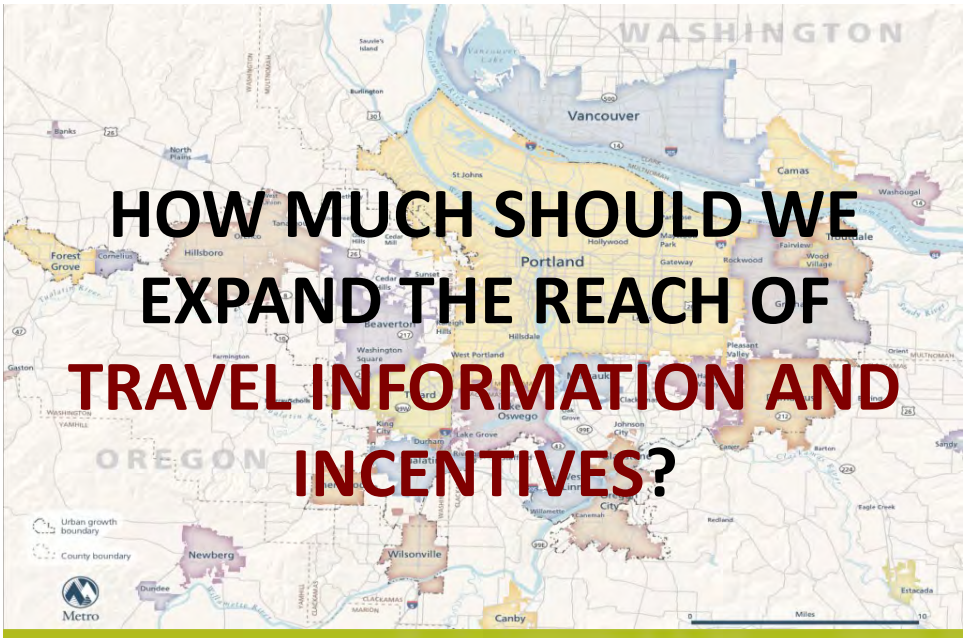
Do you support MTAC and TPAC's recommendation on technology?

I'm good to go

I can support it but have some concerns

I recommend a different investment level

41



HOW MUCH SHOULD WE EXPAND THE REACH OF TRAVEL INFORMATION AND INCENTIVES?

See page 7 of the memo

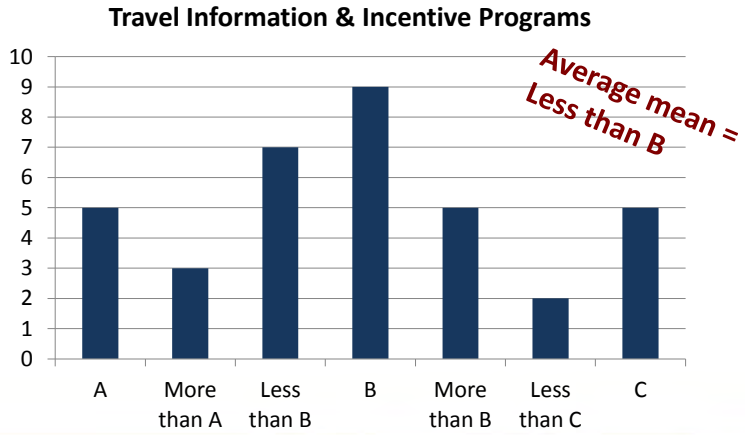
42

Provide travel information and incentives to expand use of travel options

43

What you said about travel information and incentive programs

Number of participants who voted for each scenario:



Straw poll results from April 11 joint JPACT/MPAC meeting

44

MTAC & TPAC recommendation on using travel information and incentives

			$124 M	$161 M	$198 M	**$234 M**
A	More than A	Less than B	B	More than B	Less than C	C

C = more than 2014 RTP Financially Constrained System

- **Expanded coordination and public-private partnerships**
- **More resources directed to local governments, employers, transportation associations and transit providers to expand implementation (and participation)**
- **Leverages and enhances transit and active transportation investments and parking management**

See page 7 of the memo

45

Do you support MTAC and TPAC's recommendation on travel information?

I'm good to go

I can support it but have some concerns

I recommend a different investment level

46

HOW MUCH OF THE PLANNED ACTIVE TRANSPORTATION NETWORK SHOULD WE COMPLETE?

See page 7 of the memo

47

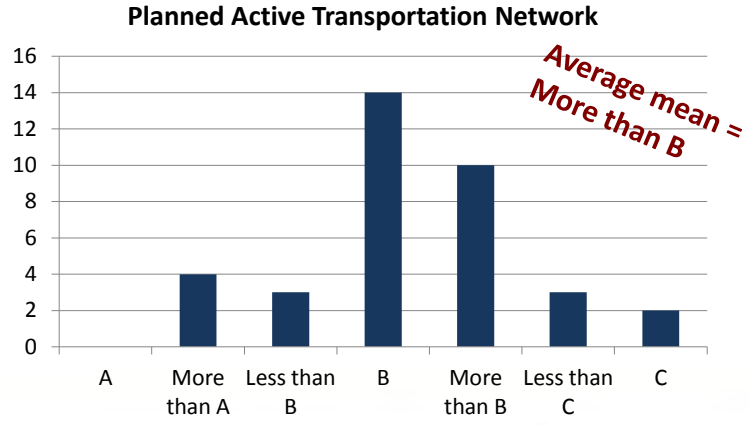
Make biking and walking more safe and convenient

Photo credit: Urban Advantage and SACOG

48

What you said about active transportation

Number of participants who voted for each scenario:



Straw poll results from April 11 joint JPACT/MPAC meeting

MTAC & TPAC recommendation on active transportation

			$948 M	**$1.75 B**	$2.9 B	$3.9 B
A	More than A	Less than B	B	More than B	Less than C	C

More than B = 2014 RTP Financially Constrained System

- **Completes more of the regional active transportation network, which reflects updated local priorities for sidewalks, bikeways and trails**

See page 7 of the memo

Do you support MTAC and TPAC's recommendation on active transportation?

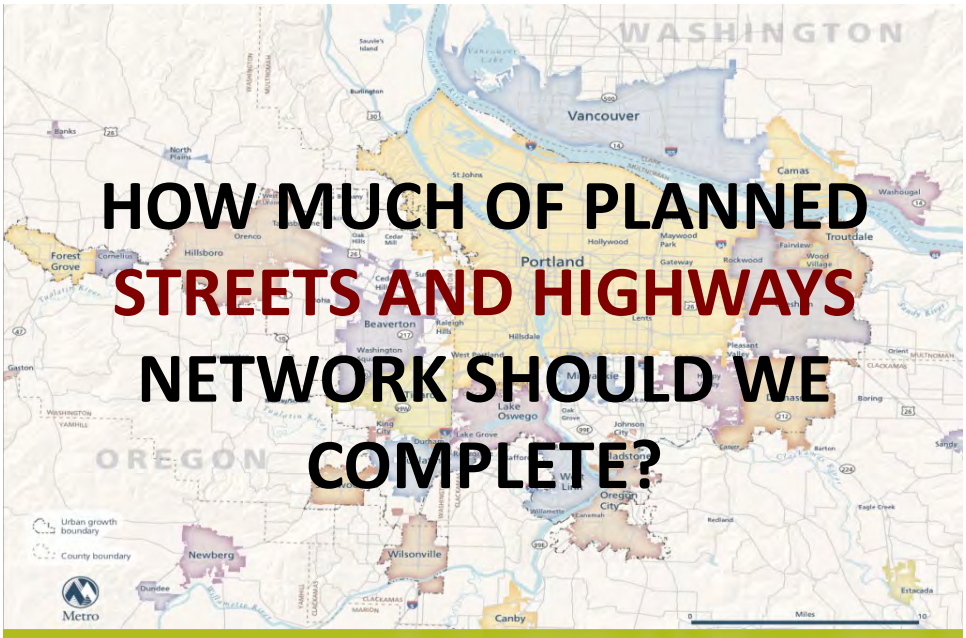
I'm good to go

I can support it but have some concerns

I recommend a different investment level

51

HOW MUCH OF PLANNED STREETS AND HIGHWAYS NETWORK SHOULD WE COMPLETE?



See page 7 of the memo

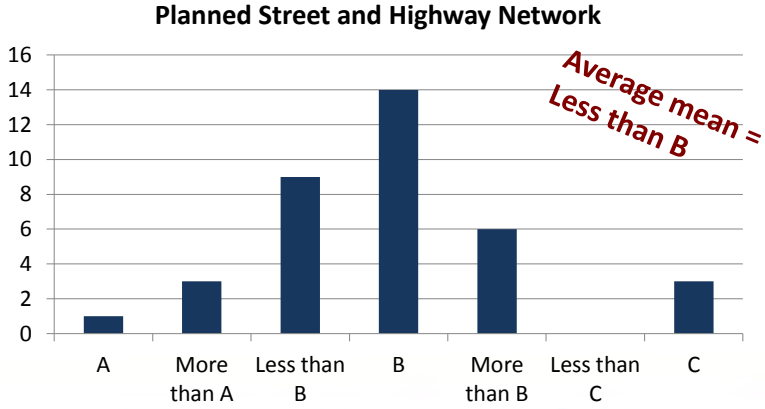
52

Make streets and highways more safe, reliable and connected

53

What you said about streets and highways

Number of participants who voted for each scenario:



Straw poll results from April 11 joint JPACT/MPAC meeting

54

MTAC & TPAC recommendation on streets and highways

			$8.8 B	**$9.2 B**	$10.8 B	$11.8 B
A	More than A	Less than B	B	More than B	Less than C	C

More than B = 2014 RTP Constrained System

- I-5/Columbia River Crossing Bridge Replacement
- Interchange investments and targeted widening of arterials and freeways to support regional travel and goods movement
- New arterial and collector streets improve connectivity and further complete active transportation network

See page 7 of the memo

55

Do you support MTAC and TPAC's recommendation on streets and highways?

I'm good to go

I can support it but have some concerns

I recommend a different investment level

56

HOW SHOULD LOCAL COMMUNITIES MANAGE PARKING?

See page 8 of the memo

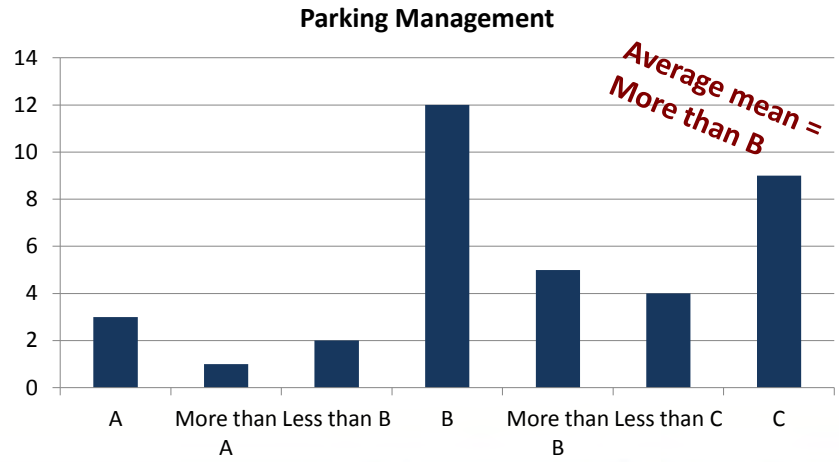
57

Manage parking to make efficient use of parking resources

58

What you said about parking management

Number of participants who voted for each scenario:



Straw poll results from April 11 joint JPACT/MPAC meeting

59

MTAC & TPAC recommendation on parking

A	More than A	Less than B	**B**	More than B	Less than C	C

- **B = 2014 RTP Financially Constrained System**
- **With a sensitivity test as part of the evaluation to help build understanding of effectiveness and more information on the range of approaches in the fall**

See page 8 of the memo

60

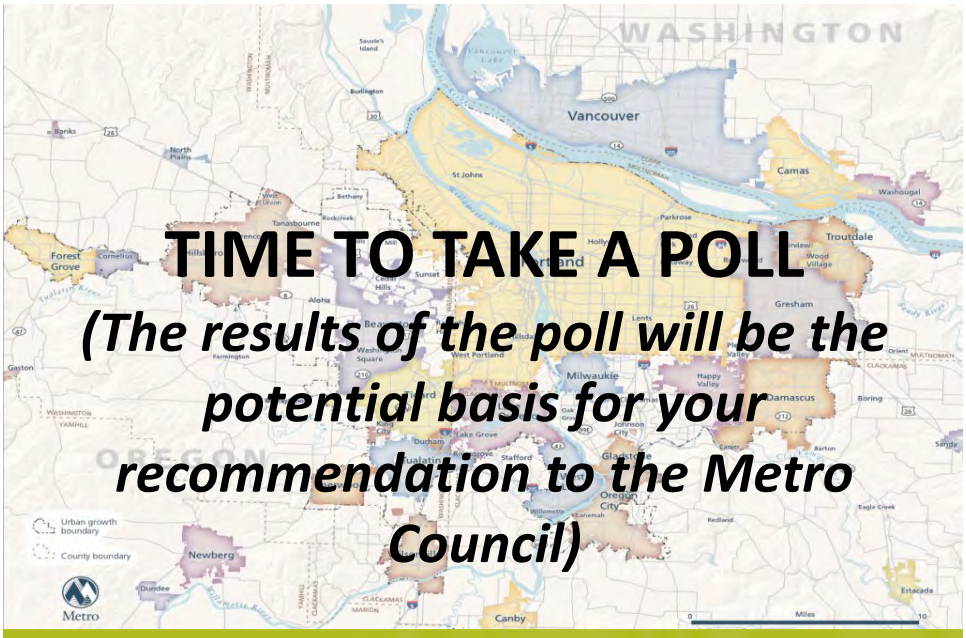
Do you support MTAC and TPAC's recommendation on parking?

I'm good to go

I can support it but have some concerns

I recommend a different level

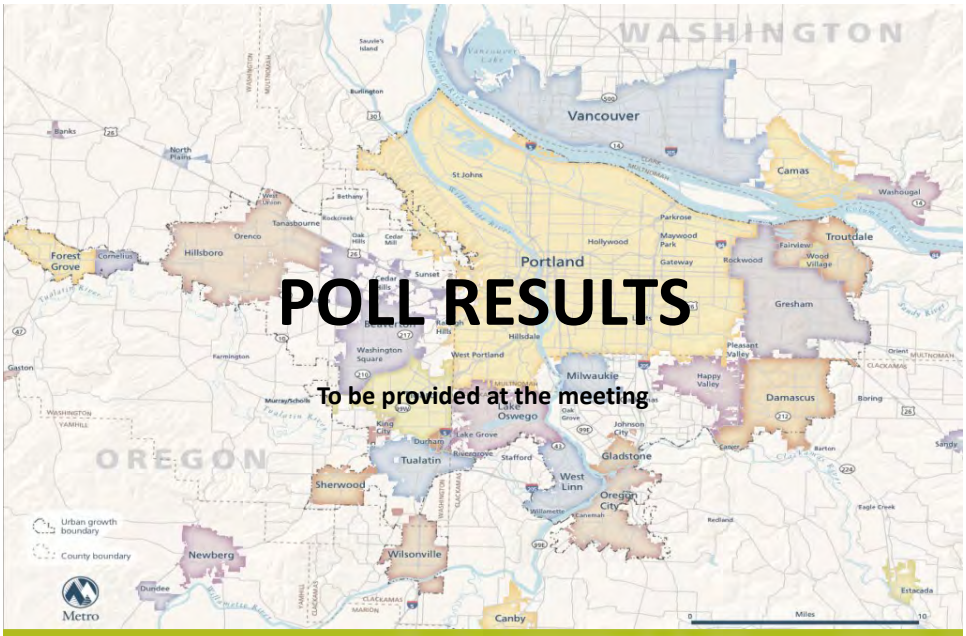
61



TIME TO TAKE A POLL

(The results of the poll will be the potential basis for your recommendation to the Metro Council)

62



POLL RESULTS

To be provided at the meeting

63

JOINT RECOMMENDATION REQUESTED

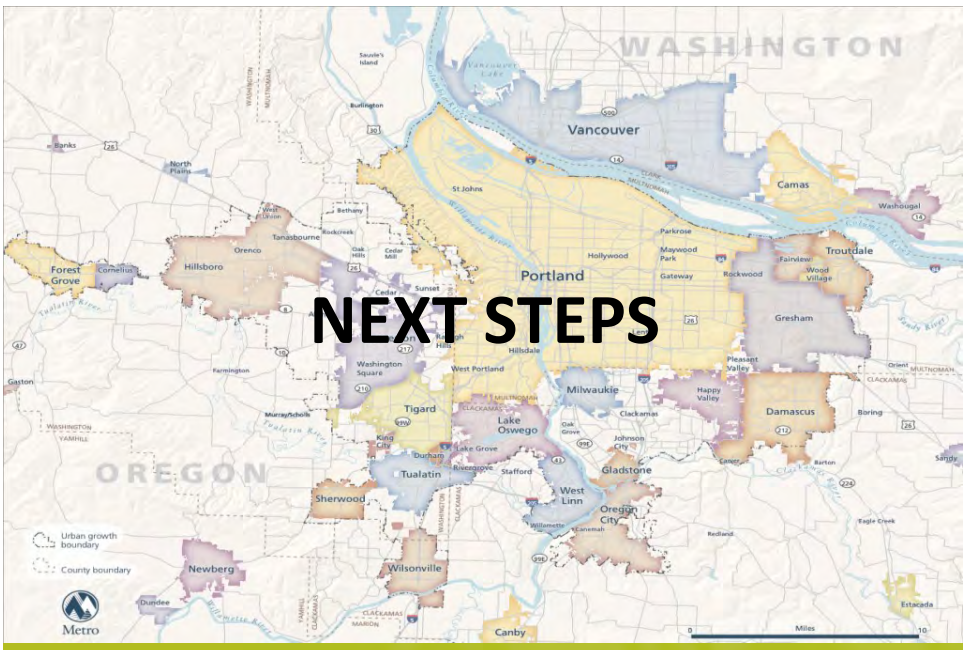
64

Proposed action

Is there a motion from MPAC and JPACT to forward today's poll results to the Metro Council as the recommended draft approach for staff testing this summer?

Approval of this motion is intended to provide staff with sufficient direction to test the draft approach this summer. Approval does <u>not</u> serve as an endorsement of the draft approach.

65



66

Final steps in 2014

JUNE	Council action on draft approach to test
JUNE – AUGUST	Staff works with TPAC and MTAC to evaluate draft approach & develop implementation rec'ds
SEPTEMBER	Report back results
SEPT. – DEC.	Public review of draft preferred approach, identify refinements & final adoption

67

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Metro

POLL: SHAPING THE PREFERRED APPROACH

Investments to achieve six desired regional outcomes

May 30, 2014

Name _____ Committee: ☐ MPAC ☐ JPACT

Question 1 (slides 21-28)

Acknowledging that MTAC, TPAC and Metro staff will perform the following actions…

- conduct evaluation of draft approach
- report the results of evaluation in September
- identify recommended actions that guide how the region integrates reducing GHG emissions with ongoing efforts
- prepare a near-term implementation plan that describes future actions
- provide opportunities for further refinement of draft approach before December 2014 Metro action
- explore opportunities for discussion on how to pay for investments

…do you recommend the above staff actions and reaffirm the two assumptions as previously recommended by MPAC and JPACT at the February 2014 meetings?

- implementation of adopted regional and local plans
- state transition to cleaner fuels, more fuel-efficient vehicles and pay-as-you-drive insurance

☐ **YES** ☐ **NO**

Question 2 (slides 5-20)

What level of investment for each policy area should be tested?

Assemble your recommendation by selecting your desired level of investment for each of the six policy areas in the table on the reverse side.

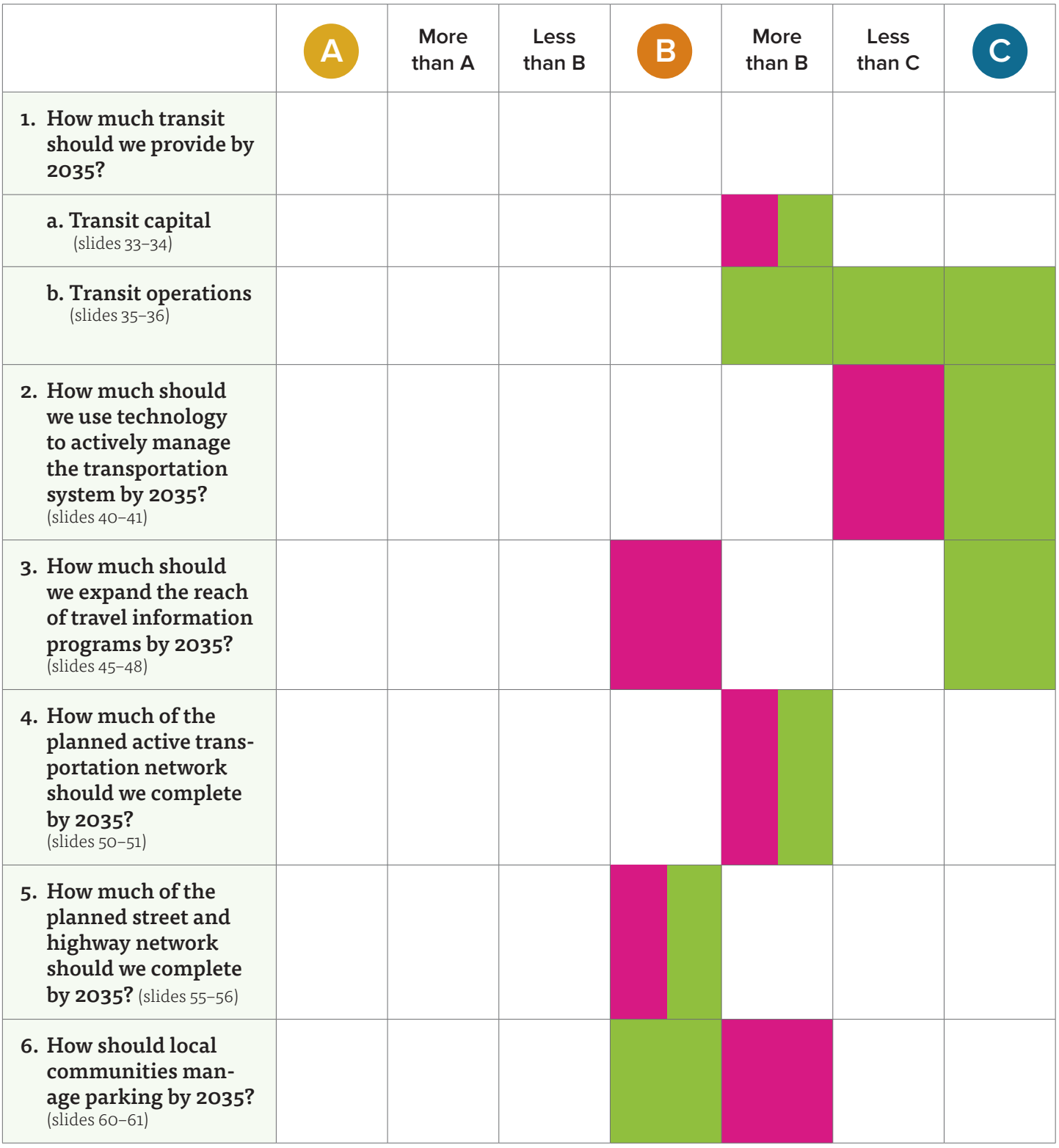
When making your decision, please consider the following:

- six desired outcomes of the region
- relative climate benefits
- April 11 straw poll results
- MTAC/TPAC recommendation
- input from the public and coordinating committees
- estimated cost

Staff will tabulate the average (mean) of all responses for purposes of creating a package with specific recommendations to the Metro Council for testing over the summer.

Continued on reverse side

What level of investment for each policy area should be tested?



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Howard Shapiro, Vice Chair
Karen Gray
Gary Oxman
Don Hanson
Michelle Rudd
Mike Houck
Chris Smith

May 27, 2014

Mayor Charlie Hales
Commissioner Steve Novick

Dear Mayor and Commissioner,

At our May 13, 2014 meeting, Metro Councilor Bob Stacey provided a briefing to the Planning and Sustainability Commission (PSC) about Metro's Climate Smart Communities Scenarios Project (CSC). We understand the CSC goals are to reduce greenhouse gas emissions from cars and light trucks to less than half of the levels of 2005. There are expectations for Metro and other regions from the State to allow people to make shorter driving trips and more active transportation via changes in community design.

In preparation for the May 30 joint MPAC/JPACT meeting, the PSC offers our support for options that would prioritize fully building out the region's active transportation infrastructure. While transit investments are critical, active transportation investments are likely to provide greater rates of return in mobility for the relatively modest funds invested and will also generate significant health co-benefits.

The Commission also believes CSC would be greatly strengthened by incorporating a direct nexus with climate adaptation strategies to complement greenhouse gas reduction strategies. Regardless of our success in reducing greenhouse gases in our region, significant negative human health and ecological impacts are likely to occur in our region due to climate change.

Using green infrastructure to address climate change, such as planting trees and interconnected bioswales along transportation corridors, would simultaneously promote active transportation, provide much needed bike and pedestrian safety, sequester carbon dioxide, reduce urban heat island effects, and improve air quality. These co-benefits are not considered in Metro's scenarios because CSC focuses exclusively on CO2 reduction. Including climate adaptation expands the range of transportation alternatives and designs that can and should be considered. Regional policies must, in our opinion, consider these multiple benefits in any climate related program.

Thank you for representing the best interests of our entire community in shaping the preferred approach for Climate Smart Communities.

Sincerely,

Andre' Baugh
Chair

Cc: Metro Councilor Bob Stacey

600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

Metro | *Comment form*

Name _____

Affiliation (if any)

Policy comments

What considerations or additional information would you like to provide on selection of a preferred approach?

Other comments?

Event evaluation

On a scale of 1 (poor) to 5 (excellent), please rate the following:

a. Meeting agenda and process

1 2 3 4 5

b. Facilitation

1 2 3 4 5

c. Materials

1 2 3 4 5

d. Venue

1 2 3 4 5

Please provide additional comments on the overall effectiveness of the process for reaching the recommendation to Metro Council.

Thank you